



## BCAG BOARD OF DIRECTORS

## Item # 7 Consent

May 26, 2022

### APPROVAL OF AMENDMENT #6 TO THE 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM

**PREPARED BY:** Ivan Garcia, Transportation Programming Specialist

**ISSUE:** BCAG has received a request from Caltrans and the Town of Paradise to amend the 2021 FTIP for various projects. The amendment request from the Town of Paradise includes a cost increase of an additional \$100,000 in Congestion Mitigation and Air Quality (CMAQ) funds. Approval of Amendment #6 requires BCAG Board approval.

**DISCUSSION:** The 2021 FTIP Amendment #06 has been prepared in accordance with BCAG's Public Participation Plan and has been made available for public review. The purpose of this amendment is to make the following changes described below:

### FINANCIAL UPDATE (COST INCREASE REQUEST) AND SCOPE CHANGE TO EXISTING EXEMPT FTIP PROJECT:

1. **Oliver Curve Class I Phase 1 Project – Town of Paradise.** This amendment increases the scope by extending the project limits. The limits are revised to extend originally from 0.39 miles to approximately 1.1 miles on Olive Rd from the Skyway to Bille Park in the Town of Paradise. The scope remains the same to provide a Class I bike path. In addition to the increased scope, \$100,000 in right-of-way funds originally programmed in the 2019/20 fiscal year are moved to the preliminary engineering component in the 2021/22 fiscal year. **In addition, this amendment adds another \$100,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds to fully fund the PE component for a revised total from \$250,000 to \$450,000.** The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.

### FINANCIAL UPDATES TO EXISTING EXEMPT FTIP PROJECTS & GROUPED LISTINGS:

2. **Pentz Road Trailway Phase II – Town of Paradise.** The purpose of this modification is to move \$175,000 in right of way funds programmed with Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2019/20 fiscal year to the Preliminary Engineering component in the 2021/22 fiscal year. This project is delayed, and the cost increased due to the Paradise Camp Fire and COVID. No change in total funding for the project at this time. This project is located on 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. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.

3. **Paradise ATP Gateway Project – Town of Paradise.** The purpose of this modification is to move \$175,000 in right of way funds programmed with Congestion Mitigation and Air Quality Program funds in the 2019/20 fiscal year to the Preliminary Engineering component in the 2021/22 fiscal year. This project is delayed, and the cost increased due to the Paradise Camp Fire and COVID. No change in total funding for the project at this time. This project is located on Neal Road between Town Limits and Skyway (1.62 miles). The scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.
4. **Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program – Various Agencies.** The purpose of this modification is to update the financial data for existing projects as listed in the updated Caltrans HBP list dated 03/33/2022. No changes to the projects were made. The four-year total for the HBP program has changed from \$8,943,708 to \$8,902,568 for a decrease of \$41,140. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Safety" indicating that the widening of narrow pavements or reconstructing bridges (no additional travel lanes) are exempt.
5. **Grouped Projects for Safety Improvements - HSIP Program – Various Agencies.** The purpose of this modification is to update the HSIP Grouped listing and financial data for existing projects as listed in the updated Caltrans HSIP list dated 03/06/2022. Two existing projects are reflected in the backup list. The four-year total for the HSIP program has changed from \$9,691,219 to \$0 (zero) with funding identified outside of the four-year 2021 FTIP Period reflecting projects have been completed and no longer need to be in the FTIP and funding for the two included projects has now been pushed to an outer year. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Safety" indicating that the Highway Safety Improvement Program implementation projects are exempt.
6. **SHOPP Minor Grouped Listing – Caltrans.** The purpose of this modification is to update the SHOPP Minor Grouped listing to remove one project and add another. The list reflects adding the SR 99 in Butte County at Keefer Slough project. The scope is to repair deteriorating pavement and replace driveway culverts for \$1,250,00

(EA: 2J070). The Grouped Listing costs changed from \$1,455,000 to \$1,250,000. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Safety" indicating that pavement resurfacing and/or rehabilitation projects are exempt.

7. **SHOPP Roadway Preservation Grouped Listing – Caltrans.** The purpose of this modification is to update the Grouped listing to add two projects. The list reflects adding SR 70 (Near Pulga) from east of Big Ben Rd to the Plumas County line project. The scope is to rehabilitate pavement, drainage, lighting, sign panels and Transportation Management System (TSM) elements. The second added project is SR 162, in and near Oroville from Feather River Bridge to Foothill Blvd. The scope is to rehabilitate pavement and drainages systems, upgrade to ADA standards and upgrade signs and guardrails. The Grouped Listing costs changed from \$49,320,000 to \$55,190,000. The projects are exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Safety" indicating that pavement resurfacing and/or rehabilitation projects are exempt.

**FINANCIAL UPDATE TO EXISTING NON-EXEMPT FTIP PROJECT:**

8. **Guynn Rd over Lindo Channel Bridge Project (HBP Individually Listed Project) – City of Chico.** The purpose of this modification is to move \$150,000 in right of way funds from fiscal year 2021/22 to fiscal year 2023/24. This project is funded with Highway Bridge Program Funds (HBP). No other modifications are proposed, and total funding did not change. This is an existing project that is already included in the regional emissions analysis for air quality conformity and does not require a new conformity determination since the financial update does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions of the currently conforming RTP and FTIP.

Since the 2021 FTIP Amendment #06 does not include any new non-exempt projects, per 40 CFR 93.126, the amendment is exempt from the requirement that a new conformity determination and regional emission analysis be performed.

For the proposed amendment, BCAG states for the record:

1. **Exempt Projects (7 total):** No new conformity determination or regional emissions analysis is necessary for this proposed formal amendment. The seven (7) projects being updated, because of the amendment, are exempt from conformity or regional emissions analysis per EPA's Transportation Conformity Rule Section 93.126 Table 2 as referenced above.

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2. Non-Exempt Project (1 total): No new conformity determination or regional emissions analysis is necessary for this proposed formal amendment. The one (1) non-exempt project being updated is already included in the regional emissions analysis for air quality conformity and does not require a new conformity determination since the financial update does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions of the currently conforming RTP and FTIP.
3. TCM Implementation: There are no Transportation Control Measures in the approved Carbon Monoxide (CO) SIP and there is no approved Ozone or PM2.5 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.
4. Financial Constraint: The 2021 FTIP 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: For the 2021 FTIP Amendment #06, BCAG consulted on this amendment with its Interagency Consultation Review (ICR) group on May 5, 2022. BCAG staff provided a 15-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). On May 5, 2021, legal notices were posted on the BCAG website. The proposed amendment has been circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans.

This item was presented to the BCAG Transportation Advisory Committee for their support on May 5, 2022. All items concerning this amendment have been posted at: <http://www.bcag.org/Planning/FTIP/index.html>. The increase in CMAQ funding for the Town of Paradise Oliver Rd Curve Project does not impact any other local CMAQ projects programmed. Attached is a summary for Amendment #6.

**STAFF RECOMMENDATION:** Staff recommends the BCAG Board of Directors approve Amendment #6 to the 2021 FTIP by Resolution 2021/22-20. This resolution also authorizes staff to make any necessary technical corrections and minor modifications to ensure timely state approval.

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

ATTACHMENT A  
SUMMARY OF CHANGES & PERFORMANCE MEASURES

Project	CTIPS ID	PROJECT TITLE	DESCRIPTION OF CHANGE	% Cost Increase/Decrease (if applicable) - 4 YEAR FTIP period only			4 YEAR TIP Period-Funding Change	Performance Measure Supportive Projects			CAPTI or CTP 2050 Goals
				New Cost	Prior Cost	% change		PM 1	PM 2	PM 3	
1	2020000221	Oliver Curve Class I Phase I	Amendment #06 (Formal). Scope revision/increase in project limits. Limits are revised to extend from Oliver Rd. to Bille Park to provide for safe travel option for bikes and peds. Revised distance of .39 is increased to approximately 1.1 miles. R/W funds are moved to PE component and an additional \$100k for PE are added to PE scope in FFY 21/22. Project remains exempt from conformity.	\$ 5,075,000	\$ 4,975,000	2	\$ 100,000	X		X	Safety, Climate Equity, Accessibility, Quality of Life & Public Health, Economy Infrastructure (CAPTI Page 13)
2	2020000219	Pentz Road Trailway Phase II	Funds programmed in 19/20 for R/W are moved to FY 21/22 for PE. Project delay and cost increases for PE due to Camp Fire and COVID delays. No change in total funding at this time. 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.	\$ 9,445,000	\$ 9,270,000	2	\$ 175,000	X		X	Safety, Climate Equity, Accessibility, Quality of Life & Public Health, Economy Infrastructure (CAPTI Page 13)
3	2020000220	Paradise ATP Gateway Project	Funds programmed in 19/20 for R/W are moved to FY 21/22 for PE. Project delay and cost increases for PE due to Camp Fire and COVID delays. Moving \$125k from R/W in FY 19/20 to FY 21/22. No overall cost increases at this time.	\$ 8,100,000	\$ 7,975,000	2	\$ 125,000	X		X	Safety, Climate Equity, Accessibility, Quality of Life & Public Health, Economy Infrastructure (CAPTI Page 13)
4	2020000108	Guynn Rd over Lindo Channel Bridge Project	Updating per HBP List update (3/22/22) for individually listed bridges. This amendment moves \$150k in R/W from FY 21/22 to 23/24. No other changes.	\$ 150,000	\$ 150,000	0	\$ -	X	X	X	Safety, Equity, Accessibility, Quality of Life & Public Health, Infrastructure (CAPTI Page 13)
5	2020000056	Grouped Projects for Bridge Rehabilitation and Reconstruction - HBP Program	Updating per HBP List update (3/22/22) for Grouped Listing. This amendment moves \$150k in R/W from FY 21/22 to 23/24. Financial change update only. no change in projects or scope.	\$ 8,902,568	\$ 8,943,708	0	\$ (41,140)	X	X		Safety, Equity, Accessibility, Quality of Life & Public Health, Infrastructure (CAPTI Page 13)
6	2020000070	Grouped Projects for Safety Improvements - HSP Program	Updating per HSIP List update (3/06/22) for Grouped Listing. This amendment removes completed projects leaving two. HBP funding has been moved to the 2024/25 FY, outside of the 21 FTIP period.	\$ -	\$ 9,691,219	-100	\$ (9,691,219)	X	X		Safety, Equity, Accessibility, Quality of Life & Public Health, Infrastructure (CAPTI Page 13)
7	2020000214	SHOPP Minor Grouped Listing	Updating Minor list per HQ. List reflects adding: SR 99 in Butte County at Keefer Slough. Repair deteriorating pavement and replace driveway culverts for \$1,250,000. EA: 2/070. Grouped listing costs changed from \$1,455,000 to \$1,250,000.	\$ 1,250,000	\$ 1,455,000	-14	\$ (205,000)		X	X	Safety, Equity, Accessibility, Quality of Life & Public Health, Infrastructure (CAPTI Page 13)
8	2020000222	SHOPP Roadway Preservation: Pavement resurfacing and/or rehabilitation	Added 2 projects to grouped listing: 1. 0/430: SR 70 PM 34.1 to 48.075. Near Pulga, from east of Big Ben Road to Plumas County line. 2. 0/440: SR 162 PM 15.6 to 18.5. (In and near Oroville, from Feather River Bridge to Foothill Boulevard.	\$ 55,190,000	\$ 49,320,000	12	\$ 5,870,000	X	X	X	Safety, Equity, Accessibility, Quality of Life & Public Health, Infrastructure (CAPTI Page 13)

PM 1 - Safety (Fatalities and Injuries)

PM 2 - Infrastructure Condition (Pavement and Bridges)

PM 3 - System Performance (Freight movement, congestion, and reliability)

Transit - Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP): State of good repair and safety for transit



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO 2021/2022-20**



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**APPROVAL OF AMENDMENT #06 TO 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 Butte County Association of Governments has prepared Amendment #06 to the 2021 FTIP as attached to this resolution;

**WHEREAS**, the 2021 FTIP through Amendment #06 is financially constrained by year and includes a financial plan that demonstrates projects can be implemented using committed funds;

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

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

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

**WHEREAS**, Amendment #06 as described below is within BCAG's programming targets and is financially constrained for the following activities including:

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the four-year 2021 FTIP Period reflecting projects have been completed and no longer need to be in the FTIP and funding for the two included projects has now been pushed to an outer year. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Safety" indicating that the Highway Safety Improvement Program implementation projects are exempt.

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**FINANCIAL UPDATE TO EXISTING NON-EXEMPT FTIP PROJECT:**

7. **Guynn Rd over Lindo Channel Bridge Project (HBP Individually Listed Project) – City of Chico.** The purpose of this modification is to move \$150,000 in right of way funds from fiscal year 2021/22 to fiscal year 2023/24. This project is funded with Highway Bridge Program Funds (HBP). No other modifications are proposed, and total funding did not change. This is an existing project that is already included in the regional emissions analysis for air quality conformity and does not require a new conformity determination since the financial update does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions of the currently conforming RTP and FTIP.



**FINANCIAL UPDATE (COST INCREASE REQUEST) AND SCOPE CHANGE TO EXISTING EXEMPT FTIP PROJECT:**

8. **Oliver Curve Class I Phase 1 Project – Town of Paradise.** This amendment increases the scope by extending the project limits. The limits are revised to extend originally from 0.39 miles to approximately 1.1 miles on Olive Rd from the Skyway to Bille Park in the Town of Paradise. The project is extended to include Bille Rd to Bille Park. The scope remains the same to provide a Class I bike path. In addition to the increased scope, right-of-way funds originally programmed are moved to the preliminary engineering component for \$100,000 in the 2021/22 fiscal year. In addition, this amendment adds another \$100,000 in Congestion Mitigation and Air Quality Program funds to fully fund the PE component for a revised total from \$250,000 to \$450,000. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.

**WHEREAS**, the amended projects, as listed above, exist in the current 2020 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The amendment for each project does not reflect a change in the design concept and scope of the project or the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and FTIP. The previous emissions analysis is consistent with the requirements of 40 CFR 93.118 and 93.119, as applicable. This amendment meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement, and consistency with the RTP). Allocating funds to these projects will not delay the implementation of projects in the 2020 RTP/SCS which are necessary to achieve the highway and transportation system envisioned by the plan. BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP) and therefore the project does not interfere with any TCMs.

**NOW THEREFORE BE IT RESOLVED** that the Butte County Association of Governments has prepared and approved Amendment #06 to the 2021 Federal Transportation Improvement Program in accordance with the Transportation Conformity Rule requirements applicable to Butte County and determined that the programming is consistent with the policies, goals and objectives of the adopted 2020 Regional Transportation Plan / Sustainable Communities Strategy. Based on this analysis, the Butte County 2020 RTP/SCS and the Butte County 2021 FTIP conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule;

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

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 26<sup>th</sup> day of May 2022 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

**APPROVED:**

\_\_\_\_\_  
JODY JONES, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

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