

Butte County

2012 RTIP Regional Transportation Improvement Program

For the

2012 STIP State Transportation Improvement Program Cycle

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

Adoption: December 8, 2011

Prepared by:



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



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

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

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

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

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

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

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

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

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

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Chico Enterprise-Record

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IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, IN AND FOR THE COUNTY OF BUTTE

In The Matter Of
PUBLIC NOTICE.

AFFIDAVIT OF PUBLICATION

STATE OF CALIFORNIA }
COUNTY OF BUTTE } **SS.**

The undersigned resident of the county of Butte, State of California, says:

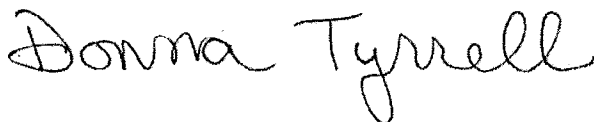
That I am, and at all times herein mentioned was a citizen of the United States and not a party to nor interested in the above entitled matter; that I am the principal clerk of the printer and publisher of

The Chico Enterprise-Record
The Oroville Mercury-Register

That said newspaper is one of general circulation as defined by Section 6000 Government Code of the State of California, Case No. 26796 by the Superior Court of the State of California, in and for the County of Butte; that said newspaper at all times herein mentioned was printed and published daily in the City of Chico and County of Butte; that the notice of which the annexed is a true printed copy, was published in said newspaper on the following days:

11/11/2011

Dated November 11, 2011
at Chico, California



(Signature)

Legal No. **0004231977**

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. BCAG is also the state designated Regional Transportation Planning Agency (RTPA) for Butte County and its incorporated cities. As the RTPA, BCAG is required to prepare a Regional Transportation Improvement program (RTIP) every two years. The purpose of the RTIP is to identify programming recommendations for the State Transportation Improvement Program (STIP). The STIP is comprised of two components, the RIP for projects nominated by regional agencies in California, such as BCAG and the Interregional Improvement Program (IIP) for projects nominated by Caltrans. The STIP is adopted by the California Transportation Commission.

The RTIP indicates the area's short-term plan for use of RIP and IIP dollars for transportation projects over the next five fiscal years beginning July 1, 2012. The draft 2012 RTIP for Butte County is available for review and comment. The public is encouraged to participate and provide input to the RTIP or any other BCAG planning function. The RTIP document is available for review on the internet at www.bcag.org and available at each of the Butte County public libraries. Comments on the RTIP are requested by December 1, 2012.

The 2012 RTIP is scheduled to be adopted by the BCAG Board of Directors at their December 8, 2011 Board meeting at the City of Chico Council Chambers at 9:00 a.m. located at 421 Main Street, Chico, CA. Questions regarding the RTIP can be directed to Ivan Garcia, Programming Manager at BCAG at 530-879-2468 or by e-mail at igarcia@bcag.org.
Publish: 11/11/11

RECEIVED NOV 16 2011

I. INTRODUCTION

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

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

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

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

II. SUMMARY OF 2012 STIP RECOMMENDATIONS

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

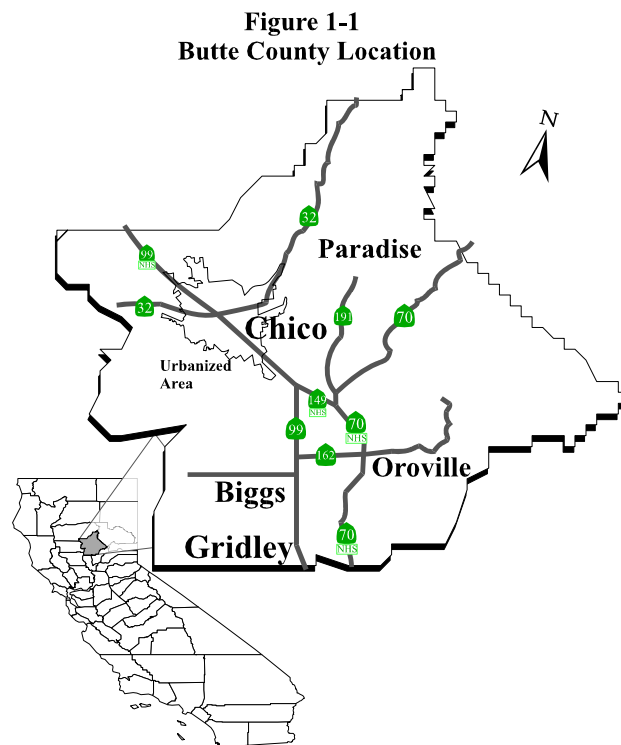


TABLE 1
BCAG 2012 RTIP/STIP RECOMMENDATIONS
(Thousands)

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

Description of Transportation Enhancement Project Recommendations

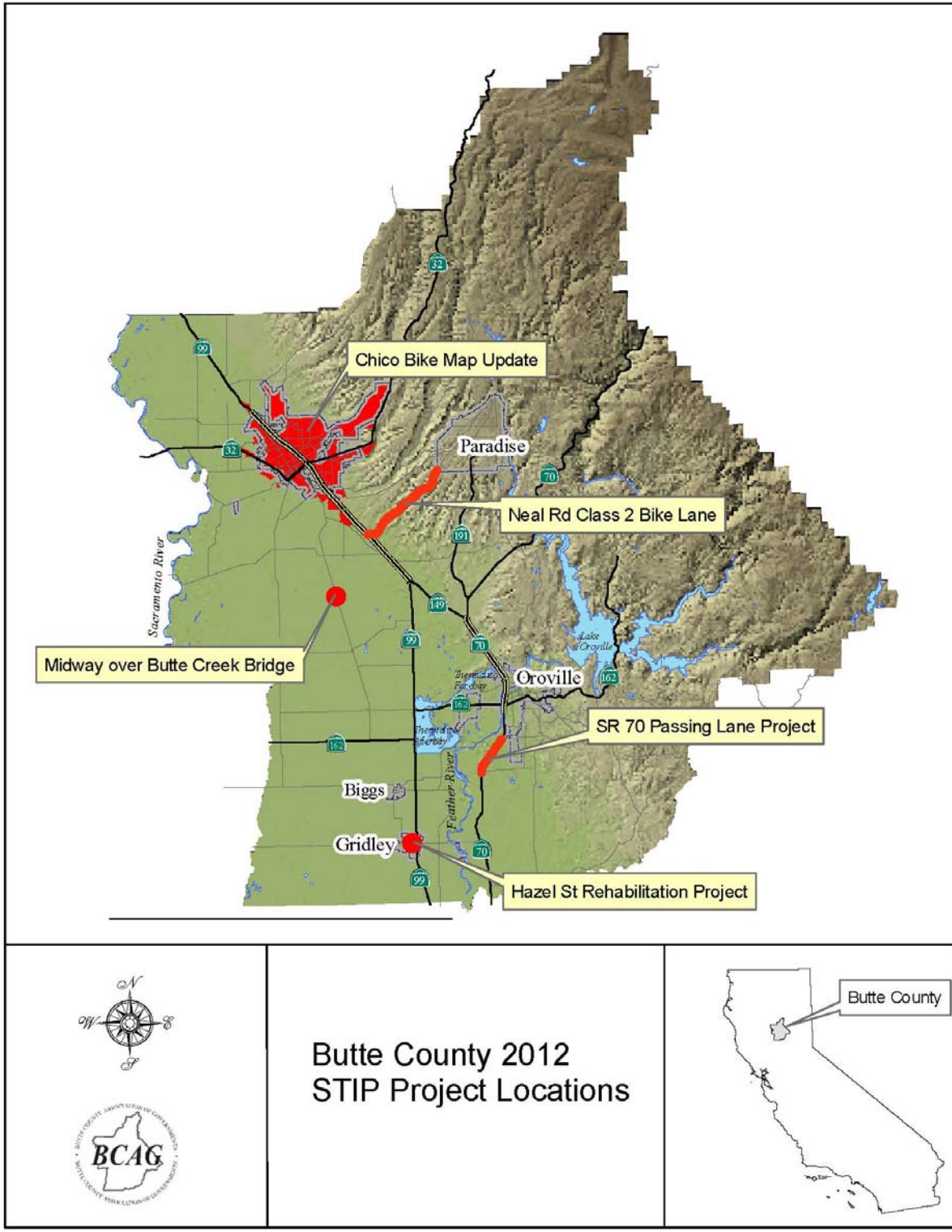
Butte County - Neal Rd Class 2 Bike Lane Project. Butte County is proposing to improve traffic safety, circulation and promote intermodal transportation by providing Class 2 bike lanes along Neal Road as part of a planned contiguous bikeway facility from the Town of Paradise to the City of Chico as currently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

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

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

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

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



Description of Regional Improvement Program (RIP) Project Recommendations

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

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

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

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

III. 2012 STIP RECOMMENDATIONS FOR BUTTE COUNTY

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

IV. SUMMARY OF REVENUES & EXPENDITURES – Priority 1

Butte County’s 2012 Fund Estimates (Revenues)

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

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

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

Summary of RIP Expenditures by Fiscal Year (Thousands)

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

Summary of Revenues and Expenditures

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

V. CRITERIA FOR MEASURING PERFORMANCE & COST EFFECTIVENESS

Performance Indicators and Monitoring

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

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

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

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

Each project is evaluated below.

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

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

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

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

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

3. Chico Bike Map Update Project. – TE Project

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

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

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

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

5. Planning Programming and Monitoring

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

Summary

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

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

Performance Measures Used

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

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

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

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

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

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

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

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

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

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

A summary of the analysis years is indicated below:

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

Regional Emissions Analysis and Forecast

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

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

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

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

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

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

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

Carbon Monoxide Budget Test

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

VI. INTERAGENCY AND PUBLIC INVOLVEMENT PROCESS

Consultation with Caltrans District 3

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

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

Consistency with Federal Plans

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

Public Participation

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

APPENDIX 1

STIP PROJECT PROGRAMMING REQUEST (PPR) SHEETS

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 11/29/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|--------|-------|-------|------------|-------|----------|
| 03 | BUT | | L2344 | | 3124H | |
| Project Title: Butte County Neal Road and Cohasset Road Bike Project | | | | | | |

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 10/20/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|--------|-------|----|------------|------|----------|
| 03 | BUT | Hazel | | | | |
| Project Title: Hazel Street Rehabilitation Project | | | | | | |

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: October 20/20

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|---|--------|-------|----|------------|------|----------|
| 03 | BUT | | | | | |
| Project Title: Chico Bike Map Update | | | | | | |

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 09/22/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|----|------------|------|----------|
| 03 | BUT | CO | | | | |
| Project Title: Midway Bridge Replacement across Butte Creek | | | | | | |

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

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

General Instructions

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 07/21/11

| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|----|------------|------|----------|
| 3 | BUT | | | | 0L16 | |
| Project Title: Planning, Programming and Monitoring | | | | | | |

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

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

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Complete this page for amendments only

Date: 07/21/11

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

SECTION 1 - All Projects**Project Background**

PPM

Programming Change Requested

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

Reason for Proposed Change

Enables BCAG to rely on and plan for budget purposes.

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

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

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

SECTION 3 - All Projects**Approvals**

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

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

Attachments

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

PROJECT PROGRAMMING REQUEST

DTP-0001 (REV. 6/11)

Date: 07/21/11

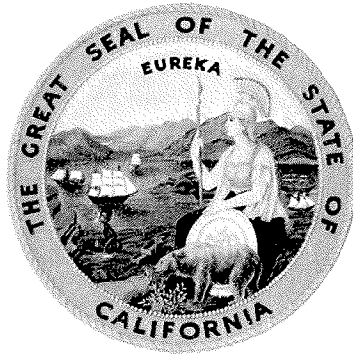
| District | County | Route | EA | Project ID | PPNO | TCRP No. |
|--|--------|-------|----|------------|------|----------|
| 3 | BUT | | | | 0L16 | |
| Project Title: Planning, Programming and Monitoring | | | | | | |

| Existing Total Project Cost | | | | | | | | | Implementing Agency |
|-----------------------------|------------|------------|------------|------------|------------|------------|--------|--------------|---|
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | |
| E&P (PA&ED) | | | | | | | | | Caltrans |
| PS&E | | | | | | | | | Caltrans |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | Caltrans |
| CON | 940 | 150 | | 149 | | | | 1,239 | Butte County Association of |
| TOTAL | 940 | 150 | | 149 | | | | 1,239 | |
| Net Change | | | | | | | | | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | |
| E&P (PA&ED) | | | | | | | | | \$35 CON voted 07/16/98 |
| PS&E | | | | | | | | | \$68 CON voted 07/01/99 |
| R/W SUP (CT) | | | | | | | | | \$41 CON voted 07/01/00 |
| CON SUP (CT) | | | | | | | | | \$55 CON voted 08/23/02 |
| R/W | | | | | | | | | \$55 CON voted 02/26/04 |
| CON | | -2 | 148 | -1 | 148 | 148 | | 441 | \$63 CON voted 03/03/05 |
| TOTAL | | -2 | 148 | -1 | 148 | 148 | | 441 | \$63 CON voted 07/20/06 \$150 CON voted 09/20/07 \$130 CON voted 07/24/08 |
| Proposed New Result | | | | | | | | | |
| Component | Prior | 12/13 | 13/14 | 14/15 | 15/16 | 16/17 | 17/18+ | Total | |
| E&P (PA&ED) | | | | | | | | | |
| PS&E | | | | | | | | | |
| R/W SUP (CT) | | | | | | | | | |
| CON SUP (CT) | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | 940 | 148 | 148 | 148 | 148 | 148 | | 1,680 | |
| TOTAL | 940 | 148 | 148 | 148 | 148 | 148 | | 1,680 | |

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

APPENDIX 2

CTC Adopted 2012 Fund Estimate



**2012 STATE TRANSPORTATION IMPROVEMENT PROGRAM
FUND ESTIMATE**

Edmund G. Brown, Jr.
Governor
STATE OF CALIFORNIA

Traci Stevens
Acting Secretary
Business, Transportation and Housing Agency

Malcolm Dougherty
Acting Director
Department of Transportation



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



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

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

2012 STIP Fund Estimate County and Interregional Shares

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

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



2012 STIP Fund Estimate County and Interregional Shares

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

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

2012 STIP Fund Estimate County and Interregional Shares

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

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



2012 STIP Fund Estimate

County and Interregional Shares

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

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

Note: Limitation amounts include amounts already programmed.

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

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

APPENDIX 3

STIP GUIDELINES “Appendix B: Part A” Performance Indicators

Attachment 1

Part A:

Complete Part A.

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

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

| | | | | | | |
|---|-----|-----|----------|---|--|-----|
| | | | | | Gridley = N/A Oroville = N/A Paradise = 31.8 County = 233 St Routes=265 | |
| | 3 | | | Percentage of Distressed lane Miles | Chico = 39% Biggs = 62% Gridley = N/A Oroville = N/A Paradise = 32% County = 11% St Routes=61% | |
| | 3 | | | Percentage of Roadway at Given IRI Levels | N/A | |
| Return on Investment/ Lifecycle Cost | 1-7 | All | Corridor | Percentage Rate of Return | N/A | N/A |

Level:

Corridor – Routes or route segments that are identified by regions and Caltrans as being significant to the transportation system.

Region – Region or county commission that is responsible for RTIP submittal.

Mode – One of the following transit types (light rail, heavy rail, commuter rail, trolley bus, and all forms of bus transit).

APPENDIX 4

BCAG 2012 RTIP/STIP Recommendations Summary Spreadsheets

2012 RTIP/STIP RECOMENDATIONS

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

