

The following is a brief description of the funding sources being used to fund projects included in this Project Status report.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs that reduce transportation related emissions in air quality non-attainment and maintenance areas. BCAG receives these funds because Butte County is designated “non-attainment” for ozone countywide, while the Chico Urbanized Area is designated a “maintenance” area for carbon monoxide. Projects are nominated to by the cities, and other agencies and are selected by BCAG.

Highway Bridge Program (HBRR)

The Highway Bridge Program provides funds to replace or rehabilitate bridges that are unsafe because of structural deficiencies or deterioration. Projects for the HBRR program selected by Caltrans from a bridge replacement list that includes bridges nominated by cities and counties.

Public Lands Highways Fund (PLH)

The Public Lands Highways Program provides funding for transportation projects that are on designated “Forest Highway Routes” that are adjacent to, or provides access to the areas served by federal public lands highways. Two main programs; one competes nationally and are awarded by a “Tri Agency” group composed of Caltrans USDA Forest Service and FHWA. The second program, funds are earmarked for California where projects are selected by Caltrans

Regional Improvement Program (RIP) for STIP Programming

The State Transportation Improvement Program (STIP) is updated every two years. The STIP includes Regional Improvement Program (RIP) funds, which are allocated to regional agencies like BCAG. The RIP funds make up 75% of the STIP, projects of which are selected by BCAG. BCAG’s projects for RIP funding are identified in the Regional Transportation Improvement Program (RTIP) and submitted to the California Transportation Commission for their approval and programming in the STIP.

Interregional Transportation Improvement Program (ITIP)

The Interregional Transportation Improvement Program (ITIP) makes up the other 25% of the funding programmed in the STIP. Caltrans has the discretion for project selection under the ITIP. The IIP has two main components: at least 15% of the funds must go for intercity rail improvements and highway projects outside urbanized areas, with at least 2.25% of these funds (15% of the 15%) used for intercity rail projects. The remaining 10% in the IIP is for intercity rail and interregional road projects anywhere in the state, including urbanized areas. Caltrans nominates projects for funding to the California Transportation Commission in their Interregional Improvement Program.

State Highway Operations and Protection Program (SHOPP)

The SHOPP program includes projects designed to maintain the safety and operational integrity of the state highway system. Most of the projects are for pavement rehabilitation, bridge rehabilitation, and traffic safety improvements. Other projects may include such things as operational improvements (e.g. traffic signalization) and roadside rest areas. It does not include projects to add through lanes to increase capacity. SHOPP projects are selected at the discretion of Caltrans.

California Recreation Trails Program (CRTP)

This program provides funds for recreational trails and trails-related projects. It is administered at the federal level by the Federal Highways Administration (FHWA) and at the state level by the California Department of Parks and Recreation. Cities, counties, districts, state agencies and nonprofit organizations with management responsibilities over public lands are eligible.

Advanced Project Development Element (ADPE)

Permits an early start on project development activities of up to 25 percent of the funding levels anticipated for the first and second years following the period of the State Transportation Improvement Program. Facilitates project development work on needed transportation projects to produce a steady flow of construction projects by adding an advance project development element to the state transportation improvement program, beginning with the 2000 State Transportation Improvement Program.

