

BCAG Board of Directors

Agenda Item #7 - Action

Date: June 25, 2026

Subject: Approval of Resolution 2025/2026-14 Amendment #6 to the 2025 Federal Transportation Improvement Program (FTIP) and 2024 Regional Transportation Plan/Sustainable Communities Strategy Amendment #1

Contact: Ivan Garcia, Programming Director

Summary: BCAG is required to amend the 2025 Federal Transportation Improvement Program (FTIP) for 10 new local Congestion Mitigation and Air Quality (CMAQ) projects. Approval of this amendment represents the programming of \$5,426,000 in CMAQ funding to local projects presented at the May 28, 2026 Board meeting. These projects are included in the staff report. All projects would also be carried into the development of the 2027 FTIP. Amendment to the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is necessary to ensure consistency with the FTIP.

Staff held an Interagency Consultation Review meeting to inform the required federal and state agencies of this amendment. This amendment has been prepared in accordance with BCAG's adopted Public Participation Plan.

Action(s) requested:

If no significant comments are received:

- Approve Amendment #6 to the 2025 FTIP and Amendment #1 to the 2024 RTP/SCS and Authorize the Chair to sign Resolution # 2025/26-14.

Note: If significant comments are received, staff will address and bring the revised document before the Board for approval at the next regularly scheduled meeting.

Attachments:

- Staff Report
- Resolution No. 2025/2026-14

Agenda Item #7 - Action Attachment

Staff Report

As part of the development of the new FTIP, staff issued a “call for projects” to accept new Congestion Mitigation and Air Quality (CMAQ) Program for funding consideration. The purpose of the CMAQ program is to fund projects which reduce the region’s non-attainment pollutants to address transportation air quality. Projects are required to be included in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

At the May 28, 2026 Board meeting, staff informed the Board of BCAG’s ability to advance the projects in the 2025 FTIP provided funds could be borrowed from other agencies not using their CMAQ funds. BCAG would repay these funds with future apportionments from the CMAQ program. There was a general consensus to move forward with this approach. These projects would also be carried into the new 2027 FTIP under development and scheduled for adoption on August 27, 2026.

Staff have successfully borrowed CMAQ funds from Nevada County Transportation Commission (NCTC) and the Sacramento Area Council of Governments (SACOG) with a Memorandum of Understanding (MOU). Caltrans has made these funds available to BCAG and will repay SACOG in FY 26/27 and NCTC in FY 27/28. BCAG’s annual apportionments are approximately \$2 million.

Total CMAQ funding available in the current fiscal year:

BCAG Balance	\$2,410,173
NCTC Loan	\$1,900,122
SACOG Loan	\$1,115,705
Total Balance	\$5,426,000

CMAQ Project Recommendation Summary

1. Autrey Lane South Safe Routes to Schools	\$ 400,000
2. Lincoln Blvd Bike Path Phase 1	\$ 560,000
3. Garner Lane and Esplanade Roundabout	\$ 225,000
4. SR 99 Cohasset Rd Interchange	\$ 575,000
5. Micromobility Safety Video Campaign	\$ 125,000
6. Cherry Street Sidewalk Improvements	\$ 88,000
7. Fairview Gap Closure	\$ 420,000
8. Lincoln Street Complete Streets	\$1,500,000
9. Oro Dam Blvd/Orange/Acacia Roundabout	\$1,000,000
10. Oliver Curve Community Pathway	\$ 533,000
Total	\$5,426,000

NEW EXEMPT FTIP PROJECTS:

1. **Autrey Lane South Safe Routes to Schools – Butte County.** This amendment programs the Preliminary Engineering component with \$400,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. The purpose of this bicycle and pedestrian improvement project is to increase mobility, enhance overall roadway safety, improve pedestrian accessibility, and rehabilitate infrastructure along Autrey Lane from Monte Vista Avenue to the end of the road, and along Via Canela Avenue from Autrey Lane to Golden Hills Elementary. The project is

needed to close infrastructure gaps, improve mobility and access to schools, increase overall roadway safety, and provide a more reliable transportation corridor for the community. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.

2. **Lincoln Blvd Bike Path - Phase 1 – Butte County.** This amendment programs the Preliminary Engineering component with \$560,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. The purpose of this project is to increase mobility, enhance overall roadway safety, improve bicycle and pedestrian accessibility, and rehabilitate infrastructure along Lincoln Boulevard from Monte Vista Avenue to the bridge. This is a multiphase effort that will extend connectivity from the South Oroville area to Palermo along the Lincoln Boulevard corridor. With the South Oroville SRTS project currently under construction and the Palermo SRTS project anticipated to follow, this project will complete a critical gap between the two. This project will address those deficiencies by providing a continuous bicycle and pedestrian network that connects surrounding communities. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.
3. **Garner Lane and Esplanade Roundabout – City of Chico.** This amendment programs the Preliminary Engineering component with \$225,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. The purpose of this project is to reduce congestion, increase access to the area for all modes of transportation, and enhance public safety and vehicle operations on Garner Lane and the Esplanade. The roundabout is needed to provide operational improvements to the intersection of Garner Lane and the Esplanade. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.127 Exempt Projects, Table 3 indicating that intersection channelization projects are exempt.
4. **SR 99/Cohasset Interchange – City of Chico.** This amendment programs the Preliminary Engineering component only with \$575,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. This project is a "technical studies" preparation only. This project is located on State Route 99 and Cohasset Road. The project is needed to provide operational improvements to the intersection of Cohasset Road and the southbound SR99 on-ramp. The existing left-turn pocket for the loop on-ramp is insufficient to accommodate all of the left-turn movements at the intersection of Cohasset Road and the southbound SR99 on-ramp. This causes vehicles to queue beyond the storage bay and blocks Cohasset Road as well as the nearby intersection of Mangrove/Cohasset Road. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Other" indicating that planning and technical studies are exempt.
5. **Micromobility Safety Video Campaign – City of Chico.** This amendment programs the \$125,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year to prepare a video safety campaign targeted to bicyclists and pedestrians. The purpose of this project is to educate students, parents, and local adults about the safe use of micromobility devices. The project will effectively develop and produce age-appropriate videos and social media that can be distributed to the public and provide relevant safety information. The project will promote active transportation, enhance public safety, and reduce congestion in the City of Chico and surrounding

communities. Chico Unified School District will use these videos as part of their curriculum to educate the students. This project will be done in cooperation with Enloe Hospital, Chico Police Department, Butte County Public Health, Chico Area Recreation District and BCAG. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Other" indicating that specific activities which do not involve or lead directly to construction are exempt.

6. **Cherry Street Sidewalk Improvements – City of Gridley.** This amendment programs the Preliminary Engineering component with \$88,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. This project is on Cherry Street from Haskell St to Highway 99. The proposed project aims to construct sidewalk on the south side of Cherry Street to close a critical pedestrian gap in Gridley that would connect to State Route 99 where goods and services are located. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.
7. **Fair view Gap Closure Project – City of Gridley.** This amendment programs the Preliminary Engineering component with \$420,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. This project is located on Fairview Drive between E. Gridley Rd and E. Spruce Street. This corridor primarily serves Gridley High School. The project will address pedestrian safety concerns, ADA existing sidewalk gap closures, upgrades ADA access, and provides a marked crossing between the primary commercial area and key community destinations. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.
8. **Lincoln Street Complete Streets Project – City of Oroville.** This amendment programs the Preliminary Engineering component with \$1,500,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. This project is located on Lincoln Street from Oro Dam Boulevard to Myers Street. This project would install Class II bike lanes, close sidewalk gaps, Class I multiuse path, crosswalks and ADA ramps with comprehensive traffic calming and operational improvements to address safety concerns. This project will also tie into the County's efforts for improvements on Lincoln Blvd south of the City limits. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.
9. **Oro Dam East / Orange Ave Operational Improvements Project – City of Oroville.** This amendment programs the Preliminary Engineering component with \$1,000,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. This project would replace the existing signalized intersection with a roundabout and install pedestrian and bicycle enhancements. The project will improve traffic flow, reduce greenhouse gas emissions, and enhance multimodal safety. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.127 Exempt Projects, Table 3 indicating that intersection channelization projects are exempt.
10. **Go Paradise: Oliver-Park Connection Project (AKA Oliver Curve Pathway Phase 1) – Town of Paradise.** This amendment programs the Preliminary Engineering component with \$533,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds in the 2025/26 federal fiscal year. This project is located on Oliver Road between

Skyway and Valley View Road. Distance is approximately 0.4 miles. The project will construct a grade separated, Class 1, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve and be able to connect to a destination safely as well as reducing emissions through reducing the amount of vehicle miles traveled through active transportation. The project is exempt from a regional emissions analysis per the Environmental Protection Agency's Transportation Conformity Rule Section 93.126 Exempt Projects, Table 2 "Air Quality" indicating that bicycle and pedestrian facilities are exempt.

EXISTING EXEMPT FTIP PROJECTS:

11. **Table Mountain Blvd. Complete Streets Project – City of Oroville.** This project was combined with the Washington Avenue project and therefore duplicative. This amendment deletes this project. The full corridor project is included in the RTP/SCS and described as the Washington Ave. and Table Mountain Complete Streets Project.

Since the 2025 FTIP Amendment #06 and 2024 RTP/SCS Amendment #01 does not include any new non-exempt projects, per 40 CFR 93.126, the amendment is exempt from the requirement that a new conformity determination and regional emission analysis be performed. Details of these amendments can be found at: <https://www.bcag.org/ftip> for the FTIP under Amendment #6 and for the 2024 RTP/SCS at: <https://www.bcag.org/2024-rtp-scs-update>.

This amendment #06 for the FTIP does not reflect a change in the design concept and scope of the projects for the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP. This amendment meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement and consistency with the RTP). BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP) and therefore the project does not interfere with any TCMs. A public hearing has been scheduled to solicit final comments from the public.

AMENDMENT #6 TO THE 2025 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AND AIR QUALITY CONFORMITY DETERMINATION FOR BUTTE COUNTY AND AMENDMENT #1 TO THE 2024 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY (RTP/SCS)

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 USC 134(b)(6); and Section 450.306 of the Metropolitan and Statewide Planning Rule;

WHEREAS, the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law on November 15, 2021 requires the Butte County Association of Governments, as the Metropolitan Planning Organization, to prepare a Transportation Improvement Program in cooperation with the State and transit operators, to include all projects to be funded under Title 23 and the Federal Transit Administration grants; and requires BCAG to prepare a long-range Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and short-range Federal Transportation Improvement Program (FTIP);

WHEREAS, the Butte County Association of Governments has prepared Amendment #06 to the 2025 FTIP and Amendment #1 to the 2024 RTP/SCS as attached to this resolution for the purpose of programming new Congestion Mitigation and Air Quality (CMAQ) projects;

WHEREAS, the 2025 FTIP is consistent with the metropolitan transportation planning regulations pursuant to Title 23 Code of Federal Regulations Section 450, Title 23, United States Code Section 134, and Title 49 United States Code Section 5303;

WHEREAS, the 2025 FTIP is consistent with the transportation system described in the current 2024 RTP/SCS;

WHEREAS, the 2025 FTIP is financially constrained by year and includes a financial plan that demonstrates which projects can be implemented using committed funds and affirms the availability of funding;

WHEREAS, the 2025 FTIP includes all regionally significant projects to be funded from local, state, or federal resources;

WHEREAS, projects in the 2025 FTIP satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of federal performance management targets for safety, pavement and bridge conditions, reliability and congestion, and transit assets and safety in the planning region;

WHEREAS, the 2025 FTIP Amendment #06 and 2024 RTP/SCS Amendment #01 does not include any new non-exempt projects, per 40 CFR 93.126, the amendment is exempt from the requirement that a new conformity determination and regional emission analysis be performed. Details of these amendments can be found at: <https://www.bcag.org/ftip> for the FTIP under Amendment #6 and for the 2024 RTP/SCS at: <https://www.bcag.org/2024-rtp-scs-update>

WHEREAS, amendment #06 for the FTIP does not reflect a change in the design concept and scope of the projects for the conformity analysis years as assumed for the regional emissions analysis of the currently conforming RTP and TIP. This amendment meets all applicable transportation planning requirements per 23 CFR Part 450 (financial constraint, public involvement and consistency with the RTP). BCAG does not have any Transportation Control Measures in the State Implementation Plan (SIP) and therefore the project does not interfere with any TCMs. An opportunity to provide final comments was made available at the Board of Directors meeting;

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

WHEREAS, the 2025 FTIP satisfies the requirements by the Federal Transit Administration for the “Programming of Projects” (POP);

WHEREAS, BCAG developed the 2025 FTIP and Air Quality Conformity Determination in accordance with the adopted Public Participation Plan;

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments hereby approves Amendment #6 for the 2025 Federal Transportation Improvement Program and Air Quality Conformity Determination and Amendment #1 for the 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);

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

BE IT FURTHER RESOLVED that the BCAG Board authorizes its staff to administratively modify/amend the 2025 FTIP as outlined in the procedures defined in the FTIP in accordance with BCAG’s Public Participation Process (PPP).

PASSED AND ADOPTED by the Butte County Association of Governments on the 25th day of June 2026 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST:

ANDY NEWSUM, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS