

2021 FTIP

FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

For
Butte County
Federal Fiscal Years 2020/21 – 2023/24

Adopted Schedule: February 25, 2021

Prepared by:



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www.bcag.org/Planning/FTIP/index.html

Please direct questions to: Mr. Iván García, Programming Manager (igarcia@bcag.org)



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION NO 2020/2021-09**



ADOPTION OF THE 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY CONFORMITY DETERMINATION FOR 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 Fixing America's Surface Transportation (FAST) Act of 2015 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 2021 FTIP is consistent with the metropolitan transportation planning regulations pursuant to Title 23 Code of Federal Regulations Section 450, Title 23, United States Code Section 134, and Title 49 United States Code Section 5303;

WHEREAS, the 2021 FTIP is consistent with the transportation system described in the current 2020 RTP/SCS;

WHEREAS, the 2021 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds and affirms the availability of funding;

WHEREAS, the 2021 FTIP includes all regionally significant projects to be funded from local, state, or federal resources;

WHEREAS, projects in the 2021 FTIP satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of federal performance management targets for safety, pavement and bridge conditions, reliability and congestion, and transit assets and safety in the planning region;

WHEREAS, for regional air quality conformity analysis and determination purposes, BCAG is relying on a previous regional emissions analysis which was prepared for the 2020 Regional Transportation Plan and 2019 FTIP, as the basis for 2021 FTIP conformity determination per 40 CFR 93.122(g). The 2021 FTIP conformity determination demonstrates that the projects are within the allowable emissions budget identified for Butte County and comply with the applicable requirements set for Butte County and therefore conform to the Transportation Conformity Rule as applicable to Butte County;

WHEREAS, Butte County does not have any required Transportation Control Measures in the State Implementation Plan;

WHEREAS, the 2021 FTIP satisfies the requirements by the Federal Transit Administration for the "Programming of Projects" (POP);

WHEREAS, BCAG developed the 2021 FTIP and Air Quality Conformity Determination in accordance with the adopted Public Participation Plan;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments hereby adopts the 2021 Federal Transportation Improvement Program and Air Quality Conformity Determination;

BE IT FURTHER RESOLVED that BCAG staff is hereby directed and authorized to work with the California Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency to make any necessary changes or corrections that may be needed to ensure the timely delivery of the FTIP to obtain its approval;

BE IT FURTHER RESOLVED that the BCAG Board authorizes its staff to administratively modify/amend the 2021 FTIP as outlined in the procedures defined in the FTIP in accordance with BCAG's Public Participation Process (PPP).

PASSED AND ADOPTED by the Butte County Association of Governments on the 25th day of February 2021 by the following vote:

AYES: Connelly, Jones, Ritter, Kimmelshue,
K Reynolds, Busch, Lucero, Teeter

NOES: None

ABSENT: Calderon, C Reynolds

ABSTAIN: None

APPROVED:



BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:



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

**ACRONYMS FOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS**

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

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

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SECTION 1 - INTRODUCTION & OVERVIEW

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

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

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

The 2021 FTIP: Features and Highlights

- The 2021 FTIP addresses requirements under the Fixing America’s Surface Transportation Act (FAST Act), the current surface transportation act.
- The 2021 FTIP covers four years of programming for federal fiscal years 2020/21 (FFY 21) through 2022/24 (FFY 24).
- The 2021 FTIP includes approximately 28 individual transportation projects and lump sum entries for certain program categories, such as state highway operations and maintenance.
- The 2021 FTIP includes committed federal, state, and local funding of approximately \$348.78 million between 2020/21 – 2023/24 federal fiscal years.

Project listing for the 2021 FTIP may be viewed online on the BCAG Web site, at: www.bcag.org under “what’s new”. Some of the listed projects have been mapped to present the online reader with a visual location of the project. Those without access to the internet may view a printed copy of the project listings at the BCAG offices located at 326 Huss Drive, Suite 150 in Chico. The FTIP is also available at each Butte County Public Library.

FTIP REQUIREMENTS

The FTIP is a requirement of federal transportation legislation, most recently, the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015 and while it has expired on September 30, 2020, the federal authorizing extension have been in place. The FAST Act is the first federal law in over ten years to provide long-term funding certainty for surface transportation, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012 and originally was set to expire on September 31, 2014. The FAST Act built on the initiatives established in MAP-21, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems.

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

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

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

FTIP DEVELOPMENT

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

Projects identified in the FTIP are specifically included or consistent with the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is a long-range comprehensive transportation plan, with short-range action plans that identify strategies for future development of all transportation modes keeping in mind that it must be constrained to anticipate funding levels. The RTP/SCS establishes goals, objectives and policies as well as identifies the long-range transportation needs that will meet the area's mobility needs and satisfy federal air quality standards. Inclusion of a project or program in the RTP is a prerequisite for inclusion of a project in the FTIP. The FTIP is in essence the action plan for implementing the short-range actions identified in the RTP. Within six months after the RTP is adopted, this FTIP will be re-evaluated to ensure consistency between the “plan” and the “program” including the air quality conformity determination.

Figure 1
Butte County Metropolitan Planning Area

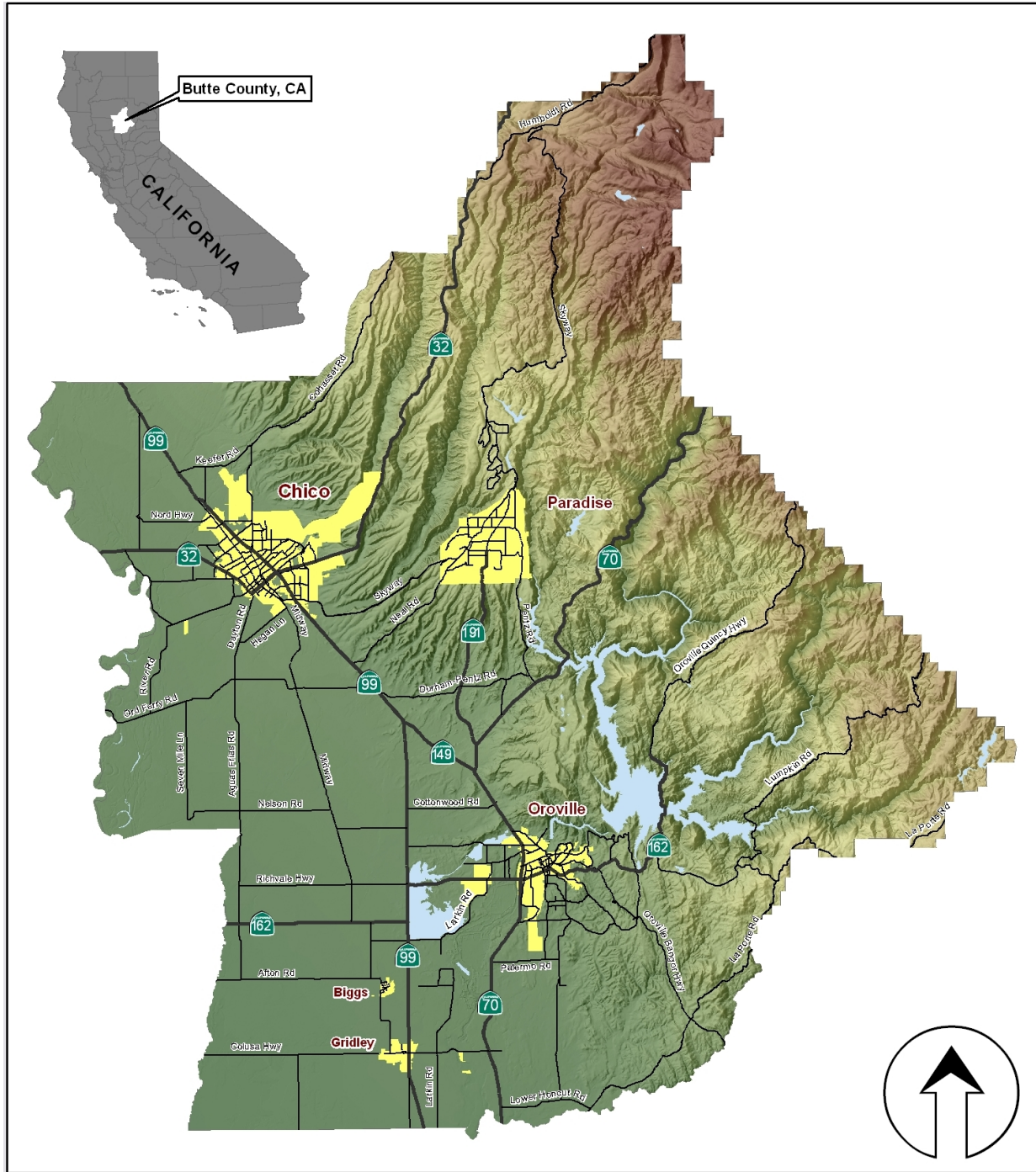
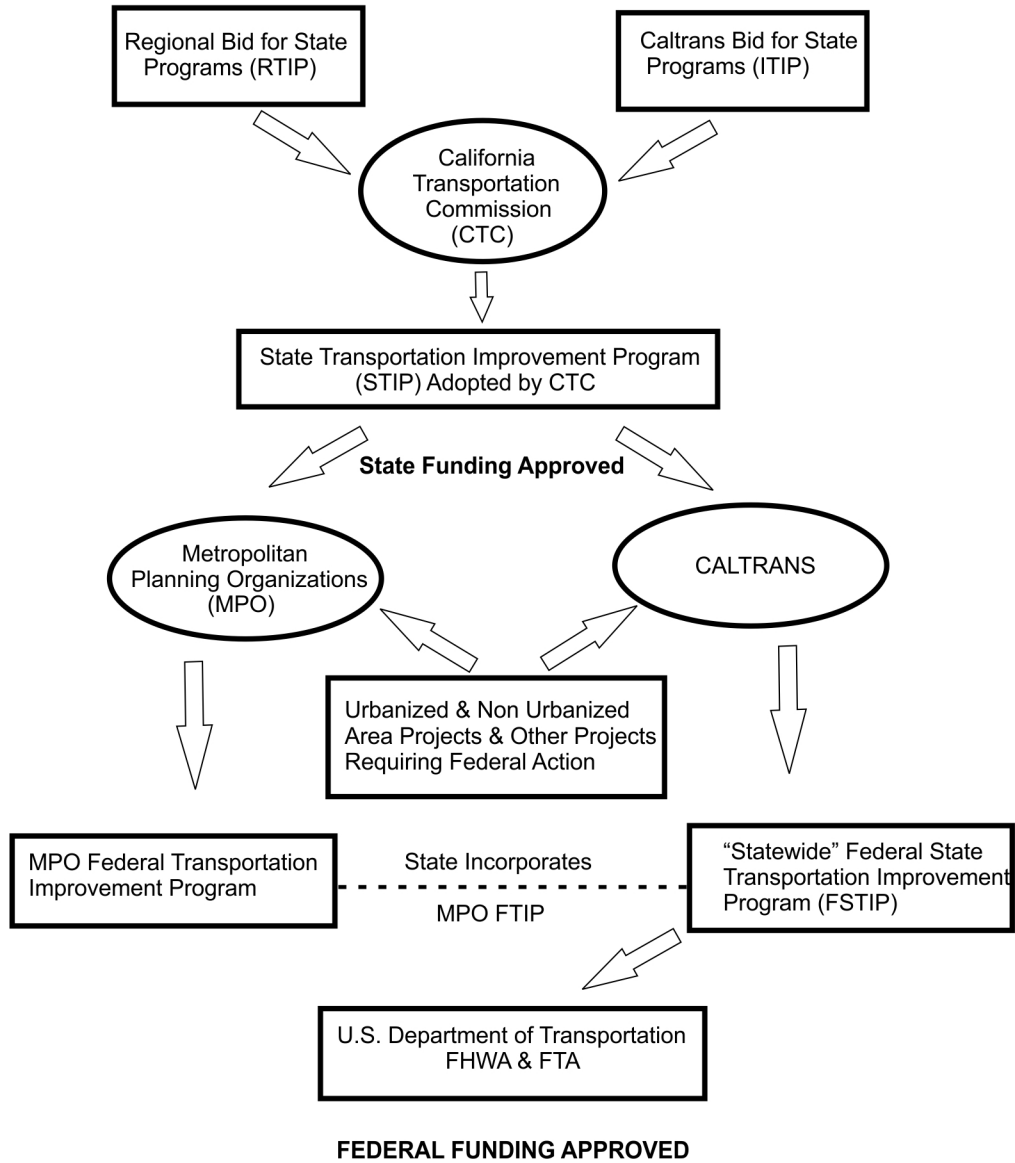


Figure 2

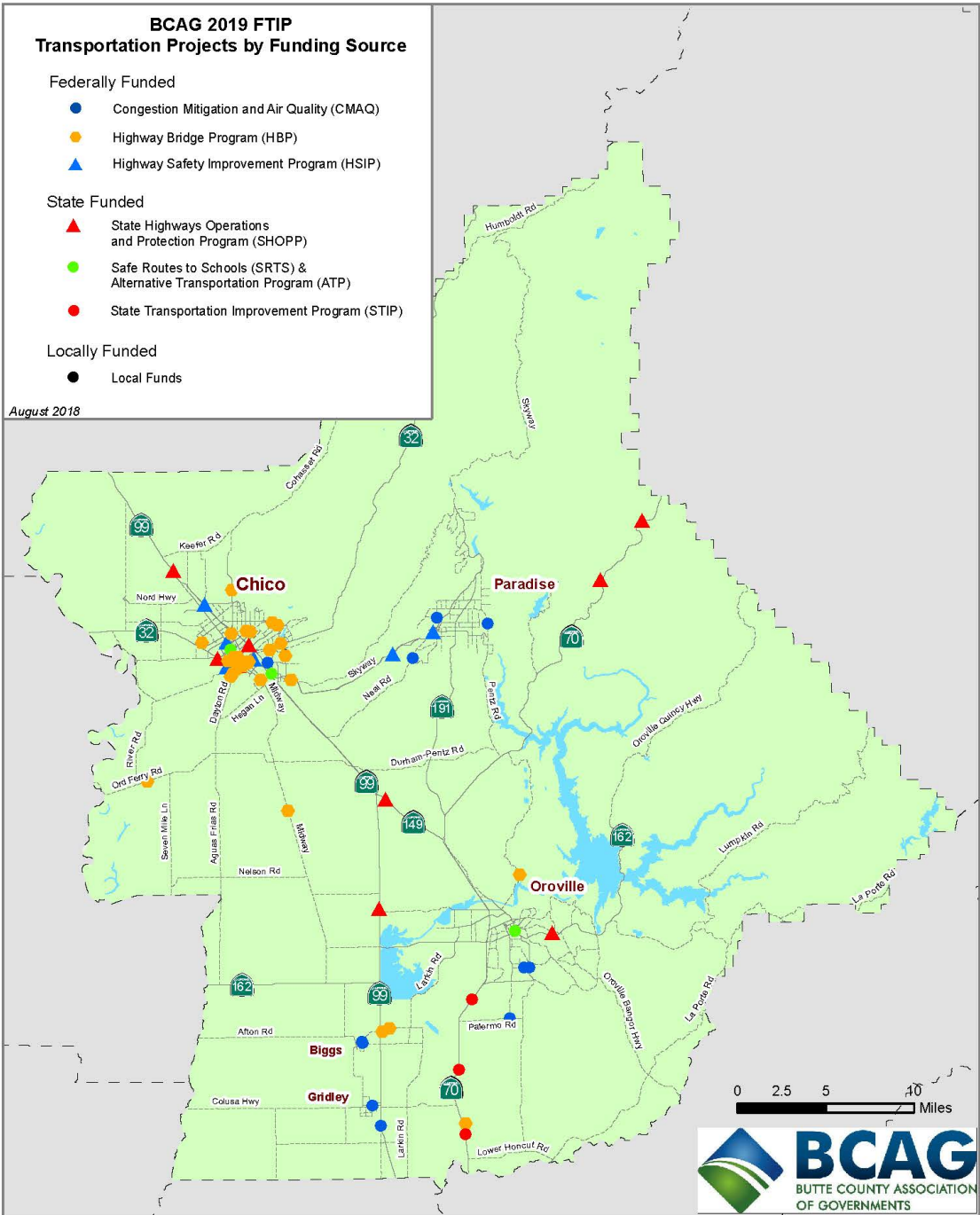
Federal TIP Development Process



FTIP Development Schedule

May 7, 2020	Notification of Development
August 25, 2020	Formal Tribal Government Outreach
August 29, 2020	Outreach to Freight Industry for 2020 RTP/SCS & 2021 FTIP
September 3, 2020	Public Outreach Via Zoom for 2020 RTP/SCS & 2021 FTIP
September 24, 2020	BCAG Board of Directors Meeting
October 1, 2020	BCAG TAC Meeting
November 5, 2020	BCAG TAC Meeting
December 10, 2020	BCAG Board of Directors Meeting
January 14, 2021	BCAG TAC Meeting
January 25, 2021	Public Review Period Begins – Draft 2021 FTIP Document
January 28, 2021	BCAG Board of Directors Meeting – Draft 2021 FTIP Document & Air Quality Conformity Analysis public review and comment period
February 1, 2021	Draft 2021 FTIP / Air Quality Conformity Analysis – Interagency Consultation Review Group Distribution
February 1, 2021	Draft 2021 FTIP Submitted to Caltrans for review and comment
February 16, 2021	Open House Public Workshop Via Zoom – Final Draft 2021 FTIP
February 25, 2025	BCAG Board Adoption
March 1, 2021	FTIP Submittal

All of the 2021 FTIP are carryover from previous FTIPs with the exception of two new projects. One new project is a CMAQ and HIP funded project for the City of Chico and the second is a CMAQ project for Butte County. Both of these new projects and the rest of the 2021 FTIP projects are included in the recently adopted RTP/SCS and therefore have already been reviewed by the public and included in the regional emissions analysis. In many cases, the project may currently be under some phase of project development. The FTIP project locations have been mapped and included on Page 7. The map however does not include “lump sum” categories or FTA funded projects.



Title VI Compliance

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

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

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

PUBLIC INVOLVEMENT AND INTERAGENCY CONSULTATION

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

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

In addition, BCAG consulted the Interagency Consultation Review (ICR) group to allow for the opportunity to provide input in the development of the 2021 FTIP. The ICR

group is made up of FHWA, EPA, Caltrans, California Air Resources Board, FTA, Butte County Air Quality Management District and BCAG.

The 2021 FTIP update was also developed in consultation with BCAG's Social Service Transportation Advisory Council made up of individuals who represent social service agencies including low-income, seniors, disabled and the general public. Presentations were made to the various committees for input and comment. BCAG encourages public input at any time concerning all work products and projects. Due to COVID 19 and Public Health recommendations, public workshops were held via zoom. It is important to note that the 2021 FTIP includes a total of two new projects for programming CMAQ and HIP funds. While formal zoom presentations were held, BCAG's advisory committee and Board of Directors meetings are also open to the public and were held via zoom as well.

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

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

Visualization Techniques & Enhanced Outreach

BCAG Posted workshop display advertisement on the entire Butte Regional Transit Fleet in English and Spanish and Hmong. In addition, BCAG placed display ads in known low income communities and spoke with local residents. Due to COVID-19, BCAG was required to follow Public Health guidelines and practice social distancing requirements as directed by the Governor. In doing so, in 2020, BCAG held its first zoom workshop in which a thorough power point presentation was presented. It was made known that for those who could not attend and were interested in participating and learning more about the RTP/SCS they could reference the recorded workshop.

This workshop is posted online at:

<https://www.youtube.com/watch?v=oqFoiAzygRQ&feature=youtu.be>. Or can accessed from the RTP/SCS webpage.



● **2020 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY DEVELOPMENT**

Learn more about long range regional transportation planning

● **2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**

Learn what projects are scheduled to be done in the next several years

ZOOM WORKSHOP

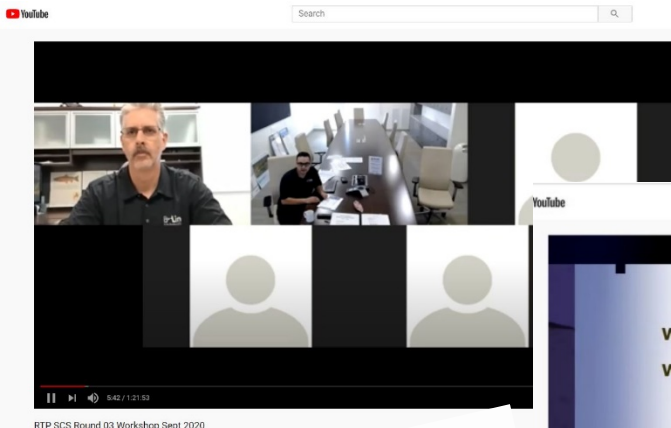
Thursday, September 3, 2020
4 p.m. - 6:00 p.m

Email: igarcia@bcag.org / Call 530-809-4603 for more information or visit: www.bcag.org

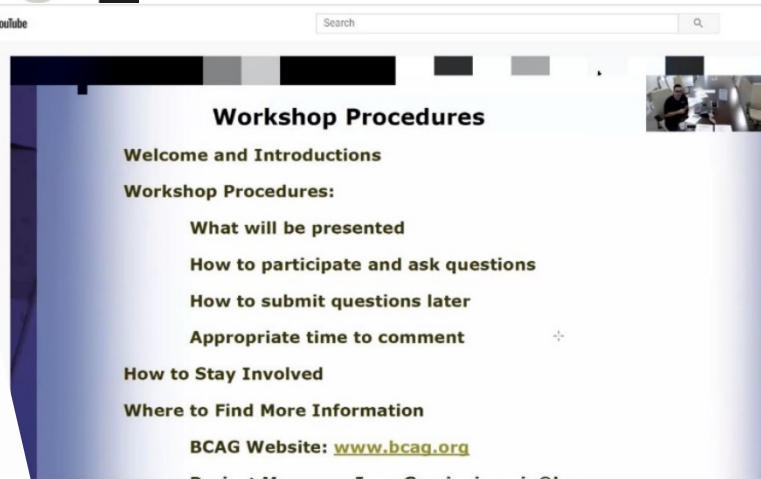
Yog koj txaus siab xav koom txog transportation planning process nrog BCAG, caw koy koom kev qhia kawm hauj lwm kawm ntau yam nyob hauv koj lub zos yog koj koom tau! Koy tuaj koom hauv "Zoom" Yog koj txhawj xeeb xav tau kev pab tham lus Hmong, hu rau peb paub, ua tsaug

**2020 RTP/SCS - ENVIRONMENTAL
IMPACT REPORT SCOPING MEETING**
4:00 P.M. - 6:00 P.M.

Se Habla Español



RTP SCS Round 03 Workshop Sept 2020



BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS
**2020 REGIONAL TRANSPORTATION PLAN /
SUSTAINABLE COMMUNITIES STRATEGY**
**2020 REGIONAL TRANSPORTATION
IMPROVEMENT PROGRAM**
OPEN HOUSE

Outreach to Low Income Communities:



Chapmantown, Chico CA

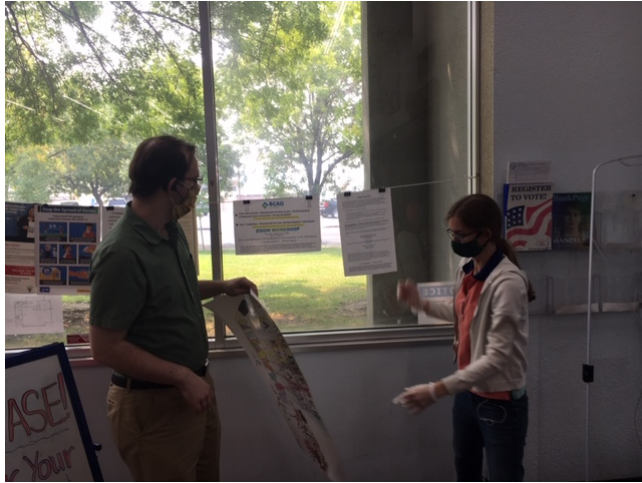


Southside Community Center
Oroville, CA



Gridley Farm Labor Camp

Butte County Public Library



Specific Outreach Included:

Public Notices – Local Media Blast & Social Media (BCAG Facebook and Twitter)
Public Interest Emails (those who have specifically requested to be included)
Chico Public Library, Chico CA
Butte County Public Library, Oroville CA
Gridley Public Library, Gridley CA
California State University, Chico.

Butte Regional Transit Posting (Entire Transit Fleet)– English and Spanish
Constant Contact – Comprehensive Email Distribution from BCAG kept for outreach and newsletters

Native American Tribes

Freight Distribution Email Distribution w/ contacts from Caltrans

Butte County Board of Directors (August Board)

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

Social Services Transportation Advisory Council

Community Posting – In Person

- Chapmantown Community Market (Boucher Street Market, 1406 Boucher St, Chico, CA 95928)
- Oroville – Butte County Library
- Oroville Southside Community Center (2959 Lower Wyandotte Rd, Oroville, CA 95966)
- Oroville African American Family & Cultural Center (3300 Spencer Ave, Oroville, CA 95966)

- Gridley Farm Labor Camp (850 E. Gridley Rd., Gridley CA 95948)
- Gridley – Public Library

FTA “Program of Projects” and the TIP

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

FAST ACT Requirements Specific to Public Participation

The new federal FAST Act carried forward the requirements from MAP 21 legislation in regards to specific consultation. BCAG’s extensive Public Participation Plan used for the current 2020 RTP/SCS development and this 2021 FTIP development include a broad base community representation including state and federal agencies. The following committees were consulted:

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

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

BCAG’s Public Participation Plan and 2021 FTIP are posted at BCAG’s website at: <http://www.bcag.org/Planning/index.html>.

Due to COVID and Public Health Department social distancing recommendations, BCAG held zoom workshops for the FTIP and RTP to solicit input. These have been posted at the BCAG website and were made available via youtube afterwards for future reference.

AIR QUALITY CONFORMITY

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

The Clean Air Act Section 1761 (42 U.S.C. 7506 I) and EPA's transportation conformity regulations (40 CFR 93.104(b) and (c)) require that each new regional transportation plan (RTP) and transportation improvement plan (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and FTIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This ensures that federally supported highway and transit project activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS). Conformity currently applies under EPA's rules to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas").

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

This transportation air quality conformity determination and emissions analysis shows that transportation projects programmed in the 2020 Butte County Regional Transportation Plan (RTP) and 2021 Federal Transportation Improvement Program (FTIP) are consistent with the applicable SIP.

Butte County's Air Quality Status

Ozone

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

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

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

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

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

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

Carbon Monoxide

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

Fine Particulate Matter (PM2.5)

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

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

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

Air Quality Conformity Determination

The results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2021 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule.**

FINANCIAL CONSTRAINT

The TIP must be financially constrained, meaning that the amount of funding programmed must not exceed the amount of funding estimated to be reasonably available. In developing the 2021 TIP, BCAG has taken into consideration the transportation funding revenues expected to be available during the four years of the FTIP (Federal FY 20/21 through 23/24), and have determined the 2021 FTIP to be financially constrained. All funds identified in the 2021 FTIP are required to operate and maintain the transportation system for Butte County.

The FTIP is a compilation of mostly previously programmed projects reflecting previous actions by BCAG. Examples include the carryover projects from the Regional Transportation Improvement Program / State Transportation Improvement Program (RTIP/STIP), federal transit formula grant projects (Sections 5307, 5311, 5339). The FTIP also includes regionally significant projects that are to be locally funded. Regardless of funding, all regionally significant projects are required to be included in BCAG's regional emissions model to ensure conformity requirements are met.

The 2021 FTIP also includes available State funds such as the State Transportation Improvement Program (STIP) and State Highway Operations and Protection Program (SHOPP) utilizing the latest fund estimates released by the State and as programmed in the 2020 STIP and 2020 SHOPP by the California Transportation Commission. Also included in the FTA Funds are those received thru the CARES Act for COVID relief towards transit operations.

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

RELATIONSHIP OF FTIP TO OTHER FEDERAL AND STATE TRANSPORTATION PROGRAMS

Federal Statewide Transportation Improvement Program (FSTIP)

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

State Transportation Improvement Program (STIP)

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

The majority (75 percent) of the STIP consists of spending programs developed at the regional level throughout California called the Regional Transportation Improvement Program (RTIP). The CTC releases a Fund Estimate identifying the programming capacity it can expect to receive from various sources. This estimate is guided by statutory requirements that direct how the funds are divided throughout the state. Once BCAG adopts the RTIP for the Butte County region, the CTC must accept or reject the RTIP in its entirety and send it back to the region for revision. Meanwhile, Caltrans proposes the counterpart to the RTIP, being the Interregional Transportation Improvement Program (ITIP) for the remaining 25% of the programming capacity of the STIP. The ITIP is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state’s transportation system. For example, connecting the urbanized areas between Chico and Sacramento would be an “interregional improvement”. The CTC adopted the 2018 STIP fund estimate on August 16, 2017 and adopted the 2018 STIP on March 21, 2018. BCAG does not anticipate any changes in programming in terms of projects or funding changes as part of the 2022 STIP fund estimate being prepared by Caltrans in the Spring of 2021. BCAG’s STIP projects include the SR 70 projects identified in the 2019 FTIP and carried forward into the 2021 FTIP period without changes.

FTIP PERIOD

The number of years of programming included in the FTIP varies by fund source. Under the FAST Act, four years of programming are contained in the 2021 FTIP, Federal Fiscal Years (FFY) 2020/21 through 2023/24 (FFY 21- FFY 24). In the case of some projects, carryover funding from prior FTIPs are included and noted as “prior year carryover funding.” In addition, estimated funding for projects in future years (beyond the four years that comprise the 2021 FTIP) is included for information.

FUND SOURCES PROGRAMMED IN THE FTIP

The 2021 FTIP programs transportation funding from a variety of sources. Several of the major sources from which funds are programmed may include:

Federal Transit Administration (FTA) Programs

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

Federal Highway Administration (FHWA) Programs

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

State, Regional, and Local Programs

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

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

- City Local Funds
- County Local Funds

Toll Credits

Section 1111(c) of TEA 21, and U.S.C. Section 1044 of ISTEA under Section 120 (j) allows states to use certain toll revenue expenditures as credit toward the non-federal matching share of programs authorized by Title 23 (except for emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49. Toll credits do not represent new funding. BCAG intends to use toll credits as able to. BCAG will maintain an ongoing tracking system to track the use of toll credits used. Appendix 11 refers to the toll credits being used for the 2021 FTIP. Approximately \$2 million has been identified in toll credits.

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

PROJECT FUNDING SELECTION

Development of Project Proposals

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

Project sponsors are responsible for initiating the requests for FTIP programming, applying for the programmed funds, and delivering the project. Project sponsors are also subject to complying with federal requirements associated with the delivery of the project.

Project Selection Criteria Processes

The process by which a project is selected for programming depends on the fund source requirements. Each fund source will typically have its own respective selection criteria. Once selected however; the project may then move into the programming process for the FTIP.

Regional Transportation Plan (RTP) Consistency

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

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

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

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

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

CHANGING THE FTIP

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

Types of Changes (Administrative Modification & Amendments)

Federal and State policies distinguish between two types of FTIP amendments: Administrative Modifications and Amendments (formally “formal”). These types of amendments differ based on the magnitude of the proposed change and the level of

review required by various federal state and local agencies. As a general rule, significant changes to the cost, scope and schedule of a project listing requires an Amendment, whereas minor changes in fund sources, project description, lead agency, or existing project phase amounts may be processed through administrative modification. BCAG, Caltrans, FHWA and FTA must approve Amendments. Approval of Administrative Actions/Amendments has been delegated to BCAG's Executive Director or designee and the Caltrans Office of Federal Programming.

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

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

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

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

Administrative Modifications and Amendment Procedures

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

Administrative Modifications

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

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

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

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and or Construction phase(s) are already programmed in the current FTIP and additional funding amounts stay within the limits specified in Section ii.
- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a groped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification

- provided there is no change in the original scope or cost. Program the project using fund type “FTA 5307 (FHWA Transfer Funds)” in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field or MPO comments section in CTIPS to list the year, amount, and type of the prior year funds.
 - xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

Amendments

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

Procedures

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

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

http://www.dot.ca.gov/hq/transprog/federal/proc_guide.htm

EXPEDITED PROJECT SELECTION PROCESS

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

BCAG and Caltrans have implemented a project selection process for the Butte County FTIP as required by Federal Regulations 23 Code of Federal Regulations (CFR) Part 450 and Title 23 of the United States Code (USC), and as outlined in the table below.

BCAG and Caltrans have selected all of the projects in the 2021 FTIP using these Project Selection Procedures. It has been agreed by all member agencies represented by BCAG and Caltrans per 23 CFR 450.332 that the projects within the four years of the FITP may be advanced within the quadrennial period of the Federal Statewide Transportation Improvement Program (FSTIP) subject to the conditions of the Expedited Project Selection Procedures outlined in the table below. Project from the first four years of the 2021 FTIP have been selected using the approved project selection procedures.

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

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

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

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

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

Project Selection Procedures - Consultation and Cooperation Requirements

Region	Project Type	Selecting Agency	Selection Procedure	Consulted / Cooperating Agency
MPO: BCAG	Projects funded with Title 23 and FTA funds – except: Projects on the NHS, and HBP, SRTS, ATP, IM, HIP,	MPO	Consultation	State and BCAG

	PLHP, Earmarks, HPP funded projects			
	Projects on the NHS, and projects funded under the HBP, HSIP, SR2S, ATP and IM programs	State	Cooperation	MPO
	Projects funded with Federal Lands Highway Program (FLHP) funds	Selected in accordance with 23 U.S.C 204		

Public Involvement Process for FTIP Amendments and Modifications

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

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

Project Funding Delivery

Delivering transportation projects within the estimated cost, scope and schedule has been one of the key issues in state transportation policy in recent years. Most notable, SB 45 – Kopp (Chapter 622, Statutes 1997) and AB 1012 – Torlakson (Chapter 783, Statutes of 1999) established penalties for not delivering projects funded with STIP, STP or CMAQ funds within certain prescribed deadlines.

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

Fund Management

Federal funds are to be programmed in the FTIP up to the apportionment level for that fiscal year for that fund source within the fiscal year in which the funds are to be

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

OPERATIONS AND MAINTENANCE

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

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

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

Functional Classification for Federal Aid System Summary

Rural Functional Classification	Miles	Urban Functional Classification	Miles	Total ALL
Interstate	0.00	Interstate	0	
Other Principal Arterial	55.03	Other Fwys & Expressways	12.04	
Minor Arterial	84.00	Other Principal Arterial	53.94	
Major Collector	166.64	Minor Arterial	85.88	
Minor Collector	125.70	Collector	155.04	
Local	961.43	Local	456.04	
	1392.8			
Total Rural Miles	0	Total Urban	762.94	2155.74

2006 Highway Performance Monitoring System - Butte County Maintained Miles

Agency	Rural	Urban	Total
Biggs	10.90	0.00	10.90
Chico	4.53	194.68	199.21
Gridley	8.98	17.47	26.45
Oroville	2.28	72.92	75.20
Paradise	2.59	95.73	98.32
Bureau of Indian Affairs	8.00	0.00	8.00
County Unincorporated	1,023.66	329.67	1353.33
State Highway	129.84	52.48	182.32
State Park Service	53.78	0.00	53.78
US Forest Service	148.24	0.00	148.24
Totals	1392.79	762.95	2,155.74

Estimated Operating and Maintenance Costs by Jurisdiction

Agency	Year 1	Year 2	Year 3	Year 4	4-Year Total
	FY 20/21	FY 21/22	FY 22/23	FY 23/24	
Biggs	321,643	321,643	321,643	321,643	1,286,572
Chico	12,824,801	12,824,801	12,824,801	12,824,801	51,299,203
Gridley	626,815	626,815	626,815	626,815	2,507,262
Oroville	1,817,730	1,817,730	1,817,730	1,817,730	7,270,919
Paradise	2,074,313	2,074,313	2,074,313	2,074,313	8,297,254
County	16,256,298	16,256,298	16,256,298	16,256,298	65,025,190
Totals	33,921,600	33,921,600	33,921,600	33,921,600	135,686,399

Source: State Controller's Office of Streets and Roads Annual Report for Cities and Counties Table 5 & 11. Utilized 12 years of annual data and averaged for Fiscal years 2016/17 – 2005/06. Whole dollars.

B-Line Short Range Transit Plan FY 2020/21 - 2023/24					
Butte Regional Transit	2021 FTIP Period				4 Year FTIP
	FY 20/21	FY 21/22	FY 22/23	FY 23/24	Total
Operating Revenue*	14,130,000	14,130,000	14,130,000	14,130,000	56,520,000
Operating Costs	9,855,140	10,140,939	10,445,167	10,768,968	41,210,214
Balance	4,274,860	3,989,061	3,684,833	3,361,032	15,309,786

Assumes constant operating revenues and expenditure for next 4 fiscal years.

* Potential sources of Funds for FY 20/21 include LTF, STA, FTA 5307 and FTA 5311 programs, including federal transit relief funds - CARES/CRRSAA (new version of CARES) .

STATUS OF PROJECTS FROM THE 2019 FTIP

The 2019 FTIP, which began in the 2018/19 federal fiscal year, includes a number of transportation projects and programs that have been implemented. The 2019 FTIP includes both state and local projects, all of which receive federal funding or have been determined to be regionally significant. Those projects that have not been completed yet or are continuing are included in this 2021 FTIP update. The 2019 FTIP identified 36 projects, while the 2021 FTIP includes 29 projects with most projects completed being from the Active Transportation Program. Of significance for the region is the completion of the SR 70 Passing Lane Project (Segment 1). In terms of local projects, the completion of the SR 99 Bikeway Phase 4 in the City of Chico was a major milestone. This project was funded with CMAQ, local and ATP funding.

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

The following projects have been completed between 2019 FTIP and 2021 FTIP:

State Highway Projects:

STIP:

- 1: SR 70 Passing Lane Project. Widen to 4 lanes.
- 2: SR 70 Passing Lane Project. Widen to 4 lanes.

SHOPP ER Projects:

1. SR 99 north of Broyles Rd. Bridge rail upgrade at 6 locations EA 0H330
2. SR 99 near Richvale at Cottonwood Creek Bridge #12-0120 EA 0F290

SHOPP Collision Reduction:

1. SR 162 - In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. EA: 2H630.

SHOPP Roadside:

1. SR 70: In Butte County, on Route 70 at approximately 7.0 miles south of Oroville; Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats. EA: 2H140 PPNO:

SHOPP Mandates:

1. SR 32 In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. EA 4F800.

Local Projects:

1. SR 99 Bikeway Phase 4. Project constructed a new Class 1 Bikeway.
2. Biggs Safe Routes to School Project - Second Street.
3. Monte Vista & Lower Wyandotte Class II Bike Project.

FINANCIAL ELEMENT OVERVIEW

The FTIP Financial Element contains a summary of transportation expenditures and revenues for Butte County beginning in the 2020/21 federal fiscal year. This section has been summarized by fund type in a spreadsheet developed by Caltrans HQ. This table summarizes the “revenues” and “programmed”, thus, being able to identify financial constraint based upon whether or not there is a fund balance. Based on the program revenues and expenditures for the applicable FTIP funding programs, Butte County's anticipated federal fund expenditures are within the financial constraint requirements and is consistent with the financial projection procedures provided by FHWA. The total estimated revenues and expenditures for the 2021 FTIP is \$518 million.

ACTION ELEMENT OVERVIEW

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

SECTION 2 – TRANSPORTATION PERFORMANCE MANAGEMENT

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

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

Federal Performance Management Targets

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

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

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

BCAG has supported all of Caltrans statewide targets for all performance metrics. The specific projects programmed in the 2021 FTIP working towards these targets have been identified.

Safety Performance Management (PM1)

The federal goal under safety performance management (PM1) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Table 1. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2020.

Table 1. Statewide Safety Performance Targets - Year 2020

Measure	Target
Number of Fatalities	-3.03%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-3.03%
Number of Serious Injuries	-1.5%
Rate of Serious Injuries per 100M VMT	-1.5%
Number of Non-Motorized Fatalities	-3.03%
Number of Non-Motorized Serious Injuries	-1.5%

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

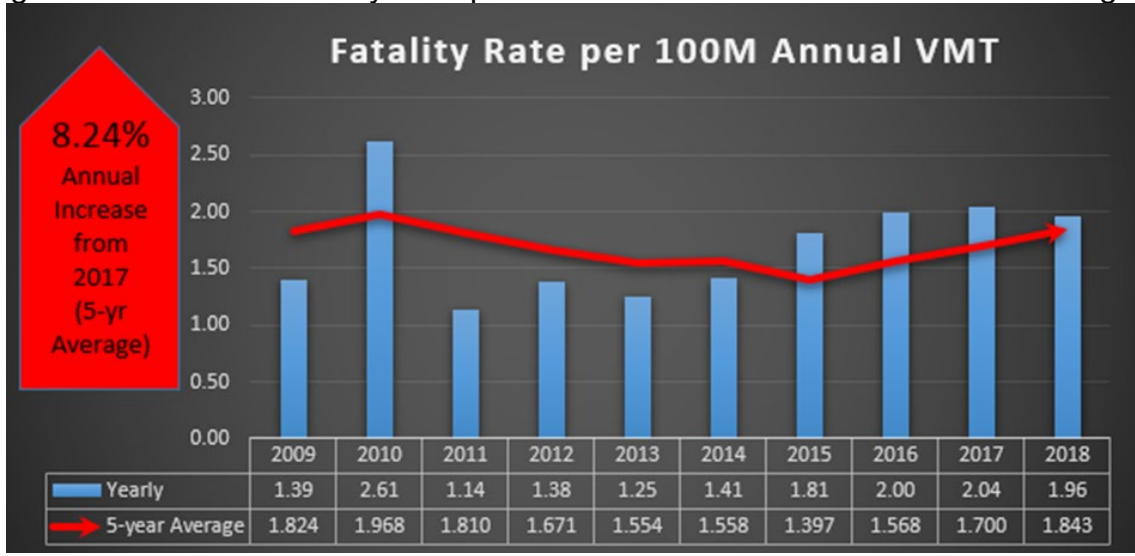
Over the last 10 years, an average of 30 people died in vehicle collisions on our region’s roads and highways. The latest 5-year average (2018) shows a 10% annual increase from the previous year.

Figure 1. 2009-2018 Fatal Collisions for BCAG Region



The region’s 2018 collision fatality has returned to highs not seen since 2010. The latest 5-year average (2018) shows an 8.24% annual increase from 2017.

Figure 2. 2009-2018 Fatality Rate per 100M Annual Vehicle VMT for BCAG Region



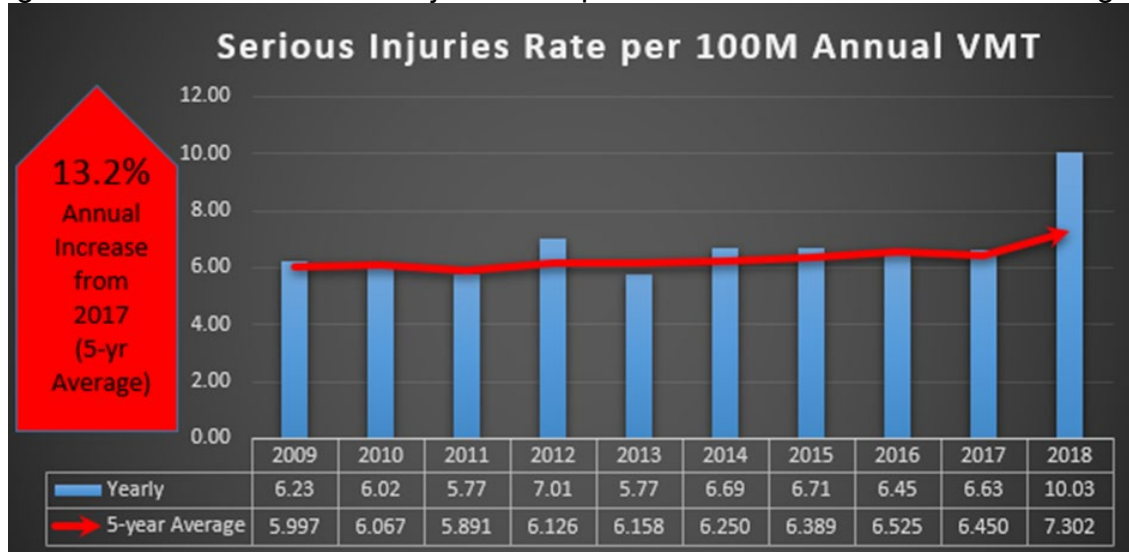
Between the years 2009 and 2017, the region averaged 110 annual serious injuries. In 2018, the region’s serious injuries were at 184, double that of the 97 injuries 5 years prior (2013).

Figure 3. 2009-2018 Serious Injuries for BCAG Region



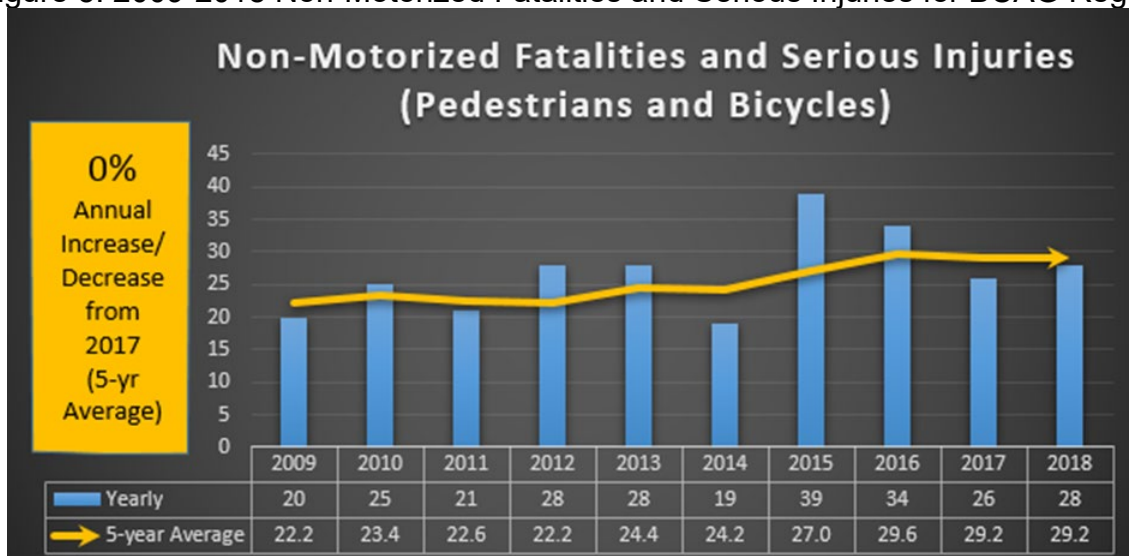
The 2018 serious injury rate of 10.3 serious injuries per 100 million annual vehicle miles of travel (VMT) has a significant contribution to the latest 5-year average which shows a 13.2% annual increase from 2017.

Figure 4. 2009-2018 Serious Injuries rate per 100M Annual VMT for BCAG Region



Over the last 10 years, an average of 27 people died or have been seriously injured as pedestrian or cyclist being involved in a vehicle collision. The latest 5-year average (2018) shows a 0% annual increase/decrease from the previous year.

Figure 5. 2009-2018 Non-Motorized Fatalities and Serious Injuries for BCAG Region



\$514 million of the projects identified in the 2020 RTP project list are safety related. Notable projects that are specifically identified in the 2021 FTIP include State Route (SR) 70 passing lane segments which utilize \$113.6 million in State Highway Operations and Protection Program (SHOPP) funds and the improvement of sixteen

stop-controlled intersections within the Town of Paradise utilizing \$1.23 million of Highway Safety Improvement Program (HSIP) funds.

Pavement and Bridge Condition Performance Management (PM2)

The federal goal under the pavement and bridge condition performance management (PM2) is to maintain the highway infrastructure asset system in a state of good repair. Table 2. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2019.

Table 2. Statewide Infrastructure Condition Targets - Year 2019

Pavement and Bridge Performance Measures*	Baseline 2016/2017		2-Year Target		4-Year Target	
			(1/1/18 – 12/31/19)		(1/1/20 – 12/31/21)	
	Good	Poor	Good	Poor	Good	Poor
Pavement on the NHS (Non-Interstate)	25.5%	7.2%	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	66.5%	4.8%	69.1%	4.6%	70.5%	4.4%

**Applicable to the BCAG Region*

The Infrastructure Performance Measure Final Rule established performance measures for pavement and bridge conditions on the National Highway System (NHS). Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets are based on Caltrans’ long-range (10 year) Transportation Asset Management Plan and the 2017 State Highway System Management Plan. The plans take into consideration the availability of Senate Bill 1 funds over the target setting period and current estimated conditions of the NHS.

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

Table 3. Local National Highway System – Roadways

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

Source: Caltrans GIS Data Library (2018)

Table 4. Local National Highway System – Bridges

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

Source: Caltrans GIS Data Library (2018)

Pavement: Baseline - Year 2016 pavement data for Butte County shows an estimated pavement condition of 7.3% Good and 12.6% Poor for the local component (non-state) portion of the NHS. In all, the Butte County region has 69 lane miles of locally maintained NHS pavement. The state average for local NHS pavement condition is 4.6% Good and 12.6% Poor. Table 5 includes county level data for Butte County, including data and targets for the Interstate and Non-Interstate pavement NHS.

Table 5. California NHS Pavement Conditions

Jurisdiction	2016 Lane Miles (LM)	2016 Pavement Condition (%)		2 Year Pavement Condition Targets			4 Year Pavement Condition Targets			% Impact to Statewide Lane Miles
		Good(G)	Poor(P)	2019 Lane Miles	% Target (G)	% Target (P)	2021 Lane Miles	% Target (G)	% Target (P)	
State Interstate NHS	14,159	47.9%	3.1%	14,159	45.1%	3.5%	14,159	44.5%	3.8%	25.2%
Non-Interstate NHS	22,490	43.5%	2.5%	22,490	47.1%	3.0%	22,490	49.4%	3.5%	40.1%
Other Non-Interstate NHS	54	16.7%	1.9%	54	16.7%	1.9%	54	16.7%	1.9%	0.1%
Local	19,373	4.6%	12.5%	19,447	6.4%	12.3%	19,614	7.5%	11.5%	34.5%
Butte (BCAG)	69	7.3%	12.6%	69	7.3%	12.6%	69	7.3%	12.6%	0.1%
Grand Total NHS	56,075	30.4%	6.1%	56,150	32.4%	6.3%	56,317	33.5%	6.4%	100.0%
2018 TAMP Total NHS	56,075	30.4%	6.1%							
Grand Total Non-Interstate NHS	41,917			41,991	28.2%	7.3%	42,158	29.8%	7.2%	
2018 TAMP Total Non-I NHS	41,917	25.5%	7.1%							
Grand Total Interstate NHS	14,159	47.9%	3.1%		45.1%	3.5%	14,159	44.5%	3.8%	

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets

2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles.

Source: Caltrans Division of Transportation Asset Management – revised 08/23/2018

Bridge: Baseline - Year 2017 bridge data for Butte County shows an estimated bridge condition of 23.3% Good and 0% Poor for the local component (non-state) portion of the NHS. In all, the Butte County region has 7 bridges and 40,085 square feet of deck area of locally maintained NHS bridges. Table 6 includes county level data for Butte County, including data and targets for the Interstate and Non-Interstate bridges NHS.

Table 6. California NHS Bridge Conditions

Jurisdiction	Number of Bridges	Deck Area (SF)	2017 Bridge Health (%)		2 Year Bridge Condition Targets			4 Year Bridge Condition Targets			% Impact to Statewide Deck Area
			Good(G)	Poor(P)	2019 Deck Area	% Target (G)	% Target (P)	2021 Deck Area	% Target (G)	% Target (P)	
State	9,196	210,774,774	69.4%	3.7%	210,774,774	72.1%	3.5%	210,774,774	73.4%	3.4%	90.0%
Local	1,629	23,511,109			23,503,769	42.1%	14.3%	23,506,522	44.3%	13.2%	10.0%
Butte (BCAG)	7	40,085	23.3%	0.0%	40,085	23.3%	0.0%	40,085	23.3%	0.0%	0.0%
Grand Total NHS Bridges	10,825	234,285,883	66.5%	4.8%	234,278,543	69.1%	4.6%	234,281,296	70.5%	4.4%	100.0%

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets

Source: Caltrans Division of Transportation Asset Management

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

System Performance Management (PM3)

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

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

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

PM3 contains six specific measures, only two of which are applicable to the BCAG region – see Table 7 below.

Table 7. Statewide System Performance Targets - Year 2019

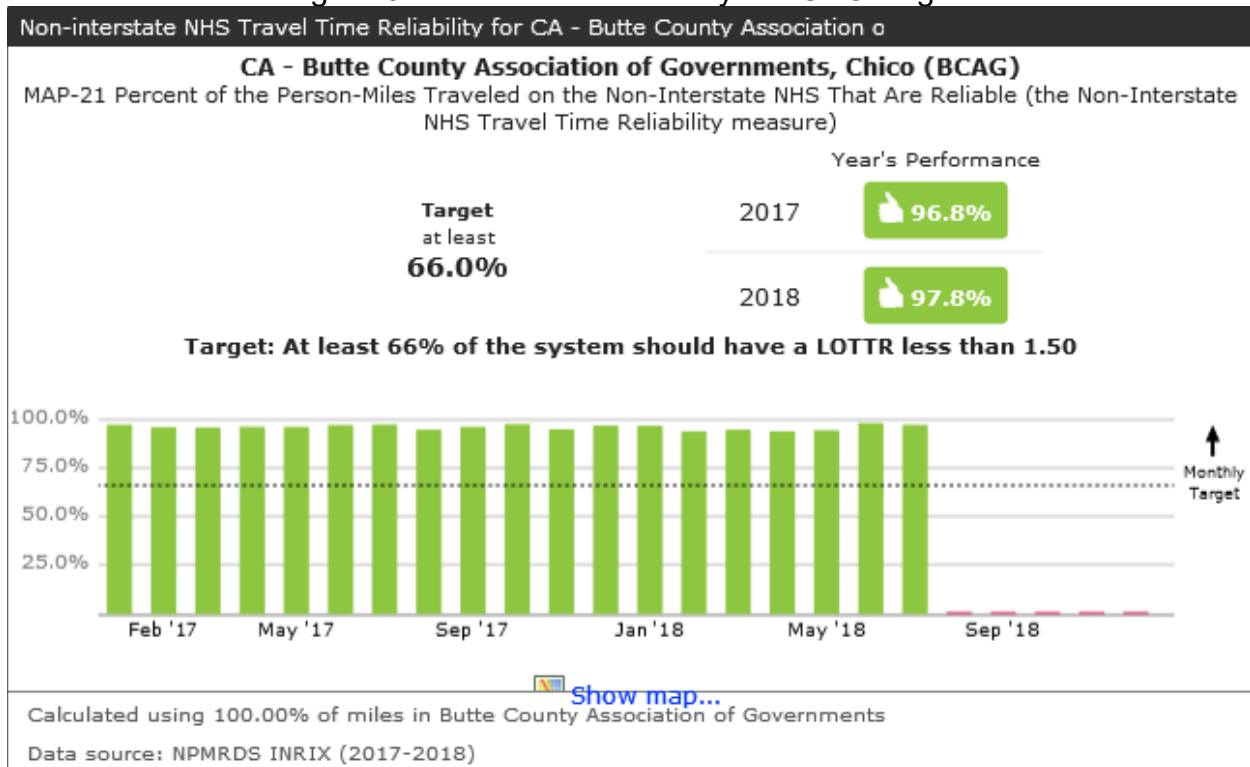
System Performance Measure*	Baseline 2017	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	64.6%	65.1% (+0.5%)	65.6% (+1%)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.9 (+1%)	7,000.54 (+2%)

NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,445.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)

*Applicable to BCAG Region

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

Figure 6. Travel Time Reliability in BCAG Region



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

Total Emissions Reductions by Applicable Pollutants under the CMAQ Program:

Caltrans utilized the CMAQ Public Access System

(https://fhwaapps.fhwa.dot.gov/cmaq_pub/) in establishing the Baseline 2017 pollutant numbers for target setting purposes and aggregated all data available in the system to the statewide level and used in establishing 2- and 4-year targets. As of April 2020, four projects are included for the Butte County region which are listed in Table 8.

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

The federal goal under transit asset management (TAM) is to provide a cost-effective, systematic, interruption free pattern of transit operation. Table 9. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2018/19 fiscal year and Table 10. contains the progress made towards achieving the targets.

Table 9. Transit Asset Management Regional Performance Targets 2018-2019

Asset Class	Performance Measure	Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	15
<i>All revenue vehicles</i>		
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	1
<i>Non-revenue vehicles</i>		
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	1
<i>All buildings or structures</i>		

Table 10. Transit Asset Management Regional Condition Summary 2018-2019

Asset Category	Count	Avg Age	Avg TERM Condition	Avg Value	% At or Past ULB
Equipment	22	2.4	N/A	\$21,789.54	0.00%
Facilities	3	4.3	4.333333333	\$12,833,333.33	0.00%
Rolling Stock	58	5.6	N/A	\$329,948.28	8.62%

BRT and the Federal Transit Administration (FTA) have adopted the principles and methods of System Safety and of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation. All rules, regulations, policies, guidance, best practices, and technical assistance administered will, to the extent practical and consistent with legal and other applicable requirements, follow the principles and methods of SMS.

The Butte Regional Transit - Public Transit Agency Safety Plan (PTASP) is an agencywide safety plan that meets and is responsive to FTA’s Public Transportation Safety Program (PTSP). The Transit Agency Safety Plan reflects the specific safety objectives, standards, and priorities of BRT. BRT has incorporated its System Safety compliance into SMS principles and methods tailored to the size, complexity, and scope of its own public transportation system and the environment in which it operates.

Table 11. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020 fiscal year.

Table 11. *Public Transportation Agency Safety Plan Targets for 2020

Preventable Vehicle Collisions	Preventable Vehicle Collision Frequency Rate	Preventable Employee Injuries	Preventable Employee Injury Rate	Passenger Injuries	Passenger Injury Frequency Rate
17	0.96	4	3.83	13	0.73

*Note – 2020 PTASP targets are preliminary until approval by BCAG Board (estimated January 2021)

Criteria and Methodology Used to Prioritize Projects

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

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

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

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

Agency Coordination and Public Participation

In preparing and reviewing the various performance measures, BCAG coordinates with local jurisdictions, the county, and other local agencies (i.e., Butte County Local Agency Formation Commission, Butte County Air Quality Management District, Local Tribal

Governments, and the University) via our established Transportation Advisory Committee and Planning Directors Group meetings. Caltrans and the Federal Highway Administration are also members of the Transportation Advisory Committee and are provided an opportunity to review and provide input all measures. Caltrans has also established working groups or technical advisory committees for PM1, PM2, and PM3. These committees meet as needed to review relevant data and establish targets at the state level.

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

Projects Working Towards Performance Measures – (dollars in thousands)

AGENCY	Title	Local Fund	RIP-Stat	IIP-Stat	SHOPP	SHOPP Min	HIP	FTA Func	CMAQ	HBP	HSIP	ATP	Totals	PM 1 Safety	PM 2 Pavement	PM 3 Freight Conge
1 BCAG	FTA 5311f - Butte Regional Transit	663	0	0	0		0	1,524	0	0	0	0	2,186			X
2 BCAG	FTA Sec 5311 Program	1,800	0	0	0		0	7,784	0	0	0	0	9,584			X
3 BCAG	FTA Sec. 5307 Program - B - Line	3,672	0	0	0		0	18,787	0	0	0	0	22,459			X
4 BCAG	FTA Section 5339 Program	1,179	0	0	0		0	3,536	0	0	0	0	4,714			X
5 Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	0	0	0	91,106		0	0	0	0	0	0	91,106	X		
6 Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	49,320		0	0	0	0	0	0	49,320		X	
7 Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	0	0	0	20,650		0	0	0	0	0	0	20,650	X		
8 Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	0	0	0	9,857		0	0	0	0	0	0	9,857	X		
9 Caltrans	SHOPP Minor Grouped Listing	0	0	0	0	1,455	0	0	0	0	0	0	1,455		X	
10 Caltrans	SR 70 Passing Lanes (Segment 3)	0	8,600	8,600	31,950		0	0	0	0	0	0	49,150	X		X
11 Chico	Bruce Rd Bridge Replacement Project	7,145	0	0	0		0	0	0	0	0	0	7,145		X	
12 Chico	Esplanade Corridor Safety and Accessibility Improvement Project	0	0	0	0		0	0	0	0	6,235	0	6,235	X		X
13 Chico	Guynn Rd over Lindo Channel Bridge Project	0	0	0	0		0	0	0	150	0	0	150		X	
14 Chico	Hegan Lane Business Park Access Improvements	12,152	0	0	0		1,608	0	3,139	0	0	0	16,900	X		X
15 Chico	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	0	0	0	0		0	0	0	0	10,104	0	10,104	X		X
16 City of	Central Gridley Pedestrian Connectivity and Equal Access Project	1,335	0	0	0		0	0	0	0	0	0	1,335	X		X
17 County	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	2,600	0	0	0		0	0	200	0	0	0	2,800	X		X
18 County	Autrey Lane Southside Safe Routes to Schools Project	100							150				250	X		X
19 County	Palermo/South Oroville SRTS Project, Phase 3	1,825	0	0	0		0	0	150	0	0	0	1,975	X		X
20 County	Central House Rd Over Wymann Ravine Bridge	0											0		X	
21 Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	2,000	0	0	0		0	0	0	0	0	0	2,000	X		X
22 Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	0	0	0	0		0	0	540	0	0	3,411	3,951	X		X
23 Paradise	Oliver Curve Class I Phase I	4,625	0	0	0		0	0	350	0	0	0	4,975	X		X
24 Paradise	Paradise ATP Gateway Project	7,975	0	0	0		0	0	0	0	0	0	7,975	X		X
25 Paradise	Pentz Road Trailway Phase II	9,270	0	0	0		0	0	0	0	0	0	9,270	X		X
26 Various	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	0	0	0	0		0	300	0	0	0	0	300			
27 Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	-2758	0	0	0		0	0	0	3944	0	0	1,186		X	
28 Various	Grouped Projects for Safety Improvements - HSIP Program	2,055	0	0	0		0	0	0	0	9,692	0	11,747	X		
	TOTALS	55,638	8,600	8,600	202,883	1,455	1,608	31,930	4,529	4,094	9,692	19,750	348,780			

Performance Measures – Programming Summary

PM 1 Safety– 250,280,000

PM 2 – Pavement and Bridge Condition – 59,256,000

PM 3 – Freight Movement, Congestion and Reliability – 155,863,000

SECTION 3 - FINANCIAL ELEMENT

FINANCIAL PLAN & FINANCIAL CONSTRAINT

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

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

Demonstrating How the 2021 FTIP Can Be Implemented with Available Resources

The purpose of this section is to document the financial planning assumptions in which the 2021 FTIP projects can reasonably expect to receive federal transportation funding, and thus implemented. This next section is organized by "Revenues" followed by "Programmed" and then a comparison of "**Revenues vs. Programmed**" to *demonstrate* financial constraint. Specific project information can be found in the CTIPS project data printouts included in this FTIP. The 2021 FTIP contains 29 projects for \$422 million.

REVENUES

STIP- State Transportation Improvement Program. – The California Transportation Commission (CTC) developed the 2020 STIP Fund Estimate to define which projects could be programmed with Regional Improvement Program (RIP) funds as well as Caltrans' Interregional Improvement Program (IIP) funds. The 2020 STIP includes the SR 70 Passing Lane Project "Segment 3" project. SHOPP Collision funds is a major fund source to the completion of the SR 70 Corridor project. The current programming dollars amounts for the region over the TIP period for the STIP are:

- STIP / RIP: \$ 8,600,000
- STIP / IIP: \$ 8,600,000
- TOTAL: \$ 17,200,00

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

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

CMAQ – Congestion Mitigation and Air Quality Program – Caltrans provided BCAG with estimated apportionments for the 2021 FTIP period. Revenues are estimated at:

2019 FTIP Period:	2021 FTIP Period
FY 18/19 - \$1,640,708	FY 20/21 - \$1,940,418
FY 19/20 - \$2,096,822	FY 21/22 - \$1,939,816
FY 20/21 - \$2,096,071	FY 22/23 - \$1,939,202
FY 21/22 - <u>\$2,095,305</u>	<u>FY 23/24 - \$1,938,575</u>
Total - \$8,343,906	Total: \$ 7,758,011

The total programmed amount for the CMAQ program is:

CMAQ: \$4,529,000

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

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

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

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

Highway Improvement Program Funds

BCAG has received 3 apportionment targets as part of MAP 21 and the FAST Act for a total of 1.6 million. These funds are required to be obligated by the end of the 20/21 fiscal year. These funds are programmed for a City of Chico project.

HIP: 1,608,000

HBP – Highway Bridge Program

Based on Caltrans updated HBP list, a total of \$9,094,000 is programmed in the FTIP for local bridge projects. Primary recipients of HBP funds include the County and the City of Chico. Specific projects for the HBP Grouped listing are included in the backup list in Appendix 8.

HBP: \$9,094,000

Highway Safety Improvement Program (HSIP)

A lump sum category is used to identify the funding in the HSIP program during the 2021 FTIP period. Specific projects for the HSIP Grouped listing are included in the backup list in Appendix 8. The funding estimate and expenditure for HSIP funding is:

HSIP: \$ 9,691,000

Non Federal Revenues

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

- RSTP “State Exchange” \$ 12,518,000
- Local City & County Funds \$ 60,463,000
- Local Transportation Funds (LTF) \$ 7,313,000
- TOTAL: \$ 80,294,000

Note: While RSTP are federal funds, BCAG annually exchanges these funds for state-only dollars as part of Caltrans’ State Exchange Program.

Active Transportation Program (ATP)

Active Transportation Projects in the region are typically programmed with CMAQ for the developmental components. ATP projects throughout the region assist in meeting air quality goals, safer routes near schools and promote “active” transportation.

ATP: \$ 19,750,000

Summary of Programmed Revenues

Dollars in thousands

2021 FTIP 4-YEAR SUMMARY	Local	RIP-	IIP-	SHOPP	SHOPP	HIP	FTA	CMAQ	HBP	HSIP	ATP	Totals
	50,638	8,600	8,600	202,883	1,455	1,608	31,931	4,529	9,094	9,691	19,750	348,780
City	38,745	STIP	17,200	52,600	Collision		18,787	5,307				
County	4,580			9,857	Mobility		300	5,310				
BCAG	7,313			91,106	ER		7,785	5311				
Totals	50,638			49,320	Roadway Preservation		1,524	5311(F)				
				0			3,536	5339				
				0			31,931	Totals				
				202,883	TOTAL							
				1,455	Minor							
				204,338	SHOPP All Total							

FINANCIAL UNCERTAINTIES

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

This 2021 FTIP is based on reasonable anticipated revenues sources identified above. The figures represent the best available information as of January 2021. However, based on COVID and economic uncertainties, the FTIP may need to be revisited at the direction and guidance from the CTC, Caltrans, FHWA and FTA.

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

FINANCIAL CONSTRAINT DEMONSTRATION STATEMENT

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

SUMMARY OF PROGRAMMED VS. REVENUES

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

Funding in the following tables is expressed in thousands of dollars. A total of 29 projects are included the draft 2021 FTIP for \$422,437,000.

2021 FTIP - MPO Fundtype Report Summed by MPO - DFTIP						
Fund Type	Fund Category	20/21	21/22	22/23	23/24	Totals
Congestion Mitigation Fund Total	CMAQ	\$1,640	\$150	\$800	1,939	\$4,529
SHOPP Advance Construction (AC) Fund Total	CT Minor Pgm.	\$1,455	\$0	\$0	0	\$1,455
Bus and Bus Facilities Program - FTA 5339 Fund Total	FTA Funds	\$1,768	\$1,768	\$0	0	\$3,536
FTA 5310 Elderly & Disabilities Fund Total	FTA Funds	\$150	\$150	\$0	0	\$300
FTA 5311 - Non Urbanized Fund Total	FTA Funds	\$3,892	\$3,892	\$0	0	\$7,784
FTA5307 UZA Area Operating Fund Total	FTA Funds	\$9,393	\$9,394	\$0	0	\$18,787
Intercity Bus - 5311-F Fund Total	FTA Funds	\$762	\$762	\$0	0	\$1,524
STIP Advance Construction Fund Total	IIP	\$0	\$8,600	\$0	0	\$8,600
City Funds Fund Total	Local Funds	\$0	\$123	\$9,117	28,129	\$37,369
County Funds Fund Total	Local Funds	\$2,750	\$1,836	\$0	100	\$4,686
Local Transportation Funds Fund Total	Local Funds	\$3,067	\$3,067	\$0	0	\$6,134
Local Transportation Funds - Advance Construction Fund Total	Local Funds	(\$4,609)	(\$2,813)	\$0	5,580	(\$1,842)
TDA Fund Total	Local Funds	\$589	\$589	\$0	3,112	\$4,290
Highway Bridge Program Fund Total	Local HBRR	\$5,000	\$3,667	\$0	427	\$9,094
Active Transportation Program (ATP) Fund Total	Other Fed	\$3,411	\$6,235	\$10,104	0	\$19,750
Highway Infrastructure Program (HIP) Fund Total	Other Fed	\$1,608	\$0	\$0	0	\$1,608
Highway Safety Improvement Program Fund Total	Other Fed	\$2,200	\$3,422	\$4,070	0	\$9,692
Active Transportation Program - SHA Fund Total	Other State	\$0	\$0	\$0	0	\$0
STIP Advance Construction Fund Total	RIP	\$0	\$8,600	\$0	0	\$8,600
SHOPP Advance Construction (AC) Fund Total	SHOPP - Collision Reduction	\$2,350	\$50,250	\$0	0	\$52,600
SHOPP Advance Construction (AC) Fund Total	SHOPP - Emergency Response	\$57,546	\$33,560	\$0	0	\$91,106
SHOPP Advance Construction (AC) Fund Total	SHOPP - Mobility	\$9,857	\$0	\$0	0	\$9,857
SHOPP Advance Construction (AC) Fund Total	SHOPP - Roadway Preservation	\$2,650	\$4,690	\$28,200	13,780	\$49,320
Total Programmed for all Funds:		\$105,479	\$137,942	52,291	\$53,067	\$348,779

Draft 2021 FTIP: AB1012 Report-DFTIP-HV FY 2020/21 - Year 1							ADOPTED 2021 FTIP 02/25/2021						
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	SHOPP Minor	HIP	FTA Funds	CMAQ	HBP	HSIP	ATP	Totals
County	Central House Rd Overdr Wymann Ravine Bridge	0	0	0	0		0	0	0	0	0	0	0
County	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	2,600	0	0	0		0	0	200	0	0	0	2,800
County	Palermo/South Oroville SRTS Project, Phase 3	150	0	0	0		0	0	150	0	0	0	300
BCAG	FTA Sec. 5307 Program - B - Line	1,836	0	0	0		0	9,393	0	0	0	0	11,229
BCAG	FTA Sec 5311 Program	900	0	0	0		0	3,892	0	0	0	0	4,792
BCAG	FTA Section 5339 Program	589	0	0	0		0	1,768	0	0	0	0	2,357
BCAG	FTA 5311f - Butte Regional Transit	331	0	0	0		0	762	0	0	0	0	1,093
Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	0	0	0	2,350		0	0	0	0	0	0	2,350
Caltrans	SR 70 Passing Lanes (Segment 3)	0	0	0	0		0	0	0	0	0	0	0
Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	0	0	0	9,857		0	0	0	0	0	0	9,857
Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	0	0	0	57,546		0	0	0	0	0	0	57,546
Caltrans	SHOPP Minor Grouped Listing	0	0	0	0	1,455	0	0	0	0	0	0	1,455
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	2,650		0	0	0	0	0	0	2,650
Chico	Esplanade Corridor Safety and Accessibility Improvement Project	0	0	0	0		0	0	0	0	0	0	0
Chico	Hegan Lane Business Park Access Improvements	391	0	0	0		1,608	0	400	0	0	0	2,400
Gridley	Central Gridley Pedestrian Connectivity and Equal Access Project	0	0	0	0		0	0	0	0	0	0	0
Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	0	0	0	0		0	0	540	0	0	3,411	3,951
Paradise	Oliver Curve Class I Phase I	0	0	0	0		0	0	350	0	0	0	350
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	-5,000	0	0	0		0	0	0	5,000	0	0	0
Various	Grouped Projects for Safety Improvements - HSIP Program	0	0	0	0		0	0	0	0	2,200	0	2,200
Various	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	0	0	0	0		0	150	0	0	0	0	150
Totals		1,798	0	0	72,403	1,455	1,608	15,965	1,640	5,000	2,200	3,411	105,480
	City	-4,609	STIP	0	2,350	Collision		9,393	5,307				
	County	2,750			9,857	Mobility		150	5,310				
	BCAG	3,657			57,546	ER		3,892	5311				
	Totals	1,798			2,650	Roadway Preservation		762	5311(F)				
								1,768	5339				
								15,965	Totals				
					72,403	TOTAL							
					1,455	Minor							
					73,858	SHOPP All Total							

FY 2021/22 - Year 2													
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	SHOPP Minor	HIP	FTA Funds	CMAQ	HBP	HSIP	ATP	Totals
County	Central House Rd Ovedr Wymann Ravine Bridge	0	0	0	0		0	0	0	0	0	0	0
County	Palermo/South Oroville SRTS Project, Phase 3	1,675	0	0	0		0	0	0	0	0	0	1,675
County	Autrey Lane Southside Safe Routes to Schools Project	0	0	0	0		0	0	150	0	0	0	150
BCAG	FTA Sec. 5307 Program - B - Line	1,836	0	0	0		0	9,394	0	0	0	0	11,230
BCAG	FTA Sec 5311 Program	900	0	0	0		0	3,892	0	0	0	0	4,792
BCAG	FTA Section 5339 Program	589	0	0	0		0	1,768	0	0	0	0	2,357
BCAG	FTA 5311f - Butte Regional Transit	331	0	0	0		0	762	0	0	0	0	1,093
Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	0	0	0	18,300		0	0	0	0	0	0	18,300
Caltrans	SR 70 Passing Lanes (Segment 3)	0	8,600	8,600	31,950		0	0	0	0	0	0	49,150
Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	0	0	0	33,560		0	0	0	0	0	0	33,560
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	4,690		0	0	0	0	0	0	4,690
Chico	Guynn Rd over Lindo Channel Bridge Project	0	0	0	0		0	0	0	150	0	0	150
Chico	Esplanade Corridor Safety and Accessibility Improvement Project	0	0	0	0		0	0	0	0	0	6,235	6,235
Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	0	0	0	0		0	0	0	0	0	0	0
Paradise	Pentz Road Trailway Phase II	0	0	0	0		0	0	0	0	0	0	0
Paradise	Paradise ATP Gateway Project	0	0	0	0		0	0	0	0	0	0	0
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	-2,813	0	0	0		0	0	0	3,517	0	0	704
Various	Grouped Projects for Safety Improvements - HSIP Program	283	0	0	0		0	0	0	0	3,422	0	3,705
Various	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	0	0	0	0		0	150	0	0	0	0	150
	Totals	2,802	8,600	8,600	88,500	0	0	15,966	150	3,667	3,422	6,235	137,941
	City	-2,529	STIP	17,200	50,250	Collision		9,394	5,307				
	County	1,675				Mobility		150	5,310				
	BCAG	3,657			33,560	ER		3,892	5311				
	Totals	2,802			4,690	Roadway Preservation		762	5311(F)				
								1,768	5339				
								15,966	Totals				
					88,500	TOTAL							
					0	Minor							
					88,500	SHOPP All Total							

FY 2022/23 - Year 3													
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	SHOPP Minor	HIP	FTA Funds	CMAQ	HBP	HSIP	ATP	Totals
County	Central House Rd Ovedr Wymann Ravine Bridge	0	0	0	0		0	0	0	0	0	0	-
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	28,200		0	0	0	0	0	0	28,200
Chico	Guyann Rd over Lindo Channel Bridge Project	0	0	0	0		0	0	0	0	0	0	-
Chico	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	0	0	0	0		0	0	0	0	0	10,104	10,104
Chico	Bruce Rd Bridge Replacement Project	7,145	0	0	0		0	0	0	0	0	0	7,145
Chico	Hegan Lane Business Park Access Improvements	0	0	0	0		0	0	800	0	0	0	800
Gridley	Central Gridley Pedestrian Connectivity and Equal Access Project	0	0	0	0		0	0	0	0	0	0	-
Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	200	0	0	0		0	0	0	0	0	0	200
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	0	0	0	0		0	0	0	0	0	0	-
Various	Grouped Projects for Safety Improvements - HSIP Program	1,772	0	0	0		0	0	0	0	4,070	0	5,842
	Totals	9,117	-	-	28,200		-	-	800	-	4,070	10,104	52,291
	City	9,117	STIP	0		Collision			5,307				
	County					Mobility			5,310				
	BCAG					ER			5311				
	Totals	9,117			28,200	Roadway Preservation			5311(F)				
									5339				
									0	Totals			
					28,200	TOTAL							
					0	Minor							
					28,200	SHOPP All Total							

FY 2023/24 - Year 4													
AGENCY	Title	Local	RIP-	IIP-	SHOPP	SHOPP	HIP	FTA	CMAQ	HBP	HSIP	ATP	Totals
County	Central House Rd Ovedr Wymann Ravine Bridge	0	0	0	0		0	0	0	0	0	0	-
County	Autrey Lane Southside Safe Routes to Schools Project	100	0	0	0		0	0	0	0	0	0	100
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	13,780		0	0	0	0	0	0	13,780
City of	Hegan Lane Business Park Access Improvements	11,761	0	0	0		0	0	1,939	0	0	0	13,700
City of	Central Gridley Pedestrian Connectivity and Equal Access Project	1,335	0	0	0		0	0	0	0	0	0	1,335
Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	1,800	0	0	0		0	0	0	0	0	0	1,800
Paradise	Pentz Road Trailway Phase II	9,270	0	0	0		0	0	0	0	0	0	9,270
Paradise	Paradise ATP Gateway Project	7,975	0	0	0		0	0	0	0	0	0	7,975
Paradise	Oliver Curve Class I Phase I	4,625	0	0	0		0	0	0	0	0	0	4,625
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP	55	0	0	0		0	0	0	427	0	0	482
Totals		36,921	-	-	13,780	-	-	-	1,939	427	-	-	53,067
	City	36,766	STIP	0		Collision			5,307				
	County	155				Mobility			5,310				
	BCAG					ER			5311				
	Totals	36,921			13,780	Roadway Preservation			5311(F)				
									5339				
									0	Totals			
					13,780	TOTAL							
					0	Minor							
					13,780	SHOPP All Total							
2021 FTIP 4-YEAR SUMMARY													
		50,638	8,600	8,600	202,883	1,455	1,608	31,931	4,529	9,094	9,691	19,750	348,780
	City	38,745	STIP	17,200	52,600	Collision		18,787	5,307				
	County	4,580			9,857	Mobility		300	5,310				
	BCAG	7,313			91,106	ER		7,785	5311				
	Totals	50,638			49,320	Roadway Preservation		1,524	5311(F)				
					0			3,536	5339				
					0			31,931	Totals				
					202,883	TOTAL							
					1,455	Minor							
					204,338	SHOPP All Total							

TABLE 1: REVENUE

Butte County Association of Governments
2021 Butte County FTIP
 (\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Sales Tax						
	City						
	County						
	Gas Tax		\$33,921	\$33,921	\$33,921	\$33,921	\$135,684
	Gas Tax (Subventions to Cities)		\$17,665	\$17,665	\$17,665	\$17,665	\$70,660
	Gas Tax (Subventions to Counties)		\$16,256	\$16,256	\$16,256	\$16,256	\$65,024
	Other Local Funds		\$10,881	\$9,805	\$12,246	\$40,049	\$72,981
	County General Funds		\$2,750	\$1,675		\$155	\$4,580
	City General Funds		\$5,000	\$5,000	\$9,117	\$36,766	\$55,883
	Street Taxes and Developer Fees						
	RSTP Exchange funds		\$3,131	\$3,130	\$3,129	\$3,128	\$12,518
	Transit		\$1,119				\$1,119
	Transit Fares		\$1,119				\$1,119
	Other (See Appendix 1)		\$3,657	\$3,656			\$7,313
Local Total		\$49,578	\$47,382	\$46,167	\$73,970	\$217,097	
REGIONAL	Tolls						
	Bridge						
	Corridor						
	Regional Sales Tax						
Other (See Appendix 2)							
Regional Total							
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$73,858	\$88,500	\$28,200	\$13,780	\$204,338
	SHOPP		\$72,403	\$88,500	\$28,200	\$13,780	\$202,883
	SHOPP Prior						
	State Minor Program		\$1,455				\$1,455
	State Transportation Improvement Program (STIP) ¹			\$17,200			\$17,200
	STIP			\$17,200			\$17,200
	STIP Prior						
	State Bond						
	Proposition 1A (High Speed Passenger Train Bond Program)						
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)						
	Active Transportation Program (ATP) ¹		\$3,411	\$6,235	\$10,104		\$19,750
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$5,000	\$3,667		\$427	\$9,094
	Road Repair and Accountability Act of 2017 (SB1)						
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)							
Other (See Appendix 3)							
State Total		\$82,269	\$115,602	\$38,304	\$14,207	\$250,382	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$9,393	\$9,394			\$18,787
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$150	\$150			\$300
	5311 - Formula Grants for Rural Areas		\$3,892	\$3,892			\$7,784
	5311f - Intercity Bus		\$762	\$762			\$1,524
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$1,768	\$1,768			\$3,536
	FTA Transfer from Prior FTIP						
	Other (See Appendix 4)						
Federal Transit Total		\$15,965	\$15,966			\$31,931	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,928	\$1,939	\$1,939	\$1,938	\$7,744
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$1,608				\$1,608
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$2,200	\$3,422	\$4,070		\$9,692
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
Surface Transportation Block Grant Program (STBGR/STP)							
Other (see Appendix 5)							
Federal Highway Total		\$5,736	\$5,361	\$6,009	\$1,938	\$19,044	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
	Federal Railroad Administration Total						
Federal Total		\$21,701	\$21,327	\$6,009	\$1,938	\$50,975	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL		\$153,548	\$184,311	\$90,480	\$90,115	\$518,454	

Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

Butte County Association of Governments
2021 Butte County FTIP
 (\$'s in 1,000)

Appendix 1 - Local Other					
Local Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
BCAG Local Transportation Funds	\$3,657	\$3,656			\$7,313
Local Other Total	\$3,657	\$3,656			\$7,313

Appendix 2 - Regional Other					
Regional Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Regional Other Total					

Appendix 3 - State Other					
State Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
State Other Total					

Appendix 4 - Federal Transit Other					
Federal Transit Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Transit Other Total					

Appendix 5 - Federal Highway Other					
Federal Highway Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Highway Other Total					

Appendix 6 - Federal Railroad Administration Other					
Federal Railroad Administration Other	4 YEAR (FTIP Period)				CURRENT TOTAL
	FY 2021	FY 2022	FY 2023	FY 2024	
Federal Railroad Administration Other Total					

TABLE 2: PROGRAMMED

Butte County Association of Governments
2021 Butte County FTIP
 (\$'s in 1,000)

	Funding Source/Program	NOTES	4 YEAR (FTIP Period)				
			FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total		\$49,578	\$47,382	\$46,167	\$73,970	\$217,097
REGIONAL	Tolls						
	<i>Bridge Corridor</i>						
	Regional Sales Tax						
	Other (See Appendix A)						
	Regional Total						
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$73,858	\$88,500	\$28,200	\$13,780	\$204,338
	SHOPP		\$72,403	\$88,500	\$28,200	\$13,780	\$202,883
	SHOPP Prior						
	State Minor Program		\$1,455				\$1,455
	State Transportation Improvement Program (STIP) ¹			\$17,200			\$17,200
	STIP			\$17,200			\$17,200
	STIP Prior						
	State Bond						
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>						
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>						
	Active Transportation Program (ATP) ¹		\$3,411	\$6,235	\$10,104		\$19,750
	Highway Maintenance (HM) Program ¹						
	Highway Bridge Program (HBP) ¹		\$5,000	\$3,667		\$427	\$9,094
	Road Repair and Accountability Act of 2017 (SB1)						
	Traffic Congestion Relief Program (TCRP)						
	State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
	Other (See Appendix B)						
	State Total		\$82,269	\$115,602	\$38,304	\$14,207	\$250,382
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants		\$9,393	\$9,394			\$18,787
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)						
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$150	\$150			\$300
	5311 - Formula Grants for Rural Areas		\$3,892	\$3,892			\$7,784
	5311f - Intercity Bus		\$762	\$762			\$1,524
	5337 - State of Good Repair Grants						
	5339 - Bus and Bus Facilities Formula Grants		\$1,768	\$1,768			\$3,536
	FTA Transfer from Prior FTIP						
	Other (See Appendix C)						
	Federal Transit Total		\$15,965	\$15,966			\$31,931
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$1,640	\$150	\$800	\$1,938	\$4,528
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)						
	Coordinated Border Infrastructure Program						
	Federal Lands Access Program						
	Federal Lands Transportation Program						
	GARVEE Bonds Debt Service Payments						
	Highway Infrastructure Program (HIP)		\$1,608				\$1,608
	High Priority Projects (HPP) and Demo						
	Highway Safety Improvement Program (HSIP)		\$2,200	\$3,422	\$4,070		\$9,692
	National Highway Freight Program (NHFP)						
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)						
	Railway-Highway Crossings Program						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)						
	Surface Transportation Block Grant Program (STBGP/RSTP)						
	Other (see Appendix D)						
	Federal Highway Total		\$5,448	\$3,572	\$4,870	\$1,938	\$15,828
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$21,413	\$19,538	\$4,870	\$1,938	\$47,759
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$153,260	\$182,522	\$89,341	\$90,115	\$515,238

Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

Butte County Association of Governments
2021 Butte County FTIP
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Period)				
		FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
LOCAL	Local Total					
REGIONAL	Tolls					
	Bridge					
	Corridor					
	Regional Sales Tax					
	Other					
	Regional Total					
STATE	State Highway Operation and Protection Program (SHOPP) ¹					
	SHOPP					
	SHOPP Prior					
	State Minor Program					
	State Transportation Improvement Program (STIP) ¹					
	STIP					
	STIP Prior					
	State Bond					
	Proposition 1A (High Speed Passenger Train Bond Program)					
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)					
	Active Transportation Program (ATP) ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Road Repair and Accountability Act of 2017 (SB1)					
	Traffic Congestion Relief Program (TCRP)					
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other						
	State Total					
FEDERAL TRANSIT	5307 - Urbanized Area Formula Grants					
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities					
	5311 - Formula Grants for Rural Areas					
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants					
	5339 - Bus and Bus Facilities Formula Grants					
	FTA Transfer from Prior FTIP					
	Other					
		Federal Transit Total				
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$288	\$1,789	\$1,139		\$3,216
	Construction of Ferry Boats and Ferry Terminal Facilities (Ferry Boat Program)					
	Coordinated Border Infrastructure Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	GARVEE Bonds Debt Service Payments					
	Highway Infrastructure Program (HIP)					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	National Highway Freight Program (NHFP)					
	Nationally Significant Freight and Highway Projects (FASTLANE/INFRA Grants)					
	Railway-Highway Crossings Program					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)					
Other						
	Federal Highway Total	\$288	\$1,789	\$1,139		\$3,216
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$288	\$1,789	\$1,139		\$3,216
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAMMED TOTAL		\$288	\$1,789	\$1,139		\$3,216

SECTION 4 – ACTION ELEMENT

FTIP PROJECT INFORMATION & FUNDING SHEETS

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

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

Funding programs or fund types typically include:

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

Contact for Questions about the FTIP

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

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

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

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2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

State Highway System

DIST: 03	PPNO: 9801B	EA: 3F282	CTIPS ID: 102-0000-0205	TITLE (DESCRIPTION): SR 70 Passing Lanes (Segment 3) (On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen roadway. Project is included in the 2016 RTP/SCS Table 6-8 beginning on page 6-23.)	MPO: Butte County Association of Governments
CT PROJECT ID: 0318000039	ROUTE: 70	PM:			MPO ID:
COUNTY: Butte County Yuba County					MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATEGORY:</u>

IMPLEMENTING AGENCY: Caltrans
ELEMENT: Capital Outlay

PRJ MGR: Cameron Knudson
PHONE: (530) 741-4432

PROJECT VERSION HISTORY <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					Programmed Dollars in Thousands - Total For Project										
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE					
1	Active		IGARCIA	Adoption - Carry Over	0.00			49,150	8,518	8,200					
Fund Source 1 of 3															
Fund Category: SHOPP - Collision Reduction							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: SHOPP Advance Construction (AC)						PE		6,400							6,400
						RW		5,718							5,718
						CON			31,950						31,950
Funding Agency: Caltrans						Total:		12,118	31,950						44,068
Fund Source 2 of 3															
Fund Category: RIP							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: STIP Advance Construction						PE		900							900
						RW		1,400						1,400	
						CON			8,600					8,600	
Funding Agency: Caltrans						Total:		2,300	8,600						10,900
Fund Source 3 of 3															
Fund Category: IIP							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: STIP Advance Construction						PE		900							900
						RW		1,400						1,400	
						CON			8,600					8,600	
Funding Agency: Caltrans						Total:		2,300	8,600						10,900
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
						PE		8,200							8,200
						RW		8,518							8,518
						CON			49,150						49,150
						Total:		16,718	49,150						65,868

Caltrans Comments:

***** VERSION 1 - 04/05/2018 *****
***** RTIP VERSION 2 - 01/19/2018 *****
Updated project PPR - tc
STIP/SHOPP

***** Version 1 - 01/09/2018 *****
Adoption new project per 10/03/17 PPR. - aa

MPO Comments:

***** Version 1 - 01/11/21 *****
Project data transferred from 2018 FTIP.
***** Version 1 - 08/03/18 *****
Project data transferred from 2018 STIP.
Project includes STIP (RIP/IIP & SHOPP Safety funds). SHOPP Collision reduction funds (project) was removed from Collision Grouped listing.

***** VERSION 1 - 04/05/2018 *****
***** RTIP VERSION 2 - 01/19/2018 *****
Updated project PPR - tc
STIP/SHOPP

***** Version 1 - 01/09/2018 *****
Adoption new project per 10/03/17 PPR. - aa

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

State Highway System

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

IMPLEMENTING AGENCY: Caltrans PRJ MGR: Joan Davis
 ELEMENT: PHONE: (530) 741-4249

<u>PROJECT VERSION HISTORY</u> <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					<u>Programmed Dollars in Thousands - Total For Project</u>													
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>								
1	Active		IGARCIA	Adoption - Carry Over	0.00			21,850										
Fund Source 1 of 1																		
Fund Category: SHOPP - Collision Reduction																		
Fund Type: SHOPP Advance Construction (AC)																		
							PE											
							RW											
							CON	1,200	2,350	18,300							21,850	
Funding Agency: Caltrans							Total:	1,200	2,350	18,300								21,850

Caltrans Comments:

***** Version 11 - 11/13/2019 *****
***** Version 9 - 09/06/2017 *****
***** Version 8 - 08/07/2017 *****

MPO Comments:

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

2021 FTP: 2 Projects:

EA 4H880 - SR 32 Near Chico, rom Gianella Rd. to Muir Ave. Install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehab culverts.
PE 3.2m, R/W 3.550m CON 15.1m

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

EA 3H930 - SR 70 Near Oroville, from Yuba County line to south of East Gridley Road/ Stimpson Rd; also in Yuba County, on SR 70 from PM 25.7 to PM 25.8. Widen for two-way left-turn lane and standard shoulders.
PE 6.4m, R/W 5.718m, CON 31.950m

Project data transferred from 2018 FTIP.

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

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

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

2018 SHOPP Grouped listing:

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

2. SR 32 - In Chico, from West Sacramento Avenue (East) to West Sacramento Avenue (West). Construct two roundabouts. (Previously HSIP project by City of Chico). Project lead changed to Caltrans in the SHOPP. EA: 2H240. \$6.105m in 4 year period / \$6,755m total.

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

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

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

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

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

Project data transferred from 2016 FTIP.

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

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

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

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

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

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

2016 adopted SHOPP:

- 1. SR 32 in Chico, at Ivy Street. Install traffic signals. \$3.44m FY 16/17
- 2. SR 99 in Chico at NB off-ramp to East Ave. Widen ramp to provide left turn lane. \$1.9m FY 16/17
- 3. SR 191 near Paradise from 2 miles south of Clear Creek Cemetery Rd to south of Airport Rd. Roadway Improvements. \$29.250 m FY16/17

Project data transferred from 2014 FTIP.

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

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

08/04/2015: Admin Modification: updating schedule and cost per approved PCR dated 06/17/2015 for 2014 SHOPP Amendment 14H-456.

Update for:

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

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

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

Total increase \$10,403.

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

FY 16/17 Grouped total changed from \$2,855 to \$32,105.

Total grouped listing changed from \$26,297 to \$36,700.

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

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

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

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

Amendment #6 - Updating to:

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

Adding new project to grouped listing:

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

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

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

SHOPP - Collision Reduction Grouped Listing for Butte County projects.

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

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

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Transit System

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

IMPLEMENTING AGENCY: Butte County Association of Governments

PRJ MGR: Sara Cain

ELEMENT: Local Assistance

PHONE: (530) 809-4616

<u>PROJECT VERSION HISTORY</u> <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					<u>Programmed Dollars in Thousands - Total For Project</u>										
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum. Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>					
1	Active		IGARCIA	Adoption - Carry Over	0.00			98,741							
Fund Source 1 of 2															
Fund Category: FTA Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: FTA5307 UZA Area Operating							CON	32,824	9,393	9,394					51,611
Funding Agency: Butte County Association of Governments						Total:		32,824	9,393	9,394					51,611
Fund Source 2 of 2															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Local Transportation Funds							CON	43,476	1,835	1,835					47,146
Funding Agency: Butte County Association of Governments						Total:		43,476	1,835	1,835					47,146
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
							CON	76,300	11,228	11,229					98,757
						Total:		76,300	11,228	11,229					98,757

Caltrans Comments:

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

MPO Comments:

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

Includes:

5307: 2,455,462
CARES: 6,938,634
Total Fed: 9,394,096
Local: 1,835,941

Project data transferred from 2018 FTIP.

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

Project data transferred from 2016 FTIP.

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

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

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

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

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

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

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

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

Project data transferred from 2012 FTIP.

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

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

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

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

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

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

Carryover project from 2009 FTIP

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

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

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

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

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

Carryover from 04 FTIP

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

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

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

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

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

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

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

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

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

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Transit System

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

IMPLEMENTING AGENCY: Butte County Association of Governments PRJ MGR: Sara Cain
ELEMENT: Local Assistance PHONE: (530) 809-4616

<u>PROJECT VERSION HISTORY</u> <i>(Printed Version is Shaded)</i> (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project										
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum. Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>					
1	Active		IGARCIA	Adoption - Carry Over	0.00			51,797							
Fund Source 1 of 2															
Fund Category: FTA Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: FTA 5311 - Non Urbanized							PE								
							RW								
Funding Agency: Butte County Association of Governments							CON	9,620	3,892	3,892					17,404
							Total:	9,620	3,892	3,892					17,404
Fund Source 2 of 2															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Local Transportation Funds							PE								
							RW								
Funding Agency: Butte County Association of Governments							CON	32,606	899	899					34,404
							Total:	32,606	899	899					34,404
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
							PE								
							RW								
							CON	42,226	4,791	4,791					51,808
							Total:	42,226	4,791	4,791					51,808

Caltrans Comments:

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

MPO Comments:

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

Includes:

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

Project data transferred from 2018 FTIP.

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

Project data transferred from 2016 FTIP.

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

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

FFY 2017 - \$657,263

FFY 2018 - \$672,274

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

Project data transferred from 2014 FTIP & updated.

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

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

Project data transferred from 2012 FTIP.

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

Admin Modification, adjusting 5311 apportionment from estimate to actual.

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

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

Carryover project from the 2009 FTIP

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

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

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

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

Using 7/8 figures for 08TIP

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

Carryover from 04 TIP

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

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

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

2004 FTIP. Includes capital and operations. Accounts for 56k in4/5 for 3 CNG Station upgrades.

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

Formal amendment to reflect updated FTA and Local funding. IG

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

Operatons and Capital

Caltrans Comments:

***** Version 23 - 11/13/2019 *****
***** Version 22 - 07/03/2019 *****
***** Version 21 - 01/04/2019 *****
***** Version 19 - 02/15/2017 *****

MPO Comments:

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

8 projects:

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

Project data transferred from 2018 FTIP.

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

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

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

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

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

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

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

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

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

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

Butte County Projects:

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

Chico Projects:

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

Project data transferred from 2016 FTIP.

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

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

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

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

Project data transferred from 2014 FTIP.

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

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

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

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

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

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

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

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

Project data transferred from 2012 FTIP.

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

Updating HBP list to 04/22/2014 list per CT HQ. Minor financial changes per year. Overall, slight decrease. backup listing posted: http://www.dot.ca.gov/hq/LocalPrograms/hbr99/HBP_FSTIP.html

Included 9 projects:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Per Jan 8, 2008 correspondence without change.

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

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

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

Removed 12C0271, added

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

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

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

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

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

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

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

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

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

Caltrans Comments:

***** Version 21 - 10/04/2019 *****
***** Version 20 - 01/04/2019 *****
***** Version 18 - 04/20/2018 *****
***** Version 17 - 02/15/2017 *****

MPO Comments:

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

12/15/20 backup list:

1. H9-03-001 Butte County - Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd.

2. HSIP7-03-001 - City of Chico, at various locations throughout City Limits. Citywide systemic safety improvements including installation of improved signal hardware at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non-signalized intersections

3. HSIP7-03-003 - Chico. Intersections of Nord Ave. (SR-32) and West Sacramento Ave. Convert the intersections from signal control to roundabouts

4. H8-03-003 - Chico. The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.

5. H9-03-012 Chico. Sixteen stop-controlled intersections at various locations Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.

Project data transferred from 2018 FTIP.

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

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

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

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

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

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

H8-03-001 - BUTTE COUNTY. Location: Skyway between Chico City Limits and Paradise Town Limits and Cohasset Rd between Chico City Limits and end of existing guardrail near Jack Rabbit Flat Rd.: Work: Upgrade existing guardrails;

H9-03-001: BUTTE COUNTY. Location: Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd.

H8-03-003: CHICO. Location: The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane.: Work: Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.

HSIP7-03-001: CHICO. Location: on Walnut St. between West 1th St. and West 9th St.

HSIP7-03-003: CHICO. Location: Intersections of Nord Ave. (SR-32) and West Sacramento Ave

H9-03-012: PARADISE: Sixteen stop-controlled intersections at various locations

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

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

HSIP Backup List for 2019 FTIP:

H8-03-001.BUTTE COUNTY. Location: Skyway between Chico City Limits and Paradise Town Limits and Cohasset Rd between Chico City Limits and end of existing guardrail near Jack Rabbit Flat Rd.: Work: Upgrade existing guardrails;

H8-03-002. CHICO. Location: Sixty (60) Intersections throughout the City Limits : Work: Upgrade existing guardrails. Upgrading 60 intersections, with existing pedestrian signals, to include countdown heads.

H8-03-003. CHICO. Location: The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane.: Work: Construct a 5-leg roundabout intersection with adequate bike and pedestrian access. Approved Federal Funds total: \$4,069,763;

H7-03-001. CHICO. Location: City of Chico, on Walnut St. between West 1th St. and West 9th St.: Work: Walnut Street (SR32) from 1st to 4th (Road Diet, and Buffered Bike lanes); continue from 5th through 9th Street (Buffered Bike lane and vehicle lane transition striping only); intersections of 1st, 3rd, and 5th, (new signal hardware);

H7-03-002. CHICO Location: City of Chico, On Esplanade between Cohasset Rd and Memorial Way: Work: Install emergency vehicles preemptive system along Esplanade. Construct ladder style crosswalks, ADA curb ramps, raised median, and rapid rectangular flashing beacons at W. 8th Ave and Esplanade intersection.

H7-03-004. PARADISE. Location: Town of Paradise, Intersection of Skyway at Black Olive Drive: Work:Install traffic signal

Project data transferred from 2016 FTIP.

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

Amendment #08 - Adding \$500k in CMAQ and \$500k in local County funds to HSIP5-03-002 E. Gridley Rd/Larkin Signalization Project in FY 17/18

Emissions Reductions:

ROG: 89 lbs/yr or 0.11 kg/day

NOx: 114 lbs/year or 0.14 kg/day

PM10: 15 lbs/year or 0.02kg/day

CO: 62 lbs/year or 0.08 kg/day

Cost Effectiveness for CMAQ: \$209.12 lb or \$418,246/ton

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

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

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

1. H8-03-001 - Butte County. Skyway between Chico City Limits and Paradise Town Limits and Cohasset Rd between Chico City Limits and end of existing guardrail near Jack Rabbit Flat Rd.

Upgrade existing guardrails.

2. HSIP5-03-002 - Butte County. East Gridley Rd./Larkin Rd. Install traffic signals

3. H8-03-002 - Chico. Fifty (50) intersections throughout the City limits. Upgrade existing pedestrian signals to include countdown heads.

4. H8-03-003 - Chico. The Intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Construct a 5-leg roundabout intersection with adequate bike and pedestrian access.

5. HSIP7-03-001- Chico. City of Chico, Nord Ave. Complete Street 1st to 4th. Walnut Street (also known as Nord Ave. to the north and SR-32) between West 1st Street and West 4th Street

Road diet, new buffered bike lanes

along Walnut Street, and improved signal hardware at the intersections of Walnut St. and W. 2nd St., and Walnut St. and W. 3rd St.

6. HSIP7-03-002 - Chico. On Esplanade between Cohasset Rd and Memorial Way. Install emergency vehicles preemptive system along Esplanade. Construct ladder style crosswalks, ADA curb ramps, raised median, and rapid rectangular flashing beacons at W. 8th Ave and Esplanade intersection.

7. HSIP7-03-003 -Chico. Intersections of Nord Ave. (SR-32) and West Sacramento Ave. Convert the intersections from signal control to roundabouts.

8. HSIP7-03-004 - Paradise. Intersection of Skyway at Black Olive Drive. Install traffic signal

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

Project data transferred from 2014 FTIP.

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

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

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

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

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

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

Updated list for 2014/15 FTIP:

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

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

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

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

1. On Clark Rd b/w Adams Rd and Kimberly Lane
2. 15 Intersections through Paradise
3. Pearson Rd b/w Clark Rd and Pentz Rd
4. Clark Rd b/w Billie Rd and Wagstaff Rd

Backup list posted at: <http://www.dot.ca.gov/hq/LocalPrograms/HSIP/hsip-statewide-backuplists.html> date 12/05/2013

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

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

Modification: install rumble stripes and speed feedback signs.

No change in funding.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lump Sum Projects:

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

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

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0107	TITLE (DESCRIPTION): Central House Rd Ovedr Wymann Ravine Bridge (Bridge No: 12C0111, 0.2 miles east of SR 70. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Using toll credits for PE, R/W and CON. Project is included in the 2016 RTP/SCS Table 6-8 beginning on page 6-23)	MPO: Butte County Association of Governments MPO ID: CO_BRIDGE MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u>
CT PROJECT ID:	ROUTE:	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Butte County	PRJ MGR: RAY COOPER
ELEMENT:	PHONE: (530) 538-7681

<u>PROJECT VERSION HISTORY</u> <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					<u>Programmed Dollars in Thousands - Total For Project</u>										
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>					
1	Active		IGARCIA	Adoption - Carry Over	0.00			3,325	65	650					
Fund Source 1 of 2															
Fund Category: Local HBRR							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Highway Bridge Program					PE		650								650
					RW		65								65
					CON										
Funding Agency: Butte County					Total:		715								715
Fund Source 2 of 2															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Local Transportation Funds - Advance Construction					PE										
					RW										
					CON							3,325		3,325	
Funding Agency: Butte County					Total:							3,325		3,325	
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
					PE		650								650
					RW		65								65
					CON							3,325		3,325	
					Total:		715					3,325		4,040	

Caltrans Comments:

***** Version 10 - 02/26/2020 *****
***** Version 9 - 11/13/2019 *****
***** Version 8 - 01/04/2019 *****
***** Version 6 - 02/15/2017 *****

MPO Comments:

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

Project data transferred from 2018 FTIP.

***** Version 10 - 02/26/2020 *****

Admin Modification #05 - TECHNICAL CORRECTION. Amend 03 should have reflected AC as fund type for HBP funds. This technical change reflects that correction. No other changes.

***** Version 9 - 11/13/2019 *****

Amendment #03 -Updating HBP Programming to 10/10/2019 list per CT HQ.

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

Administrative Modification #1 - Updating HBP Programming to 10/26/2018 list per CT HQ. Moving \$65k in R/W from FFY 19/20 to FFY 21/22.

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

BRIDGE NO. 12C0111, CENTRAL HOUSE RD, OVER WYMAN RAVINE, 0.2 MI E OF SH70. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON.

Toll credits \$3,390,000 @ 11.47% = \$388,833 in credits.

Project data transferred from 2016 FTIP.

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

Admin Modification #02 - Updated figures for Prior and Beyond outside the 17 TIP Period. Moved \$65k in R/W from 17/18 to 19/20.

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

Project data transferred from 2014 FTIP.

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

Amendment #08 - Schedule adjustments, no change in costs. Move \$65k R/W from Prior year to FY 17/18.

Move \$1.7m CON from FY 16/17 to 20/21 (Beyond).

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

Project data transferred from 2012 FTIP.

***** DF TIP Version 1 - 08/02/2012 *****

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

HBP "Individually" listed projects dated 3/28/2011. Bridge is a rural small bridge. Bridge currently operates as a two way (1 lane bridge). Current AADT -58. 10 year projection - 72 AADT. Utilizing Toll Credits for local match requirements for total of \$241,444 which represents 11.47%

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0108	TITLE (DESCRIPTION): Gwynn Rd over Lindo Channel Bridge Project (Bridge No 12C0066, just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Utilizing Toll Credits for PE, R/W and CON. Fed Proj: BRLO-5037(023) Project is included in the 2016 RTP/SCS Table 6-8 beginning on page 6-23)	MPO: Butte County Association of Governments MPO ID: CO_BRIDGE MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATEGORRY:</u>
CT PROJECT ID:	ROUTE:	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Chico, City of PRJ MGR: BRENDAN OTTOBONI
 ELEMENT: PHONE: (530) 879-6901

<u>PROJECT VERSION HISTORY</u> <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					<u>Programmed Dollars in Thousands - Total For Project</u>										
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>					
1	Active		IGARCIA	Adoption - Carry Over	0.00			4,226	150	978					
Fund Source 1 of 1															
Fund Category: Local HBRR							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Highway Bridge Program					PE	978									978
					RW			150							150
					CON						4,226				4,226
Funding Agency: Butte County					Total:		978	150			4,226				5,354

Caltrans Comments:

***** Version 8 - 01/04/2019 *****
 ***** Version 6 - 02/15/2017 *****

MPO Comments:

***** Version 1 - 01/11/21 *****
 Project data transferred from 2018 FTIP.
 ***** Version 8 - 01/04/2019 *****
 Admin Modification 1: Updating programming to 10/26/2018 HBP list per HQ. Moving R/W of \$150k from FFY 19/20 to FFY 21/22.

***** Version 1 - 07/26/18 *****
 BRIDGE NO. 12C0066, GUYNN RD, OVER LINDO CHANNEL, JUST N OF W LINDO AVE. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. 11/2/2010: Toll Credits programmed for PE, R/W, & CON. Fed Proj: BRLO-5037(023)
 Utilizing toll credits. \$4,376,000 @ 11.47% = \$501,927 in credits.

Project data transferred from 2016 FTIP.
 ***** Version 6 - 02/15/2017 *****
 Formal Amendment #01 - Cost Increase on existing project and schedule delay. Total project costs change from \$3.2 million to \$5.3 million.

***** Version 1 - 07/05/16 *****
 Project data transferred from 2014 FTIP.
 ***** Version 4 - 01/11/2016 *****
 Amendment 08- Schedule adjustments, no change in costs. Move \$100k R/W from Prior year to FY 17/18.
 Move \$2.671m CON from FY 16/17 to 18/19.

***** Version 1 - 06/12/14 *****
 Project data transferred from 2012 FTIP.
 ***** DFTIP Version 1 - 08/02/2012 *****
 ***** Version 1 - 04/11/2011 *****
 HBP "individually" listed projects dated 3/28/2011. Bridge is a rural small bridge. Bridge currently operates as a two way (1 lane bridge). Utilizing Toll Credits for local match requirements for total of \$372,546 which represents 11.47%

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0117	TITLE (DESCRIPTION): SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing (SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the south end of Business Lane for preliminary engineering. Scope of project is develop a new bicycle and pedestrian crossing over 20th Street in Chico. Project is included in the 2020 RTP/SCS Appendix 10-1, Project 99 Utilizing toll credits.)	MPO: Butte County Association of Governments MPO ID: CMAQ13_4 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Bicycle and pedestrian facilities.
CT PROJECT ID:	ROUTE:	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Chico, City of PRJ MGR: BRENDAN OTTOBONI
 ELEMENT: PHONE: (530) 879-6901

<u>PROJECT VERSION HISTORY</u> <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					Programmed Dollars in Thousands - Total For Project										
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE					
1	Active		IGARCIA	Adoption - Carry Over	0.00		10,104	2,252	3,107						
Fund Source 1 of 4															
Fund Category: CMAQ							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Congestion Mitigation							PE			1,834					1,834
Funding Agency: Chico, City of							RW								
Funding Agency: Chico, City of							CON								
					Total:		1,834								1,834
Fund Source 2 of 4															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: City Funds							PE			1,273					1,273
Funding Agency: Chico, City of							RW								
Funding Agency: Chico, City of							CON								
					Total:		1,273								1,273
Fund Source 3 of 4															
Fund Category: Other Fed							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Active Transportation Program (ATP)							PE								
Funding Agency: Chico, City of							RW								
Funding Agency: Chico, City of							CON			10,104					10,104
					Total:					10,104					10,104
Fund Source 4 of 4															
Fund Category: Other State							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Active Transportation Program - SHA							PE			2,252					2,252
Funding Agency: Chico, City of							RW								
Funding Agency: Chico, City of							CON								
					Total:		2,252								2,252
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
							PE			3,107					3,107
							RW			2,252					2,252
							CON			10,104					10,104
					Total:		5,359			10,104					15,463

Caltrans Comments:

***** Version 8 - 10/02/2019 *****
***** Version 6 - 04/20/2018 *****

MPO Comments:

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

Project data transferred from 2018 FTIP.

***** Version 8 - 10/02/2019 *****

Identifying ATP Cycle 4 Grant award for project: \$12,356,000. Updated "prior" FY 16/17 local funds

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

Construction estimate is \$14 million and reasonably available with local, CMAQ and other state or federal grant funding.
Utilizing toll credits for CMAQ: \$1,436,000 @20% = \$287,200 in toll credits.

Project data transferred from 2016 FTIP.

***** Version 6 - 04/20/2018 *****

Cost increase for Preliminary Engineering with CMAQ and Local:

CMAQ: \$1.436 million in FY 17/18

Local: \$314k in FY 16/17 & \$500k in FY 17/18

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

Project data transferred from 2014 FTIP.

***** Version 4 - 07/15/2015 *****

Admin Modification: Project pushed out to FY 15/16 (PE). No other changes.

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

Project data transferred from 2012 FTIP.

Moved PE to FY 14/15. IG

***** DFTIP Version 2 - 11/16/2012 *****

Amendment 1 - Clarify use of Toll Credits to fulfill federal match requirements. no change in funding.

***** Version 1 - 06/29/2012 *****

New CMAQ Project - Bike and Pedestrian Project:

Emissions Reductions (kg/day)

ROG: .4943

NOx: .3837

CO: 12.43

PM: .135

CB Ratio: \$32,960 / ton

The project is exempt from a new regional emissions analysis per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities are exempt.

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Transit System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0170	TITLE (DESCRIPTION): FTA Section 5339 Program (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. Project is included in the 2020 RTP/SCS Appendix 10-2, Project number 17.)	MPO: Butte County Association of Governments MPO ID: FTA5339 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Purchase of equipment for existing facilities.
CT PROJECT ID:	ROUTE:	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Butte County Association of Governments PRJ MGR: MIKE ROSSON
ELEMENT: PHONE: (530) 809-4616

PROJECT VERSION HISTORY <i>(Printed Version is Shaded)</i> (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project											
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE						
1	Active		IGARCIA	Adoption - Carry Over	0.00			8,030								
Fund Source 1 of 2																
Fund Category: FTA Funds																
Fund Type: Bus and Bus Facilities Program - FTA 5339																
Funding Agency: Butte County Association of Governments																
					PE											
					RW											
					CON		3,321	1,767	1,767							6,855
					Total:		3,321	1,767	1,767							6,855
Fund Source 2 of 2																
Fund Category: Local Funds																
Fund Type: TDA																
Funding Agency: Butte County Association of Governments																
					PE											
					RW											
					CON			589	589							1,178
					Total:			589	589							1,178
Project Total:																
					PE											
					RW											
					CON		3,321	2,356	2,356							8,033
					Total:		3,321	2,356	2,356							8,033

Caltrans Comments:

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

MPO Comments:

***** Version 1 - 01/11/21 *****
Project data transferred from 2018 FTIP.
***** Version 1 - 07/26/18 *****
Grant may include but not limited to: Replace, rehabilitate & purchase bus related facilities and equipment including ADA compliant bus stop construction and improvements, transit shelters, Paradise Transit Center, Electric and or Hybrid Vehicles and associated infrastructure requirements.

Project data transferred from 2016 FTIP.
***** Version 3 - 06/14/2017 *****
Administrative Modification #04 - Updating FTA 5339 to match apportionments to facilitate FTA grant process. Updated program list from Caltrans FTA 5339 Bus and Bus Facilities Program:
FFY 14/15 - 188,329
FFY 15/16 - 188,329
FFY 16/17 - 173,666
FFY 17/18 - 173,175

***** Version 1 - 07/05/16 *****
Project data transferred from 2014 FTIP. FFY 16/17 = 14/15, 15/16 & 16/17 apportionments, received 7/06/2016. Annual apportionments approx 188,329. Toll credits will fulfill any match requirements.
***** Version 1 - 06/24/2014 *****
FY 13/14 Map 21 Apportionment \$184,835. Toll Credits = \$46,209 for an 80/20 split.
FY 14/15 Map 21 Apportionment estimate = \$188,000. Toll Credit \$47,000

Project description: purchase communication/data equipment such as Mobile Radios, GIF software connection equipment, hand held radios, dispatch server, labor and training. Passenger ride check data capturing system including hardware and software and licenses
Project may include other communication needs for Butte Regional transit such as Mobile Data Terminal and or associated commnications equipment.
Project is exempt from regional conformity.

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Transit System

DIST: PPNO: EA: 03 CT PROJECT ID: ROUTE: PM: COUNTY: Butte County	CTIPS ID: 202-0000-0182 TITLE (DESCRIPTION): FTA 5310 Enhancement Program Group Listing - Non Infrastructure (See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 2.)	MPO: Butte County Association of Governments MPO ID: 5310ENH1 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Non construction related activities.
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IMPLEMENTING AGENCY: Various Agencies PRJ MGR: Sara Cain
 ELEMENT: PHONE: (530) 879-2468

<u>PROJECT VERSION HISTORY</u> <i>(Printed Version is Shaded)</i> (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project													
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum. Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>								
1	Active		IGARCIA	Adoption - Carry Over	0.00		2,532											
Fund Source 1 of 1																		
Fund Category: FTA Funds								PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>		
Fund Type: FTA 5310 Elderly & Disabilities																		
								PE										
								RW										
								CON	2,233	150	150						2,533	
Funding Agency: Various Agencies								Total:	2,233	150	150						2,533	

Caltrans Comments:

***** Version 5 - 03/02/2020 *****
***** Version 3 - 06/14/2017 *****

MPO Comments:

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

Project data transferred from 2018 FTIP.

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

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

Adding:

Help Central Inc. Mobility Management Project:

FTA 5310 Share: \$ 284,593

Toll Credits: \$71,148

Project Total \$355,741

BCAG - 5 Large Buses Model Year 2013 .

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

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

Total FTA: \$609,393

Toll Credits: \$152,348

Total Project: \$761,741

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

Non Infrastructure Projects:

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

Project data transferred from 2016 FTIP.

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

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

Help Central - Mobility Management:

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

WTC - Large Bus + Radio:

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

BCAG/Butte Regional Transit: 6 medium buses:

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

Totals:

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

Backup list posted under 2017 FTIP Amendment #05.

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

Project data transferred from 2014 FTIP and updated.

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

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

Help Central - Mobility Management Project FY 14/15

FTA 5310 - \$113,858

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

Total Project Cost - \$142,323

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

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

Toll Credits - \$300,000

Toll Credit Total \$328,465

FTA 5310 Enhancement Total \$413,858

Total Grouped Listing: \$742,323

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03 CT PROJECT ID: COUNTY: Butte County	PPNO: EA: ROUTE: PM:	CTIPS ID: 202-0000-0194 TITLE (DESCRIPTION): Esplanade Corridor Safety and Accessibility Improvement Project (Project includes various non motorized "complete streets" improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are both on Esplande and Oleander. See MPO Notes for list of improvements. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 96)	MPO: Butte County Association of Governments MPO ID: CMAQ16_01 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Bicycle and pedestrian facilities.
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IMPLEMENTING AGENCY: Chico, City of PRJ MGR: BRENDAN OTTOBONI
 ELEMENT: PHONE: (530) 879-6901

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project										
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE					
1	Active		IGARCIA	Adoption - Carry Over	0.00		6,234	70	1,355						
Fund Source 1 of 3															
Fund Category: CMAQ							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Congestion Mitigation							PE								350
Funding Agency: Chico, City of							RW								350
Funding Agency: Chico, City of							CON								350
Funding Agency: Chico, City of							Total:	350							350
Fund Source 2 of 3															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: City Funds							PE								70
Funding Agency: Chico, City of							RW								70
Funding Agency: Chico, City of							CON								70
Funding Agency: Chico, City of							Total:	70							70
Fund Source 3 of 3															
Fund Category: Other Fed							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Active Transportation Program (ATP)							PE								1,005
Funding Agency: Chico, City of							RW								1,005
Funding Agency: Chico, City of							CON		6,234						6,234
Funding Agency: Chico, City of							Total:	1,005	6,234						7,239
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
							PE								1,355
							RW								70
							CON		6,234						6,234
							Total:	1,425	6,234						7,659

Caltrans Comments:

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

MPO Comments:

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

Project data transferred from 2018 FTIP.

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

Project data transferred from 2016 FTIP.

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

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

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

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

Emissions Reduction Analysis: kg/day

ROG: 0.07

NOx 0.07

CO 0.76

PM 2.5 0.05

PM 10: 0.05

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

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0196	TITLE (DESCRIPTION): Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project (Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 22.)	MPO: Butte County Association of Governments MPO ID: CMAQ16_03 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Bicycle and pedestrian facilities.
CT PROJECT ID:	ROUTE:	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Butte County	PRJ MGR: LANE GREEN
ELEMENT:	PHONE: (530) 538-7681

PROJECT VERSION HISTORY	<i>(Printed Version is Shaded)</i>	<i>(Last 9 versions displayed)</i>	Programmed Dollars in Thousands - Total For Project											
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE				
1	Active		IGARCIA	Adoption - Carry Over	0.00			2,600	200	350				
Fund Source 1 of 3														
Fund Category: CMAQ														
						PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Congestion Mitigation						PE		300						300
						RW		200						200
						CON								
Funding Agency: Butte County						Total:		300	200					500
Fund Source 2 of 3														
Fund Category: Local Funds														
						PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: County Funds						PE		50						50
						RW								
						CON		200						200
Funding Agency: Butte County						Total:		50	200					250
Fund Source 3 of 3														
Fund Category: Local Funds														
						PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: County Funds						PE								
						RW								
						CON		2,400						2,400
Funding Agency: Butte County						Total:		2,400						2,400
Project Total:						PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
						PE		350						350
						RW		200						200
						CON		2,600						2,600
						Total:		350	2,800					3,150

Caltrans Comments:

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

MPO Comments:

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

Project data transferred from 2018 FTIP.

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

Utilizing toll credits 200k in FY 20/21 @20% = 40k in credits.

Project data transferred from 2016 FTIP.

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

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

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

New Project: Preliminary Engineering Only.

Design Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. for locations that do not have existing curb, gutter, and sidewalks. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage. Right of way may be required around the intersection of Las Plumas Avenue and Lower Wyandotte Road.

Emissions Reduction Analysis. Kg/day

ROG: 0.17

NOx: 0.12

CO: 1.66

PM 2.5 0.033

C/B Ratio: 31.81 per kg

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

State Highway System

DIST: 03 PPNO: EA: CTIP ID: 202-0000-0199 CT PROJECT ID: ROUTE: PM: COUNTY: Butte County	TITLE (DESCRIPTION): SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project (Hwy 162 in Oroville, CA between Feather River Boulevard and Foothill Boulevard. The project includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 193.)	MPO: Butte County Association of Governments MPO ID: CMAQ16_05 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Bicycle and pedestrian facilities.
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IMPLEMENTING AGENCY: Oroville, City of PRJ MGR: Mike Massaro
 ELEMENT: PHONE: (916) 783-4100

<u>PROJECT VERSION HISTORY</u> <i>(Printed Version is Shaded)</i> (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project															
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>										
1	Active		IGARCIA	Adoption - Carry Over	0.00			3,411		540										
Fund Source 1 of 3																				
Fund Category: CMAQ											PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>	
Fund Type: Congestion Mitigation														540						540
Funding Agency: Oroville, City of											Total:			540						540
Fund Source 2 of 3																				
Fund Category: Local Funds											PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>	
Fund Type: City Funds																				
Funding Agency: Oroville, City of											Total:									
Fund Source 3 of 3																				
Fund Category: Other Fed											PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>	
Fund Type: Active Transportation Program (ATP)														3,411					3,411	
Funding Agency: Oroville, City of											Total:			3,411					3,411	
Project Total:											PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>	
														540					540	
														3,411					3,411	
											Total:			3,951					3,951	

Caltrans Comments:

***** Version 4 - 01/04/2019 *****
***** Version 2 - 03/27/2017 *****

MPO Comments:

***** Version 1 - 01/11/21 *****
Project data transferred from 2018 FTIP.
***** Version 4 - 01/04/2019 *****

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

***** Version 1 - 07/26/18 *****
Project data transferred from 2016 FTIP.

***** Version 2 - 03/27/2017 *****
Administrative Modification #03: Project utilizing Toll Credits to fulfill match requirements for federal funds. No other changes.

***** Version 1 - 07/05/2016 *****
New Project: The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade. The main purpose of the project will be to provide improved safety and more inviting active transportation connections on the corridor.

Air Quality Emissions Analysis Reductions: kg/day
ROG: 0.39
NOx: 0.22
CO: 4.2
PM 2.5: 0.08
C/B Ratio: \$10 / Pound

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Transit System

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

IMPLEMENTING AGENCY: Butte County Association of Governments PRJ MGR: Sara Cain
ELEMENT: PHONE: (530) 809-4616

PROJECT VERSION HISTORY <i>(Printed Version is Shaded)</i> (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project										
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE					
1	Active		IGARCIA	Adoption - Carry Over	0.00			4,458							
Fund Source 1 of 2															
Fund Category: FTA Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Intercity Bus - 5311-F							CON	1,122	761	761					2,644
Funding Agency: Butte County Association of Governments					Total:		1,122	761	761						2,644
Fund Source 2 of 2															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Local Transportation Funds							CON	1,152	331	331					1,814
Funding Agency: Butte County Association of Governments					Total:		1,152	331	331						1,814
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
							CON	2,274	1,092	1,092					4,458
					Total:		2,274	1,092	1,092						4,458

Caltrans Comments:

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

MPO Comments:

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

Includes
5311(f) 300,000
CARES Phase 1: 152,175
CARES Phase 2: 309,647
Total: \$761,822
Project data transferred from 2018 FTIP.
***** Version 1 - 07/26/18 *****
Project data transferred from 2016 FTIP.
***** Version 2 - 06/14/2017 *****
Administrative Modification #04 - Minor cost reductions from \$300k to \$222k to match FTA 5311f grant for fiscal year 17/18

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

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

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03 CT PROJECT ID: COUNTY: Butte County	PPNO: ROUTE: EA: PM:	CTIPS ID: 202-0000-0204	TITLE (DESCRIPTION): Bruce Rd Bridge Replacement Project (In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek. Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility. Project is included in the 2016 RTP/SCS Table 6-8 beginning on page 6-23)	MPO: Butte County Association of Governments MPO ID: 16RTP6-12 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATEGORY:</u>
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IMPLEMENTING AGENCY: Chico, City of PRJ MGR: BRENDAN OTTOBONI
 ELEMENT: PHONE: (530) 879-6901

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project								
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE			
1	Active		IGARCIA	Adoption - Carry Over	0.00		6,135			1,735			
Fund Source 1 of 2													
Fund Category: Local Funds													
Fund Type: City Funds													
Funding Agency: Chico, City of													
					Total:		725						
Fund Source 2 of 2													
Fund Category: Local Funds													
Fund Type: City Funds													
Funding Agency: Chico, City of													
					Total:		7,145						
Project Total:													
					Total:		725			7,870			

Caltrans Comments:

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

MPO Comments:

***** Version 1 - 01/11/21 *****
 Project data transferred from 2018 FTIP.
 ***** Version 1 - 07/26/18 *****
 BRIDGE NO. 12C0106, BRUCE RD, OVER LITTLE CHICO CREEK, 0.5 MI S HUMBOLT RD. Replace the existing functionally obsolete 2 lane bridge with a new 4 lane bridge.

Project data transferred from 2016 FTIP.
 ***** Version 1 - 06/14/2017 *****
 New Project. Bridge is capacity increasing included in regional emissions analysis for the adopted 2016 RTP/SCS. Project is 100% locally funded at this time. This amendment only programs the Preliminary Engineering component.

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

State Highway System

DIST: 03 CT PROJECT ID: 0317000010 COUNTY: Butte County	PPNO: EA: ROUTE: PM:	CTIPS ID: 202-0000-0206 TITLE (DESCRIPTION): Grouped Projects for Safety Improvements - SHOPP Mobility Program (Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 77.)	MPO: Butte County Association of Governments MPO ID: SHOPP M MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATEGORY:</u> Directional and informational signs.
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IMPLEMENTING AGENCY: Caltrans PRJ MGR: Joan Davis
 ELEMENT: PHONE: (530) 740-4805

PROJECT VERSION HISTORY <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					Programmed Dollars in Thousands - Total For Project										
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE					
1	Active		IGARCIA	Adoption - Carry Over	0.00			11,636							
Fund Source 1 of 1															
Fund Category: SHOPP - Mobility							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: SHOPP Advance Construction (AC)							PE								
							RW								
							CON	1,779	9,857						11,636
Funding Agency: Caltrans							Total:	1,779	9,857						11,636

Caltrans Comments:

***** Version 3 - 07/03/2019 *****
 ***** Version 9 - 09/06/2017 *****
 ***** Version 8 - 08/07/2017 *****

MPO Comments:

***** Version 1 - 01/11/21 *****
 EA: 1H860 SR 99 - In and near Chico, from Southgate Avenue to Garner Lane. Install Transportation Management System (TMS) elements.
 PE 1.738m, R/W 76k, CON 9.822m

Project data transferred from 2018 FTIP.
 ***** Version 3 - 07/03/2019 *****
 FTIP Amendment 2: Minor scope modification. PCR approved at June 2019 CTC meeting to change postmiles and project description. Southgate Ave to Garner Lane. Install Traffic Management System (TSM) elements. Postmiles 29.3/37.8. No change in schedule or funding.

***** Version 1 - 07/26/18 *****
 2018 SHOPP: Carryover same project. \$11.075m in 4 year period. total project \$11.636m. EA 1H860.

Project data transferred from 2016 FTIP.
 ***** Version 1 - 09/06/2017 *****
 Amend 7: Create new grouped listing for project.
 PPNO: 2437. EA 1H860. SHOPP CTIPS: 102-0000-0198.
 SR 99 In and near Chico from Estates Dr. to Garner Lane. Install ITS elements. Post miles 28.3 to 37.8

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

State Highway System

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

IMPLEMENTING AGENCY: Caltrans PRJ MGR: Joan Davis
 ELEMENT: PHONE: (530) 740-4805

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project											
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE						
1	Active		IGARCIA	Adoption - Carry Over	0.00			100,456								
Fund Source 1 of 1																
Fund Category: SHOPP - Emergency Response								PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: SHOPP Advance Construction (AC)																
Funding Agency: Caltrans								9,350	57,546	33,560				100,456		
								Total:	9,350	57,546	33,560				100,456	

Caltrans Comments:

***** Version 3 - 07/24/2020 *****
***** Version 2 - 02/13/2020 *****

MPO Comments:

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

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

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

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

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

Project data transferred from 2018 FTIP.

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

Admin Modification: Adding New ER project per Caltrans.

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

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

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

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

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

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

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

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

2018 SHOPP:

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

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0215	TITLE (DESCRIPTION): Central Gridley Pedestrian Connectivity and Equal Access Project (In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, closing sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley. Utilizing toll credits. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 189.)	MPO: Butte County Association of Governments MPO ID: CMAQ18G1 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATEGORY:</u> Bicycle and pedestrian facilities.
CT PROJECT ID:	ROUTE:	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Gridley, City of PRJ MGR: Trin Campos
 ELEMENT: PHONE: (916) 783-4100

PROJECT VERSION HISTORY (Printed Version is Shaded) (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project											
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE						
1	Active		IGARCIA	Adoption - Carry Over	0.00			1,335		160						
Fund Source 1 of 2																
Fund Category: CMAQ								PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
Fund Type: Congestion Mitigation					PE		160									160
Funding Agency: Gridley, City of					RW											
					CON											
					Total:		160									160
Fund Source 2 of 2																
Fund Category: Local Funds								PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
Fund Type: City Funds					PE											
					RW											
					CON					1,335						1,335
Funding Agency: Gridley, City of					Total:					1,335						1,335
Project Total:								PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
					PE		160									160
					RW											
					CON					1,335						1,335
					Total:		160			1,335						1,495

Caltrans Comments:

MPO Comments:

***** Version 1 - 01/11/21 *****
 Project data transferred from 2018 FTIP.
 ***** Version 1 - 08/04/2018 *****
 Utilizing toll credits - \$160K in CMAQ @ 20% = \$32k in toll credits.
 New 2018 CMAQ Project: Performance Measure: Safety.
 Improvements are expected to increase safety for active transportation users, especially students walking and biking to and from schools. Increasing community safety and accessibility promotes active transportation usage and has the potential to increase the proportion of pedestrians and bicyclists in Gridley, which in turn leads to decreased vehicle congestion and increased physical health. Utilizing toll credits as necessary to fulfill match requirements.

Emissions Reductions:
 ROG: 0.03 kg/day; NOx: 0.02 kg/day PM 2.5: 0.01 kg/day

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

State Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0216	TITLE (DESCRIPTION): Gridley Bike & Pedestrian SR 99 Corridor Facility Project (In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and class I bike path along State Route 99 from Township Road to Archer Avenue. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 190. Utilizing Toll Credits)	MPO: Butte County Association of Governments MPO ID: CMAQ18G2 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Bicycle and pedestrian facilities.
CT PROJECT ID:	ROUTE: 99	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Gridley, City of PRJ MGR: Trin Campos
 ELEMENT: PHONE: (916) 783-4100

<u>PROJECT VERSION HISTORY</u> <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					<u>Programmed Dollars in Thousands - Total For Project</u>										
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>					
1	Active		IGARCIA	Adoption - Carry Over	0.00			1,800	200	160					
Fund Source 1 of 2															
Fund Category: CMAQ							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Congestion Mitigation					PE		160								160
Funding Agency: Gridley, City of					RW										
					CON										
					Total:		160								160
Fund Source 2 of 2															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: City Funds					PE										
					RW				200						200
					CON					1,800					1,800
Funding Agency: Gridley, City of					Total:				200	1,800					2,000
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
					PE		160								160
					RW				200						200
					CON					1,800					1,800
					Total:		160		200	1,800					2,160

Caltrans Comments:

MPO Comments:

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

Project data transferred from 2018 FTIP.

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

New 2018 CMAQ Project.

Project Benefits: Promoting active transportation use would reduce vehicle trips and associated GHG and particulate emissions, while also encouraging economic growth in the community core. Environmental, health, and economic benefits would also contribute to increased quality of life. Utilizing toll credits as necessary to fulfill match requirements. \$160k in CMAQ @ 20% match = \$32k in toll credits.

Emissions Reductions:

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

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0219	TITLE (DESCRIPTION): Pentz Road Trailway Phase II (Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019. Utilizing toll credits. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 223.)	MPO: Butte County Association of Governments MPO ID: CMAQ18P1 MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATAGORY:</u> Bicycle and pedestrian facilities.
CT PROJECT ID:	ROUTE:	PM:			
COUNTY: Butte County					

IMPLEMENTING AGENCY: Paradise, City of	PRJ MGR: Marc Mattox
ELEMENT:	PHONE: (530) 872-6291

PROJECT VERSION HISTORY <i>(Printed Version is Shaded)</i> (Last 9 versions displayed)					Programmed Dollars in Thousands - Total For Project									
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE				
1	Active		IGARCIA	Adoption - Carry Over	0.00		9,270	175	525					
Fund Source 1 of 2														
Fund Category: CMAQ						PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Congestion Mitigation					PE		525							525
					RW		175							175
					CON									
Funding Agency: Paradise, City of					Total:		700							700
Fund Source 2 of 2														
Fund Category: Local Funds						PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: City Funds					PE									
					RW									
					CON								9,270	
Funding Agency: Paradise, City of					Total:								9,270	
Project Total:						PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
					PE		525							525
					RW		175							175
					CON								9,270	
					Total:		700							9,970

Caltrans Comments:

MPO Comments:

***** Version 1 - 01/11/21 *****
 Project data transferred from 2018 FTIP.
 ***** Version 1 - 08/06/2018 *****
 New CMAQ Project. Utilizing toll credits 700k @ 20% = 140,000 in toll credits
 Emission Reductions:
 ROG: .05, NOx: .05, PM10: .04 kg/day

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

State Highway System

DIST: 03 PPNO: EA: CTIPS ID: 202-0000-0222 CT PROJECT ID: 0215000051 ROUTE: PM: COUNTY: Butte County	TITLE (DESCRIPTION): Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation (Scope: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes). See Appendix 8 for current grouped listing or MPO comments. Project is included in the 2020 RTP/SCS Appendix 10-1, Project number 90)	MPO: Butte County Association of Governments MPO ID: SHOPP-RD MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATEGORY:</u> Pavement resurfacing and/or rehabilitation.
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IMPLEMENTING AGENCY: Caltrans PRJ MGR: Michael Webb
 ELEMENT: PHONE: (530) 229-0508

<u>PROJECT VERSION HISTORY</u> <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					<u>Programmed Dollars in Thousands - Total For Project</u>											
<u>Version</u>	<u>Status</u>	<u>Date</u>	<u>Updated By</u>	<u>Change Reason</u>	<u>Amend No.</u>	<u>Vote</u>	<u>Cum Award</u>	<u>Prog Con</u>	<u>Prog RW</u>	<u>PE</u>						
1	Active		IGARCIA	Adoption - Carry Over	0.00		49,320									
Fund Source 1 of 1																
Fund Category: SHOPP - Roadway Preservation							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>	
Fund Type: SHOPP Advance Construction (AC)								PE	RW	CON	2,650	4,690	28,200	13,780	49,320	
Funding Agency: Caltrans							Total:	2,650	4,690	28,200	13,780				49,320	

Caltrans Comments:

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

MPO Comments:

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

EA 1H140 - SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. \$33.2 million.
 PE: 1.830m, R/W 1.110m, CON 13.180m

EA: 4H760 SR32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. \$16.1 million.
 PE 3.5m, R/W 2.3m, CON 27.4m

Project data transferred from 2018 FTIP.
 ***** Version 2 - 07/24/2020 *****
 Adding 2 projects to grouped listing:
 1. 03-4H760 - SR 32 - In and near Chico, from Muir Ave to Route 99. Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. \$33.2 million.
 2. 03-1H140 - SR 99 - In and near Gridley, from Hollis Lane to north of Ford Ave. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. \$16.1 million.

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

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

Carryover project from 2016 to 2018.

2020 Federal Transportation Improvement Program

Butte County Association of Governments

Butte County

Document Year 2020

(Dollars in Thousands)

Local Highway System

DIST: 03	PPNO:	EA:	CTIPS ID: 202-0000-0225	TITLE (DESCRIPTION): Autrey Lane Southside Safe Routes to Schools Project (In South Oroville, Design Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln from 100 feet south of Via Laton to Monte Vista Ave. The placement of Class II Bike Lanes will be evaluated and designed if roadway geometrics allow. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage. Project is included in the 2020 RTP/SCS Appendix 10-2, Project number 26.)	MPO: Butte County Association of Governments
CT PROJECT ID:	ROUTE:	PM:			MPO ID: CMAQBC21
COUNTY: Butte County					MPO Aprv: State Aprv: Federal Aprv: <u>EPA TABLE II OR III EXEMPT CATEGORY:</u> Bicycle and pedestrian facilities.

IMPLEMENTING AGENCY: Butte County	PRJ MGR: Terry Edwards
ELEMENT:	PHONE: (530) 538-7681

PROJECT VERSION HISTORY <small>(Printed Version is Shaded) (Last 9 versions displayed)</small>					Programmed Dollars in Thousands - Total For Project										
Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PE					
1	Active		IGARCIA	Adoption	0.00			4,000	100	150					
Fund Source 1 of 2															
Fund Category: CMAQ							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: Congestion Mitigation							PE		150						150
Funding Agency: Butte County						Total:			150						150
Fund Source 2 of 2															
Fund Category: Local Funds							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
Fund Type: County Funds							PE				100				100
Funding Agency: Butte County						Total:					100	4,000			4,000
Project Total:							PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	<u>FUTURE</u>	<u>TOTAL</u>
							PE		150		100				150
							RW					4,000			100
							CON								4,000
						Total:			150	100	4,000				4,250

Caltrans Comments:

MPO Comments:

***** Version 1 - 01/14/2021 *****
 New 2021 CMAQ projects.
 Emissions Reductions (kg/day):
 ROG: 0.17
 NOx: 0.12
 CO: 1.66
 PM 2.5: 0.033
 C/B Ratio: \$79.52 per kg
 Toll Credits for CMAQ: 150,000 @ 20% = 30,000

Project Total:	PRIOR	20/21	21/22	22/23	23/24	24/25	25/26	FUTURE	TOTAL
PE		2,399							2,399
RW				800					800
CON					13,699				13,699
Total:		2,399		800	13,699				16,898

Caltrans Comments:

MPO Comments:

***** Version 1 - 01/29/2021 *****

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

Credits are used as necessary.

Emissions Reductions: (kg/day)

ROG: 0.093

NOx: 0.399

CO: 0.981

PM 2.5: 0.047

CB Ratio: \$961.02/lb

HIP Toll Credits: 1608209 * 20% =

CMAQ Toll Credits: 3138993 * 20% =

28

APPENDIX 1

Air Quality Emissions Analysis and Conformity Determination

**AIR QUALITY EMISSIONS ANALYSIS
AND
CONFORMITY DETERMINATION**

**2020 Regional Transportation Plan and 2019 Federal
Transportation Improvement Program**

Prepared by:

Butte County Association of Governments

Adopted by BCAG Board: 12/10/2020

Approved by FTA/FHWA: MM/DD/YYYY

2020 Regional Transportation Plan Amendment #__

2019 Federal Transportation Improvement Program Amendment #5



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<http://www.bcag.org>

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APPENDICES

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APPENDIX D – RESPONSE TO PUBLIC COMMENTS

APPENDIX E – CONFORMITY CHECKLIST

AIR QUALITY CONFORMITY ANALYSIS AND DETERMINATION

Purpose

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

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

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

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

Butte County's Air Quality Status

Ozone

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

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

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

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

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

Carbon Monoxide

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

Fine Particulate Matter (PM2.5)

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

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

Conformity Criteria and Procedures

Planning Assumptions

The emissions estimates developed for this conformity determination were based on the latest planning assumptions available for Butte County in accordance with 40 CFR 93.110 of the Federal Conformity Rule. BCAG has the responsibility to develop estimates and forecasts of population, employment, travel, and congestion for the Regional Transportation Plan (RTP) and for preparation of the required air quality conformity emissions analysis and determination. Forecasts for population and employment are incorporated into the countywide transportation model database used by BCAG.

The initial modeling for the 2020 RTP conformity analysis began in February 2019. An update of the BCAG travel model was completed in September 2020 and the population, housing, and employment projections identified in BCAGs [Butte County Long-Term Regional Growth Forecasts 2018-2040](#) are the same as those used in the updated model. The model was validated in 2020 for the 2018 base year and utilizes Cube modeling software. The latest planning assumptions used in the transportation model validation and conformity analysis is summarized in Table 1.

Table 1
Summary of Latest Planning Assumptions for the BCAG Conformity Analysis
40 CFR 93.110

Assumption	Year and Source of Data (MPO Action)	Modeling	Next Scheduled Update
Population	Base Year: 2018 CA DOF Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2014-2040 , prepared November 2014. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2030, and 2040.	Next update to population forecasts is anticipated to be in November 2022.
Employment	Base Year: 2018 CA EDD Projections: based on BCAG's Butte County Long-Term Regional Growth Forecasts 2018-2040 , prepared September 2019. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2035, and 2040.	Next update to employment forecasts is anticipated to be in November 2022.
Traffic Counts	Base Year: 2017/18 The transportation model was validated to the base year using year 2017/18 traffic counts collected by Caltrans, local jurisdictions, and BCAG.	Latest BCAG regional transportation model was validated using counts.	Traffic counts are updated every 4 years, dependent upon availability of funding.
Vehicle Miles of Travel	The transportation model was validated in 2020 to the 2018 base year.	Cube is the model used to estimate VMT for the BCAG regional transportation model.	VMT is an output of the transportation model; VMT is affected by the RTP/FTIP project updates and is included in each new emissions analysis.
Speeds	The transportation model uses industry-standard volume delay curves. Baseline speeds are set according to posted and surveyed speeds and the speeds are sensitive to the amount of traffic on the roadway segments.	Cube and EMFAC 2017	Speed data is updated every 4 years, dependent upon availability of funding.
Vehicle Registration	EMFAC 2017 is the most recent federally approved model for use in California conformity analysis. Vehicle registration is included by ARB in the model and cannot be updated by the user.	EMFAC 2017	TBD
Transit	Base Year: Butte Regional Transit (2018) and Butte County Transit and Non-Motorized Plan (2015) Projections: Butte County Transit and Non-Motorized Plan (2015).	Cube	TBD

BCAG Transportation Model

The transportation conformity rule (TCR) section 93.122(b) requires the use of network-based transportation models for serious, severe, and extreme ozone non-attainment areas if their metropolitan planning region contains an urbanized population of more than 200,000. Butte County does not contain an urbanized area of that size, nor does it have an ozone classification of serious or greater. However, BCAG has used a

network-based model in the past and has continued to with the recent transportation model update. The BCAG transportation model meets the requirements of TCR 93.122.

The BCAG transportation model is consistent in form and function with the standard traffic forecasting models used in the transportation planning profession. The model is a four-step travel demand forecasting model consisting of Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment and produces forecasts for daily, AM peak hour, and PM peak hour conditions. In addition, the model is calibrated to traffic counts for what is conventionally termed a “typical workday”, which is defined as a Tuesday, Wednesday, or Thursday during a week with no holidays and when schools are in session. The model utilizes Cube software, which is consistent with many of the models used by local jurisdictions in California and Caltrans.

Traffic Counts

The transportation model was validated to the 2018 base year using traffic count data collected from several sources including Caltrans, Butte County, and BCAG.

Speeds

The transportation model uses industry-standard volume delay curves as part of the traffic modeling process. The baseline speeds in the model are set according to the posted speeds and checked with observed speed data. Speeds are sensitive to the amount of traffic on the roadway segments. For example, as roadway segment volumes increase, the link speed decreases

Speed distributions were updated in EMFAC 2017, using methodology approved by ARB and with information from the transportation model.

Transit

The BCAG transportation model now includes a transit component in the mode choice model which provides BCAG the ability to forecast transit mode share. Base year ridership was taken from year 2018 data provided by Butte Regional Transit and included in the transportation model along with routing and service frequency. Forecast year information was updated based on the latest forecasted transit routes included in the Butte County Transit and Non-Motorized Plan. Overall, transit mode share is forecasted to increase from 4.18% (2018) to 4.38% (2040) during the 2020 RTP planning period. It is also assumed that transit fares will remain constant in 2018 dollars over the 22-year planning period of the analysis.

Land Use

The 2018 base year land use data for the model was developed utilizing BCAG's existing land use database developed in 2010 and maintained annually. The existing land use database was developed utilizing the Butte County Assessor's database which was verified with the cities, town, and county's existing land use information along with aerial photos, field observations, and vendor supplied business data.

The transportation model's future year land use data was developed with the assistance of the local jurisdictions planning staff and is based on land use information from the areas local land use plans, planned development, reasonable assumptions regarding infill and redevelopment, regional growth forecasts, and a review of development attractions (i.e., motorized and non-motorized transportation networks, existing development, service areas, etc.) and discouragements (i.e., resource areas and farmland, public lands, areas exceeding 25% slope, etc.). The general plan and specific plan development activities occurring in the county by the local jurisdictions are reflected in the future year land use assumptions, which are generally representative of the best available information as of June 30th, 2019.

The transportation model contains 914 transportation analysis zones (TAZ's) within which land use data is summarized into the following 17 categories:

- Single-Family Residential (dwelling units – du)
- Multi-Family Residential (du)
- Mobile Home Residential (du)
- Neighborhood-Serving Retail (1,000 square feet – ksf)
- Region Serving Retail (ksf)
- Industrial (ksf)
- Office (ksf)
- Medical Office (ksf)
- Hospital (ksf)
- Public-Quasi Public (ksf)
- Hotels (rooms)
- University (students)
- Community College (students)
- K-12 Schools (students)
- Park (acres)
- Special Generator for Casino (slots)
- External Trip Distribution for Casino (trips)

Road Network

The roadway network is based on the BCAG centerline road network and contains all existing and future roadway classifications of "local" and above which were developed

considering local jurisdictions circulation elements of their general plans and Caltrans California Road System (CRS) maps. The road network includes all regionally significant roadways.

Future road networks prepared for emissions analysis include all regionally significant and non-regionally significant federal, state, and locally funded, and non-exempt projects. Tables 3-6 contain these non-exempt projects sorted by conformity analysis year. In addition, all projects within the RTP/FTIP that are exempt from conformity requirements have been documented (see Appendix A).

Validation/Calibration

The BCAG transportation model was validated to daily, AM and PM peak hour conditions. Detailed validation summary reports are available upon request. In general, the transportation model generates results that exceed the screenline and link volume validation standards established in Caltrans *Travel Forecasting Guidelines*, November 1992, and *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, February 1997 for daily, AM and PM peak hour conditions. In addition, the model meets the specific static validation criteria contained in the *2017 California Regional Transportation Plan Guidelines*.

In addition to static tests, the BCAG TDF model's estimate of daily vehicle miles of travel (VMT) for Butte County was compared to independent estimates from the Highway Performance Monitoring System (HPMS).

BCAG Consultation and Planning Process

BCAG has followed the latest Final Transportation Conformity Rule in preparing the air quality conformity determination for the 2020 RTP and 2019 FTIP. The Final Conformity Rule requires that Regional Transportation Planning Agencies (RTPAs) develop an Air Quality Conformity Element to identify the procedures and criteria for developing air quality conformity determinations for their respective regions.

As the Regional Transportation Planning Agency (RTPA) for Butte County, BCAG has established a broad planning process and partnership with federal, state, and local governments, the Butte County Air Quality Management District, and the general public.

This planning process and partnership includes consultation through our Transportation Advisory Committees that is comprised of representatives from all levels of local government, state and federal agencies, the air district, the general public, and other affected agencies and interested citizens in Butte County. The Transportation Advisory Committee typically meets on a monthly basis as needed to review and provide input into all BCAG planning activities. The technical issues are resolved at this level, and recommendations are made to the BCAG Board of Directors.

Specific Consultation

The transportation conformity document is required to be developed in consultation with BCAG's planning partners, and the opportunity must be provided for public review.

During the development of the air quality conformity analysis and determination, BCAG consulted with the **Interagency Consultation Review (ICR)** which reviewed and concurred with the emissions inventory, conformity analysis years, latest planning assumptions, project exemptions, as well as the methodology used to generate the emissions inventory. The ICR includes representatives from the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Caltrans, Butte County Air Quality Management District and BCAG. The Federal Transit Administration was invited to participate as well. The latest interagency consultation process began on February 15, 2019 with a memorandum requesting confirmation of the proposed emissions analysis years.

Further, a Planning Partners group was created to provide input on the future land use allocations utilized in preparing the analysis. The Planning Partners group included representatives from each local jurisdiction within Butte County. The group reviewed all assumptions and inputs that went into the development of the land use assumptions and allocation.

BCAG staff provided a 30-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). Legal notices were posted in local newspapers, and the conformity document was made available at local public libraries and on BCAG's website. The Air Quality Conformity Analysis and Determination were circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices C and D contain copies of public notices and responses to public comments.

Financial Constraint

The 2019 FTIP and 2020 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and is consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). See Financial Element of 2020 RTP for further details.

Transportation Control Measures

There are no TCMs in the PM2.5 SIP and there is no approved ozone SIP applicable to Butte County. Because there are no TCMs in an approved SIP for Butte County, Butte

County currently has no TCMs in place and therefore timely TCM implementation requirements do not apply.

Vehicle Registrations

Butte County Association of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by the California Air Resources Board (CARB) and included in the EMFAC 2017 model. Effective August 15, 2019, EMFAC 2017 was approved by the federal government for use in California conformity analysis. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

Modeling Documentation

A complete description of BCAG's transportation model is available upon request. BCAG's transportation model, which was used to develop transportation-related emissions for the Butte County non-attainment and maintenance areas, currently meets all requirements set forth in the March 2012 Federal Register.

Emissions Models

In order to determine emissions associated with the implementation of the 2020 RTP and 2019 FTIP, the most recent, federally approved, emissions model is used. To develop the air quality conformity analysis, two types of models were used: the BCAG transportation model and EMFAC.

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

BCAG used the most current federally approved emissions model to prepare the regional emissions analysis. At the time this document was prepared, September 2020, EMFAC 2017 was the latest federally approved model in California. In addition, off-model adjustments were included to account for Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule Part One, as prescribed in ARB's November 20, 2019 document.

Analysis Years

The regional emissions analysis begins with the 2011 and 2017 baseline analysis years for Ozone. The year of 2020 is included as a milestone year and meets the requirement of not exceeding five years from the year the RTP/FTIP conformity determination was

prepared (2020). In addition, the milestone year of 2030 is included since analysis is required between years and cannot be more than 10 years apart. The last year included in the emissions analysis is the long-range RTP horizon year of 2040.

A summary of the analysis years is indicated below:

- 2011 – Ozone (2008) NAAQS baseline year
- 2017 – Ozone (2015) NAAQS baseline year
- 2020 – Milestone year no greater than five years from the preparation of the RTP and FTIP conformity determination (2020),
- 2030 – Milestone year no more than 10 years from last analysis year
- 2040 – Horizon year of BCAG’s long-range RTP

Projects Included in the Regional Emissions Analysis

The 2020 RTP and 2019 FTIP include all federal and non-federal regionally significant projects expected to occur in the Butte County ozone non-attainment area. Projects included in this emissions analysis include all relevant projects contained in the 2020 RTP and 2019 FTIP that are assumed funded. The projects are those receiving federal transportation dollars as well as those that have been determined to be regionally significant regardless of funding type. All capacity projects have been included in this conformity analysis as required by the Transportation Conformity Rule. The funding sources for which the specific list of projects is derived are listed in Table 2 below.

**Table 2
RTP and FTIP Project Funding Sources**

ATP	Active Transportation Program
CMAQ	Congestion Mitigation and Air Quality
FTA	Federal Transit Administration (5307, 5309, 5310, 5311, 5339)
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program (Derived from STIP)
Local	Local Agency Funds (City/County funds)
RIP	Regional Improvement Program (Derived from STIP)
SHOPP	State Highway Operations and Protection Program
SRTS	Safe Routes to School

The specific capacity projects included in each analysis year in the emissions analysis are included below in Tables 3, 4, and 5. It is important to note that the 2020 model includes all projects listed in Table 3, the 2030 model includes all projects listed in Tables 3 and 4, and the 2040 model includes all projects listed in Tables 3, 4, and 5.

**Table 3
Capacity Projects Included in 2020 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Ophir Rd to Palermo Rd	Widen to 4 lanes

**Table 4
Capacity Projects Included in 2030 Emissions Analysis***

Jurisdiction	Roadway	Segment/Location	Proposed Improvement
Butte County	Central House Rd	Bridge @ Wyman Ravine	Widen to 2 lanes
Butte County	SR 70	Palermo Rd to Cox Ln	Widen to 4 lanes
Butte County	SR 70	E Gridley Rd to Yuba County	Widen to 4 lanes
Chico	Bruce Rd Bridge	@ Little Chico Creek	Widen to 4 lanes
Chico	Bruce Rd	Skyway to SR 32	Widen to 4 lanes
Chico	Guyann Rd	Bridge @ Lindo Channel	Widen to 2 lanes
Chico	Commerce Ct	Ivy St to Park Ave	Construct 2 lane roadway
Chico	E. 20 th St	Forest Ave to Bruce Rd	Widen to 4 lanes
Chico	Esplanade	Eaton Rd to Nord Hwy	Widen to 4 lanes
Chico	Mariposa Ave	Glenshire Ln to Eaton Rd	Construct 2 lane roadway
Chico	Notre Dame	E. 20 th St to Little Chico Creek	Construct 2 lane roadway
Chico	Midway	Hegan Ln to E. Park Ave	Widen to 4 lanes
Chico	SR 32	El Monte Ave to Bruce Rd	Widen to 4 lanes
Chico	SR 99	Esplanade to Hicks Ln	Widen overpass to 4 lanes
Chico	SR 99	@ Eaton Rd	Construct dual lane roundabouts
Chico	Cohasset Rd	Airport Blvd to Eaton Rd	Widen to 4 lanes
Chico	MLK Blvd	E. Park Ave to 20 th St	Widen to 4 lanes
Gridley	E Gridley Rd	E Gridley Rd between Fairview Dr and Bonnell Ave	New park & ride facility
Oroville	3 rd St	Oroville Park & Ride (3 rd St)	Increase parking capacity
Paradise	Black Olive Dr	Black Olive Dr between Pearson Rd and Burch St	New park & ride facility

*Also includes all projects listed in Table 3.

**Table 5
Capacity Projects Included in 2040 Emissions Analysis***

Jurisdiction	Roadway	Segment	Proposed Improvement
Chico	Eaton Rd	Hicks Ln to Cohasset Rd	Widen to 4 lanes
Chico	Eaton Rd	Cohasset Rd to Manzanita	Widen to 4 lanes
Chico	SR 99	Skyway to 20 th St	Auxiliary lanes
Chico	SR 99	20 th St to SR 32	Auxiliary lanes
Chico	SR 32	Bruce Rd to Yosemite Dr	Widen to 4 lanes
Chico	SR 99	@ Cohasset Rd	Construct southbound on ramp
Oroville	SR 162	Oro-Dam Blvd to Foothill Blvd	Widen to 3 lanes

*Also includes all projects listed in Tables 3 and 4.

Eight-hour Ozone Standards

2008 Ozone NAAQS

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

The conformity test to be used to demonstrate conformity to the 2008 8-hour federal ozone NAAQS is the "no-greater-than 2011" test whereby future emissions must be less than or equal to those emission present in the 2011 base year.

2015 Ozone NAAQS

Effective August 3, 2018, Butte County is designated marginal nonattainment under EPA's federal 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS).

The conformity test to be used to demonstrate conformity to the 2015 8-hour federal ozone NAAQS is the "no-greater-than 2017" test whereby future emissions must be less than or equal to those emission present in the 2017 base year.

Regional Emissions Analysis and Forecast

The regional emissions analysis and forecast for ozone precursors have been summarized in the following tables. The summary of emissions forecasts is derived from outputs of the EMFAC 2017 model. These tables show comparisons of:

ROG:	Reactive Organic Gases as an ozone precursor
NOx:	Oxides of Nitrogen as an ozone precursor

Ozone 8-hour Standard Tests – “no-greater-than- 2011” and “no-greater-than- 2017”

**Table 6
ROG Emissions Tests**

ROG – TONS PER DAY OF EMISSIONS				
(EMFAC 2017 Summer Run)				
Analysis Year	ROG Emissions	Less than 2011?	Less than 2017?	Pass Conformity Test?
2011	4.8	--	--	--
2017	2.6	--	--	--
2020	1.7	yes	yes	yes
2030	1.0	yes	yes	yes
2040	0.6	yes	yes	yes

**Table 7
NOx Emissions Tests**

NOx – TONS PER DAY OF EMISSIONS				
(EMFAC 2017 Summer Run)				
Analysis Year	NOx Emissions	Less than 2011?	Less than 2017?	Pass Conformity Test?
2011	10.5	--	--	--
2017	5.8	--	--	--
2020	3.4	yes	yes	yes
2030	1.8	yes	yes	yes
2040	1.6	yes	yes	yes

Air Quality Conformity Determination

The results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

APPENDIX A
EXEMPT TRANSPORTATION PROJECT LIST

See Next Page

APPENDIX A

BCAG Exempt Project Listing - 2020 RTP/SCS & 2019 FTIP Amendment #5

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	202-0000-0195	Monte Vista & Lower Wyandotte Class II Bike Facilities	Construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0196	Autry Lane and Monte Vista Safe Routes to Schools Gap Closure Project	Preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autry Lane and Monte Vista Ave.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0218	Palermo/South Oroville SRTS Project (Phase 3)	Design curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. Work will include, but is not limited to, design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, drainage facilities, striping and signage, environmental, and right of way.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	SB-1 funded. No CTIPS #	Foothill Blvd. Reconstruction	Road Rehabilitation	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
BCAG	202-0000-0005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0008	FTA Sec. 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0182	FTA Sec. 5310 Program - Grouped Listing	Help Central - Mobility Management Project for Butte 211	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
			Butte Regional Transit for Supplemental ADA Paratransit Operations	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
			Butte CAG/ Butte RT Medium Buses (6)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	202-0000-0200	FTA Sec. 5311 (f)	5311 (f) - FTA Section 5311(f) Operating Assistance - FTA apportionment amount of \$300,000 for Regional Service (Route 20)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0170	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	102-0000-0020	Planning, Programming and Monitoring	Planning, programming and monitoring	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 32 - In Chico from W. Sacramento Ave (East) to W. Sacramento Ave (West). Construct two roundabouts.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 162 - In and near Oroville from Foothill Blvd to Gold Country Casino. Construct two way left turn lane and widen shoulders.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
			SR 32 - post miles 0.3/5.0, Near Chico from Gianella Rd to Muir Ave. The scope of the project is to install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehabilitate culverts.	Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
Caltrans	202-0000-0206	Butte County SHOPP Mobility Grouped Listing	SR 99 In and near Chico from Estates Drive to Garner Lane. Install ITS elements.	Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	202-0000-0162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrades at six locations	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			State Route 99 near Richvale at Cottonwood Creek Bridge #12-0120. Replace scour-critical bridge and add left turn lane pockets.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
Caltrans	202-0000-0202	Butte County SHOPP Roadside Preservation - Grouped Listing	SR 70 In Butte County, on Route 70 at approximately 7.0 miles south of Oroville. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	202-0000-0222	Butte County SHOPP Roadway Preservation - Grouped Listing	SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760)	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0213	Butte County SHOPP Emergency Response - Grouped Listing	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure.	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire-damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slpouts by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Biggs	202-0000-0217	Biggs - Safe Routes to Schools Project (Second St)	In the City of Biggs on Second Street. Project will construct new pedestrian/bike facilities to close gaps. Project will also extend the class 2 bike lanes and install ADA compliant curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Biggs - Safe Routes to Schools Project	Construct new bike and pedestrian facilities along 2nd & E Streets	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0223	SR 99 Southgate Interchange Feasibility Study	At the State Route 99 at Southgate Intersection in the City of Chico. Project is to develop planning and technical studies only for a future interchange with local connections. Funding is for Preliminary Engineering component to determine if project is feasible.	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
Chico	CH-BIKE-ATP-2020-1	Little Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0194	Esplanade Corridor Safety and Accessibility Improvement Project	The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times).	Section 93.126 Section 93.126 Section 93.128	Table 2 Exempt Projects Table 2 Exempt Projects Traffic signal synchronization projects	Air Quality Other	Bicycle/Pedestrian Facilities and Pavement Markings Directional and Informational signs
Gridley	202-0000-0215	Central Gridley Pedestrian Connectivity and Equal Access Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, closing sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Gridley	202-0000-0216	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and Class I bike path along State Route 99 from Township Road to Archer Avenue.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Oroville	202-0000-0199	SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements	State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0193	Paradise Transit Center	In the Town of Paradise, construct new transit center near Birch Rd and Black Olive Dr. Multi-modal improvements include transit, bike, and pedestrian enhancements.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Bus terminals and transfer points.
Paradise	202-0000-0185	Almond St Multi-Modal - ATP	Almond Street Multi-Modal. The proposed project will add sidewalks, curbs and gutters to Almond Street between Pearson Rd and Elliot Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0190	Ponderosa Elementary SRTS - ATP	Ponderosa Elementary SRTS Project. Project will convert Pentz Road (between Bille Rd and 300' north of Wagstaff Rd) from a 2-lane, 20' wide roadway to a complete street solution supporting walking, bicycling and rolling to and from school and nearby destinations. No change in travel lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0197	ATP Gap Closure Project	Construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0219	Pentz Road Trailway Phase 2	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0220	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to the existing 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0221	Oliver Curve Class I Phase I	Oliver Road between Skyway and Valley View Drive (approx 0.39 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	Section 93.126		Air Quality	Bicycle and Pedestrian Facilities

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Various	202-0000-0070	Butte County Highway Safety Improvement Program (HSIP) Grouped Projects	HSIP7-03-001. City of Chico, Various locations throughout City limits, improve signal hardware.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP8-03-003. City of Chico. At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-001. County of Butte, On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-012. Town of Paradise. Sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-003. City of Chico, Intersection of Nord Ave and West Sacramento Ave.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
Various	202-0000-0056	Local Highway Bridge Projects (HBP) Grouped Listing	Butte County, Midway Bridge Replacement across Butte Creek. On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave, spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County, E Rio Bonito Rd over Hamilton Slough	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County, E Rio Bonito Rd over Sutter Butte Canal	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County, Ord Ferry Rd over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County, Ord Ferry Road over Tributary to Little Chico Creek west of River Road	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County, Skyway Westbound at Butte Creek. Bridge Replacement	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico, Pomona Rd at Little Chico Creek. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) - 5037(036)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico, Vallombrosa Ave at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Park Ave at Little Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Warner St at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Bruce Rd at S Fork Dead Horse Slough. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, E 5TH Ave at Lindo Channel. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Cypress St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Main St at Big Chico Creek. Scope of work includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Mangrove Ave at Lindo Channel. Scope of work includes spall repair joint seal and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Walnut St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Midway Rd at Comanche Creek. Scope of work includes Methacrylate Deck treatment and spall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Longfellow Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Bruce Rd at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Skyway Av at Little Chico-Butte CR DV CH. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Forest Ave at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Manzanita Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Mill St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Manzanita Ave at Big Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Cohasset Rd at Sycamore Creek Tributary. Scope of repairs includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Broadway St at Little Chico Creek. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Pine St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico, Ivy St over Little Chico Creek. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders. Bridge No. 12C0279.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico, Salem St over Little Chico Creek. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

APPENDIX B
REGIONALLY SIGNIFICANT PROJECT LIST

See Next Page

APPENDIX B

Non-Exempt Regionally Significant Project List - 2020 RTP/SCS

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year		
			2020	2030	2040
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd	X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X
Butte County	SR 70 Widening (Palermo Rd to Cox Ln)	Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln		X	X
Butte County	SR 70 Widening (E Gridley Rd to Yuba Co.)	Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba County		X	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32		X	X
		Widen Bruce Rd Bridge from 2 to 4 lanes @ Little Chico Creek		X	X
Chico	Guynn Rd Bridge Widening (at Lindo Channel)	Widen Guynn Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X
Chico	Commerce Ct Extension (Ivy St to Park Ave)	Construct 2 lane roadway connecting Ivy St to Park Ave		X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd		X	X
Chico	Esplanade Widening (Eaton Rd to Nord Hwy)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to Nord Hwy		X	X
Chico	Mariposa Ave extension (Glenshire Ln to Eaton Rd)	Construct 2 lane roadway connecting Glenshire Ln to Eaton Rd		X	X
Chico	Notre Dame Extension (E. 20th St to Little Chico Creek)	Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek		X	X
Chico	Midway Widening (Hegan Ln to E. Park Ave)	Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave		X	X
Chico	SR 32 Widening (El Monte Ave to Bruce Rd)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Bruce Rd		X	X
Chico	SR 99 Overpass Widening (@ Eaton Rd)	Widen SR 99 overpass at Eaton Rd from 2 to 4 lanes		X	X
Chico	SR 99 Roundabouts (@ Eaton Rd)	Construct dual lane roundabouts at SR 99 and Eaton Rd interchange		X	X
Chico	Cohasset Rd Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd		X	X
Chico	MLK Blvd Widening (E. Park Ave to 20th St)	Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St		X	X
Chico	Eaton Rd Widening (Hicks Ln to Cohasset Rd)	Widen Eaton Rd from 2 to 4 lanes from Hicks Ln to Cohasset Rd			X
Chico	Eaton Rd Widening (Cohasset Rd to Manzanita Ave)	Widen Eaton Rd from 2 to 4 lanes from Cohasset Rd to Manzanita Ave			X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St			X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X
Chico	SR 32 Widening (Bruce Rd to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from Bruce Rd to Yosemite Dr			X
Chico	SR 99 on-ramp at Cohasset Rd	Improve interchange at SR 99 and Cohasset Rd by adding southbound direct on-ramp			X
Oroville	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.			X

9/11/2020

APPENDIX C
PUBLIC MEETING DOCUMENTATION

See Next Page

PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years. The RTP/SCS identifies the long-range transportation plans for specific funding programs by transportation mode through the year 2040.

The **2020 RTP/SCS** will consist of the following:

1. RTP/SCS Document – Includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report (EIR) – complying with the California Environmental Quality Act requirements

The 2020 RTP/SCS is scheduled to be approved by BCAG on December 10, 2020.

BCAG will be hosting a 3rd round of workshops via Zoom to discuss the development of the 2020 RTP/SCS: Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference.

A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

**Zoom Workshop Date & Time:
Thursday, September 3, 2020
4:00 – 6:00 p.m.**

Zoom Address:

<https://us02web.zoom.us/j/83753351998?pwd=MTkyS3JyM1JNQm84YlI4VjRGT3RKUT09&from=msft>

Meeting ID: 837 5335 1998
Passcode: 693818
+1 669 900 6833

All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

******Se Habla Español**** NOTICIA PUBLICA**

Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de “zoom” y hacer sus comentarios o preguntas en español.

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The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years. The RTP/SCS identifies the long-range transportation plans for specific funding programs by transportation mode through the year 2040.

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A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

Zoom Workshop Date & Time:
Thursday, November 5, 2020
4:00 – 6:00 p.m.

Zoom Address:
<https://us02web.zoom.us/j/89681484102?pwd=WXExdnh1YWJoVWR3TCt1RDJtVIY0UT09>

Meeting ID: 896 8148 4102
Passcode: 879795
+1 669 900 6833

All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

******Se Habla Español**** NOTICIA PUBLICA**

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APPENDIX D
RESPONSES TO PUBLIC COMMENTS

No Comments Received

APPENDIX E

CONFORMITY CHECKLIST

FHWA Checklist for MPO TIPs/RTPs Checklist/Version Date: June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	p. 1-3	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	p. 4-7 p. 11-12 Tables 3-6	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	p. 8	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	p. 16	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	p. 12-15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	p. 3-7 Table 1	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. (1/18/02)	p. 3-7	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	p. 5&8	No TCMs
§93.111	Document the use of the latest emissions model approved by EPA.	p. 9	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	p. 8	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document	p. 8	No TCMs

40 CFR	Criteria	Page	Comments
	that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.		
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	p. 1	
§93.118 (a, c, e)	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	p. 12	
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	p. 10	
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	p. 10	
§93.119 ⁱ	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	p. 12-13	
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	p. 12-13	
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	p. 12-13	
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	p. 10-12	
§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	p. 8	No TCMs
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	p. 9	
§93.122 (b)(1)(i) ⁱⁱ	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the	p. 7	

40 CFR	Criteria	Page	Comments
	date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).		
§93.122 (b)(1)(ii) ²	Document the land use, population, employment, and other network-based travel model assumptions.	p. 3-7	
§93.122 (b)(1)(iii) ²	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	p. 3-7	
§93.122 (b)(1)(iv) ²	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	p. 3-7	
§93.122 (b)(1)(v) ²	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	p. 3-7	
§93.122 (b)(1)(vi) ²	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	p. 3-7	
§93.122 (b)(2) ²	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	p. 3-7	
§93.122 (b)(3) ²	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	p. 3-7	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	p. 3-7	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	p. 8 App. A	

ⁱ Note that some areas are required to complete both interim emissions tests.

ⁱⁱ 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supercede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

Document #46711

APPENDIX 2

Comments Received

APPENDIX 3

2020 STIP Fund Estimate

<https://catc.ca.gov/-/media/ctc-media/documents/programs/stip/2020-stip/201907-fe-share-stip-a11yada.pdf>

2020 STIP FUND ESTIMATE
Table 2 - Summary of Targets and Shares
(\$ in thousands)

County	2020 STIP Programming		
	Base (Minimum)	Total Target	Maximum
	Share through 2023-24	Share through 2024-25	Estimated Share through 2027-28
Alameda	23,354	34,669	56,723
Alpine	29	366	1,023
Amador	4,288	5,053	6,544
Butte	1,278	3,542	7,955
Calaveras	417	1,332	3,114
Colusa	2,677	3,283	4,463
Contra Costa	28,506	36,253	51,352
Del Norte	0	0	0
El Dorado LTC	801	2,369	5,425
Fresno	40,754	49,294	65,937
Glenn	2,527	3,162	4,397
Humboldt	0	0	2,140
Imperial	0	3,195	11,062
Inyo	0	0	0
Kern	0	0	21,166
Kings	0	0	0
Lake	0	189	2,118
Lassen	4,907	6,356	9,180
Los Angeles	0	0	46,344
Madera	0	0	0
Marin	0	0	0
Mariposa	3,906	4,499	5,654
Mendocino	984	3,134	7,322
Merced	27,568	30,370	35,831
Modoc	146	920	2,427
Mono	4,224	6,566	11,130
Monterey	15,900	19,932	27,792
Napa	1,065	2,460	5,179
Nevada	2,040	3,239	5,577
Orange	0	6,960	48,111
Placer TPA	0	0	0
Plumas	2,229	3,094	4,778
Riverside	2,842	21,274	57,196
Sacramento	25,387	36,107	56,997
San Benito	0	0	0
San Bernardino	2,223	23,659	65,435
San Diego	0	18,409	65,652
San Francisco	4,171	9,918	21,118
San Joaquin	0	3,726	15,070
San Luis Obispo	0	3,070	11,399
San Mateo	3,353	9,201	20,600
Santa Barbara	0	251	9,615
Santa Clara	0	12,569	38,697
Santa Cruz	2,766	5,083	9,597
Shasta	1,107	3,583	8,408
Sierra	3,815	4,226	5,026
Siskiyou	5,410	7,112	10,429
Solano	6,750	10,261	17,105
Sonoma	0	545	8,955
Stanislaus	1,094	5,396	13,780
Sutter	8,233	9,222	11,149
Tahoe RPA	0	0	0
Tehama	651	1,912	4,370
Trinity	490	1,385	3,129
Tulare	0	0	10,340
Tuolumne	0	886	2,810
Ventura	61,193	68,307	82,172
Yolo	14,259	16,332	20,371
Yuba	13,545	14,304	15,783
Statewide Regional	324,889	516,975	1,037,947
Interregional	0	52,414	264,942
TOTAL	324,889	569,389	1,302,889

	New Capacity
Statewide SHA Capacity	1,111,601
Statewide PTA Capacity	(542,212)
Total STIP Capacity	569,389

2020 STIP FUND ESTIMATE

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

County	Net Carryover		2020 STIP Share through 2023-24		
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Net Share (Base)	Net Advance
Alameda	18,188	0	5,166	23,354	0
Alpine	0	(125)	154	29	0
Amador	3,939	0	349	4,288	0
Butte	0	(1,255)	1,034	1,278	0
Calaveras	0	0	417	417	0
Colusa	2,401	0	276	2,677	0
Contra Costa	24,969	0	3,537	28,506	0
Del Norte	0	(7,497)	258	0	(7,239)
El Dorado LTC	85	0	716	801	0
Fresno	36,856	0	3,898	40,754	0
Glenn	2,238	0	289	2,527	0
Humboldt	0	(5,625)	1,041	0	(4,584)
Imperial	0	(2,684)	1,843	0	(841)
Inyo	0	(19,437)	1,439	0	(17,998)
Kern	0	(18,015)	5,252	0	(12,763)
Kings	0	(11,482)	771	0	(10,711)
Lake	0	(1,253)	452	0	(801)
Lassen	3,991	0	662	4,907	0
Los Angeles	0	(186,954)	31,274	0	(155,680)
Madera	0	(8,730)	717	0	(8,013)
Marin	0	(25,337)	967	0	(24,370)
Mariposa	3,629	0	270	3,906	0
Mendocino	3	0	981	984	0
Merced	26,289	0	1,279	27,568	0
Modoc	0	(267)	353	146	0
Mono	3,005	0	1,069	4,224	0
Monterey	636	0	1,841	15,900	0
Napa	378	0	637	1,065	0
Nevada	1,492	0	548	2,040	0
Orange	0	(23,794)	9,639	0	(14,155)
Placer TPA	0	(25,528)	1,337	0	(24,191)
Plumas	1,835	0	394	2,229	0
Riverside	0	(5,572)	8,414	2,842	0
Sacramento	11,276	0	4,893	25,387	0
San Benito	0	(7,403)	339	0	(7,064)
San Bernardino	0	(7,562)	9,785	2,223	0
San Diego	0	(16,898)	11,066	0	(5,832)
San Francisco	1,548	0	2,623	4,171	0
San Joaquin	0	(4,751)	2,657	0	(2,094)
San Luis Obispo	0	(3,155)	1,951	0	(1,204)
San Mateo	683	0	2,670	3,353	0
Santa Barbara	0	(6,746)	2,193	0	(4,553)
Santa Clara	0	(6,957)	6,120	0	(837)
Santa Cruz	759	0	1,057	2,766	0
Shasta	0	(23)	1,130	1,107	0
Sierra	3,528	0	187	3,815	0
Siskiyou	4,633	0	777	5,410	0
Solano	5,147	0	1,603	6,750	0
Sonoma	0	(5,739)	1,970	0	(3,769)
Stanislaus	0	(870)	1,964	1,094	0
Sutter	7,781	0	452	8,233	0
Tahoe RPA	0	(2,305)	223	0	(2,082)
Tehama	0	0	576	651	0
Trinity	82	0	408	490	0
Tulare	0	(7,814)	2,434	0	(5,380)
Tuolumne	0	(744)	451	0	(101)
Ventura	57,946	0	3,247	61,193	0
Yolo	13,313	0	946	14,259	0
Yuba	12,481	0	347	13,545	0
Statewide Regional	249,111	(414,522)	149,343	324,889	(314,262)
Interregional	0	(107,418)	49,781	0	(56,637)
TOTAL	249,111	(521,940)	199,124	324,889	(370,899)

Statewide SHA Capacity	867,101
Statewide PTA Capacity	(542,212)
Total	324,889

2020 STIP FUND ESTIMATE

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

County	Net Carryover		2020 STIP Share through 2024-25			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Total Target)	Net Advance
Alameda	18,188	0	16,481	0	34,669	0
Alpine	0	(125)	491	0	366	0
Amador	3,939	0	1,114	0	5,053	0
Butte	0	(1,255)	3,298	1,499	3,542	0
Calaveras	0	0	1,332	0	1,332	0
Colusa	2,401	0	882	0	3,283	0
Contra Costa	24,969	0	11,284	0	36,253	0
Del Norte	0	(7,497)	823	0	0	(6,674)
El Dorado LTC	85	0	2,284	0	2,369	0
Fresno	36,856	0	12,438	0	49,294	0
Glenn	2,238	0	924	0	3,162	0
Humboldt	0	(5,625)	3,321	0	0	(2,304)
Imperial	0	(2,684)	5,879	0	3,195	0
Inyo	0	(19,437)	4,591	0	0	(14,846)
Kern	0	(18,015)	16,758	0	0	(1,257)
Kings	0	(11,482)	2,458	0	0	(9,024)
Lake	0	(1,253)	1,442	0	189	0
Lassen	3,991	0	2,111	254	6,356	0
Los Angeles	0	(186,954)	99,782	0	0	(87,172)
Madera	0	(8,730)	2,287	0	0	(6,443)
Marin	0	(25,337)	3,086	0	0	(22,251)
Mariposa	3,629	0	863	7	4,499	0
Mendocino	3	0	3,131	0	3,134	0
Merced	26,289	0	4,081	0	30,370	0
Modoc	0	(267)	1,127	60	920	0
Mono	3,005	0	3,411	150	6,566	0
Monterey	636	0	5,873	13,423	19,932	0
Napa	378	0	2,032	50	2,460	0
Nevada	1,492	0	1,747	0	3,239	0
Orange	0	(23,794)	30,754	0	6,960	0
Placer TPA	0	(25,528)	4,265	0	0	(21,263)
Plumas	1,835	0	1,259	0	3,094	0
Riverside	0	(5,572)	26,846	0	21,274	0
Sacramento	11,276	0	15,613	9,218	36,107	0
San Benito	0	(7,403)	1,082	0	0	(6,321)
San Bernardino	0	(7,562)	31,221	0	23,659	0
San Diego	0	(16,898)	35,307	0	18,409	0
San Francisco	1,548	0	8,370	0	9,918	0
San Joaquin	0	(4,751)	8,477	0	3,726	0
San Luis Obispo	0	(3,155)	6,225	0	3,070	0
San Mateo	683	0	8,518	0	9,201	0
Santa Barbara	0	(6,746)	6,997	0	251	0
Santa Clara	0	(6,957)	19,526	0	12,569	0
Santa Cruz	759	0	3,374	950	5,083	0
Shasta	0	(23)	3,606	0	3,583	0
Sierra	3,528	0	598	100	4,226	0
Siskiyou	4,633	0	2,479	0	7,112	0
Solano	5,147	0	5,114	0	10,261	0
Sonoma	0	(5,739)	6,284	0	545	0
Stanislaus	0	(870)	6,266	0	5,396	0
Sutter	7,781	0	1,441	0	9,222	0
Tahoe RPA	0	(2,305)	713	0	0	(1,592)
Tehama	0	0	1,837	75	1,912	0
Trinity	82	0	1,303	0	1,385	0
Tulare	0	(7,814)	7,765	0	0	(49)
Tuolumne	0	(744)	1,438	192	886	0
Ventura	57,946	0	10,361	0	68,307	0
Yolo	13,313	0	3,019	0	16,332	0
Yuba	12,481	0	1,106	717	14,304	0
Statewide Regional	249,111	(414,522)	476,495	26,695	516,975	(179,196)
Interregional	0	(107,418)	158,832	1,000	52,414	0
TOTAL	249,111	(521,940)	635,327	27,695	569,389	(179,196)

Statewide SHA Capacity	1,111,601
Statewide PTA Capacity	(542,212)
Total	569,389

2020 STIP FUND ESTIMATE
Table 5 - Calculation of Targets and Shares - Maximum
(\$ in thousands)

County	Net Carryover		2020 STIP Share through 2027-28			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2017-18 & 2018-19	Net Share (Maximum)	Net Advance
Alameda	18,188	0	38,535	0	56,723	0
Alpine	0	(125)	1,148	0	1,023	0
Amador	3,939	0	2,605	0	6,544	0
Butte	0	(1,255)	7,711	1,499	7,955	0
Calaveras	0	0	3,114	0	3,114	0
Colusa	2,401	0	2,062	0	4,463	0
Contra Costa	24,969	0	26,383	0	51,352	0
Del Norte	0	(7,497)	1,925	0	0	(5,572)
El Dorado LTC	85	0	5,340	0	5,425	0
Fresno	36,856	0	29,081	0	65,937	0
Glenn	2,238	0	2,159	0	4,397	0
Humboldt	0	(5,625)	7,765	0	2,140	0
Imperial	0	(2,684)	13,746	0	11,062	0
Inyo	0	(19,437)	10,734	0	0	(8,703)
Kern	0	(18,015)	39,181	0	21,166	0
Kings	0	(11,482)	5,748	0	0	(5,734)
Lake	0	(1,253)	3,371	0	2,118	0
Lassen	3,991	0	4,935	254	9,180	0
Los Angeles	0	(186,954)	233,298	0	46,344	0
Madera	0	(8,730)	5,348	0	0	(3,382)
Marin	0	(25,337)	7,215	0	0	(18,122)
Mariposa	3,629	0	2,018	7	5,654	0
Mendocino	3	0	7,319	0	7,322	0
Merced	26,289	0	9,542	0	35,831	0
Modoc	0	(267)	2,634	60	2,427	0
Mono	3,005	0	7,975	150	11,130	0
Monterey	636	0	13,733	13,423	27,792	0
Napa	378	0	4,751	50	5,179	0
Nevada	1,492	0	4,085	0	5,577	0
Orange	0	(23,794)	71,905	0	48,111	0
Placer TPA	0	(25,528)	9,971	0	0	(15,557)
Plumas	1,835	0	2,943	0	4,778	0
Riverside	0	(5,572)	62,768	0	57,196	0
Sacramento	11,276	0	36,503	9,218	56,997	0
San Benito	0	(7,403)	2,530	0	0	(4,873)
San Bernardino	0	(7,562)	72,997	0	65,435	0
San Diego	0	(16,898)	82,550	0	65,652	0
San Francisco	1,548	0	19,570	0	21,118	0
San Joaquin	0	(4,751)	19,821	0	15,070	0
San Luis Obispo	0	(3,155)	14,554	0	11,399	0
San Mateo	683	0	19,917	0	20,600	0
Santa Barbara	0	(6,746)	16,361	0	9,615	0
Santa Clara	0	(6,957)	45,654	0	38,697	0
Santa Cruz	759	0	7,888	950	9,597	0
Shasta	0	(23)	8,431	0	8,408	0
Sierra	3,528	0	1,398	100	5,026	0
Siskiyou	4,633	0	5,796	0	10,429	0
Solano	5,147	0	11,958	0	17,105	0
Sonoma	0	(5,739)	14,694	0	8,955	0
Stanislaus	0	(870)	14,650	0	13,780	0
Sutter	7,781	0	3,368	0	11,149	0
Tahoe RPA	0	(2,305)	1,667	0	0	(638)
Tehama	0	0	4,295	75	4,370	0
Trinity	82	0	3,047	0	3,129	0
Tulare	0	(7,814)	18,154	0	10,340	0
Tuolumne	0	(744)	3,362	192	2,810	0
Ventura	57,946	0	24,226	0	82,172	0
Yolo	13,313	0	7,058	0	20,371	0
Yuba	12,481	0	2,585	717	15,783	0
Statewide Regional	249,111	(414,522)	1,114,082	26,695	1,037,947	(62,581)
Interregional	0	(107,418)	371,360	1,000	264,942	0
TOTAL	249,111	(521,940)	1,485,442	27,695	1,302,889	(62,581)

Statewide SHA Capacity	1,845,101
Statewide PTA Capacity	(542,212)
Total	1,302,889

2020 STIP FUND ESTIMATE

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

County	Base				5% PPM Limitation		
	2016 STIP 20/21	2018 STIP 20/21 -22/23	2020 STIP 20/21 - 23/24	Total 20/21 - 23/24	2020 STIP FY 24/25	FY 20/21 - FY 23/24	FY 24/25
Alameda	0	40,024	5,166	45,190	11,315	2,260	566
Alpine	0	1,189	154	1,343	337	67	17
Amador	0	2,701	349	3,050	765	153	38
Butte	0	7,998	1,034	9,032	2,264	452	113
Calaveras	0	3,229	417	3,646	915	182	46
Colusa	0	2,137	276	2,413	606	121	30
Contra Costa	0	27,372	3,537	30,909	7,747	1,545	387
Del Norte	0	1,995	258	2,253	565	113	28
El Dorado LTC	0	5,532	716	6,248	1,568	312	78
Fresno	0	30,164	3,898	34,062	8,540	1,703	427
Glenn	0	2,238	289	2,527	635	126	32
Humboldt	0	8,053	1,041	9,094	2,280	455	114
Imperial	0	14,315	1,843	16,158	4,036	808	202
Inyo	0	11,100	1,439	12,539	3,152	627	158
Kern	0	40,576	5,252	45,828	11,506	2,291	575
Kings	0	5,961	771	6,732	1,687	337	84
Lake	0	3,495	452	3,947	990	197	50
Lassen	0	5,115	662	5,777	1,449	289	72
Los Angeles	0	242,239	31,274	273,513	68,508	13,676	3,425
Madera	0	5,547	717	6,264	1,570	313	79
Marin	0	7,484	967	8,451	2,119	423	106
Mariposa	0	2,092	270	2,362	593	118	30
Mendocino	0	7,518	981	8,499	2,150	425	108
Merced	0	9,894	1,279	11,173	2,802	559	140
Modoc	0	2,730	353	3,083	774	154	39
Mono	0	8,246	1,069	9,315	2,342	466	117
Monterey	0	14,243	1,841	16,084	4,032	804	202
Napa	0	4,927	637	5,564	1,395	278	70
Nevada	0	4,236	548	4,784	1,199	239	60
Orange	0	74,581	9,639	84,220	21,115	4,211	1,056
Placer TPA	0	10,194	1,337	11,531	2,928	577	146
Plumas	0	3,050	394	3,444	865	172	43
Riverside	0	65,284	8,414	73,698	18,432	3,685	922
Sacramento	0	37,903	4,893	42,796	10,720	2,140	536
San Benito	0	2,623	339	2,962	743	148	37
San Bernardino	0	75,654	9,785	85,439	21,436	4,272	1,072
San Diego	0	85,625	11,066	96,691	24,241	4,835	1,212
San Francisco	0	20,304	2,623	22,927	5,747	1,146	287
San Joaquin	0	20,543	2,657	23,200	5,820	1,160	291
San Luis Obispo	0	15,068	1,951	17,019	4,274	851	214
San Mateo	0	20,661	2,670	23,331	5,848	1,167	292
Santa Barbara	0	16,950	2,193	19,143	4,804	957	240
Santa Clara	0	47,354	6,120	53,474	13,406	2,674	670
Santa Cruz	0	8,182	1,057	9,239	2,317	462	116
Shasta	0	8,760	1,130	9,890	2,476	495	124
Sierra	0	1,449	187	1,636	411	82	21
Siskiyou	0	6,008	777	6,785	1,702	339	85
Solano	0	12,404	1,603	14,007	3,511	700	176
Sonoma	0	15,238	1,970	17,208	4,314	860	216
Stanislaus	0	15,197	1,964	17,161	4,302	858	215
Sutter	0	3,493	452	3,945	989	197	49
Tahoe RPA	0	2,032	223	2,255	490	113	25
Tehama	0	4,453	576	5,029	1,261	251	63
Trinity	0	3,158	408	3,566	895	178	45
Tulare	0	18,805	2,434	21,239	5,331	1,062	267
Tuolumne	0	3,486	451	3,937	987	197	49
Ventura	0	25,110	3,247	28,357	7,114	1,418	356
Yolo	0	7,320	946	8,266	2,073	413	104
Yuba	0	2,681	347	3,028	759	151	38
Statewide	0	1,155,920	149,343	1,305,263	327,152	65,263	16,358

Note: Limitation amounts include amounts already programmed.



**California
Transportation
Commission**

**2020
STATE TRANSPORTATION
IMPROVEMENT PROGRAM**

**Adopted
March 25, 2020**



2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM - COUNTY SHARE

Does Not Include ITIP Interregional Shares (See Separate Listing)
(\$1,000's)

Butte																				
Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year					Project Totals by Component						
									20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Highway Projects:																				
Caltrans	70	9801	Psng Lns, Palermo-Ophir, Seg 1 (RIP)(SHOPP)(decr at vote)			Mar-19	4,070	4,070	0	0	0	0	0	0	0	3,000	0	145	225	700
Caltrans	70	9801A	Passing Lanes, Cox-Palermo, Seg 2 (RIP)(SHOPP)				6,600	1,800	4,800	0	0	0	0	0	900	4,200	0	400	500	600
Caltrans	70	9801B	Passing Lanes, East Gridley-Co Line, Seg 3 (RIP) (SHOPP)				10,900	2,300	0	8,600	0	0	0	650	7,500	300	600	750	1,100	
Caltrans	70	9824	Passing Lanes, Segments 4&5 (APDE)				4,000	4,000	0	0	0	0	0	0	0	4,000	0	0	0	
BCAG		0L16	Planning, programming, and monitoring				400	0	133	133	134	0	0	0	400	0	0	0	0	
Subtotal, Highway Projects							25,970	12,170	4,933	8,733	134	0	0	1,550	15,100	4,300	1,145	1,475	2,400	
Total Programmed or Voted since July 1, 2018							25,970													
PROPOSED 2020 PROGRAMMING																				
Highway Project Proposals:																				
BCAG		0L16	Planning, programming, and monitoring				-400	0	-133	-133	-134	0	0	0	-400	0	0	0	0	
BCAG		0L16	Planning, programming, and monitoring				565	0	113	113	113	113	113	0	565	0	0	0	0	
Subtotal, Highway Proposals							165	0	-20	-20	-21	113	113	0	165	0	0	0	0	
Total Proposed 2020 STIP Programming							165													

Balance of STIP County Share, Butte	
Total County Share, June 30, 2019	24,715
Total Now Programmed or Voted Since July 1, 2018	25,970
Unprogrammed Share Balance	0
Share Balance Advanced or Overdrawn	1,255
Proposed New Programming	165
Minimum	1,278
Target	3,542
Maximum	7,955
Under (Over) Target	3,377

2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM - INTERREGIONAL SHARE

Does Not Include County Shares (See Separate Listings)
(\$1,000's)

Interregional Program										Project Totals by Fiscal Year					Project Totals by Component						
County	Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Highway Projects:																					
San Bernardino	Caltrans	58	215C	4-lane expressway, Kramer Junction Phase 1 (CMGC)			Aug-17	244,936	244,936	0	0	0	0	0	24,697	172,630	8,934	12,580	6,095	20,000	
Sacramento	Caltrans	te	6911	Sacramento 99 Corridor native planting (CCA 8-18)			close	-2	-2	0	0	0	0	0	0	0	0	0	0	-2	0
Tulare	Caltrans	99	6400C	Tulare-Goshen, Middle Segment-Caldwell (IIP), 6-lanes (CCA 8-18)			close	-650	-650	0	0	0	0	0	-600	0	0	0	0	-50	0
Ventura/Sta Barb	Caltrans	101	3918	HOV lanes, Mussel Shoals-Casitas Pass Rd (CCA 8-18)			close	-130	-130	0	0	0	0	0	-130	0	0	0	0	0	0
Santa Barbara	Caltrans	101	7101A	HOV lanes, Carpinteria-Summerland, Segs 4A-4C (IIP) (18S-04)			close	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marin	Caltrans	101	360G	San Antonio Road curve correction (IIP)(supplemental)			Oct-18	9,336	9,336	0	0	0	0	0	0	9,336	0	0	0	0	0
San Bernardino	Caltrans	15	174L	Route 15 Widening Phase 2 (Supplemental-IIP)			Dec-18	13,056	13,056	0	0	0	0	0	0	9,076	0	0	0	0	3,980
Butte	Caltrans	70	9801	Passing Lanes, Palermo-Ophir, Seg 1 (IIP)(SHOPP)			Mar-19	4,070	4,070	0	0	0	0	0	0	3,000	0	145	225	700	0
Merced	Caltrans	99	0161A	Livingston 6-lane widening, northbound (IIP)(TCEP)			Mar-19	2,860	2,860	0	0	0	0	0	0	0	800	2,050	10	0	0
Glenn	Caltrans	5	3708	Native Tree Planting (RW CCA 6-19)			close	-1	-1	0	0	0	0	0	0	0	0	0	0	-1	0
San Luis Obispo	Caltrans	46	226F	Landscape Mitigation (IIP)(split fr 226C)(CCA 6-19)			close	-8	-8	0	0	0	0	0	0	0	0	0	0	-8	0
Kern	Caltrans	14	8042A	Freeman Gulch widening - Sgmt 1 (IIP 40%)(CCA 6-19)			close	3,974	3,974	0	0	0	0	0	2,498	0	0	1,000	476	0	0
Los Angeles	Caltrans	5	2808A	Carmenita Rd interchange (IIP)(TCRP)(rpt 6-10)(CCA 6-19)			close	151	151	0	0	0	0	0	151	0	0	0	0	0	0
San Bernardino	Caltrans	138	239D	Widening, LA Co-Rt 15, Segment 1 (IIP) (CCA 6-19)			close	4,833	4,833	0	0	0	0	0	4,203	0	0	0	0	630	0
San Diego	Caltrans	te	1008	Rt 163 Balboa Park Historic Preservation - Ph 2(CCA 6-19)			close	-20	-20	0	0	0	0	0	0	0	0	0	0	-20	0
Lake	Caltrans	29	3100	Widen to 4 lanes, Segment 2C (IIP)(\$3,075 incr at vote)			Jun-19	17,755	17,755	0	0	0	0	0	1,309	14,296	0	750	150	1,250	0
Lake	Caltrans	29	3100M	Widen to 4 lanes, Sgmt 2C-Mitigation (IIP) (split 6-19)			Jun-19	196	196	0	0	0	0	0	1	140	0	0	0	0	55
Butte	Caltrans	70	9801A	Passing Lanes, Cox-Palermo, Seg 2 (IIP)(SHOPP)				6,600	1,800	4,800	0	0	0	0	900	4,200	0	400	500	600	0
Butte	Caltrans	70	9801B	Passing Lanes, East Gridley-Co Line, Seg 3 (IIP)(SHOPP)				10,900	2,300	0	8,600	0	0	0	650	7,500	300	600	750	1,100	0
Fresno	Caltrans	41	6705	Excelsior Expressway (IIP)				8,000	8,000	0	0	0	0	0	3,500	0	0	3,000	1,500	0	0
Humboldt	Caltrans	101	72	Eureka-Arcata corridor improvement (IIP)				26,482	2,141	24,341	0	0	0	0	0	22,682	0	1,983	158	1,659	0
Humboldt	Caltrans	101	2389	Eureka-Arcata corridor-Mitigation (split from 72)(IIP)				11,160	11,160	0	0	0	0	0	1,736	6,551	646	956	251	1,020	0
Inyo	Caltrans	395	170	Olancho-Cartago 4-lane expressway (IIP 40%)				67,607	17,992	0	49,615	0	0	0	9,920	44,435	3,748	2,924	1,400	5,180	0
Kern	Caltrans	14	8042B	Freeman Gulch widening - Segment 2 (IIP 40%)				1,481	1,481	0	0	0	0	0	0	0	0	1,481	0	0	0
Kern	Caltrans	46	3386C	Widen to 4 lanes, Seg. 4A, Lost Hill Rd to E of I-5 (IIP)				400	400	0	0	0	0	0	0	0	0	400	0	0	0
Merced	Caltrans	99	0161B	Livingston 6-lane widening, southbound				38,950	5,000	0	33,950	0	0	0	200	29,450	1,700	3,000	100	4,500	0
Monterey	Caltrans	156	57C	4-lane expressway, Castroville-Prunedale				7,700	7,700	0	0	0	0	0	0	0	7,700	0	0	0	0
San Benito	Caltrans	156	297	4-lane expressway, San Juan Bautista (IIP)				81,554	81,554	0	0	0	0	0	22,488	33,000	3,936	8,410	2,720	11,000	0
San Luis Obispo	Caltrans	46	0226J	Cholame, convert to 4-lane expressway				103,021	30,600	72,421	0	0	0	0	14,000	61,200	0	13,900	2,700	11,221	0
San Luis Obispo	Caltrans	46	0226K	Route 46/41 Wye, convert to 4-lane expressway (IIP)				133,700	25,000	0	108,700	0	0	0	9,400	95,300	0	13,200	2,400	13,400	0
San Luis Obispo	Caltrans	46	0226L	Route 46 Antelope Grade, convert to 4-lane expressway				15,494	0	0	15,494	0	0	0	3,024	0	0	10,300	2,170	0	0
Santa Barbara	Caltrans	101	7101B	HOV lanes, Montecito-SB, Segs 4D-4E (IIP)				600	600	0	0	0	0	0	0	0	600	0	0	0	0
Santa Barbara	Caltrans	101	7101C	HOV Lns-Carpinteria (Segment 4A) SB Co (18S-04)				2,495	2,495	0	0	0	0	0	0	0	495	2,000	0	0	0
Santa Barbara	Caltrans	101	7101D	HOV Lns-Padaro (Segment 4B) SB Co (18S-04)				3,475	3,475	0	0	0	0	0	0	0	475	3,000	0	0	0
Santa Barbara	Caltrans	101	7101E	HOV Lns-Summerland (Segment 4C) SB Co (18S-04)				430	430	0	0	0	0	0	0	0	430	0	0	0	0
Tulare	Caltrans	99	6400G	Tagus 6-Lane N/S widening, Prosperity Av-Av 280 (IIP)				82,325	11,325	71,000	0	0	0	0	4,750	59,000	0	5,525	1,050	12,000	0
San Mateo	Caltrans	101	658D	Mngd Lns.28 mi (Whipple-Rt380)(IIP)(SCCP,LPP)18S-11 (APDE)				18,000	18,000	0	0	0	0	0	0	0	0	18,000	0	0	0
Lake	Caltrans	29	3122	Expressway - Segment 2A (IIP)(APDE)				5,100	5,100	0	0	0	0	0	0	0	0	5,100	0	0	0
Lake	Caltrans	29	3121	Expressway - Segment 2B (IIP) (APDE)				5,100	5,100	0	0	0	0	0	0	0	0	5,100	0	0	0
Madera	Caltrans	99	6297	South of Madera, Ave 7-Ave 12, 6-Lane widen (APDE)				12,000	3,000	0	9,000	0	0	0	0	0	3,000	9,000	0	0	0
Tulare	Caltrans	99	6369	Tulare 6-Lane N/S widen, Av 200-Prosperity Av (IIP)(APDE)				8,000	0	2,000	0	6,000	0	0	0	0	2,000	6,000	0	0	0
Subtotal, Interregional Highway Projects								950,930	545,009	174,562	225,359	6,000	0	0	102,697	571,796	34,764	130,804	23,204	87,665	

NOTICE OF INTENT
TO ADOPT A SUPPLEMENTAL ENVIRONMENTAL IMPCAT REPORT

As required by Section 6061 of the Government Code, notice is hereby given that the Butte County Association of Governments, acting as Lead Agency under the California Environmental Quality Act, has completed a Supplemental Environmental Impact Report (SEIR) for the 2020 Regional Transportation Plan/Sustainable Communities Strategy that identifies and discusses potential impacts, mitigation measures, residual impacts, and monitoring requirements for issue areas that were not previously covered or have different impacts than the 2016 Environmental Impact Report. The Draft SEIR can be obtained in electronic format at the following web address: <http://www.bcag.org/Planning/RTP--SCS/2020-RTPSCS-EIR/index.html>

A forty-five (45) day public review period for the Draft SEIR will conclude on November 22, 2020. Any person wishing to comment on this matter must submit such comments, in writing, to the Lead Agency (at the address or email below) prior to 5:00 p.m. on November 22, 2020.

Iván García
Programming Manager
326 Huss Drive, Suite 150
Chico, California 95928
Email: igarcia@bcag.org

In addition, the draft 2020 Regional Transportation Plan/Sustainable Communities Strategy (document) is available for public review and comment. This document is posted at: <http://www.bcag.org/Planning/RTP--SCS/index.html>. A workshop to discuss the RTP/SCS will be held via zoom. The link will be posted at the RTP/SCS weblink posted above 1 week prior to the meeting. If you wish to attend in person, please call the BCAG offices. Due to COVID-19, social distancing and face masks protocols will be in place. The 2020 RTP/SCS is scheduled to be approved by BCAG on December 10, 2020.

The **2020 RTP/SCS** will consist of the following:

1. RTP/SCS Document – Includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report (EIR) – complying with the California Environmental Quality Act requirements

2020 RTP/SCS & 2021 FTIP Zoom Workshop (Power Point Presentation)
Thursday, November 5, 2020
4:00 – 6:00 p.m.

The public is also noticed of the preparation of the **2021 Federal Transportation Improvement Program (FTIP)**. The FTIP identifies all federally funded transportation projects in Butte County over the next four federal fiscal years. As part of the FTIP development, BCAG has initiated a “call for projects” for federal Congestion Mitigation and Air Quality Program (CMAQ) and Highway Improvement Program (HIP) funding. The FTIP is scheduled to be adopted by the BCAG Board on February 25, 2021. The zoom workshop identified above will also cover the FTIP process. Details are posted online at:

<http://www.bcag.org/Planning/FTIP/index.html>. Please call the BCAG offices at 530-809-4603 or email igarcia@bcag.org with any questions.

*****Se Habla Español*** NOTICIA PUBLICA**

Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de "zoom" y hacer sus comentarios o preguntas en español.

APPENDIX 4

Public Involvement Documentation – Summary

BCAG undertook an extensive Public Participation Process in developing the development of the 2021 Federal Transportation Improvement Program. In accordance with the adopted Public Participation Plan, BCAG held an extensive public outreach process prior to and during the development of the 2020 FTIP. The FTIP was developed in consultation with the BCAG Transportation Advisory Committee comprised of the cities, county, Caltrans, the air district, public health, the university, and other interested individuals. BCAG also reached out to each of the local Tribal Governments in Butte County and to communities traditionally underserved.

The 2021 FTIP includes two new CMAQ projects with updates to the existing grouped listing of projects provided by Caltrans. One CMAQ project is also funded with Highway Improvement Program (HIP) funds for the City of Chico. The second CMAQ project is for Butte County. This is highlighted because the remaining 27 (29 total projects) are carryover from the 2019 FTIP.

All BCAG meetings are open to the public and because of social distancing recommendations by the Public Health Department and Governor Newsom, the workshops were made available through zoom. Notice of the workshops were placed in Butte Regional Transit fleet including display ads in English, Spanish and Hmong.

In addition, BCAG's Interagency Consultation Review Group were also consulted in matters concerning air quality conformity.

Local Native American Tribal Governments were contacted via formal government-to-government correspondence. Copies of the outreach efforts are attached. In addition, Caltrans assisted in the distribution of the draft document for review and comment.

Notices were placed in the local newspaper and the process was worked through BCAG's advisory committees and Board of Directors meetings, all of which are public. In addition to specific workshops, BCAG has welcomed input throughout the process, however, typical input came from Caltrans. Once material was drafted, it was made available for review and comment at BCAG's website. Meetings, workshops/open house format gatherings were strategically held between 4 and 6 p.m. to enable those interested to attend after working hours. Most input were general questions of the types of projects or transit related operational issues.

Recognizing that a lot of people are not familiar with BCAG or the transportation planning or programming process, BCAG went out to lower income neighborhoods and stood outside a store, or library or wherever the location was to try to engage the public. General feedback was "we need more bike lanes, or what is happening over there" types of questions. Once BCAG would explain the process and how long it actually takes to deliver any type of project, bike/ped, transit, road or highway project, the individual would walk away.

BCAG staff also participated in various Spanish radio personality interviews on Facebook Live on Radio Mexicana with Juan Villagrana. On two separate occasions, BCAG was invited as a guest speaker to discuss BCAG, various projects like the development of the RTP/SCS, FTIP and other specific projects in an effort to engage the Spanish speaking community to become part of the process.

In all BCAG's presentations, it was made clear that the public may comment at any time. Even if a comment is received after adoption, BCAG welcomed the input for consideration. BCAG has also made staff available to present to any group, club or interested individual for all matters concerning BCAG, including the development of the RTP/SCS. BCAG recognizes the FTIP is a living document that can be amended as necessary by the BCAG Board of Directors.

Included in this appendix are copies of the committee memorandum which are open to the public and accessible. A final public workshop has been scheduled for February 16, 2021 from 4 to 5:30 p.m. to allow for another opportunity to provide input.

PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is designated by the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) as the Metropolitan Planning Organization (MPO) for Butte County and its incorporated cities. As the MPO, BCAG is required to prepare a Federal Transportation Improvement program (FTIP) every two years and a long-range Regional / Sustainable Communities Strategy (RTP/SCS) every four years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Notice is hereby given that the BCAG Board of Directors has scheduled a public hearing to adopt the 2021 Federal Transportation Improvement Program and Air Quality Conformity Determination. The FTIP includes the new regional emissions analysis for air quality conformity analysis approved in the 2020 RTP/SCS on December 10, 2020 by the BCAG Board. All material is posted on BCAG's webpage at: <http://www.bcag.org/Planning/FTIP/index.html>. The public involvement activities and time established for public review and comment for the FTIP satisfy the POP requirements of the FTA including the 5307 Program. The public hearing has been scheduled during the regular BCAG Board of Directors meeting on Thursday, February 25, 2021 at 9:00 a.m. The meeting zoom link will be posted online at BCAG's website at: www.bcag.org one week prior to the meeting. Individuals are welcomed to attend in person. Public Health Social Distancing recommendations are practices and face masks are required.

Public Zoom Workshop

A final zoom workshop has been scheduled to provide the public another opportunity to provide input on the FTIP. The zoom workshop has been scheduled for Tuesday, February 16, 2021 from 4 to 5:30 p.m. The zoom link is: <https://us02web.zoom.us/j/87629053449?pwd=by91ZUIEamRPRVdjbFdlbnBrckZCUT09&from=addon> and is posted at the FTIP weblink referenced above. Translation services are available if needed. The workshop will be recorded and posted the following day for reference. If you are interested in the FTIP or any other BCAG related project or program such as the RTP/SCS please email Mr. Ivan Garcia at igarcia@bcag.org.

In addition, notice is hereby given that the BCAG Board of Directors is scheduled to approve 2019 FTIP Amendment #6 for the purpose of programming a new Congestion Mitigation and Air Quality and Highway Improvement Program (HIP) funded project for the City of Chico as follows:

1. City of Chico – Hegan Lane Business Park Access Improvement Project. This project will provide operational and safety improvements to the Hegan Lane Business Park District. This funding request is for the development and construction of a Phase 1 project working towards the construction of four (4) roundabouts at the intersections of:
 - Park Avenue and Midway
 - E. Park Avenue and Fair Street
 - Hegan Lane and Midway
 - Hegan Lane and Otterson Drive

The City is requesting \$6.2 million in CMAQ and \$1.6 million in HIP funds.

2. Butte County – Autrey Lane Southside Safe Routes to Schools Project. The county is requesting funding for the preliminary engineering component only for \$150,000 for bicycle and pedestrian improvements.

These projects are exempt from a new regional emissions analysis for air quality was included in the long range 2020 RTP/SCS.

Information is available for review at the Butte County Association of Governments office located at 326 Huss Drive, Suite 150, Chico CA 95928. A hard copy of the FTIP has been distributed to each local Butte County Public Library. Questions regarding the FTIP or the RTP/SCS can be directed to Ivan Garcia, Programming Manager at BCAG at 530-8792468 or by e-mail at igarcia@bcag.org.



● 2020 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY DEVELOPMENT

Learn more about long range regional transportation planning

● 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

Learn what projects are scheduled to be done in the next several years

ZOOM WORKSHOP

Thursday, September 3, 2020

4 p.m. - 6:00 p.m

Email: igarcia@bcag.org / Call 530-809-4603 for more information or visit: www.bcag.org

*****Se Habla Español*****

NOTICIA PUBLICA

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326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

August 25, 2020

The Honorable Glenda Nelson, Chairwoman
Enterprise Rancheria Estom Yumeka Maidu
2133 Monte Vista Ave
Oroville, CA 95965

Subject: Butte County 2020 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2021 Federal Transportation Improvement Program

Honorable Chairperson Nelson:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. BCAG was formed through a joint powers agreement between the County of Butte and the incorporated Cities of Biggs, Gridley, Oroville, Chico and the Town of Paradise. BCAG is governed by a ten-member Board of Directors comprised of the five county Board of Supervisors and one council person from each of the five incorporated cities. I currently serve as the Supervisor for District 1 and as Chair representing BCAG.

BCAG is committed to developing Government-to-Government relationships with the Tribal Governments within the Butte County region. BCAG would like to extend an invitation to your Tribe to attend and participate on our Transportation Advisory Committee (TAC), which typically meets on a monthly basis. The purpose of the TAC is to review and discuss BCAG's transportation planning activities and issues in a multi-jurisdictional planning forum. Representatives from Caltrans, the cities, Town and County participate on the TAC.

BCAG staff has previously reached out to inform you of the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Butte County and 2021 Federal Transportation Improvement Program (FTIP). The RTP/SCS is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2020 and 2040. All projects selected for programming into the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP/SCS.

Honorable Glenda Nelson
August 25, 2020
Page 2

BCAG staff will be hosting an online public workshop on the development of the plan on Thursday, September 3, 2020 at 4 p.m. Attached is a public notice for this “zoom” workshop. If unable to participate our staff can provide other opportunities at your convenience.

BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all transportation projects and programs that are funded with federal transportation funds or require some type of approval from the FHWA or FTA in Butte County. This programming document covers a four federal fiscal year cycle and is updated every two years. Projects identified in the FTIP typically include:

- streets and roads
- highways
- transit
- safety
- bridge reconstruction
- active transportation projects (bicycle and pedestrian projects)
- other programs that receive federal dollars or require some type of federal approval

As we develop and update the 2020 RTP/SCS and the 2021 FTIP, **we welcome any input you may have. BCAG would welcome the opportunity for staff to provide your Tribe with a workshop on these activities or any other item concerning BCAG at your convenience.** For your awareness, BCAG owns and operates Butte Regional Transit as well.

All material concerning these items are posted on the Internet at BCAG’s website at: <http://www.bcag.org/> as they are developed.

If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 530-809-4616, or Mr. Ivan Garcia, Transportation Programming Specialist at the same number or by email directly at igarcia@bcag.org. We look forward to working with you.

Sincerely,



Bill Connelly, Chair
Butte County Association of Governments

PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years. The RTP/SCS identifies the long-range transportation plans for specific funding programs by transportation mode through the year 2040.

The **2020 RTP/SCS** will consist of the following:

1. RTP/SCS Document – Includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report (EIR) – complying with the California Environmental Quality Act requirements

The 2020 RTP/SCS is scheduled to be approved by BCAG on December 10, 2020.

BCAG will be hosting a 3rd round of workshops via Zoom to discuss the development of the 2020 RTP/SCS: Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference.

A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

**Zoom Workshop Date & Time:
Thursday, September 3, 2020
4:00 – 6:00 p.m.**

Zoom Address:

<https://us02web.zoom.us/j/83753351998?pwd=MTkyS3JyM1JNQm84YlI4VjRGT3RKUT09&from=msft>

Meeting ID: 837 5335 1998
Passcode: 693818
+1 669 900 6833

All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

******Se Habla Español**** NOTICIA PUBLICA**

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326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

August 25, 2020

The Honorable Francis Steele, Jr., Chairman
Berry Creek Rancheria of Maidu Indians of California
5 Tyme Way
Oroville, CA 95966

Subject: Butte County 2020 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2021 Federal Transportation Improvement Program

Honorable Chairperson Edwards:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. BCAG was formed through a joint powers agreement between the County of Butte and the incorporated Cities of Biggs, Gridley, Oroville, Chico and the Town of Paradise. BCAG is governed by a ten-member Board of Directors comprised of the five county Board of Supervisors and one council person from each of the five incorporated cities. I currently serve as the Supervisor for District 1 and as Chair representing BCAG.

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Honorable Francis Steele, Jr.
August 25, 2020
Page 2

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Sincerely,



Bill Connelly, Chair
Butte County Association of Governments

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4:00 – 6:00 p.m.**

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Meeting ID: 837 5335 1998
Passcode: 693818
+1 669 900 6833

All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

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326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

August 25, 2020

The Honorable Benjamin Clark, Chairman
Mooretown Rancheria
#1 Alverda Drive
Oroville, CA 95966

Subject: Butte County 2020 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2021 Federal Transportation Improvement Program

Honorable Chairperson Archuleta:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. BCAG was formed through a joint powers agreement between the County of Butte and the incorporated Cities of Biggs, Gridley, Oroville, Chico and the Town of Paradise. BCAG is governed by a ten-member Board of Directors comprised of the five county Board of Supervisors and one council person from each of the five incorporated cities. I currently serve as the Supervisor for District 1 and as Chair representing BCAG.

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BCAG staff has previously reached out to inform you of the development of the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for Butte County and 2021 Federal Transportation Improvement Program (FTIP). The RTP/SCS is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2020 and 2040. All projects selected for programming into the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP/SCS.

Honorable Benjamin Clark
August 25, 2020
Page 2

BCAG staff will be hosting an online public workshop on the development of the plan on Thursday, September 3, 2020 at 4 p.m. Attached is a public notice for this “zoom” workshop. If unable to participate our staff can provide other opportunities at your convenience.

BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The FTIP is a programming document that identifies all transportation projects and programs that are funded with federal transportation funds or require some type of approval from the FHWA or FTA in Butte County. This programming document covers a four federal fiscal year cycle and is updated every two years. Projects identified in the FTIP typically include:

- streets and roads
- highways
- transit
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- bridge reconstruction
- active transportation projects (bicycle and pedestrian projects)
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As we develop and update the 2020 RTP/SCS and the 2021 FTIP, **we welcome any input you may have. BCAG would welcome the opportunity for staff to provide your Tribe with a workshop on these activities or any other item concerning BCAG at your convenience.** For your awareness, BCAG owns and operates Butte Regional Transit as well.

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If you have any questions please give me a call or you can contact Mr. Jon Clark, Executive Director of BCAG at 530-809-4616, or Mr. Ivan Garcia, Transportation Programming Specialist at the same number or by email directly at igarcia@bcag.org. We look forward to working with you.

Sincerely,



Bill Connelly, Chair
Butte County Association of Governments

PUBLIC NOTICE

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1. RTP/SCS Document – Includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report (EIR) – complying with the California Environmental Quality Act requirements

The 2020 RTP/SCS is scheduled to be approved by BCAG on December 10, 2020.

BCAG will be hosting a 3rd round of workshops via Zoom to discuss the development of the 2020 RTP/SCS: Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference.

A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

Zoom Workshop Date & Time:
Thursday, September 3, 2020
4:00 – 6:00 p.m.

Zoom Address:

<https://us02web.zoom.us/j/83753351998?pwd=MTkyS3JyM1JNQm84YlI4VjRGT3RKUT09&from=msft>

Meeting ID: 837 5335 1998
Passcode: 693818
+1 669 900 6833

All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

******Se Habla Español**** NOTICIA PUBLICA**

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326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

August 25, 2020

The Honorable Dennis Ramirez, Chairman
Mechoopda Indian Tribe of Chico Rancheria
125 Mission Ranch Blvd.
Chico, CA 95926

Subject: Butte County 2020 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2021 Federal Transportation Improvement Program

Honorable Chairperson Ramirez:

The Butte County Association of Governments (BCAG) is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal transportation plans and programming documents that are necessary to secure and program transportation funds within the region. BCAG was formed through a joint powers agreement between the County of Butte and the incorporated Cities of Biggs, Gridley, Oroville, Chico and the Town of Paradise. BCAG is governed by a ten-member Board of Directors comprised of the five county Board of Supervisors and one council person from each of the five incorporated cities. I currently serve as the Supervisor for District 1 and as Chair representing BCAG.

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Honorable Dennis Ramirez
August 25, 2020
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Butte County Association of Governments

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326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

August 25, 2020

The Honorable Patsy Seek, Chairperson
KonKow Valley Band of Maidu Indians
1185 18th Street
Oroville, CA 95965

Subject: Butte County 2020 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2021 Federal Transportation Improvement Program

Honorable Chairperson Seek:

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Honorable Patsy Seek, Chairperson
August 25, 2020
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Butte County Association of Government

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BCAG BOARD OF DIRECTORS

Item #8 Information

December 10, 2020

CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ) AND HIGHWAY IMPROVEMENT PROGRAM – DRAFT STAFF RECOMENDATIONS

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG initiated a call to member jurisdictions for new Congestion Mitigation and Air Quality Program (CMAQ) and Highway Improvement Program (HIP) projects for funding consideration. Applications were due on November 5, 2020.

DISCUSSION: The purpose of the CMAQ program is to fund projects which reduce the region's non-attainment pollutants. As in the past, projects are ranked by the amount of emissions reduced with regional equity also being considered. At the September 2020 BCAG Board meeting, staff indicated approximately \$6.2 million was being made available for new CMAQ projects to be incorporated into the development of the new 2021 Federal Transportation Improvement Program.

In addition, BCAG's federal Highway Improvement Program (HIP) apportionment of \$1,609,209 is available for projects on the federal aid system. This program was created through a previous Appropriations Act. It is not known if these funds will continue as part of the federal FAST Act reauthorization.

APPLICATIONS RECEIVED: Staff received two project applications for funding consideration:

City of Chico – Hegan Lane Business Park Access Improvement Project. This project will provide operational and safety improvements to the Hegan Lane Business Park District. This funding request is for the development and construction of a phase 1 project working towards the construction of **four (4) roundabouts** at the intersections of:

- Park Avenue and Midway
- E. Park Avenue and Fair Street
- Hegan Lane and Midway
- Hegan Lane and Otterson Drive

The City is requesting \$6.2 million in CMAQ and \$1.6 million in HIP funds.

BCAG Board of Directors - Item #8
December 10, 2020
Page 2

Staff Recommendation: Staff supports the programming of the City's request. The four (4) roundabouts are necessary for the full congestion relief and air quality benefits to be realized. This project also improves access for all transportation modes including bicycles and pedestrians.

Butte County – Autrey Lane South Rehabilitation Project. The County is requesting funding for the preliminary engineering component only to design curb, gutter and sidewalk with enhanced intersection crossings to replace the existing inefficient infrastructure to encourage students walking to school, local citizens walking to businesses and churches in the area. The County intends to pursue Active Transportation Program (ATP) through Caltrans once the component is done.

The County is requesting \$150,000.

Staff Recommendation: Staff supports the programming of this project.

Staff will incorporate the CMAQ and HIP funded recommendations supported by the BCAG Board into the development of the 2021 Federal Transportation Improvement Program. Complete project applications are available at the BCAG offices.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key Staff: Jon Clark, Executive Director
Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Senior Planner



BCAG BOARD OF DIRECTORS

Item #7 Information

January 28, 2021

DRAFT 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY DETERMINATION

PREPARED BY: Ivan Garcia, Programming Manager

ISSUE: The Draft 2021 Federal Transportation Improvement Program (FTIP) and Air Quality Conformity Determination have been prepared and are available for review and comment.

DISCUSSION: As the Metropolitan Planning Organization for Butte County, BCAG is required to prepare and update a FTIP document every two years. The purpose of the FTIP is to identify all transportation-related projects that require federal funding and approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal transportation dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

The draft 2021 FTIP identifies approximately \$370 million in funding for 33 projects over the next four federal fiscal years beginning October 1, 2020. The attached Table 1 – Draft 2021 FTIP Summary identifies the projects by agency, fiscal year, and fund source. Staff is continuing to meet with the project sponsors to ensure accurate data and programming schedule. While the projects are not expected to change, the figures and schedule may.

The 2021 FTIP was developed in consultation with required state and federal agencies, and BCAG's transportation advisory committee. Development of the FTIP has been posted at BCAG's web page and noticed in the local newspapers indicating its availability and scheduled adoption for the February 25, 2021 Board meeting. Once adopted, the BCAG Board may amend the FTIP at any time.

BCAG Board of Directors Meeting – Item #7
January 28, 2021
Page 2

In addition, staff distributed the Draft Air Quality Conformity Determination to the “Interagency Consultation Review” (ICR) group which included representatives from the Federal Highway Administration, Environmental Protection Agency, Caltrans, Butte County Air Quality Management District and the Air Resources Board to review BCAG’s Air Quality Analysis and Determination projects and process.

A complete FTIP Document will be posted at BCAG’s webpage at: <http://www.bcag.org/Planning/FTIP/index.html>. While most of the projects in the 2021 FTIP are existing projects from the 2019 FTIP, staff has incorporated two new Congestion Mitigation and Air Quality (CMAQ) projects and one Highway Improvement Program (HIP) project to be approved by the Board as part of the adoption of the new FTIP. These projects were presented at the December Board meeting including:

1. City of Chico – Hegan Lane Business Park Access Improvement Project.

This project will provide operational and safety improvements to the Hegan Lane Business Park District. This funding request is for the development and construction of a Phase 1 project working towards the construction of **four (4) roundabouts** at the intersections of:

- Park Avenue and Midway
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The City is requesting \$6.2 million in CMAQ and \$1.6 million in HIP funds.

2. Butte County – Autrey Lane Southside Safe Routes to Schools Project.

The County is requesting funding for the preliminary engineering component only to design curb, gutter and sidewalk with enhanced intersection crossings to replace the existing inefficient infrastructure to encourage students walking to school, local citizens walking to businesses and churches in the area. The County intends to pursue Active Transportation Program (ATP) through Caltrans once the component is done.

The County is requesting \$150,000.

A public workshop for comments on the draft FTIP has been scheduled for Tuesday, February 16, 2021 from 4 to 5:30 p.m. at the BCAG offices. Comments can be made live via zoom, phone, email, fax or in person. The recorded zoom workshop will be posted afterwards for reference.

BCAG Board of Directors Meeting – Item #7
January 28, 2021
Page 3

STAFF RECOMMENDATION: This item is presented for information. Staff will be requesting the BCAG Board adopt the 2021 FTIP and Air Quality Conformity Determination at the February 25, 2021 Board meeting.

Key Staff: Iván García, Programming Manager
Brian Lasagna, Senior Planner

BCAG Board of Directors Meeting – Item #7
January 28, 2021
Page 4

TABLE 1
2021 FTIP SUMMARY

YEAR 1 - 2020/21 FISCAL YEAR		Dollars in thousands										
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	FTA Funds	CMAQ	HIP	HBP	HSIP	ATP	Totals
County	Central House Rd Ovedr Wymann Ravine	0	0	0	0	0	0		0	0	0	0
County	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	2,600	0	0	0	0	200		0	0	0	2,800
County	Palermo/South Oroville SRTS Project,	150	0	0	0	0	150		0	0	0	300
BCAG	FTA Sec. 5307 Program - B - Line	2,325	0	0	0	2,325	0		0	0	0	4,649
BCAG	FTA Sec 5311 Program	949	0	0	0	697	0		0	0	0	1,646
BCAG	FTA Section 5339 Program	0	0	0	0	1,207	0		0	0	0	1,207
BCAG	FTA 5311f - Butte Regional Transit	321	0	0	0	300	0		0	0	0	621
Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	0	0	0	2,350	0	0		0	0	0	2,350
Caltrans	SR70 Passing Lanes (Segment 2)	0	4,800	4,800	28,890	0	0		0	0	0	38,490
Caltrans	SR 70 Passing Lanes (Segment 3)	0	0	0	0	0	0		0	0	0	0
Caltrans	Grouped Projects for Safety Improvements - SHOPP Mandates Program	0	0	0	0	0	0		0	0	0	0
Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	0	0	0	9,857	0	0		0	0	0	9,857
Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	0	0	0	57,546	0	0		0	0	0	57,546
Caltrans	SHOPP Minor Grouped Listing	0	0	0	1,455	0	0		0	0	0	1,455
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	2,650	0	0		0	0	0	2,650
Chico	Hegan Lane Business Park Access Improvements	392					400	1,608				2,400
Chico	Esplanade Corridor Safety and Accessibility Improvement Project	0	0	0	0	0	0		0	0	0	0
Gridley	Central Gridley Pedestrian Connectivity and Equal Access Project	0	0	0	0	0	0		0	0	0	0
Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	0	0	0	0	0	540		0	0	3,411	3,951
Paradis	Oliver Curve Class I Phase I	4,625	0	0	0	0	350		0	0	0	4,975
Various Agencie	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	-5,000	0	0	0	0	0		5,000	0	0	0
Various Agencie	Grouped Projects for Safety Improvements - HSIP Program	0	0	0	0	0	0		0	2,242	0	2,242
Various Agencie	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	0	0	0	0	150	0		0	0	0	150
	TOTALS	6,362	4,800	4,800	102,748	4,678	1,640	1,608	5,000	2,242	3,411	137,289

**TABLE 1
 2021 FTIP SUMMARY - Continued**

YEAR 2 - 2021/22 FISCAL YEAR		Dollars in thousands										
AGENCY	Title	Local Funds	RIP- State	IIP- State	SHOPP	FTA Funds	CMAQ	HIP	HBP	HSIP	ATP	Totals
County	Central House Rd Ovedr Wymann Ravine	0	0	0	0	0	0		0	0	0	0
County	Palermo/South Oroville SRTS Project,	1,675	0	0	0	0	0		0	0	0	1,675
County	Autrey Lane Southside Safe Routes to Schools Project	0	0	0	0	0	150		0	0	0	150
BCAG	FTA Sec. 5307 Program - B - Line	2,325	0	0	0	2,325	0		0	0	0	4,649
BCAG	FTA Sec 5311 Program	949	0	0	0	697	0		0	0	0	1,646
BCAG	FTA Section 5339 Program	0	0	0	0	1,207	0		0	0	0	1,207
BCAG	FTA 5311f - Butte Regional Transit	321	0	0	0	300	0		0	0	0	621
Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	0	0	0	18,300	0	0		0	0	0	18,300
Caltrans	SR70 Passing Lanes (Segment 2)	0	0	0	0	0	0		0	0	0	0
Caltrans	SR 70 Passing Lanes (Segment 3)	0	8,600	8,600	31,950	0	0		0	0	0	49,150
Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	0	0	0	33,560	0	0		0	0	0	33,560
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	4,690	0	0		0	0	0	4,690
Chico	Guynn Rd over Lindo Channel Bridge Project	0	0	0	0	0	0		150	0	0	150
Chico	Esplanade Corridor Safety and Accessibility Improvement Project	0	0	0	0	0	0		0	0	6,235	6,235
Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	200	0	0	0	0	0		0	0	0	200
Paradise	Pentz Road Trailway Phase II	9,270	0	0	0	0	0		0	0	0	9,270
Paradise	Paradise ATP Gateway Project	7,975	0	0	0	0	0		0	0	0	7,975
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	-2,757	0	0	0	0	0		3,460	0	0	702
Various	Grouped Projects for Safety Improvements - HSIP Program	283	0	0	0	0	0		0	1,714	0	1,997
Various	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	0	0	0	0	150	0		0	0	0	150
	TOTALS	20,241	8,600	8,600	88,500	4,678	150	0	3,610	1,714	6,235	142,327

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January 28, 2021
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TABLE 1
2021 FTIP SUMMARY - Continued

YEAR 3 - 2022/23 FISCAL YEAR		Dollars in thousands										Totals
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	FTA Funds	CMAQ	HIP	HBP	HSIP	ATP	Totals
County	Central House Rd Over Wymann Ravine Bridge	0	0	0	0	0	0		0	0	0	0
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	28,200	0	0		0	0	0	28,200
Chico	Hegan Lane Business Park Access Improvements						800					800
Chico	Guynn Rd over Lindo Channel Bridge Project	0	0	0	0	0	0		4,226	0	0	4,226
Chico	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	0	0	0	0	0	0		0	0	10,104	10,104
Chico	Bruce Rd Bridge Replacement Project	7,145	0	0	0	0	0		0	0	0	7,145
Gridley	Central Gridley Pedestrian Connectivity and Equal Access Project	1,335	0	0	0	0	0		0	0	0	1,335
Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	1,800	0	0	0	0	0		0	0	0	1,800
Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	0	0	0	0	0	0		0	0	0	0
Various	Grouped Projects for Safety Improvements - HSIP Program	0	0	0	0	0	0		0	0	0	0
	TOTALS	10,280	0	0	28,200	0	800	0	4,226	0	10,104	53,610
YEAR 4 - 2023/24 FISCAL YEAR		Dollars in thousands										Totals
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	FTA Funds	CMAQ	HIP	HBP	HSIP	ATP	Totals
Chico	Hegan Lane Business Park Access Improvements	17761					1939					19,700
County	Central House Rd Over Wymann Ravine	3,325	0	0	0	0	0		0	0	0	3,325
County	Autrey Lane Southside Safe Routes to Schools Project	100	0	0	0	0	0		0	0	0	100
Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	13,780	0	0		0	0	0	13,780
	TOTALS	21,186	0	0	13,780	0	1,939	0	0	0	0	36,905
		Dollars in thousands										Totals
DRAFT 2021 FTIP TOTALS		Local Funds	RIP-State	IIP-State	SHOPP	FTA Funds	CMAQ	HIP	HBP	HSIP	ATP	Totals
For Federal Fiscal Years 2020/21 thru 2023/24		58,068	13,400	13,400	233,228	9,356	4,529	1,608	12,836	3,956	19,750	370,131



BCAG BOARD OF DIRECTORS

Item #8 Information

September 24, 2020

2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) DEVELOPMENT

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: As the federally designated Metropolitan Planning Organization for Butte County, BCAG is responsible for biennially preparing and adopting the Federal Transportation Improvement Program (FTIP). The 2021 FTIP is required to be adopted and submitted to Caltrans by March 1, 2021.

DISCUSSION: The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The 2021 FTIP will cover the next four fiscal years (FFY 20/21, 21/22, 22/23 and 23/24). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Existing projects that are not obligated in the current 2019 FTIP will likely carry forward into the 2021 FTIP as well as the projects recently adopted in the 2020 State Transportation Improvement Program (STIP). The typical funding programs associated with the FTIP include the STIP, State Highways Operations and Protection Program (Caltrans SHOPP), Highway Bridge Program (Local Bridge Program), Federal Transit Administration Programs (Transit), Congestion Mitigation and Air Quality Program (CMAQ), Highway Improvement Program (HIP) and Active Transportation Program (ATP).

As a result of COVID-19, the submittal and adoption deadlines have been postponed until March 2021. A draft 2021 FTIP document including an Air Quality Conformity Analysis and Determination will now be presented at the January 2021 Transportation Advisory Committee and BCAG Board meetings with adoption by the Board on February 25, 2021.

Congestion Mitigation and Air Quality – Call for Projects

As part of the development of the new FTIP, staff is initiating a “call for projects” to accept new Congestion Mitigation and Air Quality (CMAQ) Program for funding consideration. The purpose of the CMAQ program is to fund projects which reduce the region’s non-attainment pollutants to address transportation air quality. Staff

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September 24, 2020

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encourages all applicants to consider leveraging local or other grant funds with CMAQ. In addition, utilizing CMAQ for construction simplifies the project delivery process through Caltrans.

Draft CMAQ Programming Schedule:

- Applications Due: November 5, 2020
- BCAG TAC Meeting: November 5, 2020
- Draft Recommendations to BCAG TAC: December 3, 2020
- Draft Recommendations to BCAG Board: December 10, 2020 and or January 28, 2021
- New projects incorporated into 2021 FTIP Process with adoption on February 25, 2021

Caltrans has provided BCAG with new funding estimates to be used in the 2021 FTIP. These estimates do not account for existing projects already programmed. The programming levels for BCAG are:

2020/21:	\$1,940,418 (Approximately \$1,540,000 is currently programmed)
2021/22:	\$1,939,816
2022/23:	\$1,939,202
<u>2023/24:</u>	<u>\$1,938,575</u>
Total:	\$7,758,011

Based on the apportionments being made available and accounting for existing projects, the amount available for new projects is approximately \$6.2 million. Federal guidance on the CMAQ program has been posted at:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/.

Updated project application and guidance will be presented to the BCAG Transportation Advisory Committee and posted on BCAG's website at www.bcag.org.

Highway Improvement Program – Call for Projects

Staff is also initiating a “call for projects” for the Highway Improvement Program (HIP). This process will follow the same process and schedule as the CMAQ. As part of the Fixing America's Surface Transportation (FAST) Act legislation authorized by Congress, the HIP program was created to fund projects to address needs on the federal-aid system.

Eligible work for the HIP program is defined in Title 23 USC 133(B)(1)(A); e.g. construction of highways (federal-aid system roads), bridges and tunnels. Typical activities include environmental, design, right-of-way and construction. No projects on roads classified as a local road or rural minor collector unless:

- On a federal-aid highway system on January 1, 1991
- For bridges (except new bridge at new location)
- Approved by the secretary

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September 24, 2020

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It is not known if this program will continue as part of the reauthorization of the FAST Act. The HIP program authorized three years of funding for the following fiscal years:

2017/18:	\$570,696
2018/19:	\$804,070
<u>2019/20:</u>	<u>\$233,443</u>
Total:	\$1,608,209

Rural Minor Collectors are not HIP eligible and are differentiated from Urban Minor Collectors (HIP eligible) using the latest Census Maps. In addition, the project would be required to be included in the RTP/SCS and programmed in the FTIP. Additional guidance information has been posted by Caltrans at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-infrastructure-program>.

Staff will work the CMAQ and HIP programs into the development of the 2021 FTIP through its advisory committees and present the draft project recommendations at the December 10, 2020 BCAG Board meeting. Development of the FTIP will be completed in accordance with BCAG's adopted Public Participation Plan.

Attached for the Board's awareness is an updated 2021 FTIP Schedule.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key staff: Jon Clark, Executive Director
Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Regional Analyst

Attachment A
2021 FTIP Development Schedule

Draft 2021 FTIP Project Listing presented to TAC	October 1, 2020
Due date for comments on the Draft listing by project sponsors	October 18, 2020
Preliminary 2021 FTIP to BCAG TAC	November 5, 2020
Final Draft to BCAG TAC	December 3, 2020
Draft 2021 FTIP to BCAG Board	December 10, 2020
Public Review Period	January 25, 2021
Final Draft 2021 FTIP to BCAG Board – Public Hearing	January 28, 2021
Final BCAG TAC Review	February 4, 2021
30 Day Review Period Concludes	February 23, 2021
BCAG Board Approval	February 25, 2021
BCAG Submittal of Final Approved FTIP to Caltrans	March 1, 2021
Approval of Federal Statewide Transportation Improvement Program (FSTIP) by Caltrans and submittal to FHWA\FTA for their approval	April 1, 2021
FSTIP Federal Approval	April 16, 2021



BCAG Transportation Advisory Committee

Item # 4 Information

January 14, 2021

2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM DEVELOPMENT

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

DISCUSSION: The 2020 Federal Transportation Improvement Program (FTIP) is required to be adopted by the BCAG Board at their February 25, 2021 Board meeting.

Staff will present the draft document at the committee meeting. Included in the FTIP will be the Congestion Mitigation and Air Quality (CMAQ) and Highway Improvement Program (HIP) project recommendations.

All material will be posted online at: <http://www.bcag.org/Planning/FTIP/index.html>

Projects in the current 2019 FTIP which have not been obligated or are programmed in the 2021 FTIP timeframe will be carried forward. Staff will contact individual project sponsors for questions.

Attached is the draft list of projects to be included in the 2021 FTIP.

A draft document will be presented to the BCAG Board at the January 28, 2021 Board meeting.

STAFF RECOMMENDATION: This item is presented for information.

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

PUBLIC WORKS DIRECTORS: DO ANY OF THESE PROJECTS NEED TO BE CARRIED FORWARD? HAVE THE FUNDS BEEN OBLIGATED AND YOU HAVE AN E-76, THE PROJECT DOES NOT NEED TO BE CARRIED FORWARD.

FY	AGENCY	CTIPS_ID	Title	Local Funds	RIP- State	IIP- State	SHOPP	FTA Funds	CMAQ	HBP	HSIP	ATP	TOTALS
19/20	Biggs, City of	20200000198	Safe Routes to Schools Program	1,340	0	0	0	0	0	0	0	0	1,340
19/20	Biggs, City of	20200000217	Biggs Safe Routes to School Project - Second Street	0	0	0	0	0	150	0	0	0	150
19/20	Butte County	20200000107	Central House Rd Ovedr Wymann Ravine Bridge	0	0	0	0	0	0	65	0	0	65
19/20	Butte County	20200000196	Auty Lane & Monte Vista Safe Routes to Schools Gap Closure Project	25	0	0	0	0	0	0	0	0	25
19/20	Butte County	20200000218	Palermo/South Oroville SRTS Project, Phase 3	0	0	0	0	0	350	0	0	0	350
19/20	BCAG	20200000005	FTA Sec. 5307 Program - B - Line	2,325	0	0	0	2,325	0	0	0	0	4,649
19/20	BCAG	20200000008	FTA Sec 5311 Program	949	0	0	0	697	0	0	0	0	1,646
19/20	BCAG	20200000170	FTA Section 5339 Program	0	0	0	0	1,207	0	0	0	0	1,207
19/20	BCAG	20200000200	FTA 5311f- Butte Regional Transt	321	0	0	0	300	0	0	0	0	621
19/20	Caltrans	10200000164	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	0	0	0	23,519	0	0	0	0	0	23,519
19/20	Caltrans	10200000176	SR70 Passing Lanes (Segment 1)	0	3,700	3,700	26,830	0	0	0	0	0	34,230
19/20	Caltrans	20200000162	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Bridge Program	0	0	0	20,306	0	0	0	0	0	20,306
19/20	Caltrans	20200000202	Grouped Projects for Shoulder Improvements - SHOPP Roadside Preservation Program	0	0	0	0	0	0	0	0	0	0
19/20	Caltrans	20200000206	Grouped Projects for Safety Improvements - SHOPP Mobility Program	0	0	0	1,218	0	0	0	0	0	1,218
19/20	Caltrans	20200000213	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	0	0	0	30,732	0	0	0	0	0	30,732
19/20	Caltrans	20200000214	SHOPP Minor Grouped Listing	0	0	0	0	0	0	0	0	0	0
19/20	Caltrans	20200000222	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	0	0	0	3,665	0	0	0	0	0	3,665
19/20	Chico, City of	20200000108	Guynn Rd over Lindo Channel Bridge Project	0	0	0	0	0	0	0	0	0	0
19/20	Chico, City of	20200000117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	0	0	0	0	0	0	0	0	0	0
19/20	Chico, City of	20200000194	Esplanade Corridor Safety and Accessibility Improvement Project	70	0	0	0	0	0	0	0	1,005	1,075
19/20	Gridley, City of	20200000215	Central Gridley Pedestrian Connectivity and Equal Access Project	1,335	0	0	0	0	160	0	0	0	1,495
19/20	Gridley, City of	20200000216	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	0	0	0	0	0	160	0	0	0	160
19/20	Paradise, City of	20200000219	Pentz Road Trailway Phase II	0	0	0	0	0	700	0	0	0	700
19/20	Paradise, City of	20200000220	Paradise ATP Gateway Project	0	0	0	0	0	550	0	0	0	550
19/20	Paradise, City of	20200000221	Oliver Curve Class I Phase I	0	0	0	0	0	0	0	0	0	0
19/20	Various Agencies	20200000056	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	10,584	0	0	0	0	0	14,062	0	0	24,646
19/20	Various Agencies	20200000070	Grouped Projects for Safety Improvements - HSIP Program	0	0	0	0	0	0	0	0	0	0
19/20	Various Agencies	20200000182	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	0	0	0	0	609	0	0	0	0	609
TOTALS				16,949	3,700	3,700	106,270	5,138	2,070	14,127	0	1,005	152,958



BCAG Transportation Advisory Committee

Item # 5 Information

January 14, 2021

MAP-21 PERFORMANCE MEASURES – TRANSIT

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: As the federally designated Metropolitan Planning Organization (MPO) for the Butte County region, BCAG is required to establish targets, track, and report the areas performance measures mandated under the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), in coordination with Caltrans and the local jurisdictions.

DISCUSSION: Federal transportation legislation (MAP-21) placed new and stronger emphasis on measuring and monitoring the performance of the transportation system and requires states and MPOs to implement a performance-based approach to planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. The performance targets ensure states and MPOs invest resources in transportation projects that achieve national goals in safety, infrastructure condition, congestion, reliability, freight movement, environmental sustainability, and reduced project delivery delays.

As part of the performance planning process, Butte Regional Transit is required to set performance targets for transit safety and transit asset management performance measures and report those targets to BCAG for adoption by the BCAG Board and incorporation into the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP) by July 20, 2021. Butte Regional Transit is then required to update targets annually, however, the MPO (BCAG) is only required to approve new transit related targets with each update of the RTP or FTIP.

Transit Asset Management (TAM)

The federal goal under transit asset management (TAM) is to provide a cost-effective, systematic, interruption free pattern of transit operation. Table 1. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020/21 fiscal year and Table 2. contains the progress made towards achieving the targets.



BCAG Transportation Advisory Committee

Item # 7 Information

October 1, 2020

2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) DEVELOPMENT

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: As the federally designated Metropolitan Planning Organization for Butte County, BCAG is responsible for biennially preparing and adopting the Federal Transportation Improvement Program (FTIP). The 2021 FTIP is required to be adopted and submitted to Caltrans by March 1, 2021.

DISCUSSION: The purpose of the FTIP is to identify all transportation-related projects that require federal funding or other approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). The 2021 FTIP will cover the next four fiscal years (FFY 20/21, 21/22, 22/23 and 23/24). The FTIP also identifies all non-federal, regionally significant projects for information and air quality emissions modeling purposes. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Existing projects that are not obligated in the current 2019 FTIP will likely carry forward into the 2021 FTIP as well as the projects recently adopted in the 2020 State Transportation Improvement Program (STIP). The typical funding programs associated with the FTIP include the STIP, State Highways Operations and Protection Program (Caltrans SHOPP), Highway Bridge Program (Local Bridge Program), Federal Transit Administration Programs (Transit), Congestion Mitigation and Air Quality Program (CMAQ), Highway Improvement Program (HIP) and Active Transportation Program (ATP).

As a result of COVID-19, the submittal and adoption deadlines have been postponed until March 2021. A draft 2021 FTIP document including an Air Quality Conformity Analysis and Determination will now be presented at the January 2021 Transportation Advisory Committee and BCAG Board meetings with adoption by the Board on February 25, 2021.

Congestion Mitigation and Air Quality – Call for Projects

As part of the development of the new FTIP, staff is initiating a “call for projects” to accept new Congestion Mitigation and Air Quality (CMAQ) Program for funding consideration. The purpose of the CMAQ program is to fund projects which reduce the region’s non-attainment pollutants to address transportation air quality. Staff encourages all applicants to consider leveraging local or other grant funds with CMAQ. In addition, utilizing CMAQ for construction simplifies the project delivery process through Caltrans.

Draft CMAQ Programming Schedule:

- Applications Due: November 5, 2020
- BCAG TAC Meeting: November 5, 2020
- Draft Recommendations to BCAG TAC: December 3, 2020
- Draft Recommendations to BCAG Board: December 10, 2020 and or January 28, 2021
- New projects incorporated into 2021 FTIP Process with adoption on February 25, 2021

Caltrans has provided BCAG with new funding estimates to be used in the 2021 FTIP. These estimates do not account for existing projects already programmed. The programming levels for BCAG are:

2020/21:	\$1,940,418 (Approximately \$1,540,000 is currently programmed)
2021/22:	\$1,939,816
2022/23:	\$1,939,202
<u>2023/24:</u>	<u>\$1,938,575</u>
Total:	\$7,758,011

Based on the apportionments being made available and accounting for existing projects, the amount available for new projects is approximately \$6.2 million. Federal guidance on the CMAQ program has been posted at:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/.

Updated project application and guidance will be discussed at the TAC meeting.

Highway Improvement Program – Call for Projects

Staff is also initiating a “call for projects” for the Highway Improvement Program (HIP). This process will follow the same process and schedule as the CMAQ. As part of the Fixing America’s Surface Transportation (FAST) Act legislation authorized by Congress, the HIP program was created to fund projects to address needs on the federal-aid system.

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Eligible work for the HIP program is defined in Title 23 USC 133(B)(1)(A); e.g. construction of highways (federal-aid system roads), bridges and tunnels. Typical activities include environmental, design, right-of-way and construction. No projects on roads classified as a local road or rural minor collector unless:

- On a federal-aid highway system on January 1, 1991
- For bridges (except new bridge at new location)
- Approved by the secretary

It is not known if this program will continue as part of the reauthorization of the FAST Act. The HIP program authorized three years of funding for the following fiscal years:

2017/18: \$570,696
2018/19: \$804,070
2019/20: \$233,443
Total: \$1,608,209

Rural Minor Collectors are not HIP eligible and are differentiated from Urban Minor Collectors (HIP eligible) using the latest Census Maps. In addition, the project would be required to be included in the RTP/SCS and programmed in the FTIP. Additional guidance information has been posted by Caltrans at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-infrastructure-program>.

Staff will work the CMAQ and HIP programs into the development of the 2021 FTIP through in accordance with the adopted Public Participation Plan. Draft project recommendations will be presented to the BCAG Board at their December 10, 2020 BCAG Board meeting. Projects selected for programming will be included in the adoption of the 2021 FTIP. The application forms for new projects are modified PPR (Project Programming Request) XL forms with basic project description, schedule and costs by fiscal year. These files will be posted and emailed directly to public works staff. CMAQ projects are required to include an emissions analysis. All projects in the FTIP are required to be financially reasonable through completion.

Attached for the committee's awareness is an updated 2021 FTIP Schedule.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key staff: Jon Clark, Executive Director
Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Regional Analyst

Attachment A
2021 FTIP Development Schedule

Draft 2021 FTIP Project Listing presented to TAC	October 1, 2020
Due date for comments on the Draft listing by project sponsors	October 18, 2020
Preliminary 2021 FTIP to BCAG TAC (without CMAQ/HIP)	November 5, 2020
Final Draft to BCAG TAC (Draft CMAQ/HIP Recommendations)	December 3, 2020
Draft 2021 FTIP to BCAG Board (With Draft CMAQ & HIP Recommendations)	December 10, 2020
30 day Public Review Period formally begins	January 25, 2021
Final Draft 2021 FTIP to BCAG Board – Public Hearing	January 28, 2021
Final BCAG TAC Review	February 4, 2021
30 Day Review Period Concludes	February 23, 2021
BCAG Board Approval	February 25, 2021
BCAG Submittal of Final Approved FTIP to Caltrans	March 1, 2021
Approval of Federal Statewide Transportation Improvement Program (FSTIP) by Caltrans and submittal to FHWA\FTA for their approval	April 1, 2021
FSTIP Federal Approval	April 16, 2021



BCAG Transportation Advisory Committee

Item # 5 Information

November 5, 2020

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) & HIGHWAY IMPROVEMENT PROGRAMS (HIP)

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: As part of the development of the 2021 Federal Transportation Improvement Program (FTIP), new CMAQ and HIP projects will be considered for programming by the BCAG Board of Directors. The FTIP is scheduled to be adopted by the BCAG Board on February 25, 2021.

Congestion Mitigation and Air Quality Program (CMAQ)

The purpose of the CMAQ program is to fund projects which reduce the region's non-attainment pollutants to address transportation air quality. Staff encourages all applicants to consider leveraging local or other grant funds with CMAQ.

CMAQ Programming Schedule:

- Applications Due: November 5, 2020
- BCAG TAC Meeting: November 5, 2020
- Draft Recommendations to BCAG TAC: December 3, 2020
- Draft Recommendations to BCAG Board: December 10, 2020 and or January 28, 2021
- New projects incorporated into 2021 FTIP Process with adoption on February 25, 2021

Caltrans has provided BCAG with new funding estimates to be used in the 2021 FTIP. These estimates do not account for existing projects already programmed. The programming levels for BCAG are:

2020/21:	\$1,940,418 (Approximately \$1,540,000 is currently programmed)
2021/22:	\$1,939,816
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2023/24:	<u>\$1,938,575</u>
Total:	\$7,758,011

Based on the apportionments being made available and accounting for existing projects, the amount available for new projects is approximately \$6.2 million. Federal guidance on the CMAQ program has been posted at:

https://www.fhwa.dot.gov/environment/air_quality/cmaq/.

Updated project application and guidance has been emailed separately to each eligible agency which has a master agreement in place with Caltrans.

Highway Improvement Program (HIP)

Staff is also initiating a “call for projects” for the Highway Improvement Program (HIP). This process will follow the same process and schedule as the CMAQ. As part of the Fixing America’s Surface Transportation (FAST) Act legislation authorized by Congress, the HIP program was created to fund projects to address needs on the federal-aid system. Eligible work for the HIP program is defined in Title 23 USC 133(B)(1)(A); e.g. construction of highways (federal-aid system roads), bridges and tunnels. Typical activities include environmental, design, right-of-way and construction. No projects on roads classified as a local road or rural minor collector unless:

- On a **federal-aid highway system** on January 1, 1991
- For bridges (except new bridge at new location)
- Approved by the secretary

It is not known if this program will continue as part of the reauthorization of the FAST Act. The HIP program authorized three years of funding for the following fiscal years:

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2018/19: \$804,070

2019/20: \$233,443

Total: \$1,608,209

Rural Minor Collectors are not HIP eligible and are differentiated from Urban Minor Collectors (HIP eligible) using the latest Census Maps. In addition, the project would be required to be included in the RTP/SCS and programmed in the FTIP. Additional guidance information has been posted by Caltrans at: <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-infrastructure-program>.

STAFF RECOMMENDATION: This item is presented for information. Project nominations (applications) are due on November 5, 2020. Project applicants are requested to present their project proposal to the committee

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



326 Huss Drive, Suite 150
Chico, California 95928-8441
(530) 809-4616 FAX (530) 879-2444

DATE: August 29, 2020
TO: Freight Industries Which May Conduct Business in Butte County
FROM: Ivan Garcia, Transportation Programming Specialist
SUBJECT: Butte County 2020 Regional Transportation Plan / Sustainable Communities Strategy & Development of the 2021 Federal Transportation Improvement Program

Dear Sir/Madam

Your contact information was provided to the Butte County Association of Governments (BCAG) from the California Department of Transportation (Caltrans). BCAG is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency (RTPA) serving Butte County. BCAG is responsible for developing all state and federal **transportation plans** and programming documents that are necessary to secure and program transportation funds within the region.

The purpose of this correspondence is to reach out to the freight industry in an effort to make you aware of BCAG's transportation planning and programming process. Currently, BCAG is developing its long range "Regional Transportation Plan/Sustainable Communities Strategy" (RTP/SCS) for Butte County. The RTP/SCS is a federally required long-range transportation planning document that is updated every four years. The purpose of this document is to identify Butte County's long-term transportation needs for all travel modes. The RTP/SCS will cover the period between 2020 and 2040. All projects selected for programming into the Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP) are required to be included in the RTP/SCS.

BCAG staff will be hosting an online public workshop on the development of the plan on Thursday, September 3, 2020 at 4 p.m. Attached is a public notice for this "zoom" workshop. If unable to participate our staff can provide other opportunities at your convenience.

BCAG is also responsible for preparing, adopting and submitting a Federal Transportation Improvement Program (FTIP) to Caltrans, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). BCAG is in the early stages of development of the FTIP. The FTIP is a programming document that identifies all transportation projects

and programs that are funded with federal transportation funds or require some type of approval from the FHWA or FTA in Butte County. This programming document covers a four federal fiscal year cycle and is updated every two years. Projects identified in the FTIP typically include:

- streets and roads
- highways
- transit
- safety
- bridge reconstruction
- active transportation projects (bicycle and pedestrian projects)
- other programs that receive federal dollars or require some type of federal approval

As we develop and update the 2020 RTP/SCS and the 2021 FTIP, **we welcome any input you may have. BCAG would welcome the opportunity for staff to provide you with a workshop on these activities or any other item concerning BCAG at your convenience.** For your awareness, BCAG owns and operates Butte Regional Transit as well.

The safe transportation of freight is extremely important to the region, the local economy and the State of California. For this this reason, we are reaching out to provide you the opportunity to communicate any concerns you wish to provide for consideration into BCAG's transportation plans and programs. BCAG has a strong working relationship with the local municipalities in Butte County, Caltrans and state and federal partners.

All material concerning these items are posted on the Internet at BCAG's website at: <http://www.bcag.org/> as they are developed.

If you have any questions, please give me a call directly or email me at igarcia@bcag.org. We look forward to working with you.

Sincerely,



Ivan Garcia, Transportation Programming Specialist
Butte County Association of Governments

Attachment: Public Notice with Zoom Link
Distribution: Via Email

PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years. The RTP/SCS identifies the long-range transportation plans for specific funding programs by transportation mode through the year 2040.

The **2020 RTP/SCS** will consist of the following:

1. RTP/SCS Document – Includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report (EIR) – complying with the California Environmental Quality Act requirements

The 2020 RTP/SCS is scheduled to be approved by BCAG on December 10, 2020.

BCAG will be hosting a 3rd round of workshops via Zoom to discuss the development of the 2020 RTP/SCS: Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference.

A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

**Zoom Workshop Date & Time:
Thursday, September 3, 2020
4:00 – 6:00 p.m.**

Zoom Address:

<https://us02web.zoom.us/j/83753351998?pwd=MTkyS3JyM1JNQM84YlI4VjRGT3RKUT09&from=msft>

Meeting ID: 837 5335 1998
Passcode: 693818
+1 669 900 6833

All documents are available for review on the Internet at <http://www.bcag.org/Planning/RTP--SCS/index.html>. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

******Se Habla Español**** NOTICIA PUBLICA**

Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de “zoom” y hacer sus comentarios o preguntas en español.

APPENDIX 5

Interagency Consultation Review

Ivan Garcia

From: Brian Lasagna
Sent: Monday, February 1, 2021 1:46 PM
To: Brian Lasagna; Carson, Scott (FHWA); Chris Devine; Fong, Alexander Y@DOT; Ivan Garcia; Jason Mandly; Jeffrey Buss; jerome.wiggins@fta.dot.gov; jim.m.elder@dot.ca.gov; Johnson, Antonio (FHWA); Joseph.Vaughn@dot.gov; Karina Oconnor; Lee, Jason@DOT; Lo.Doris@epa.gov; Matt Lakin (Lakin.Matthew@epa.gov); nesamani.kalandiyur@arb.ca.gov; Nima Kabirinassab; rodney.tavitas@dot.ca.gov; shaila.chowdhury@dot.ca.gov; Shannon Culbertson; Ungvasky, John
Subject: BCAG ICR - PROPOSED ACTION FOR BCAG 2021 FTIP AND 2020 RTP AMENDMENT #1 CONFORMITY DETERMINATION
Attachments: 2021_FTIP_memo.pdf; Attachment#1.pdf; Attachment#2.pdf

BCAG ICR Group,

As part of BCAG's transportation conformity consultation process, the ICR is being asked to review the proposed air quality status of 2 new projects and the reliance on a previous regional emissions analysis for BCAG's 2021 Federal Transportation Improvement Program (FTIP).

Included, as an attachment, is a memorandum describing the proposed actions as well as associated documents. Please review and respond with any comments or questions prior to August 1, 2016. In addition, **BCAG staff requests that FHWA, EPA, and Caltrans concur with BCAG's proposal on the status of the 2 new projects and the reliance on a previous regional emissions analysis, prior to February 16th, 2021.**

If we receive and significant comments, BCAG staff will schedule a conference call to discuss with the group, if needed.

Please feel free to contact me with any questions.

Thank you,

Brian Lasagna
Regional Analyst
Butte County Association of Governments
326 Huss Dr, Suite 150
Chico, CA 95928
Ph 530.809.4616
Fax 530.879.2444
Email blasagna@bcag.org



326 Huss Drive, Suite 150
Chico, California 95928
(530) 809-4616 FAX (530) 879-2444

MEMORANDUM

DATE: February 1, 2021

TO: Interagency Consultation Review Group

FROM: Brian Lasagna, Regional Analyst

SUBJECT: ICR Review of BCAG's Draft 2021 FTIP Air Quality Conformity Determination

DISCUSSION: The purpose of this memo is to provide the ICR with the opportunity to comment on BCAG's Draft 2019 Federal Transportation Improvement Program (FTIP) Air Quality Conformity Determination, in accordance with the BCAG public participation plan and the federal consultation requirements of 40 CFR 93.105.

Butte County is designated marginal non-attainment under the 2008 federal 8-hour ozone National Ambient Air Quality Standards (NAAQS). Further, Butte County was designated marginal non-attainment under the federal 2015 8-hour ozone NAAQS. Because of these designations, the Butte County Association of Governments (BCAG) is required to perform an air quality conformity determination for the 2019 FTIP.

REQUESTED ACTION:

The ICR is being asked to concur with BCAG's proposal regarding the conformity status of two (2) new CMAQ projects and reliance on a previous regional emissions analysis for the purpose of demonstrating conformity for the 2021 FTIP.

New Exempt Projects

The ICR is being asked to concur with BCAG's proposal regarding the exemption of two (2) new projects from regional emissions analysis and/or conformity determination.

A description of each project, funding levels, along with the proposed conformity status, is detailed below:

County of Butte – Autrey Lane Southside Safe Routes to Schools Project. Project location is in the unincorporated community of South Oroville. Project includes the design of curb, gutter, sidewalk, and crossing enhancements along Autrey Ln from 100 feet south of Via Laton to Monte Vista Ave. The placement of Class II Bike Lanes will be evaluated and designed if roadway geometrics allow. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage. The 2021 FTIP programs \$150,000 in CMAQ funds beginning in the 2021/22 fiscal year for the preliminary engineering component. It is anticipated the project will be awarded \$4

million in federal Active Transportation Program (ATP) funds later. The project is proposed exempt from conformity per EPA's Transportation Conformity Rule Section 93.126 Table 2 (Air Quality) indicating that bike and pedestrian facilities are exempt. Project is included in the [2020 RTP/SCS Appendix 10-2](#), Project #26.

City of Chico – Hegan Lane Business Park Access Improvements. In the City of Chico, along the portions of Hegan Ln, Midway, and Park Ave in the Hegan Lane Business Park area. Operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Ave and Midway, Park Ave and Fair St, Hegan Ln and Midway, and Hegan Ln and Otterson Dr. Includes bike and pedestrian improvements. The 2021 FTIP programs \$400,418 in CMAQ funds in the 2020/21 fiscal year for the preliminary engineering component. The project is proposed exempt from regional emissions analysis per EPA's Transportation Conformity Rule Section 93.127 Table 3 indicating that intersection channelization projects are exempt. Project is included in the [2020 RTP/SCS Appendix 10-2](#), projects #172 & #173.

Reliance on Previous Regional Emissions Analysis

Since the 2021 FTIP does not include any new non-exempt and regionally significant projects beyond those included in the 2020 RTP, the conformity rule allows for the reliance on a previous regional emissions analysis for conformity determinations on FTIPs that are consistent with the RTP (40 CFR 93.122(g)). Therefore, **BCAG is proposing to use a previous regional emissions analysis, which was prepared for the 2020 RTP and 2019 FTIP, as the basis for the 2021 FTIP and 2020 RTP Amendment #1 Conformity Determination.** The latest regional emissions analysis is included in the report "Air Quality Emissions Analysis and Conformity Determination for 2019 Federal Transportation Improvement Program and 2020 Regional Transportation Plan" (see Attachment #1), which was adopted by the BCAG Board on December 12, 2020 and awaiting approval by FHWA/FTA (expected in February 2021).

For the purpose of the proposed 2021 FTIP and 2020 RTP Amendment #1 conformity determination, BCAG states for the record:

1. Latest Planning Assumptions, Emissions Model and Budget Comparison: No new regional emissions analysis is necessary for this conformity determination. This conformity determination relies on a previous emissions analysis completed for the 2020 RTP and 2019 FTIP. Details of the analysis are available in the report "Air Quality Emissions Analysis and Conformity Determination for 2019 Federal Transportation Improvement Program and 2020 Regional Transportation Plan" (see Attachment #1), which was adopted by the BCAG Board on December 12, 2020 and awaiting approval by FHWA/FTA (expected in February 2021).
2. TCM Implementation: There are no approved Ozone SIP's applicable to Butte County. Therefore, there are no Transportation Control Measures. Since no SIPs or TCMs are in place, timely TCM implementation requirements do not apply.
3. Reliance on the Previous Regional Emissions Analysis: Since the conformity determination for the 2021 FTIP and 2020 RTP Amendment #1 relies on a previous regional emissions analysis, BCAG is required to meet the following requirements of 40 CFR 93.122(g), which are as follows:

(g) Reliance on previous regional emissions analysis.

(1) Conformity determinations for a new transportation plan and/or TIP may be demonstrated to satisfy the requirements of §§93.118 (“Motor vehicle emissions budget”) or 93.119 (“Interim emissions in areas without motor vehicle emissions budgets”) without new regional emissions analysis if the previous regional emissions analysis also applies to the new plan and/or TIP. This requires a demonstration that:

(i) The new plan and/or TIP contain all projects which must be started in the plan and TIP's timeframes in order to achieve the highway and transit system envisioned by the transportation plan;

(ii) All plan and TIP projects which are regionally significant are included in the transportation plan with design concept and scope adequate to determine their contribution to the transportation plan's and/or TIP's regional emissions at the time of the previous conformity determination;

(iii) The design concept and scope of each regionally significant project in the new plan and/or TIP are not significantly different from that described in the previous transportation plan; and

(iv) The previous regional emissions analysis is consistent with the requirements of §§93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or 93.119, as applicable.

(2) A project which is not from a conforming transportation plan and a conforming TIP may be demonstrated to satisfy the requirements of §93.118 or §93.119 without additional regional emissions analysis if allocating funds to the project will not delay the implementation of projects in the transportation plan or TIP which are necessary to achieve the highway and transit system envisioned by the transportation plan, the previous regional emissions analysis is still consistent with the requirements of §93.118 (including that conformity to all currently applicable budgets is demonstrated) and/or §93.119, as applicable, and if the project is either:

(i) Not regionally significant; or

(ii) Included in the conforming transportation plan (even if it is not specifically included in the latest conforming TIP) with design concept and scope adequate to determine its contribution to the transportation plan's regional emissions at the time of the transportation plan's conformity determination, and the design concept and scope of the project is not significantly different from that described in the transportation plan.

The 2021 FTIP and 2020 RTP Amendment #1 meets these requirements:

- The 2021 FTIP and 2020 RTP contain all projects, which must be started in the FTIP and RTP's timeframe in order to achieve the highway and transportation system envisioned by the transportation plan.
- All 2021 FTIP and 2020 RTP projects which are regionally significant were included in the 2020 RTP, which was adopted by the BCAG Board on December 12, 2020 and awaiting approval by FHWA/FTA (expected in February 2021).
- The design concept and scope of each regionally significant project in the 2021 FTIP is not significantly different from the described projects in the previous transportation plan.
- The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable.
- Allocating funds to these projects will not delay the implementation of projects in the 2020 RTP which are necessary to achieve the highway and transportation system envisioned by the plan.

4. **Financial Constraint:** The 2021 FTIP and 2020 RTP Amendment #1 has been financially constrained in accordance with the requirements of 40 CFR 93.108 and consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450).
5. **Interagency and Public Consultation:** The prior regional emissions analysis leading to FHWA and FTA's approval (expected February 2020) underwent extensive agency and public consultation and documented in the conformity report. The following portion applies after all consultation is complete - *For the 2021 FTIP and 2020 RTP Amendment #1, BCAG initially consulted on this action with its Interagency Consultation Review (ICR) group on February 1, 2021. BCAG staff provided a 30-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). Legal notices were posted in local newspapers, and the conformity document was made available at local public libraries and on BCAG's website. The Air Quality Conformity Analysis and Determination were circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices contain copies of public notices and responses to public comments.*

ADDITIONAL INFORMATION:

Transportation Project Listing

Included for the ICRs information is the listing of all federal and regionally significant projects expected to occur in the non-attainment and maintenance areas of the BCAG region which have been included in the regional emissions analysis for the 2021 FTIP and 2020 RTP Amendment #1. Attachment #2 also contains a listing of all exempt projects included in the 2021 FTIP.

Schedule

Included below is the schedule of activities for completing the 2021 FTIP and 2020 RTP Amendment #1 conformity determination and regional emissions analysis.

January 28, 2021	Draft 2021 FTIP presented to the BCAG Board of Director's, Release Draft 2019 FTIP and AQ Analysis & Conformity Determination for 30-day public comment period.
February 1, 2021	BCAG Interagency Consultation Review (15-day period)
February 16, 2021	Public Workshop
February 25, 2021	Draft 2021 FTIP and AQ Analysis & Conformity Determination 30-day public comment period closes. BCAG Board of Directors considers adoption.

STAFF REQUEST: BCAG staff requests the ICR review and provide comment regarding BCAG's proposed action. In addition, BCAG staff requests that FHWA, EPA, and Caltrans concur with the BCAG's proposal on the status of the two (2) new projects and the reliance on a previous regional emissions analysis. BCAG is asking that all questions and comments be submitted prior to February 16th, 2021.

APPENDIX A

BCAG Exempt Project Listing - 2021 FTIP & 2020 RTP Amendment #1

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	202-0000-0195	Monte Vista & Lower Wyandotte Class II Bike Facilities	Construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0196	Autry Lane and Monte Vista Safe Routes to Schools Gap Closure Project	Preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autry Lane and Monte Vista Ave.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0218	Palermo/South Oroville SRTS Project (Phase 3)	Design curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. In locations that do not have existing curb, gutter, and sidewalks. Work will include, but is not limited to, design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, drainage facilities, striping and signage, environmental, and right of way.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	SB-1 funded. No CTIPS #	Foothill Blvd. Reconstruction	Road Rehabilitation	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
County	202-0000-0225	Autrey Lane Southside Safe Routes to Schools Project	Project includes the design of curb, gutter, sidewalk, and crossing enhancements along Autrey Ln from 100 feet south of Via Laton to Monte Vista Ave. The placement of Class II Bike Lanes will be evaluated and designed if roadway geometrics allow. This work will include, but is not limited to design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, minor drainage facilities, striping and signage.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
BCAG	202-0000-0005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0008	FTA Sec. 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0182	FTA Sec. 5310 Program - Grouped Listing	Help Central - Mobility Management Project for Butte 211	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
			Butte Regional Transit for Supplemental ADA Paratransit Operations	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
			Butte CAG/ Butte RT Medium Buses (6)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	202-0000-0200	FTA Sec. 5311 (f)	5311 (f) - FTA Section 5311(f) Operating Assistance - FTA apportionment amount of \$300,000 for Regional Service (Route 20)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0170	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	102-0000-0020	Planning, Programming and Monitoring	Planning, programming and monitoring	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 32 - In Chico from W. Sacramento Ave (East) to W. Sacramento Ave (West). Construct two roundabouts. SR 162 - In and near Oroville from Foothill Blvd to Gold Country Casino. Construct two way left turn lane and widen shoulders. SR 32 -post miles 0.3/5.0, Near Chico from Gianella Rd to Muir Ave. The scope of the project is to install lighting, widen shoulders, upgrade and treatments at bridge approaches, and rehabilitate culverts.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
				Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
				Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
Caltrans	202-0000-0206	Butte County SHOPP Mobility Grouped Listing	SR 99 In and near Chico from Estates Drive to Garner Lane. Install ITS elements.	Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	202-0000-0162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrades at six locations State Route 99 near Richvale at Cottonwood Creek Bridge #12-0120. Replace scour-critical bridge and add left turn lane pockets.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
				Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
Caltrans	202-0000-0202	Butte County SHOPP Roadside Preservation - Grouped Listing	SR 70 In Butte County, on Route 70 at approximately 7.0 miles south of Oroville. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	202-0000-0222	Butte County SHOPP Roadway Preservation - Grouped Listing	SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2/L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760) SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
				Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0213	Butte County SHOPP Emergency Response - Grouped Listing	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure. SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870) SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slips by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
				Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
				Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
			SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
Biggs	202-0000-0217	Biggs - Safe Routes to Schools Project (Second St)	In the City of Biggs on Second Street. Project will construct new pedestrian/bike facilities to close gaps. Project will also extend the class 2 bike lanes and install ADA compliant curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Biggs - Safe Routes to Schools Project	Construct new bike and pedestrian facilities along 2nd & E Streets	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0223	SR 99 Southgate Interchange Feasibility Study	At the State Route 99 at Southgate Intersection in the City of Chico. Project is to develop planning and technical studies only for a future interchange with local connections. Funding is for Preliminary Engineering component to determine if project is feasible.	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
Chico	CH-BIKE-ATP-2020-1	Little Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave. west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0194	Esplanade Corridor Safety and Accessibility Improvement Project	The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times).	Section 93.126 Section 93.126 Section 93.128	Table 2 Exempt Projects Table 2 Exempt Projects Traffic signal synchronization projects	Air Quality Other	Bicycle/Pedestrian Facilities and Pavement Markings Directional and informational signs
Chico	202-0000-0226	Hegan Lane Business Park Access Improvements	In the City of Chico, along the portions of Hegan Ln, Midway, and Park Ave in the Hegan Lane Business Park area. Operational and safety improvements to the Hegan Lane Business Park District. Phase 1 includes the synchronized construction of four roundabouts at the intersections of Park Ave and Midway, Park Ave and Fair St, Hegan Ln and Midway, and Hegan Ln and Otterson Dr. Includes bike and pedestrian improvements	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Intersection channelization projects.
Gridley	202-0000-0215	Central Gridley Pedestrian Connectivity and Equal Access Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, closing sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Gridley	202-0000-0216	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and Class I bike path along State Route 99 from Township Road to Archer Avenue.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Oroville	202-0000-0199	SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements	State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162, and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0193	Paradise Transit Center	In the Town of Paradise, construct new transit center near Birch Rd and Black Olive Dr. Multi-modal improvements include transit, bike, and pedestrian enhancements.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses		Bus terminals and transfer points.
Paradise	202-0000-0185	Almond St Multi-Modal - ATP	Almond Street Multi-Modal. The proposed project will add sidewalks, curbs and gutters to Almond Street between Pearson Rd and Elliot Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0190	Ponderosa Elementary SRTS - ATP	Ponderosa Elementary SRTS Project. Project will convert Pentz Road (between Bille Rd and 300' north of Wagstaff Rd) from a 2-lane, 20' wide roadway to a complete street solution supporting walking, bicycling and rolling to and from school and nearby destinations. No change in travel lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0197	ATP Gap Closure Project	Construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0219	Pentz Road Trailway Phase 2	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0220	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to the existing 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0221	Oliver Curve Class I Phase I	Oliver Road between Skyway and Valley View Drive (approx 0.39 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Various	202-0000-0070	Butte County Highway Safety Improvement Program (HSIP) Grouped Projects	HSIP7-03-001. City of Chico, Various locations throughout City limits, improve signal hardware.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP8-03-003. City of Chico. At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-001. County of Butte, On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-012. Town of Paradise. Sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-003. City of Chico, intersection of Nord Ave and West Sacramento Ave.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
Various	202-0000-0056	Local Highway Bridge Projects (HBP) Grouped Listing	Butte County. Midway Bridge Replacement across Butte Creek. On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave, spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Hamilton Slough	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Sutter Butte Canal	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Rd over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Road over Tributary to Little Chico Creek west of River Road	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Skyway Westbound at Butte Creek. Bridge Replacement	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Pomona Rd at Little Chico Creek. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) , 5037(036)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Vallombrosa Ave at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Park Ave at Little Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Warner St at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at S Fork Dead Horse Slough. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. E 5TH Ave at Lindo Channel. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cypress St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Main St at Big Chico Creek. Scope of work includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mangrove Ave at Lindo Channel. Scope of work includes spall repair joint seal and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Walnut St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Midway Rd at Comanche Creek. Scope of work includes Methacrylate Deck treatment and spall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Longfellow Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Skyway Av at Little Chico-Butte CR DV CH. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Forest Ave at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mill St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Big Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cohasset Rd at Sycamore Creek Tributary. Scope of repairs includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Broadway St at Little Chico Creek. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Pine St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Ivy St over Little Chico Creek. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders. Bridge No. 12C0279.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
City of Chico. Salem St over Little Chico Creek. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)			

APPENDIX B

Non-Exempt Regionally Significant Project List - 2020 RTP/SCS

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year		
			2020	2030	2040
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd	X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X
Butte County	SR 70 Widening (Palermo Rd to Cox Ln)	Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln		X	X
Butte County	SR 70 Widening (E Gridley Rd to Yuba Co.)	Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba County		X	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32		X	X
		Widen Bruce Rd Bridge from 2 to 4 lanes @ Little Chico Creek		X	X
Chico	Guynn Rd Bridge Widening (at Lindo Channel)	Widen Guynn Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X
Chico	Commerce Ct Extension (Ivy St to Park Ave)	Construct 2 lane roadway connecting Ivy St to Park Ave		X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd		X	X
Chico	Esplanade Widening (Eaton Rd to Nord Hwy)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to Nord Hwy		X	X
Chico	Mariposa Ave extension (Glenshire Ln to Eaton Rd)	Construct 2 lane roadway connecting Glenshire Ln to Eaton Rd		X	X
Chico	Notre Dame Extension (E. 20th St to Little Chico Creek)	Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek		X	X
Chico	Midway Widening (Hegan Ln to E. Park Ave)	Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave		X	X
Chico	SR 32 Widening (El Monte Ave to Bruce Rd)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Bruce Rd		X	X
Chico	SR 99 Overpass Widening (@ Eaton Rd)	Widen SR 99 overpass at Eaton Rd from 2 to 4 lanes		X	X
Chico	SR 99 Roundabouts (@ Eaton Rd)	Construct dual lane roundabouts at SR 99 and Eaton Rd interchange		X	X
Chico	Cohasset Rd Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd		X	X
Chico	MLK Blvd Widening (E. Park Ave to 20th St)	Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St		X	X
Chico	Eaton Rd Widening (Hicks Ln to Cohasset Rd)	Widen Eaton Rd from 2 to 4 lanes from Hicks Ln to Cohasset Rd			X
Chico	Eaton Rd Widening (Cohasset Rd to Manzanita Ave)	Widen Eaton Rd from 2 to 4 lanes from Cohasset Rd to Manzanita Ave			X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St			X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X
Chico	SR 32 Widening (Bruce Rd to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from Bruce Rd to Yosemite Dr			X
Chico	SR 99 on-ramp at Cohasset Rd	Improve interchange at SR 99 and Cohasset Rd by adding southbound direct on-ramp			X
Oroville	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.			X

9/11/2020

APPENDIX 6

BCAG Transportation Advisory Committee

Members:

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APPENDIX 7

Social Services Transportation Advisory Council

**Butte County Association of Governments
2019-20 Social Services Transportation Advisory Council**

Name	Agency	Category Filled							Term ends
		1	2	3	4	5	6	7	
Debra Connors	Citizen-Chico	x							June 30, 2020
Marta De Los Santos	Mains'l Services Inc.		x	x	x				June 30, 2020
W. Jay Coughlin	Butte County DESS				x				June 30, 2020
Cameron Wise	Work Training Center			x					June 30, 2021
Jeannie Schroeder	Mains'l Services Inc.		x	x	x				June 30, 2021
Michael Harding	We Care A lot Foundation/FNRC	x	x	x					June 30, 2021
Radley Ott	Public Works						x		June 30, 2021
Ron Ullman	Citizen - Oroville	x	x						June 30, 2021
Tara Sullivan Hames	Butte 211		x	x	x				June 30, 2021
Talmadge (Goldie) House	Disability Action Center	x	x	x					June 30, 2022
Linda Cartier	Citizen-Chico	x	x						June 30, 2022
Mary Neumann	Passages						x		June 30, 2022

Category Listings as per PUC Section 99238

- 1 - potential transit user who is 60 years of age or older
- 2 - potential transit user who is disabled
- 3 - representatives of the local social service providers for seniors
- 4 - representatives of local social service providers for the disabled
- 5 - representatives of local social service provider for persons of limited means
- 6 - representatives from the local consolidated transportation service agency
- 7 - at-large appointment

* Citizen nominated by a Jurisdiction

APPENDIX 8

Grouped Listing / Lump Sum Backup Lists

APPENDIX 9

FHWA FSTIP Amendment and Administrative Modification Procedures

Executive Directors, et al
December 20, 2019
Page 2

5. Caltrans will withdraw its delegation from any MPO whose administrative modifications are found to be consistently noncompliant with these procedures.

For those MPOs without Caltrans delegation, no action is required, and the existing approval process remains in effect.

My staff and I appreciate and recognize the efforts of staff at FHWA and FTA, in working with us to find ways to streamline and expedite the federal programming process.

If you have any questions, please contact Muhaned Aljabiry at (916) 654-2983 or by e-mail at muhaned.aljabiry@dot.ca.gov.

Sincerely,



for BRUCE DE TERRA, Chief
Division of Transportation Programming

Enclosure



U.S. Department
of Transportation
**Federal Highway
Administration**

California Division

December 18, 2019

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001
(916) 498-5008 (FAX)

In Reply Refer To:
HDA-CA

Mr. Bruce de Terra, Division Chief
Transportation Programming Federal Resources Office, M.S. 82
California Department of Transportation
1120 N Street
Sacramento, CA 95814

SUBJECT: Revised Federal Statewide Transportation Improvement Program (FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment and Administrative Modification Procedures

Dear Mr. de Terra:

In our letter dated June 3, 2011, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) provided the California Department of Transportation (Caltrans) revised procedures on the FSTIP/FTIP Administrative Modification and Amendment process.

Working in coordination with Caltrans, FHWA and FTA have again revised the FSTIP/FTIP Administrative Modification and Amendment Procedures. The enclosed revised procedures provide additional flexibility and will shorten project delivery time by allowing fewer formal amendments which in general takes longer to process. As part of this coordination, Caltrans has also committed to working with FHWA and FTA to implement a FSTIP/FTIP amendment schedule and an electronic approval process by December 2020.

The revised procedures detail the specific types of programming changes that may be made to the FSTIP/FTIPs as administrative modifications for which approval has been delegated to Caltrans, and changes that must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) and further clarifies parameters of an administrative modification.

Throughout the FSTIP/FTIP Administrative Modification and Amendment Procedure update process, the FHWA and FTA have been pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program.

If you have any questions regarding the attached procedures, please contact Tashia J. Clemons of the FHWA California Division at (916) 498-5066, or by email at Tashia.clemons@dot.gov or Ted Matley of the FTA's Region 9 Office at (415) 734-9468 or by email at ted.matley@dot.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Vincent Mammano", with a horizontal line extending to the right.

Vincent Mammano
Division Administrator
FHWA California Division

/s/ Ray Tellis

Ray Tellis
Regional Administrator
FTA Region 9

FSTIP/FTIP Administrative Modification and Amendment Procedures
December 18, 2019

The following procedures are applicable for processing amendments and administrative modifications to the Federal Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the Metropolitan Planning Organization (MPO) in accordance with 23 Code of Federal Regulations (CFR) 450 and the required interagency consultation or coordination is completed and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modification:

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

- i. Revise description of individually listed projects without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the description of grouped project listings, as defined in 23 CFR Part 450.326 (h), if it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- iii. Revise the funding amount listed for a project or a project phase:
 - a. Additional funding to an individually listed project is limited to the lesser of 50 percent of the total project cost or \$20 million.
 - b. No limit on adding funds to a grouped project listing. Funding capacity must be available in the FSTIP/FTIP prior to processing programming changes and it must be stated in the supporting documentation.
(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint if an MPO has processed only administrative modifications for a period of six months or more.)
- iv. Program the Preliminary Engineering (PE) phase provided the Right of Way and/or Construction phase(s) are already programmed in the current FSTIP/FTIP and additional funding amounts stay within the limits specified in section iii.

FSTIP/FTIP Administrative Modification and Amendment Procedures
December 18, 2019

- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program federal funds for advance construction conversion provided that programming capacity is available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided the MPO has an adopted EPSP that is developed in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects provided the schedule and scope remain unchanged.
- x. Add or delete a project or projects from a grouped project listing.
- xi. Program emergency repair projects on state and local highways caused by natural disasters or catastrophic failures from external causes that are not covered by the Emergency Relief Program and exempt from air quality conformity requirements.
- xii. Re-program a project for which FHWA funds were transferred to the FTA in a prior FSTIP/FTIP cycle but has not received grant approval from the FTA. Those projects can be programmed in the current FSTIP/FTIP through an administrative modification provided the original scope or cost remain unchanged. Use the type "FTA 5307 (FHWA Transfer Funds)" to program in the FSTIP/FTIP.
- xiii. Program an FTA-funded project from the prior FSTIP/FTIP cycle into the current FSTIP/FTIP provided the original scope or cost of the project remain unchanged. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and the prior year fund type.
- xiv. Make minor changes to an FTA-funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20 percent or less and changing the fuel type of transit vehicles. The MPO must conduct an interagency consultation to confirm that the project scope change is deemed minor.

FSTIP/FTIP Administrative Modification and Amendment Procedures
December 18, 2019

2. Amendment:

Amendments are all other modifications to the FSTIP/FTIP that are not included under the administrative modification and amendment procedures. All amendments shall be developed in accordance with the provisions of 23 CFR 450.326 for each metropolitan area in the State, and in accordance with the provisions of 23 CFR 450.218 for non-metropolitan areas.

3. Procedure:

a. Administrative Modification:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such case, Caltrans approval is not required. If an MPO Board further delegates the authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the approved administrative modification to Caltrans, the FHWA and FTA. Once the MPO approves the administrative modification, changes will be deemed part of the FSTIP. The MPO is required to demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Caltrans will conduct periodic review of each MPO's administrative modification process to confirm adherence to guidelines and procedures. Caltrans may revoke an MPO's delegation due to noncompliance with these procedures.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If an MPO Board delegates authority to the Executive Director to approve administrative modifications, copies of the delegation must be provided to Caltrans, the FHWA and FTA. The MPO must submit copies of the administrative modification to Caltrans, the FHWA and FTA. The MPO must also demonstrate in a subsequent amendment the net financial changes resulting from each administrative modification. Once Caltrans approves the administrative modification, changes will be deemed part of the FSTIP since federal approval is not required. Caltrans will notify the FHWA and FTA of the approved administrative modification. If Caltrans, the FHWA, or the FTA determines that changes in an administrative modification are not allowable under these procedures, the MPO must withdraw the administrative modification and process an amendment.

FSTIP/FTIP Administrative Modification and Amendment Procedures
December 18, 2019

b. Amendment:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, approved by the FHWA and/or the FTA in accordance with 23 CFR

450, and the July 15, 2004 MOU between FHWA - California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO must also submit the amendment to the FHWA and FTA at the same time. Once approved by Caltrans, the amendment will be forwarded to the FHWA and FTA for federal approval. The amendment will be deemed part of the FSTIP once it is approved by the FHWA and FTA. The FHWA and FTA will send the federal approval letter and respective conformity to Caltrans and the MPO.

4. Consultation:

If a question arises regarding the interpretation of these procedures, Caltrans, the MPO, the FHWA and/or FTA may consult to resolve the question. If after consultation the parties still disagree, the final decision rests with the FTA for transit projects and the FHWA for highway projects.

Any exception to these procedures is allowed only through a consultation process with MPOs, Caltrans, the FHWA, and FTA.

APPENDIX 10

BCAG DELEGATED AUTHORITY TO APPROVE ADMINISTRATIVE MODIFICATIONS TO THE FSTIP

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRANSPORTATION PROGRAMMING
P.O. Box 942873, MS-82
SACRAMENTO, CA 94273-0001
PHONE (916) 654-2983
FAX (916) 654-2738
TTY 711



*Serious drought
Help save water!*

August 4, 2015

Mr. Jon Clark
Executive Director
Butte County Association of Governments
2580 Sierra Sunrise Terrace, Suite 100
Chico, CA 95928-8441

Dear Mr. Clark:

The California Department of Transportation (Caltrans) received Butte County Association of Governments' (BCAG) request for delegated authority from Caltrans to approve Administrative Modifications to the Federal Statewide Transportation Improvement Program (FSTIP). The board action attached to your request indicates that the Executive Director or the Program Manager is delegated the approval of Administrative Modifications for the Federal Transportation Improvement Program (FTIP) and the FSTIP. With the acknowledgement of your board action, Caltrans hereby delegates to ~~KCOG~~^{BCAG} the authority to approve Administrative Modifications to the FSTIP in accordance with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures dated June 3, 2011.

The following procedures apply to BCAG upon receiving Caltrans' delegation:

1. Prior to approving the FTIP/FSTIP administrative modifications, BCAG may consult with Caltrans on proposed changes.
2. BCAG may request Caltrans to provide a cursory review of the administrative modification prior to approval.
3. BCAG shall send copies of the approved administrative modifications to Caltrans, Federal Highway Administration, Federal Transit Administration, and other stakeholders. Caltrans will post the approved administrative modifications on the Division of Transportation Programming Website.
4. Caltrans will routinely review BCAG's approved administrative modifications and will reject changes that do not comply with the procedures. In such cases, BCAG must correct all items of noncompliance.
5. Caltrans will withdraw its delegation from BCAG if it is found to be consistently noncompliant with the revised FSTIP/ FTIP Amendments and Administrative Modification Procedures.

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Mr. Jon Clark
August 4, 2015
Page 2

Thank you for requesting this delegation that will undoubtedly streamline your region's programming process and thus expedite projects. My staff is looking forward to working with your staff to ensure a successful implementation of this delegation. If you have any questions, please call Muhaned Aljabiry at (916) 654-2983.

Sincerely,


BRUCE DE TERRA
Acting Chief
Division of Transportation Programming

APPENDIX 11

Toll Credits

**APPENDIX 11
Toll Credits**

Agency	CTIPS ID	Project Title	Federal Fund Source	Program Year (FFY)	Federal Funds	% Required	Toll Credit Amount
BCAG	20200000170	FTA Section 5339 Program	FTA 5339	20/21	1,767,769	0.2000	353,554
				21/22	1,767,769	0.20	353,554
Butte County	20200000196	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	CMAQ	20/21	200,000	0.20	40,000
Butte County	20200000218	Palermo/South Oroville SRTS Project, Phase 3	CMAQ	20/21	150,000	0.20	30,000
Butte County	20200000225	Autry Lane & Monte Vista Safe Routes to Schools Project	CMAQ	21/22	150,000	0.20	30,000
Chico	20200000218	Guynn Rd over Lindo Channel Bridge Project	HBP	21/22	150,000	0.1147	17,205
				24/25	4,226,000	0.1147	
Chico	20200000226	Hegan Lane Business Park Access Improvements	HIP	20/21	1,608,209	0.2	321,642
			CMAQ	20/21	400,418	0.2	80,084
				21/22		0.2	-
				22/23	800,000	0.2	160,000
		23/24	1,938,575	0.2	387,715		
Oroville	20200000199	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	CMAQ	20/21	540,000	0.20	108,000
Paradise	20200000221	Oliver Curve Class I Phase I	CMAQ	20/21	350,000	0.20	70,000
Various	20200000182	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	FTA 5310	20/21	150,000	0.20	30,000
				21/22	150,000	0.20	30,000
				22/23			-
				23/24			-
Various	20200000056	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	HBP	20/21			-
				21/22			97,954
				22/23			
				23/24			-
Total							2,011,753

APPENDIX 12 - Caltrans CFPG Performance Report

Federal Performance Management Targets

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

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

BCAG has prepared a System Performance Report for the 2020 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) ([Appendix 8](#)) which describes each federal performance metric, charts data collected to date, compares that data to currently adopted targets and describes how the RTP/SCS makes investments that support reaching those targets. For some targets, MPO's can either agree to support the Caltrans target or establish a numerical target specific to the MPO planning area. Since this federal process started in 2018, BCAG has supported all of Caltrans statewide targets for all performance metrics.

Background

Federal rules require that the 2021 Federal Transportation Improvement Program (FTIP) “be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).” Also, the 2021 FTIP “shall include, to the maximum extent practicable, a description of the anticipated effect of the FTIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.”ⁱ

The Moving Ahead for Progress in the 21st Century Act (MAP-21, 2012) established new requirements for metropolitan planning organizations (MPOs) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents by certain dates. The most recent federal transportation act, Fixing America's Surface Transportation Act of 2016 (FAST Act), carries forward the Performance Based Planning. Beginning in 2018, federal rules required that state departments of transportation and MPOs implement federal performance measures. In response, FHWA and FTA worked with state and regional agencies to identify performance measures that meet the requirements.

In California, Caltrans is directly responsible for submitting performance targets and periodic progress reports to federal agencies on an annual basis. MPOs are required to establish targets for the same performance measures on all public roads in the MPO planning area within 180 days after the state establishes each target. MPOs may elect to support the statewide targets, establish numerical targets specific to their region, or use a combination of both approaches. Furthermore, each MPO must incorporate these short-range targets into their planning and programming processes, including long-range plan and FTIP.

FHWA Performance Measures

The federal performance measures under the Federal Highway Administration (FHWA) are categorized into three performance management (PM) groups

PM 1: Safety

PM 2: Transportation Asset Management

PM 3: System Reliability, Freight, Congestion, and Air Quality

FTA Performance Measures

In addition to the three PM groups, the FTA has established performance measures and reporting requirements for transit asset management (TAM) and transit safety. Performance metrics for TAM focus on the maintenance of our regional transit system in a state of good repair. Transit assets to be monitored under this provision include:

1. Non-revenue support equipment and maintenance vehicles
2. Revenue vehicles (rolling stock)
3. Rail infrastructure including tracks, and signals, and guidance systems; and
4. Transit facilities including stations, parking structures, and administrative offices. Transit safety performance monitoring is focused on assessment of the number of transit incidents resulting in fatalities or serious injuries and transit system reliability.

The Federal Transit Administration (FTA) issued the TAM Final Rule (49 CFR §625 et seq.), effective October 1, 2016, to implement MAP-21's asset management provisions. This final rule mandates a National TAM System, defines 'State of Good Repair' (SGR), and requires transit providers to develop TAM plans. The Metropolitan Transportation Planning Final Rule (23 CFR §450.206) outlines the timelines and processes by which states, MPOs, and transit providers must coordinate in target setting.

Public Transportation Agency Safety Plan

On July 19, 2018, the FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule (49 CFR §673.15) regulating how Chapter 53 grantees would have to implement federally mandated safety standards. The rule's effective date is July 19, 2019, and the compliance date is July 20, 2020.

Considering the extraordinary operational challenges presented by the COVID-19 public health emergency, FTA issued a Notice of Enforcement Discretion effectively extending the PTASP compliance deadline from July 20, 2020, to December 31, 2020. The MPO's initial transit safety targets are set within 180 days of receipt of the safety performance targets from the transit agencies. The MPO then revisits its targets based on the schedule for preparation of its system performance report that is part of the Regional Transportation Plan (RTP). The first RTP or FTIP update or amendment to be approved on or after July 20, 2021, is required to include the MPO's transit safety targets. See FTA's COVID-19 FAQs page for more information about the Notice.ⁱⁱ

The final rule specifically requires transit agencies employing federal funds to develop a safety plan and annually self-certify compliance with that plan. The National Public Transportation Safety Plan identifies four performance measures that must be included in the transit agency safety plans: fatalities, injuries, safety events, and system reliability. Each transit agency must make its safety performance targets available to MPOs to assist in the planning process, and coordinate, to the maximum extent practicable, with the MPO in selecting regional safety targets.

Each of the federal performance management focus areas include an associated set of metrics for which statewide and regional targets must be set. The specific performance measures for each include:

TRANSPORTATION SYSTEM SAFETY (PM 1)

- Number of motor vehicle collision fatalities
- Rate of motor vehicle collision fatalities per 100 million VMT
- Number of motor vehicle collision serious injuries
- Rate of motor vehicle collision serious injuries per 100 million VMT
- Number of non-motorized fatalities and serious injuries

NATIONAL HIGHWAY SYSTEM PAVEMENT AND BRIDGE CONDITION (PM 2)

- Percentage of Interstate System pavement in 'good' condition
- Percentage of non-interstate NHS pavement in 'good' condition
- Percentage of Interstate System pavement in 'poor' condition
- Percentage of non-interstate NHS pavement in 'poor' condition
- Percentage of NHS bridges in 'good' condition
- Percentage of NHS bridges in 'poor' condition

NATIONAL HIGHWAY SYSTEM (NHS) PERFORMANCE (PM 3)

- Percent of interstate system mileage reporting reliable person-mile travel times
- Percent of non-interstate NHS mileage reporting reliable person-mile travel times

FREIGHT MOVEMENT (PM 3)

- Percent of interstate system mileage reporting reliable truck travel times

CMAQ PROGRAM (PM 3)

- Annual hours of peak-hour excessive delay per capita
- Total emissions reduction by criteria pollutant (PM10, PM2.5, Ozone, CO)
- Non-Single Occupancy Vehicle mode share

TRANSIT ASSET MANAGEMENT (TAM)

- Equipment: Share of non-revenue vehicles that meet or exceed useful life benchmark
- Rolling Stock: Share of revenue vehicles that meet or exceed useful life benchmark
- Infrastructure: Share of track segments with performance restrictions
- Facilities: Share of transit assets with condition rating below 3.0 on FTA Transit Economic Requirements Model (TERM) scaleⁱⁱⁱ

TRANSIT SAFETY

- Number of transit-related fatalities
- Number of transit-related injuries
- Number of transit system safety events
- Transit system reliability

BCAG’s Public Transportation Agency Safety Plan has been posted to the FTIP webpage and can be found here.

How the Butte County Association of Governments (BCAG) Addresses Each Performance Management Group

Safety Performance Management (PM1)

The federal goal under safety performance management (PM1) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Table 1. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2020.

Table 1. Statewide Safety Performance Targets - Year 2021

Measure	Target
Number of Fatalities	-2.9%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-2.9%
Number of Serious Injuries	-1.3%
Rate of Serious Injuries per 100M VMT	-1.3%
Number of Non-Motorized Fatalities	-2.9%
Number of Non-Motorized Serious Injuries	-1.3%

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

201.010 – Safety Improvements

This program is designed to reduce the number or severity of collisions on the State Highway System. Projects with a safety index above 200 qualify as safety improvement projects. Projects may be individual locations where the collision history indicates a pattern potentially correctable by a safety improvement, such as unsafe traffic (school zone signals included), wet pavement corrections, curve corrections, shoulder widening, left-turn channelization, etc. All proposed projects will be verified by HQ Office of Traffic Safety Programs in the Division of Traffic Operations before being certified as safety improvement projects.

This task also includes sites identified in monitoring programs to reduce collisions for motorists, such as for wrong-way collisions, multilane, cross-median collisions, two-and three-lane cross center-line collisions and run-off-the-road collisions. It also includes non-motorized modes, such as pedestrian and bicycle facilities.

It does not include relocating existing highways or projects that would add new through lanes or upgrade existing highways to a higher classification, such as conventional to expressway, regardless of the safety benefits. This task does not include projects where the prime purpose is reducing congestion.

Improving a highway, generally on existing alignment, to improve standards of width, grade, alignment or other geometric consideration is new highway construction that is included in STIP programs.

201.015 - Collision Severity Reduction

This program seeks to upgrade existing highway safety features within the roadbed's clear recovery area, resulting in reduced collisions and/or severity. Projects will include new guardrail end treatments and crash cushions, rumble strips, glare screen, rock fall mitigation, overcrossing pedestrian fencing, crosswalk safety enhancements, and improvements that prevent roadway departure.

The program is designed to be proactive in enhancing safety on the State Highway System. As such, this program will not be subject to a safety index analysis but will define projected collision severity reduction numerically. Projects will be prioritized based on the projected collision severity reduction benefits.

2020 SHOPP Collision Reduction Numbers, Statewide

A total of 920 projects are included in the 2020 SHOPP that the CTC adopted in May 2020. The 2020 SHOPP is valued at \$17.4 billion, which includes reservation amounts for programs such as the Collision Reduction Program. **The SHOPP Collision Reduction Program has 161 programmed safety projects totaling \$1,841,082,000.** The SHOPP reserves \$3,120,000,000 for 201.010 safety improvements. The reserved amount will address future safety improvements as they are identified.

The following specific projects make progress towards achieving Safety Performance Management 1 by addressing their respective safety concerns. A significant portion of funds programmed in the 2021 FTIP include the following programs: Local funds, Regional Improvement & Interregional Improvement Program (RIP & IIP) for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP), Highway Improvement Program (HIP); Congestion Mitigation and Air Quality (CMAQ); Highway Safety Improvement Program (HSIP) and the Active Transportation Program (ATP)

Performance Measure 1 Summary		Funding in \$1,000s													
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	SHOPP Minor	HIP	FTA Funds	CMAQ	HBP	HSIP	ATP	Totals	PM 1 Safety	
1	Caltrans	Grouped Projects for Emergency Repair - SHOPP Emergency Response Program	-	-	-	91,106		-	-	-	-	-	91,106	X	
2	Caltrans	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program	-	-	-	20,650		-	-	-	-	-	20,650	X	
3	Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	-	-	-	9,857		-	-	-	-	-	9,857	X	
4	Caltrans	SR 70 Passing Lanes (Segment 3)	-	8,600	8,600	31,950		-	-	-	-	-	49,150	X	
5	Chico	Esplanade Corridor Safety and Accessibility Improvement Project	-	-	-	-		-	-	-	-	6,235	6,235	X	
6	Chico	Hegan Lane Business Park Access Improvements	12,152	-	-	-		1,608	-	3,139	-	-	16,900	X	
7	Chico	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	-	-	-	-		-	-	-	-	10,104	10,104	X	
8	City of	Central Gridley Pedestrian Connectivity and Equal Access Project	1,335	-	-	-		-	-	-	-	-	1,335	X	
9	County	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	2,600	-	-	-		-	-	200	-	-	2,800	X	
10	County	Autrey Lane Southside Safe Routes to Schools Project	100	-	-	-		-	-	150	-	-	250	X	
11	County	Palemo/South Oroville SRTS Project, Phase 3	1,825	-	-	-		-	-	150	-	-	1,975	X	
12	Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	2,000	-	-	-		-	-	-	-	-	2,000	X	
13	Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	-	-	-	-		-	-	540	-	3,411	3,951	X	
14	Paradise	Oliver Curve Class I Phase I	4,625	-	-	-		-	-	350	-	-	4,975	X	
15	Paradise	Paradise ATP Gateway Project	7,975	-	-	-		-	-	-	-	-	7,975	X	
16	Paradise	Pentz Road Trailway Phase II	9,270	-	-	-		-	-	-	-	-	9,270	X	
17	Various	Grouped Projects for Safety Improvements - HSIP Program	2,055	-	-	-		-	-	-	9,692	-	11,747	X	
		Totals	43,938	8,600	8,600	153,563	-	1,608	-	4,529	-	9,692	19,750	250,280	

Many of the projects programmed in the FTIP improve safety. For some, safety is the primary aim, and for others, safety may be a component.

Many programs can address safety and illustrated above by the various programs; some programs are specifically targeted for safety. BCAG has three funding programs dedicated to improving safety.

1. Active Transportation Program (ATP)
2. Highway Safety Improvement Program (HSIP)
3. State Highway Operations and Protection Program (SHOPP) Collision Reduction

ATP

The ATP funds bicycle and/or pedestrian projects. Since people are more vulnerable while walking or biking as compared to traveling in a vehicle, any project that helps them do so is likely to yield safety benefits. The ATP further emphasizes safety by allotting points for projects applications that promise to reduce the rate or number of pedestrian and bicyclist fatalities and injuries.

HSIP

The HSIP directly addresses safety. The program's stated purpose is to "achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land." Successful project applications promise to reduce fatalities and injuries. The program is designed to focus local efforts on locations/corridors with the greatest safety needs and countermeasures with lower costs.

SHOPP Collision Reduction

The SHOPP is the State Highway System’s “fix-it-first” program that funds repairs and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). All SHOPP projects are limited to capital improvements that do not add capacity (no new highway lanes) to the SHS, though some new auxiliary lanes are eligible for SHOPP funding.

The Collision Reduction category is one of eight categories that make up the SHOPP, with the intention to reduce the number or severity of collisions; within this category are two programs:

1. 201.010 - Safety Improvements: reactive approach based on analysis of collision history
2. 201.015 - Collision Severity Reduction: proactive approach targeted to reduce the potential for traffic collisions based on past performance of roadway characteristics

Table of Safety Programs and Projects

	Total Project Cost	Funding in the 4-Year Element	% of Funding in the 4-Year Element	Number of Projects
Safety Projects	250,280,000	348,780	72%	17 of 28

Safety Project Highlights

The State Route 70 Corridor is the highlighted safety project for the region. With a strong programming commitment from BCAG and Caltrans with STIP (RIP & IIP) and SHOPP funds, the entire corridor is programmed. For the Butte Region, Segments 1 & 2 have been completed. Segment 3 is programmed within the timeframe of the 2021 FTIP.

Pavement and Bridge Condition Performance Management (PM2)

The federal goal under the pavement and bridge condition performance management (PM2) is to maintain the highway infrastructure asset system in a state of good repair. Table 2. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2019.

Table 2. Statewide Infrastructure Condition Targets - Year 2019

Pavement and Bridge Performance Measures*	Baseline 2016/2017		2-Year Target		4-Year Target	
			(1/1/18 – 12/31/19)		(1/1/20 – 12/31/21)	
	Good	Poor	Good	Poor	Good	Poor
Pavement on the NHS (Non-Interstate)	25.5%	7.2%	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	66.5%	4.8%	69.1%	4.6%	70.5%	4.4%

*Applicable to the BCAG Region

The Infrastructure Performance Measure Final Rule established performance measures for pavement and bridge conditions on the National Highway System (NHS). Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets are based on Caltrans' long-range (10 year) Transportation Asset Management Plan and the 2017 State Highway System Management Plan. The plans take into consideration the availability of Senate Bill 1 funds over the target setting period and current estimated conditions of the NHS.

The following are funding sources and programs that help fund PM 2 projects.

Local Funds

Cities and counties spend billions each year to maintain local roads and bridges. They derive their funding from a myriad of sources. In a survey of California jurisdictions, for local funds alone, there are more than a hundred different sources of taxes and fees report to be spent on pavement.^{iv} Some examples of local funding sources include:

- Local sales taxes
- Development impact fees
- General funds
- Various assessment districts – lighting, maintenance, flood control, special assessments, community facility districts
- Traffic impact fees
- Traffic safety/circulation fees
- Utilities (e.g., stormwater, water, wastewater enterprise funds)
- Transportation mitigation fees
- Parking and various permit fees
- Flood control districts
- Enterprise funds (solid waste and water)
- Investment earnings
- Parcel/property taxes
- Indian reservation roads
- Indian gaming funds
- Vehicle registration fees
- Vehicle code fines
- Underground impact fees
- Transient occupancy taxes
- Capital Improvement Program (CIP) reserves/capital funds

Local Funds tend to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to Local Funds.

State Funds

HUTA

The Highway Users Tax Account (HUTA), more commonly known as the state gas tax, is still the single largest funding source for cities and counties.

SB 1

California doubled down on PM 2 when it approved Senate Bill 1 on April 28, 2017. SB 1 increased several taxes and fees to raise more than \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments, so that purchasing power does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance, rehabilitation, and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

Many SB 1 funds are not captured in the FTIP because that document focuses on federally funded and regionally significant projects, while SB 1 is a non-federal fund that tends to pay for non-regionally significant road maintenance, safety, and bridge projects. Even so, some of the PM 2 projects in the FTIP owe their funding to SB 1.

Federal HBP

The Highway Bridge Program (HBP) provides federal aid to local agencies to replace and rehabilitate deficient, locally owned, public highway bridges. The HBP is intended to remove structural deficiencies from existing local highway bridges to keep the traveling public safe.^v The HBP provides about \$288 million annually for bridge projects. Off-system bridges are usually funded at 100% HBP, while on system bridges are funded at 88.53% HBP. An exception to the federal participating rate is "high-cost" bridges, in which sponsors enter into agreements with Caltrans Local Assistance and agree on a federal participating rate which may not equal 100% or 88.53%.

SHOPP

The SHOPP is already described above under PM 1. Two of the eight categories of the SHOPP that address PM 2 are Bridge Preservation and Roadway Preservation.

Although the SHOPP is a program, it is often thought of as a fund source as well. The FTIP lists the fund source for most SHOPP projects as "SHOPP Advance Construction." Caltrans blends funds from HUTA, SB 1, and federal highway funds into SHOPP, and "SHOPP Advance Construction" is a placeholder for what could be federal or state funds.

SHOPP Bridge Preservation

SHOPP Bridge Preservation category includes following programs:

- 201.110 – Bridge Rehabilitation and Replacement
- 201.111 – Bridge Scour Mitigation
- 201.112 – Bridge Rail Replacement and Upgrade
- 201.113 – Bridge Seismic Restoration
- 201.119 – Capital Bridge Preventative Maintenance Program
- 201.322 – Transportation Permit Requirements for Bridges

The 2020 SHOPP has 156 Bridge Preservation projects totaling \$2,371,000,000. The SHOPP does not have a reservation for Bridge Preservation.

SHOPP Roadway Preservation

SHOPP Roadway Preservation category includes following programs:

- 201.120 – Roadway Rehabilitation

- 201.121 – Pavement Preservation
- 201.122 – Pavement Rehabilitation
- 201.150 – Roadway Protective Betterments
- 201.151 – Drainage System Restoration
- 201.170 – Signs and Lighting Rehabilitation

The 2020 SHOPP has Roadway Preservation projects totaling \$49,320,000.

PM 2 Summary

Performance Measure 2 Summary		Funding in \$1,000s												
AGENCY	Title	Local Funds	RIP-State	IIP-State	SHOPP	SHOPP Minor	HIP	FTA Funds	CMAQ	HBP	HSIP	ATP	Totals	PM 2 Pavement & Bridge
1 Caltrans	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation	-	-	-	49,320		-	-	-	-	-	-	49,320	X
2 Caltrans	SHOPP Minor Grouped Listing	-	-	-	-	1,455	-	-	-	-	-	-	1,455	X
3 Chico	Bruce Rd Bridge Replacement Project	7,145	-	-	-		-	-	-	-	-	-	7,145	X
4 Chico	Guynn Rd over Lindo Channel Bridge Project	-	-	-	-		-	-	-	150	-	-	150	X
5 County	Central House Rd Over Wymann Ravine Bridge	-											-	X
6 Various	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	(2,758)	-	-	-		-	-	-	3,944	-	-	1,186	X
	Totals	4,387	-	-	49,320	1,455	-	-	-	4,094	-	-	59,256	

Category	# of projects	\$ in 4 years	% Total
PM 2 Projects	6	59,256,000	17%

System Performance Management (PM3)

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

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

Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets were established based on an iterative process and coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency. In developing the statewide targets, Caltrans coordinated with the MPO's

through the utilization of a Technical Advisory Group (TAG). The TAG participated in several workshops and other key stakeholder meetings.

PM3 contains six specific measures, only two of which are applicable to the BCAG region – see Table 7 below.

Table 7. Statewide System Performance Targets - Year 2019

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

*Applicable to BCAG Region

The following are funding sources and programs that help fund Non-Interstate and Interstate:

SHOPP Mobility

The SHOPP Mobility category include following programs:

- 201.310 – Operational Improvements
- 201.315 – Transportation Management Systems
- 201.321 – Weigh Stations & Weigh-In-Motion Facilities

201.310 – Operational Improvements

The primary purpose of this program element is to improve traffic flow on existing State highways by reducing congestion and operational deficiencies at spot locations. Operational improvement projects do not expand the design capacity of the system.

Examples of Operational Improvements projects include, but are not limited to:

- Interchange modifications (but not to accommodate traffic volumes that are significantly larger than the existing facilities were designed for)
- Ramp modifications (acceleration - deceleration/weaving)
- Auxiliary lanes for merging or weaving between adjacent interchanges
- Curve corrections/improve alignment
- Signals and/or intersection improvements
- Two-way left-turn lanes
- Channelization
- Turnouts
- Shoulder widening

201.315 – Transportation Management Systems

The primary purpose of this program element is to improve traffic flow on existing State highways by addressing system-wide congestion through system management techniques. Transportation Management Systems facilitate the real time management of the State highway system by providing accident and incident detection, verification, response, and clearance. These systems provide State highway system status information to travelers.

Examples of Transportation Management System projects include, but are not limited to:

- Traffic sensors
- Changeable message signs
- Close circuit television cameras
- Ramp meters
- Communications systems
- Highway advisory radio
- Traffic signal interconnect projects
- Traffic management systems housed in Transportation Management Centers (TMCs), including the necessary software and hardware (excluding facilities)
- TMC interconnect projects

201.321 – Weigh Stations & Weigh-in-Motion Facilities

The primary purpose of this program element is to provide for Commercial Vehicle Enforcement Facilities (commonly called Weigh Stations) and Weigh-in-Motion (WIM) systems. The Weigh Stations are needed to support the Commercial Vehicle Enforcement Plan; Truck safety, size and weight regulations are enforced by the California Highway Patrol reducing truck related accidents or incidents and protection our highways from premature damage. The WIM sites provide data for federally required data systems and special studies, design and maintenance strategies, size and weight policies, enforcement and planning strategies, and the traffic and truck volumes publications.

The 2020 SHOPP has 91 Mobility projects programmed totaling \$1,440,000,000. The SHOPP does not have a reservation for Mobility.

SB 1 Trade Corridor Enhancement Program (Including National Highway Freight Program)

The purpose of the Senate Bill 1 (SB 1) Trade Corridor Enhancement Program (TCEP) is to provide funding for infrastructure improvements on federally designated Trade Corridors of National and Regional Significance, on California's portion of the National Highway Freight Network, as identified in California Freight Mobility Plan, and along other corridors that have a high volume of freight movement. The Trade Corridor Enhancement Program will also support the goals of the National Highway Freight Program, the California Freight Mobility Plan, and the guiding principles in the California Sustainable Freight Action Plan.

This statewide, competitive program will provide approximately \$300 million per year in state funding and approximately \$515 million in National Highway Freight Program funds if the federal program continues under the next federal transportation act.

Eligible applicants apply for program funds through the nomination of projects. All projects nominated must be identified in a currently adopted regional transportation plan. The Commission is required to evaluate and select submitted applications based on the following criteria:

- Freight System Factors – Throughput, Velocity, and Reliability
- Transportation System Factors – Safety, Congestion Reduction/Mitigation, Key Transportation Bottleneck Relief, Multi-Modal Strategy, Interregional Benefits, and Advanced Technology
- Community Impact Factors – Air Quality Impact, Community Impact Mitigation, and Economic/Jobs Growth
- The overall need, benefits, and cost of the project
- Project Readiness – ability to complete the project in a timely manner
- Demonstration of the required 30% matching funds
- The leveraging and coordination of funds from multiple sources
- Jointly nominated and/or jointly funded

CMAQ

The CMAQ program supports improving air quality, relieving congestion and in many instances address safety. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (both PM10 and PM2.5). Each CMAQ project programmed for Butte County address PM 3 and PM 1 which is not an uncommon characteristic in which the concerns may be linked.

Table

Category	# of projects	\$ in 4 years	\$ Total
CMAQ Projects	6	4,529,000	30,850,000
PM 3 Total	6	4,529,000	30,850,000

CMAQ Summary			Funding in \$1,000s				
	AGENCY	Title	Local Funds	CMAQ	Totals	PM 1 Safety	PM 3 Freight, Congestion
1	Chico	Hegan Lane Business Park Access Improvements	12,152	3,139	16,899	X	X
2	County	Autrey Lane Southside Safe Routes to Schools Project	100	150	250	X	X
3	County	Autrey Lane & Monte Vista Safe Routes to Schools Gap Closure Project	2,600	200	2,800	X	X
4	County	Palermo/South Oroville SRTS Project, Phase 3	1,825	150	1,975	X	X
5	Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	0	540	3,951	X	X
6	Paradise	Oliver Curve Class I Phase I	4,625	350	4,975	X	X
		Totals	21,302	4,529	30,850		

PM 3 Summary

Performance Measure 3 Summary		Funding in \$1,000s												Totals	PM 3 Freight, Congestion
AGENCY	Title	Local Funds	RIP- State	IIP- State	SHOPP	SHOPP Minor	HIP	FTA Funds	CMAQ	HBP	HSIP	ATP			
1	BCAG	FTA 5311f - Butte Regional Transit	663	-	-	-	-	1,524	-	-	-	-	2,186	X	
2	BCAG	FTA Sec 5311 Program	1,800	-	-	-	-	7,784	-	-	-	-	9,584	X	
3	BCAG	FTA Sec. 5307 Program - B - Line	3,672	-	-	-	-	18,787	-	-	-	-	22,459	X	
4	BCAG	FTA Section 5339 Program	1,179	-	-	-	-	3,536	-	-	-	-	4,714	X	
5	Caltrans	SR 70 Passing Lanes (Segment 3)	-	8,600	8,600	31,950	-	-	-	-	-	-	49,150	X	
6	Chico	Esplanade Corridor Safety and Accessibility Improvement Project	-	-	-	-	-	-	-	-	-	6,235	6,235	X	
7	Chico	Hegan Lane Business Park Access Improvements	12,152	-	-	-	1,608	-	3,139	-	-	-	16,900	X	
8	Chico	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	-	-	-	-	-	-	-	-	-	10,104	10,104	X	
9	City of	Central Gridley Pedestrian Connectivity and Equal Access Project	1,335	-	-	-	-	-	-	-	-	-	1,335	X	
10	County	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	2,600	-	-	-	-	-	200	-	-	-	2,800	X	
11	County	Autrey Lane Southside Safe Routes to Schools Project	100	-	-	-	-	-	150	-	-	-	250	X	
12	County	Palermo/South Oroville SRTS Project, Phase 3	1,825	-	-	-	-	-	150	-	-	-	1,975	X	
13	Gridley	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	2,000	-	-	-	-	-	-	-	-	-	2,000	X	
14	Oroville	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	-	-	-	-	-	-	540	-	-	3,411	3,951	X	
15	Paradise	Oliver Curve Class I Phase I	4,625	-	-	-	-	-	350	-	-	-	4,975	X	
16	Paradise	Paradise ATP Gateway Project	7,975	-	-	-	-	-	-	-	-	-	7,975	X	
17	Paradise	Pentz Road Trailway Phase II	9,270	-	-	-	-	-	-	-	-	-	9,270	X	
			49,196	8,600	8,600	31,950	-	1,608	31,630	4,529	-	-	19,750	155,863	

TRANSIT ASSET MANAGEMENT

The TAM targets below were produced collaboratively with Butte Regional Transit (BRT), the only transit operator in the BCAG region, based on their agency TAM plan and local targets. In developing the targets, BCAG reviewed and considered Butte Regional Transits TAM plan (including identified goals, objectives, measures, and targets), thereby incorporating them into the metropolitan planning process.

We will continue to work with Butte Regional Transit to seek ways to improve the methodology, data collection and analysis for future RTP updates, and to continue engaging in a regional discussion about transit state of good repair and the need for additional funding.

Transit Asset Management (TAM)

The FTIP includes funding from multiple FTA sources for projects that support Transit Asset Management. Examples of these projects include rural and urban capital assistance programs; rolling stock acquisition, maintenance, and overhauls; bus fleet rehabilitation and replacement; track and rail yard maintenance and improvements; and maintenance of passenger facilities. In 2016, BCAG completed the construction of its Operations & Maintenance Facility. The new \$35 million facility included 51,000 square feet of new buildings and office space that serve for daily maintenance, operations, fueling, bus wash and administration. The building that was used prior for these functions was remodeled and now provides a board room conference rooms and additional office space. Significant projects like this is rare for a somewhat rural region with a smaller operating system. For BCAG key projects moving forward that address Transit Asset Management are typically:

- Capital bus replacements as part of FTA Section 5307 funds

Butte Regional Transit has an adopted Transit Asset Management Plan, which is available from Butte Regional Transit and has been posted at BCAG’s FTIP webpage. Transit Asset Management category projects could also be supported by state, local, and other federal funding sources (e.g., flexible CMAQ and RSTP). The funding and the program of projects in the FTIP will enable Butte Regional Transit to achieve their respective transit asset management performance targets.

This section presents the TAM performance measures and targets adopted BCAG. The following table provides a summary of the performance measures designated as TAM.

<i>Transit Asset Management Performance Measures</i>		
Asset Category	Performance Measurement	Asset Class Examples
Rolling Stock - (revenue service vehicles) (Age)	Percentage of revenue vehicles within a particular asset class that have met or exceeded useful life benchmark (ULB).	40-foot bus, 60-foot bus, vans, automobiles, locomotives, rail vehicles
Equipment – (non-revenue) service vehicles (Age)	Percentage of vehicles that have met or exceeded their ULB.	Cranes, prime movers, vehicle lifts, tow trucks, vans, automobiles
Facilities (Condition)	Percentage of facilities within an asset class, rated below 3 on the <u>Transit Economic Requirements Model</u> scale.	Stations, depots, administration, parking garages, terminals, shelters

The federal goal under transit asset management (TAM) is to provide a cost-effective, systematic, interruption free pattern of transit operation. Table 9. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020/21 fiscal year and Table 10. contains the progress made towards achieving the targets. In future years, BCAG will work with the BRT to collate performance.

Table 9. Transit Asset Management Regional Performance Targets 2020-2021

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

<i>Non-revenue vehicles</i>	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	1
<i>All buildings or structures</i>		

Table 10. Transit Asset Management Regional Condition Summary 2020-2021

Asset Category	Count	Avg Age	Avg TERM Condition	Avg Value	% At or Past ULB
Equipment	22	2.4	N/A	\$21,789.54	0.00%
Facilities	3	4.3	4.333333333	\$12,833,333.33	0.00%
Rolling Stock	58	5.6	N/A	\$329,948.28	8.62%

The TAM Final Rule also requires that, in the future, the FTIP describe the anticipated effect toward achieving the TAM targets set in the RTP, linking investment priorities to those targets (23 CFR 450.326(d)).

BCAG as the owner operator of Butte Regional transit has a vested interest in supporting efforts that benefit the public in terms of mass transportation. In doing so, much effort is placed in ensuring the system performs at an optimal level, vehicles are maintained, and the vehicles are replaced according to FTA guidance. These efforts support working towards achieving the TAM targets.

Public Transportation Agency Safety Plan Performance Measures

BRT and the Federal Transit Administration (FTA) have adopted the principles and methods of System Safety and of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation. All rules, regulations, policies, guidance, best practices, and technical assistance administered will, to the extent practical and consistent with legal and other applicable requirements, follow the principles and methods of SMS.

The Butte Regional Transit - Public Transit Agency Safety Plan (PTASP) is an agencywide safety plan that meets and is responsive to FTA's Public Transportation Safety Program (PTSP). The Transit Agency Safety Plan reflects the specific safety objectives, standards, and priorities of BRT. BRT has incorporated its System Safety compliance into SMS principles and methods tailored to the size, complexity, and scope of its own public transportation system and the environment in which it operates.

Table 11. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020 fiscal year.

Table 11. Public Transportation Agency Safety Plan Targets for 2020

Preventable Vehicle Collisions	Preventable Vehicle Collision Frequency Rate	Preventable Employee Injuries	Preventable Employee Injury Rate	Passenger Injuries	Passenger Injury Frequency Rate
17	0.96	4	3.83	13	0.73

There are 5 projects in the FY 21 FTIP with \$22 million in §5307 funding that specify the maintenance or replacement of transit assets. Details on the transit budget are included in the annual operating budget for B Line. The following table summarizes the investments to transit within the FTIP period.

FTA Fund Program Summary		Funding in \$1,000s			
AGENCY	Title	Local Funds	FTA Funds	Totals	PM 3 Freight, Congestion
1 BCAG	FTA 5311f - Butte Regional Transit	662	1,524	2,186	X
2 BCAG	FTA Sec 5311 Program	1800	7,784	9584	X
3 BCAG	FTA Sec. 5307 Program - B - Line	3,672	18,788	22460	X
4 BCAG	FTA Section 5339 Program	1,178	3,536	4,714	X
5 Various	FTA 5310 Enhancement Program Group Listing - Non Infrastructure	0	300	300	
Totals		7,312	31,932	39,244	

[Caltrans' PM1 Targets and Target-Setting Whitepaper \(Year Two 2019\) \(PDF\)](#) ←replace with new better link for 2021. And that document will change annually.

<https://dot.ca.gov/programs/federal-liaison>

<https://www.fhwa.dot.gov/tpm/>

<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=California>

Link to your region’s System Performance Report that is included in the RTP

- FTA TAM Final Rule [Fact Sheet](#)
- General [FTA FAQs on TAM](#) – specifically here please see the last Q&A on the page that frequency with which MPOs must update their TAM targets
- MPO Specific [FAQs on TAM](#) – this resource outlines what exactly the MPOs are responsible for per the TAM Rule which was finalized in 2016
- FTA Performance-Based Planning [Timeframe Overview](#)

- FTA TAM and Public Transit Agency Safety Plan (PTASP) Webinar – Focus especially on slides here are 27-31 for detailed information on when reporting for safety targets must begin
- FTA Safety Final Rule [Fact Sheet](#)

https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/Factsheet%20TAM%20Performance%20Measures_041117.pdf

ⁱ [23 CFR § 450.326 \(c, d\)](#)

ⁱⁱ MPO Frequently Asked Questions, Public Transportation Agency Safety Plan Final Rule, FTA
<https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/mpo-frequently-asked#SPTQ4>

ⁱⁱⁱ The TERM scale is a measure of condition used in the National Transit Database (NTD). This is the five-point scale that agencies use to report the condition of their facility assets. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale.

^{iv} California Statewide Local Streets and Roads Needs Assessment, October 2018, pg. 39.
<https://www.savecaliforniastreet.org/wp-content/uploads/2018/10/2018-Statewide-Final-Report-1.pdf>

^v Chapter 6 Highway Bridge Program, January 2019.
<https://dot.ca.gov/-/media/dot-media/programs/local-assistance/documents/lapg/g06.pdf>

APPENDIX 13

Checklist

2021 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. **Timeline:**

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- ✓ The *Draft* 2021 FTIP at the start of the FTIP public review period but not later than **February 1, 2021**.
- ✓ Three copies of the *Final* 2021 FTIP, along with any amendments and administrative modifications to the 2021 FTIP by **March 1, 2021**.
- ✓ Web-link to the Final 2021 FTIP and amendments by **March 1, 2021**.

II. **FTIP Package Submittal:**

Verify the FTIP package includes the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP)____(e.g. RTP 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets air quality conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan
 - Compliance with the performance-based planning requirements
 - Completion of the public participation process in accordance with the MPO’s Public Participation Plan (PPP)
- Project listings included in the Final 2021 FTIP are available in the California Transportation Improvement Program System
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically using template dated June 2, 2020
- Description of the anticipated effort of FTIP towards achieving the performance targets identified in the RTP
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Web link to the CMAQ project selection process
- Three copies of the Final 2021 FTIP mailed to:

**California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry**