



Town of Paradise

Town Council Special Meeting Agenda

2:00 PM – March 17, 2025

Town of Paradise Council Chamber – 5555 Skyway, Paradise, CA

Mayor, Steve Crowder
Vice Mayor, Steve “Woody” Culleton
Council Member, Greg Bolin
Council Member, Heidi Lange
Council Member, Ronald Lassonde

Town Manager, Jim Goodwin
Town Attorney, Scott E. Huber
Town Clerk/Elections Official, Melanie Elvis
CDD, Planning & Onsite, Susan Hartman
CDD, Building & Code Enforcement, Tony Lindsey
Finance Director/Town Treasurer, Aimee Beleu
Public Works Director/Town Engineer, Marc Mattox
Division Chief, CAL FIRE/Paradise Fire, Jason Finney
Chief of Police, Eric Reinbold
Recovery & Economic Development Director, Colette Curtis
Human Resources & Risk Management Director, Crystal Peters
Information Systems Director, Luis Marquez

Meeting Procedures

- I. The Mayor is the Presiding Chair and is responsible for maintaining an orderly meeting. The Mayor calls the meeting to order and introduces each item on the agenda.
- II. The Town staff then provides a report to Council and answers questions from the Council.
- III. Citizens are encouraged to participate in the meeting process and are provided several opportunities to address Council. Any speaker addressing the Council is limited to three minutes per speaker - fifteen minutes per agenda item
 - A. If you wish to address the Council regarding a specific agenda item, please complete a “Request to Address Council” card and give it to the Town Clerk prior to the beginning of the meeting. This process is voluntary and allows for citizens to be called to the speaker podium in alphabetical order. Comments and questions from the public must be directed to the Presiding Chair and Town Council Members (please do not address staff.) Town staff is available to address citizen concerns Monday through Thursday at Town Hall between the hours of 8am and 5pm.

In compliance with the Americans with Disabilities Act (ADA) Compliance, persons who need special accommodations to participate in the Town Council meeting may contact the Town Clerk at least three business days prior to the date of the meeting to provide time for any such accommodation.

1. OPENING

- 1a. Call to Order
- 1b. Pledge of Allegiance to the Flag of the United States of America
- 1c. Roll Call

2. COUNCIL CONSIDERATION

- 2a. Review and provide direction on Community Development Block Grant Disaster Recovery – Infrastructure Action Plan Amendment 3 alternatives:
- a. Alternative 1 – Revised Roe Rd Phase 1A, Oliver Curve
 - b. Alternative 2 – Revised Roe Rd Phase 1A, Sewer (+\$20M)
 - c. Alternative 3 – Postpone Roe Rd 1 & 2, Sewer (+\$57M)
 - d. Alternative 4 – Postpone Roe Rd 1 & 2, Sewer (+\$92M)

3. ADJOURNMENT

STATE OF CALIFORNIA) COUNTY OF BUTTE)	SS.
I declare under penalty of perjury that I am employed by the Town of Paradise in the Town Clerk's Department and that I posted this Agenda on the bulletin Board both inside and outside of Town Hall on the following date:	
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TOWN/ASSISTANT TOWN CLERK SIGNATURE	



Town of Paradise
Council Agenda Summary
Date: March 17, 2025

Agenda Item: 2(a)

ORIGINATED BY: Marc Mattox, Public Works Director
REVIEWED BY: Jim Goodwin, Town Manager
SUBJECT: Draft Paradise CDBG-DR Infrastructure Action Plan Amendment No. 3
LONG TERM RECOVERY PLAN: Yes - Various

COUNCIL ACTION REQUESTED:

1. Review and provide direction on Community Development Block Grant Disaster Recovery – Infrastructure Action Plan Amendment 3 alternatives:
 - a. Alternative 1 – Revised Roe Rd Phase 1A, Oliver Curve
 - b. Alternative 2 – Revised Roe Rd Phase 1A, Sewer (+\$20M)
 - c. Alternative 3 – Postpone Roe Rd 1 & 2, Sewer (+\$57M)
 - d. Alternative 4 – Postpone Roe Rd 1 & 2, Sewer (+\$92M)

Background:

On January 27, 2020, United States Department of Housing and Urban Development (HUD) published Federal Register Notice 85 FR 4681 allocating \$1,017,399,000 in CDBG-DR funding, related to the Federal Emergency Management Agency (FEMA) Major Disaster Declarations DR-4382 from July to September 2018 and DR-4407 in November 2018. The California Department of Housing and Community Development (HCD) is the grantee responsible for administering the CDBG-DR funds allocated to the State of California. CDBG-DR supports the State of California's unmet recovery needs related to the Federal Emergency Management Agency (FEMA) Major Disaster Declarations DR- 4382 from July to September 2018 and DR-4407 in November 2018.

Recognizing unmet infrastructure recovery needs, related to DR-4382 from July to September 2018 and DR-4407 in November 2018, HCD allocated \$317,428,488 of the CDBG-DR funding to the Disaster Recovery Infrastructure Program (DR-Infrastructure). DR-Infrastructure projects are funded to assist with meeting the unmet infrastructure needs of local communities. This program provides funding for FEMA Public Assistance (PA) match projects, FEMA Hazard Mitigation Grant Program (HMGP) match projects, other non-FEMA match projects, and stand-alone projects identified by local communities impacted by DR-4382 or DR-4407.

On February 8, 2022, Paradise Town Council adopted Resolution No. 2022-12, a resolution of the Town Council of the Town of Paradise declaring certain projects critical to Camp Fire recovery with unfunded needs for consideration in the CDBG-DR Infrastructure Program (DR-4407).

On August 19, the Town of Paradise was formally notified by California Housing and Community Development that of the \$317M made available for allocations, the Town would be recipients of \$199,592,735.75 for implementation of identified projects in the program. Separate from this allocation, Housing and Community Development announced a \$30M Action Plan Amendment to program the Paradise Sewer Project design phase – bringing the overall allocation to

\$229,592,735.75. Subtracting a subrecipient allocation to Paradise Irrigation District, the Town's final allocation amount for implementation is \$226,074,635.

A crucial next step towards implementation was identification of which projects of the Town's overall eligible listing should be advanced for further study, environmental review, design, and construction, as appropriate.

On September 15, 2022, Paradise Town Council reviewed and approved the CDBG-DR Infrastructure Action Plan which aims to keep the Council and community apprised of the status of allocated projects through completion. The primary objectives of the Action Plan aim to:

1. Stabilize the Town's Fiscal Sustainability Plan through the allocation of eligible Disaster Recovery and Mitigation projects with unfunded match requirements.
2. Implement a diverse array of infrastructure projects identified through the extensive planning of the 2019 Community Long-Term Recovery Plan and 2020 Transportation Master Plan. Projects identified will increase evacuation capacity, connect dead-end roads, or complete missing road segments which would have been useful during the 2018 Camp Fire evacuation and will be useful in any future evacuation scenario the Town may face in the future.

On December 13, 2022, Paradise Town Council reviewed and approved the CDBG-DR Infrastructure Action Plan Amendment 1 which incorporated new funding announcements through the California Transportation Commission's Active Transportation Program. These funding announcements included an additional \$41M towards projects along Skyway, Neal and Pentz Road. Amendment 1 documented the new funds and a revised project list.

A critical piece of the Town's Action Plan implementation is funding the Roe Road Extension Phase 1 Project. This Project is part of the Town's overall strategy to provide an additional east-west connecting roadway between Skyway and Pentz Road. Phase 1 spans between Pentz Road and South Libby Road.

On November 3, 2023, Town of Paradise staff learned that Roe Road Extension Phase 2 (South Libby to Clark) was approved for a \$33M allocation as the State's top scoring application in the Local Transportation Climate Adaptation Program's (LTCAP) first funding cycle. The total project cost is estimated at \$66M.

In December 2023, federal Multimodal Discretionary Grant (Rural) and Safe Streets for All Programs funding announcements were made and, unfortunately, did not include the Roe Road Extension Project Phase 2 applications submitted by the Town of Paradise. Further in 2024, this same application was unsuccessful in securing \$25M in the federal RAISE program. Staff had hoped these grant applications would help leverage the secured LTCAP funding to provide 100% project funding. Staff has submitted a renewed application for \$25M in the federal BUILD program.

The Oliver Curve Pathway Phase 1 Project was resubmitted under the State's Active Transportation Program Cycle 7 and unfortunately was not awarded.

Since the completion of the Transportation Master Plan in 2022 when these projects were originally scoped, infrastructure development and construction costs have risen dramatically. Most recent estimates to the Sewer Project, road rehabilitation and new infrastructure projects have exceeded previous costs prompting a broad review of the Town's CDBG-DR Infrastructure Action Plan.

Analysis:

Below is a complete list of CDBG-DR Infrastructure participating projects which itemize previous and current cost estimates:

Project Title	Previous Project Cost Estimate	2025 Revised Project Cost	Project Cost Change
Paradise Sewer Project - Phase 1 (Construction)*	\$400,000,000	TBD	TBD
Paradise Sewer Project (Design APA-2)	\$30,000,000	\$30,000,000	\$0
Roe Road Phase 1	\$66,000,000	\$149,000,000	\$83,000,000
Roe Road Phase 2	\$66,000,000	\$85,000,000	\$19,000,000
Pentz Road Widening	\$51,000,000	\$26,000,000	-\$25,000,000
Skyway/Pentz Intersection Improvements	\$4,500,000	\$5,000,000	\$500,000
Pentz Pathway Project Phase II	\$23,293,000	\$25,000,000	\$1,707,000
Upper Skyway Widening (Bille to Wagstaff)	\$15,000,000	\$17,500,000	\$2,500,000
Skyway Connectivity Project (Bille to Wagstaff)	\$6,810,000	\$13,500,000	\$6,690,000
Paradise ATP Gateway Project (Neal Road Class I)	\$13,068,000	\$18,398,000	\$5,330,000
Elliott/Nunnelely Road Extension	\$7,500,000	\$55,000,000	\$47,500,000
Oliver Curve Pathway Phase I	\$13,100,000	\$21,000,000	\$7,900,000
Foster/Black Olive Intersection Improvements	\$3,500,000	\$4,500,000	\$1,000,000
Forest Service Road Improvements	\$3,000,000	\$10,000,000	\$7,000,000
On-System Road Rehabilitation	\$55,439,200	\$56,517,998	\$1,078,798
Off-System Road Rehabilitation	\$45,043,700	\$45,896,875	\$853,175
Early Warning System	\$3,207,400	\$3,026,875	-\$180,525
Hazardous Fuel Reduction Program	\$8,465,986	\$1,706,460	-\$6,759,526
Neal Road Rehabilitation	\$1,588,300	\$1,838,223	\$249,923
On-System Culvert Replacement	\$811,000	\$931,273	\$120,273
On-System Hardscape Replacement	\$767,100	\$783,326	\$16,226
Off-System Culvert Repair	\$750,000	\$664,643	-\$85,357
On-System Sign Replacement	\$285,200	\$224,158	-\$61,042
	\$819,128,886	\$571,487,831	\$152,358,945

A summary of major changes in project costs is provided below:

- Paradise Sewer Project costs have prompted a series of decisions which aim to reduce costs by phasing a Sewer Service Area collection system and construction of a local wastewater treatment facility.
- Roe Rd Extension Project Phase 1 has increased by \$83M due to industry/economy changes, previous under-estimates of bridge construction sizing/needs
- Roe Rd Extension Project Phase 2 has increased by \$19M due to industry/economy changes, previous under-estimates of bridge construction sizing/needs

- Pentz Road Widening has a budget surplus of \$25M due to over-estimating widening needs
- Elliott Nunneley Extension has increased by \$47.5M due to the unavoidable construction of a sizable bridge.
- Skyway Widening, Skyway Pathway, Neal Pathway, Oliver Curve, Foster-Black Olive and Forest Service Road projects all seeing industry cost increases of 10-30% from 2022 estimates.

As a result of the project increases, staff, Council and community alike are faced with significant challenges to deliver the most beneficial infrastructure projects within the Town's available budgets between local, state and federal funding.

Staff have developed four distinctive alternatives for review. There are major implications for each alternative and require thorough consideration. These four alternatives are summarized below:

Alternative 1 – Revised Roe Rd Phase 1A, Oliver Curve

- Delivers Roe Rd Ph 1 modified and Phase 2 entirely, keeps \$33M LTCAP
- Delivers Oliver Curve Pathway
- Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match Projects
- Maintains \$15M allocation to Sewer Construction
- Suspends Elliott/Nunneley Extension indefinitely
- Suspends Foster-Black Olive indefinitely
- Suspends Forest Service Rd Extension indefinitely

Alternative 2 – Revised Roe Rd Phase 1A, Sewer (+\$20M)

- Delivers Roe Rd Ph 1 modified and Phase 2 entirely, keeps \$33M LTCAP
- Increases allocation to Sewer Construction by +\$20M
- Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match Projects
- Suspends Oliver Curve Pathway indefinitely
- Suspends Elliott/Nunneley Extension indefinitely
- Suspends Foster-Black Olive indefinitely
- Suspends Forest Service Rd Extension indefinitely

Alternative 3 – Postpone Roe Rd 1 & 2, Sewer (+\$57M)

- Increases allocation to Sewer Construction by +\$57M
- Delivers Oliver Curve Pathway
- Delivers Foster-Black Olive
- Delivers Forest Service Rd Extension
- Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match Projects
- Suspends Elliott/Nunneley Extension indefinitely
- Suspends Roe Rd Ph 1 & 2 indefinitely, returns \$33M award to State LTCAP

Alternative 4 – Postpone Roe Rd 1 & 2, Sewer (+\$92M)

- Increases allocation to Sewer Construction by +\$92M
- Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match

Projects

- Suspends Roe Rd Ph 1 & 2 indefinitely, returns \$33M award to State LTCAP
- Suspends Oliver Curve Pathway indefinitely
- Suspends Foster-Black Olive indefinitely
- Suspends Forest Service Rd Extension indefinitely
- Suspends Elliott/Nunneley Extension indefinitely

A table and project location map corresponding to each alternative is attached to this Agenda Summary.

A draft CDBG-DR Action Plan Amendment 3, which includes full project descriptions and fact sheets, is also attached to this Agenda Summary. Following Council direction, the Action Plan Amendment 3 will be updated and presented again for adoption.

The Council and community are advised that if the Roe Road Extension Phase 2 Project is not delivered (returning \$33M award allocation), staff believes there are serious risks for secondary impacts:

- Degradation in the Town's (and region as a whole) reputation to deliver critical projects as promised following statewide funding competitions; and
- Possible exclusion for eligibility or hampered ability to compete in future funding cycles

A recommended process for determining a path forward on the Action Plan would be to first consider the Roe Road Extension Phase 1 and 2 projects to either:

- Continue forward (Alternatives 1 and 2), or
- Suspend the project indefinitely (Alternatives 3 and 4)

It should be noted that for any project the Town selects advance forward in this process, including Roe Road Extension Phase 1 and 2 Projects, they will still be subject to their own environmental review process where project impacts and concerns will be vetted. Following completion of environmental review, Council would then consider proceeding for construction. If in the future a project is decided to not advance to construction, a budget adjustment could be made at that time and reallocate funds accordingly.

Staff strongly recommends Alternative 2, which ensures that the highest priority and most beneficial projects are fully delivered. This alternative also strikes a balance with the Town's overall priorities for both sewer and transportation projects in accordance with the Community Long-Term Recovery Plan.

Staff is requesting Council consider the four alternatives, public comments and provide direction on next steps for approval of Action Plan Amendment 3.

Financial Impact:

This revised Action Plan outlines additional financial impacts with these actions for various projects. No new general funds are impacted.

Attachments:

- Existing Conditions, Alternatives 1-4 maps and analysis
- Draft CDBG-DR Action Plan

Paradise Sewer Project
Road Rehabilitation Projects
Hazard Mitigation Match Projects
FEMA Match Projects
FHWA Match Projects

Forest
Service Rd
Extension

Skyway/Pentz
Signal

Pentz Rd
Widening &
Pathway

Skyway
Widening
and Pathway

Oliver Curve
Pathway

Foster/Black
Olive Signal

Elliott
Nunneley
Extension*

Neal Rd
Pathway

Roe Rd
Extension
Phase 2*

Roe Rd
Extension
Phase 1*

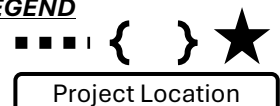
*Alignment to be determined, brackets show only project start and end



CDBG-DR Action Plan

Existing Projects

LEGEND



CDBG-DR Infrastructure Action Plan - Existing

Priority	Project Title	Previous Project Cost Estimate	2025 Revised Project Cost	Project Cost Change	Secured Leveraging Funds	Project Pre-Construction % Complete	Adopted APA-2 CDBG-DR Project Grant Amount	APA-3 Flexible? (Y or N)	Project Funding Need
1	Paradise Sewer Project - Phase 1 (Construction)*	\$ 400,000,000	TBD	TBD	\$ -	N/A	\$ 15,000,000	YES	TBD
1	Paradise Sewer Project (Design APA-2)	\$ 30,000,000	\$ 30,000,000	\$ -	\$ -	33%	\$ 30,000,000	NO	\$ -
2	Roe Road Phase 1	\$ 66,000,000	\$ 149,000,000	\$ 83,000,000	\$ 1,800,000	5%	\$ 64,200,000	YES	\$ 83,000,000
2	Roe Road Phase 2	\$ 66,000,000	\$ 85,000,000	\$ 19,000,000	\$ 33,000,000	5%	\$ 4,200,000	YES	\$ 47,800,000
3	Pentz Road Widening	\$ 51,000,000	\$ 26,000,000	\$ (25,000,000)	\$ -	25%	\$ 51,000,000	NO	\$ (25,000,000)
3	Skyway/Pentz Intersection Improvements	\$ 4,500,000	\$ 5,000,000	\$ 500,000	\$ -	40%	\$ 4,500,000	NO	\$ 500,000
3	Pentz Pathway Project Phase II	\$ 23,293,000	\$ 25,000,000	\$ 1,707,000	\$ 22,809,000	75%	\$ 1,000,000	NO	\$ 1,191,000
4	Upper Skyway Widening (Bille to Wagstaff)	\$ 15,000,000	\$ 17,500,000	\$ 2,500,000	\$ -	5%	\$ 15,000,000	NO	\$ 2,500,000
4	Skyway Connectivity Project (Bille to Wagstaff)	\$ 6,810,000	\$ 13,500,000	\$ 6,690,000	\$ 6,704,000	5%	\$ 250,000	NO	\$ 6,546,000
5	Paradise ATP Gateway Project (Neal Road Class I)	\$ 13,068,000	\$ 18,398,000	\$ 5,330,000	\$ 12,898,000	50%	\$ 800,000	NO	\$ 4,700,000
6	Elliott/Nunnelely Road Extension	\$ 7,500,000	\$ 55,000,000	\$ 47,500,000	\$ -	0%	\$ 7,500,000	YES	\$ 47,500,000
7	Oliver Curve Pathway Phase I	\$ 13,100,000	\$ 21,000,000	\$ 7,900,000	\$ 450,000	50%	\$ 3,100,000	YES	\$ 17,450,000
8	Foster/Black Olive Intersection Improvements	\$ 3,500,000	\$ 4,500,000	\$ 1,000,000	\$ -	5%	\$ 3,500,000	YES	\$ 1,000,000
9	Forest Service Road Improvements	\$ 3,000,000	\$ 10,000,000	\$ 7,000,000	\$ -	0%	\$ 3,000,000	YES	\$ 7,000,000
M1	On-System Road Rehabilitation	\$ 55,439,200	\$ 56,517,998	\$ 1,078,798	\$ 42,717,998	100%	\$ 13,800,000	NO	\$ -
M2	Off-System Road Rehabilitation	\$ 45,043,700	\$ 45,896,875	\$ 853,175	\$ 35,896,875	100%	\$ 7,308,635	NO	\$ 2,691,365
M3	Early Warning System	\$ 3,207,400	\$ 3,026,875	\$ (180,525)	\$ 2,270,156	100%	\$ 756,000	NO	\$ 719
M4	Hazardous Fuel Reduction Program	\$ 8,465,986	\$ 1,706,460	\$ (6,759,526)	\$ 1,299,992	80%	\$ 406,250	NO	\$ 218
M5	Neal Road Rehabilitation	\$ 1,588,300	\$ 1,838,223	\$ 249,923	\$ 1,289,033	100%	\$ 425,000	NO	\$ 124,190
M6	On-System Culvert Replacement	\$ 811,000	\$ 931,273	\$ 120,273	\$ 904,568	100%	\$ 100,000	NO	\$ (73,295)
M7	On-System Hardscape Replacement	\$ 767,100	\$ 783,326	\$ 16,226	\$ 760,865	100%	\$ 75,000	NO	\$ (52,539)
M8	Off-System Culvert Repair	\$ 750,000	\$ 664,643	\$ (85,357)	\$ 623,103	100%	\$ 50,000	NO	\$ (8,460)
M9	On-System Sign Replacement	\$ 285,200	\$ 224,158	\$ (61,042)	\$ 217,730	100%	\$ 35,000	NO	\$ (28,572)
		\$ 819,128,886	\$ 571,487,831	\$ 152,358,945	\$ 163,641,320		\$ 226,005,885		\$ 196,840,626

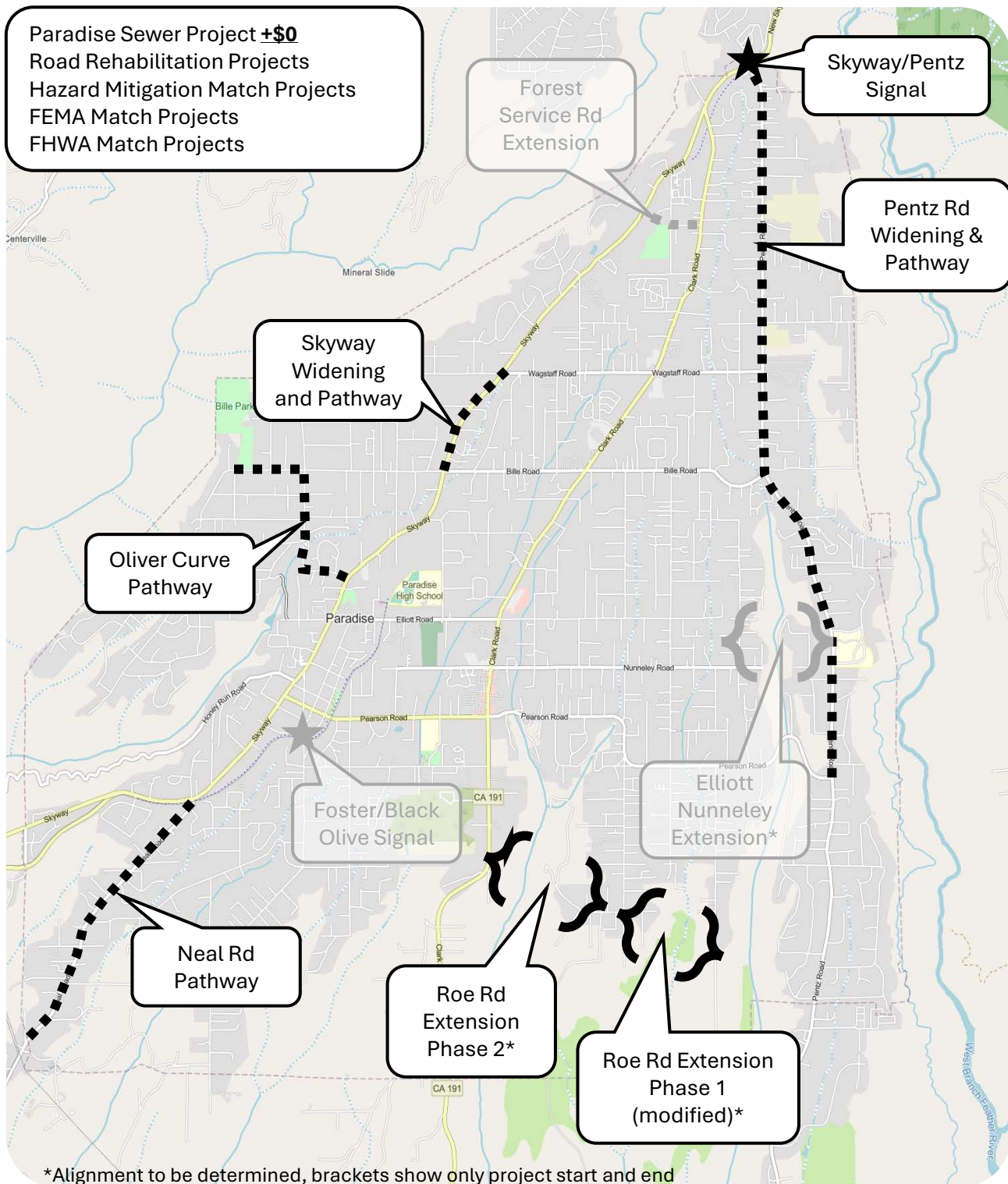
Existing Condition Concerns

- + Pentz Rd Project has budget surplus of \$25M
- x Sewer Project changes, construction phase entirely unfunded, target Ph1 \$TBDM
- x Roe Rd Projects combined underfunded \$130M (incl. \$25M pending BUILD grant application)
- x Elliott Nunneley cost increase +\$47.5M
- x Oliver Curve Leveraging ATP grant was not awarded for 4th time
- x Off-System Road Rehab Improved Project needs \$2.5M
- x All other projects need 20-30% contingency added to account for inflation and industry cost increases

Allocation Details

CDBG-DR Allocation	\$	199,592,735
CDBG-DR Planning Sewer Allocation	\$	30,000,000
Town Combined Allocation	\$	229,592,735
PID Relocation Budget	\$	3,516,000
Amount Available	\$	226,076,735
Existing Balance Check	\$	70,850

Paradise Sewer Project **+\$0**
 Road Rehabilitation Projects
 Hazard Mitigation Match Projects
 FEMA Match Projects
 FHWA Match Projects



CDBG-DR Action Plan Alternative 1

CDBG-DR Infrastructure Action Plan - Alternative 1

Priority	Project Title	2025 Revised Project Cost	Secured Leveraging Funds	Project Pre-Construction % Complete	Adopted APA-2 CDBG-DR Project Grant Amount	APA-3 Flexible? (Y or N)	Project Funding Need	Draft APA-3 CDBG-DR Project Grant Amount	Net Change CDBG-DR Project Grant Amount	Post APA-3 Project Funding	Post APA-3 Project Fully Funded?
1	Paradise Sewer Project - Phase 1 (Construction)*	TBD	\$ -	N/A	\$ 15,000,000	YES	TBD	\$ 15,000,000	\$ -	\$ 15,000,000	NO
1	Paradise Sewer Project (Design APA-2)	\$ 30,000,000	\$ -	33%	\$ 30,000,000	NO	\$ 30,000,000	\$ 30,000,000	\$ -	\$ 30,000,000	YES
2	Roe Road Phase 1A (Reduced)	\$ 22,000,000	\$ 1,800,000	5%	\$ 64,200,000	YES	\$ 20,200,000	\$ 20,200,000	\$ (44,000,000)	\$ 22,000,000	YES
2	Roe Road Phase 2	\$ 85,000,000	\$ 33,000,000	5%	\$ 4,200,000	YES	\$ 52,000,000	\$ 52,000,000	\$ 47,800,000	\$ 85,000,000	YES
3	Pentz Road Widening	\$ 26,000,000	\$ -	25%	\$ 51,000,000	NO	\$ 26,000,000	\$ 26,000,000	\$ (25,000,000)	\$ 26,000,000	YES
3	Skyway/Pentz Intersection Improvements	\$ 5,000,000	\$ -	40%	\$ 4,500,000	NO	\$ 5,000,000	\$ 5,000,000	\$ 500,000	\$ 5,000,000	YES
3	Pentz Pathway Project Phase II	\$ 25,000,000	\$ 22,809,000	75%	\$ 1,000,000	NO	\$ 2,191,000	\$ 2,191,000	\$ 1,191,000	\$ 25,000,000	YES
4	Upper Skyway Widening (Bille to Wagstaff)	\$ 17,500,000	\$ -	5%	\$ 15,000,000	NO	\$ 17,500,000	\$ 17,500,000	\$ 2,500,000	\$ 17,500,000	YES
4	Skyway Connectivity Project (Bille to Wagstaff)	\$ 13,500,000	\$ 6,704,000	5%	\$ 250,000	NO	\$ 6,796,000	\$ 6,796,000	\$ 6,546,000	\$ 13,500,000	YES
5	Paradise ATP Gateway Project (Neal Road Class I)	\$ 18,398,000	\$ 12,898,000	50%	\$ 800,000	NO	\$ 5,500,000	\$ 5,500,000	\$ 4,700,000	\$ 18,398,000	YES
6	Elliott/Nunnelely Road Extension	\$ 55,000,000	\$ -	0%	\$ 7,500,000	YES	\$ 55,000,000	\$ -	\$ (7,500,000)	\$ -	NO
7	Oliver Curve Pathway Phase I	\$ 21,000,000	\$ 450,000	50%	\$ 3,100,000	YES	\$ 20,550,000	\$ 20,550,000	\$ 17,450,000	\$ 21,000,000	YES
8	Foster/Black Olive Intersection Improvements	\$ 4,500,000	\$ -	5%	\$ 3,500,000	YES	\$ 4,500,000	\$ -	\$ (3,500,000)	\$ -	NO
9	Forest Service Road Improvements	\$ 10,000,000	\$ -	0%	\$ 3,000,000	YES	\$ 10,000,000	\$ -	\$ (3,000,000)	\$ -	NO
M1	On-System Road Rehabilitation	\$ 56,517,998	\$ 42,717,998	100%	\$ 13,800,000	NO	\$ 13,800,000	\$ 13,800,000	\$ -	\$ 56,517,998	YES
M2	Off-System Road Rehabilitation	\$ 45,896,875	\$ 35,896,875	100%	\$ 7,308,635	NO	\$ 10,000,000	\$ 10,000,000	\$ 2,691,365	\$ 45,896,875	YES
M3	Early Warning System	\$ 3,026,875	\$ 2,270,156	100%	\$ 756,000	NO	\$ 756,719	\$ 756,719	\$ 719	\$ 3,026,875	YES
M4	Hazardous Fuel Reduction Program	\$ 1,706,460	\$ 1,299,992	80%	\$ 406,250	NO	\$ 406,468	\$ 406,468	\$ 218	\$ 1,706,460	YES
M5	Neal Road Rehabilitation	\$ 1,838,223	\$ 1,289,033	100%	\$ 425,000	NO	\$ 549,190	\$ 549,190	\$ 124,190	\$ 1,838,223	YES
M6	On-System Culvert Replacement	\$ 931,273	\$ 904,568	100%	\$ 100,000	NO	\$ 26,705	\$ 26,705	\$ (73,295)	\$ 931,273	YES
M7	On-System Hardscape Replacement	\$ 783,326	\$ 760,865	100%	\$ 75,000	NO	\$ 22,461	\$ 22,461	\$ (52,539)	\$ 783,326	YES
M8	Off-System Culvert Repair	\$ 664,643	\$ 623,103	100%	\$ 50,000	NO	\$ 41,540	\$ 41,540	\$ (8,460)	\$ 664,643	YES
M9	On-System Sign Replacement	\$ 224,158	\$ 217,730	100%	\$ 35,000	NO	\$ 6,428	\$ 6,428	\$ (28,572)	\$ 224,158	YES
		\$ 444,487,831			\$ 226,005,885		\$ 280,846,511	\$ 226,346,511	\$ 340,626		

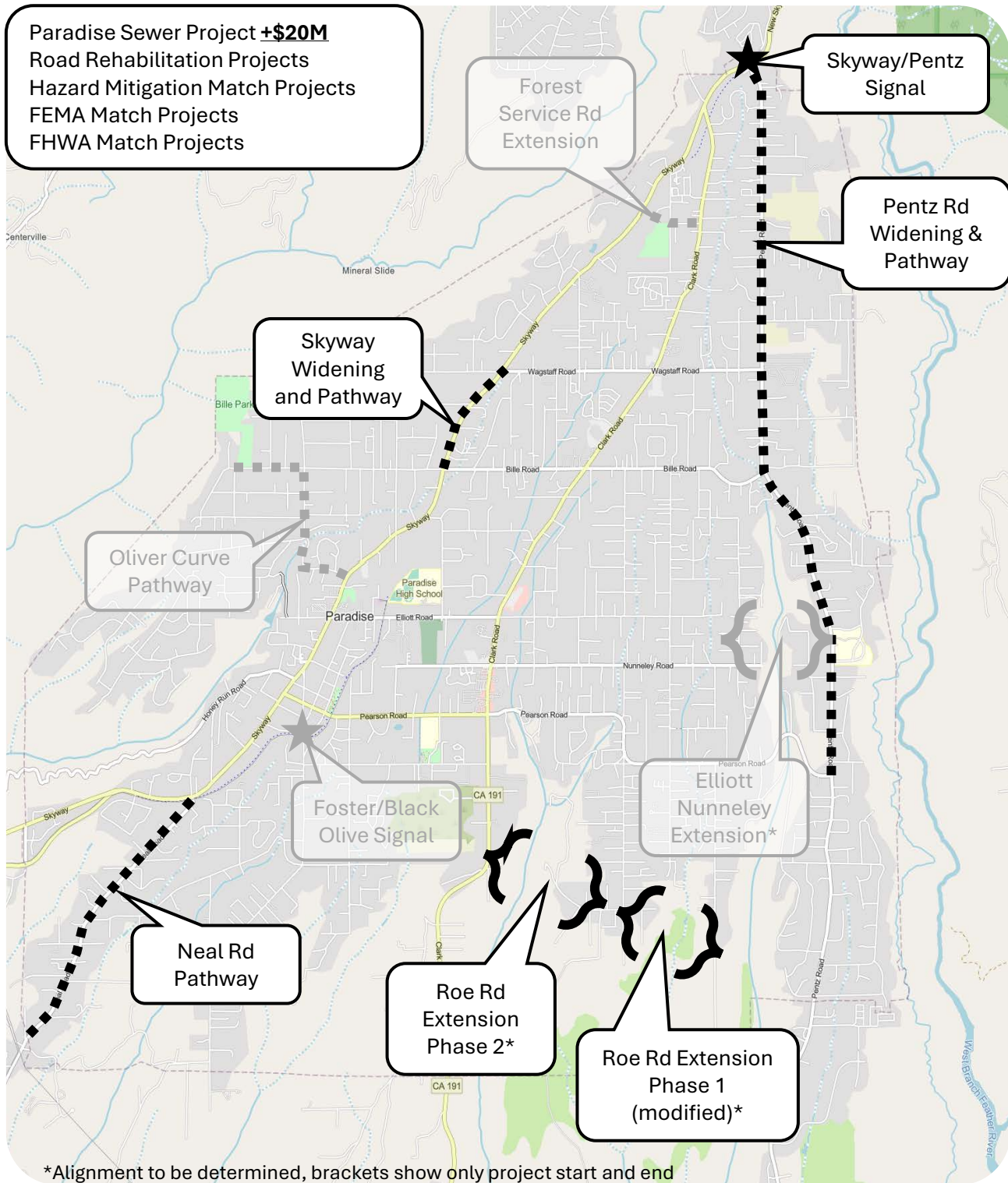
Alternative 1 Highlights

- + Delivers Roe Rd Ph 1 modified and Phase 2 entirely, keeps \$33M LTCAP
- + Delivers Oliver Curve Pathway
- + Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match Projects
- Maintains \$15M allocation to Sewer Construction
- x Suspends Elliott/Nunneley Extension indefinitely
- x Suspends Foster-Black Olive indefinitely
- x Suspends Forest Service Rd Extension indefinitely

Allocation Details

CDBG-DR Allocation	\$ 199,592,735
CDBG-DR Planning Sewer Allocation	\$ 30,000,000
Town Combined Allocation	\$ 229,592,735
PID Relocation Budget	\$ 3,516,000
Amount Available	\$ 226,076,735
Alternative 1 Balance Check	\$ (269,776) OK

Paradise Sewer Project **+\$20M**
 Road Rehabilitation Projects
 Hazard Mitigation Match Projects
 FEMA Match Projects
 FHWA Match Projects



*Alignment to be determined, brackets show only project start and end



CDBG-DR Action Plan Alternative 2

LEGEND

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Project Location
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Suspended Project

CDBG-DR Infrastructure Action Plan - Alternative 2

Priority	Project Title	2025 Revised Project Cost	Secured Leveraging Funds	Project Pre-Construction % Complete	Adopted APA-2 CDBG-DR Project Grant Amount	APA-3 Flexible? (Y or N)	Project Funding Need	Draft APA-3 CDBG-DR Project Grant Amount	Net Change CDBG-DR Project Grant Amount	Post APA-3 Project Funding	Post APA-3 Project Fully Funded?
1	Paradise Sewer Project - Phase 1 (Construction)*	TBD	\$ -	N/A	\$ 15,000,000	YES	TBD	\$ 35,000,000	\$ 20,000,000	\$ 35,000,000	NO
1	Paradise Sewer Project (Design APA-2)	\$ 30,000,000	\$ -	33%	\$ 30,000,000	NO	\$ 30,000,000	\$ 30,000,000	\$ -	\$ 30,000,000	YES
2	Roe Road Phase 1A (Reduced)	\$ 22,000,000	\$ 1,800,000	5%	\$ 64,200,000	YES	\$ 20,200,000	\$ 20,200,000	\$ (44,000,000)	\$ 22,000,000	YES
2	Roe Road Phase 2	\$ 85,000,000	\$ 33,000,000	5%	\$ 4,200,000	YES	\$ 52,000,000	\$ 52,000,000	\$ 47,800,000	\$ 85,000,000	YES
3	Pentz Road Widening	\$ 26,000,000	\$ -	25%	\$ 51,000,000	NO	\$ 26,000,000	\$ 26,000,000	\$ (25,000,000)	\$ 26,000,000	YES
3	Skyway/Pentz Intersection Improvements	\$ 5,000,000	\$ -	40%	\$ 4,500,000	NO	\$ 5,000,000	\$ 5,000,000	\$ 500,000	\$ 5,000,000	YES
3	Pentz Pathway Project Phase II	\$ 25,000,000	\$ 22,809,000	75%	\$ 1,000,000	NO	\$ 2,191,000	\$ 2,191,000	\$ 1,191,000	\$ 25,000,000	YES
4	Upper Skyway Widening (Bille to Wagstaff)	\$ 17,500,000	\$ -	5%	\$ 15,000,000	NO	\$ 17,500,000	\$ 17,500,000	\$ 2,500,000	\$ 17,500,000	YES
4	Skyway Connectivity Project (Bille to Wagstaff)	\$ 13,500,000	\$ 6,704,000	5%	\$ 250,000	NO	\$ 6,796,000	\$ 6,796,000	\$ 6,546,000	\$ 13,500,000	YES
5	Paradise ATP Gateway Project (Neal Road Class I)	\$ 18,398,000	\$ 12,898,000	50%	\$ 800,000	NO	\$ 5,500,000	\$ 5,500,000	\$ 4,700,000	\$ 18,398,000	YES
6	Elliott/Nunnelely Road Extension	\$ 55,000,000	\$ -	0%	\$ 7,500,000	YES	\$ 55,000,000	\$ -	\$ (7,500,000)	\$ -	NO
7	Oliver Curve Pathway Phase I	\$ 21,000,000	\$ 450,000	50%	\$ 3,100,000	YES	\$ 20,550,000	\$ -	\$ (3,100,000)	\$ 450,000	NO
8	Foster/Black Olive Intersection Improvements	\$ 4,500,000	\$ -	5%	\$ 3,500,000	YES	\$ 4,500,000	\$ -	\$ (3,500,000)	\$ -	NO
9	Forest Service Road Improvements	\$ 10,000,000	\$ -	0%	\$ 3,000,000	YES	\$ 10,000,000	\$ -	\$ (3,000,000)	\$ -	NO
M1	On-System Road Rehabilitation	\$ 56,517,998	\$ 42,717,998	100%	\$ 13,800,000	NO	\$ 13,800,000	\$ 13,800,000	\$ -	\$ 56,517,998	YES
M2	Off-System Road Rehabilitation	\$ 45,896,875	\$ 35,896,875	100%	\$ 7,308,635	NO	\$ 10,000,000	\$ 10,000,000	\$ 2,691,365	\$ 45,896,875	YES
M3	Early Warning System	\$ 3,026,875	\$ 2,270,156	100%	\$ 756,000	NO	\$ 756,719	\$ 756,719	\$ 719	\$ 3,026,875	YES
M4	Hazardous Fuel Reduction Program	\$ 1,706,460	\$ 1,299,992	80%	\$ 406,250	NO	\$ 406,468	\$ 406,468	\$ 218	\$ 1,706,460	YES
M5	Neal Road Rehabilitation	\$ 1,838,223	\$ 1,289,033	100%	\$ 425,000	NO	\$ 549,190	\$ 549,190	\$ 124,190	\$ 1,838,223	YES
M6	On-System Culvert Replacement	\$ 931,273	\$ 904,568	100%	\$ 100,000	NO	\$ 26,705	\$ 26,705	\$ (73,295)	\$ 931,273	YES
M7	On-System Hardscape Replacement	\$ 783,326	\$ 760,865	100%	\$ 75,000	NO	\$ 22,461	\$ 22,461	\$ (52,539)	\$ 783,326	YES
M8	Off-System Culvert Repair	\$ 664,643	\$ 623,103	100%	\$ 50,000	NO	\$ 41,540	\$ 41,540	\$ (8,460)	\$ 664,643	YES
M9	On-System Sign Replacement	\$ 224,158	\$ 217,730	100%	\$ 35,000	NO	\$ 6,428	\$ 6,428	\$ (28,572)	\$ 224,158	YES
		\$ 444,487,831			\$ 226,005,885		\$ 280,846,511	\$ 225,796,511	\$ (209,374)		

Alternative 2 Highlights

- + Delivers Roe Rd Ph 1 modified and Phase 2 entirely, keeps \$33M LTCAP
- + Increases allocation to Sewer Construction by +\$20M
- + Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match Projects
- x Suspends Oliver Curve Pathway indefinitely
- x Suspends Elliott/Nunneley Extension indefinitely
- x Suspends Foster-Black Olive indefinitely
- x Suspends Forest Service Rd Extension indefinitely

Allocation Details

CDBG-DR Allocation	\$	199,592,735
CDBG-DR Planning Sewer Allocation	\$	30,000,000
Town Combined Allocation	\$	229,592,735
PID Relocation Budget	\$	3,516,000
Amount Available	\$	226,076,735
Alternative 2 Balance Check	\$	280,224 OK

Paradise Sewer Project **+\$57M**
 Road Rehabilitation Projects
 Hazard Mitigation Match Projects
 FEMA Match Projects
 FHWA Match Projects

Forest
Service Rd
Extension

Skyway/Pentz
Signal

Pentz Rd
Widening &
Pathway

Skyway
Widening
and Pathway

Oliver Curve
Pathway

Foster/Black
Olive Signal

Neal Rd
Pathway

Elliott
Nunneley
Extension*

Roe Rd
Extension
Phase 2*

Roe Rd Extension
Phase 1
(modified)*

*Alignment to be determined, brackets show only project start and end



CDBG-DR Action Plan Alternative 3

LEGEND

--- { } ★
Project Location

--- { } ★
Suspended Project

CDBG-DR Infrastructure Action Plan - Alternative 3

Priority	Project Title	2025 Revised Project Cost	Secured Leveraging Funds	Project Pre-Construction % Complete	Adopted APA-2 CDBG-DR Project Grant Amount	APA-3 Flexible? (Y or N)	Project Funding Need	Draft APA-3 CDBG-DR Project Grant Amount	Net Change CDBG-DR Project Grant Amount	Post APA-3 Project Funding	Post APA-3 Project Fully Funded?
1	Paradise Sewer Project - Phase 1 (Construction)*	TBD	\$ -	N/A	\$ 15,000,000	YES	TBD	\$ 72,000,000	\$ 57,000,000	\$ 72,000,000	NO
1	Paradise Sewer Project (Design APA-2)	\$ 30,000,000	\$ -	33%	\$ 30,000,000	NO	\$ 30,000,000	\$ 30,000,000	\$ -	\$ 30,000,000	YES
2	Roe Road Phase 1A (Reduced)	\$ 22,000,000	\$ 1,800,000	5%	\$ 64,200,000	YES	\$ 20,200,000	\$ -	\$ (64,200,000)	\$ 1,800,000	NO
2	Roe Road Phase 2	\$ 85,000,000	\$ 33,000,000	5%	\$ 4,200,000	YES	\$ 52,000,000	\$ -	\$ (4,200,000)	\$ 33,000,000	NO
3	Pentz Road Widening	\$ 26,000,000	\$ -	25%	\$ 51,000,000	NO	\$ 26,000,000	\$ 26,000,000	\$ (25,000,000)	\$ 26,000,000	YES
3	Skyway/Pentz Intersection Improvements	\$ 5,000,000	\$ -	40%	\$ 4,500,000	NO	\$ 5,000,000	\$ 5,000,000	\$ 500,000	\$ 5,000,000	YES
3	Pentz Pathway Project Phase II	\$ 25,000,000	\$ 22,809,000	75%	\$ 1,000,000	NO	\$ 2,191,000	\$ 2,191,000	\$ 1,191,000	\$ 25,000,000	YES
4	Upper Skyway Widening (Bille to Wagstaff)	\$ 17,500,000	\$ -	5%	\$ 15,000,000	NO	\$ 17,500,000	\$ 17,500,000	\$ 2,500,000	\$ 17,500,000	YES
4	Skyway Connectivity Project (Bille to Wagstaff)	\$ 13,500,000	\$ 6,704,000	5%	\$ 250,000	NO	\$ 6,796,000	\$ 6,796,000	\$ 6,546,000	\$ 13,500,000	YES
5	Paradise ATP Gateway Project (Neal Road Class I)	\$ 18,398,000	\$ 12,898,000	50%	\$ 800,000	NO	\$ 5,500,000	\$ 5,500,000	\$ 4,700,000	\$ 18,398,000	YES
6	Elliott/Nunnelely Road Extension	\$ 55,000,000	\$ -	0%	\$ 7,500,000	YES	\$ 55,000,000	\$ -	\$ (7,500,000)	\$ -	NO
7	Oliver Curve Pathway Phase I	\$ 21,000,000	\$ 450,000	50%	\$ 3,100,000	YES	\$ 20,550,000	\$ 20,550,000	\$ 17,450,000	\$ 21,000,000	YES
8	Foster/Black Olive Intersection Improvements	\$ 4,500,000	\$ -	5%	\$ 3,500,000	YES	\$ 4,500,000	\$ 4,500,000	\$ 1,000,000	\$ 4,500,000	YES
9	Forest Service Road Improvements	\$ 10,000,000	\$ -	0%	\$ 3,000,000	YES	\$ 10,000,000	\$ 10,000,000	\$ 7,000,000	\$ 10,000,000	YES
M1	On-System Road Rehabilitation	\$ 56,517,998	\$ 42,717,998	100%	\$ 13,800,000	NO	\$ 13,800,000	\$ 13,800,000	\$ -	\$ 56,517,998	YES
M2	Off-System Road Rehabilitation	\$ 45,896,875	\$ 35,896,875	100%	\$ 7,308,635	NO	\$ 10,000,000	\$ 10,000,000	\$ 2,691,365	\$ 45,896,875	YES
M3	Early Warning System	\$ 3,026,875	\$ 2,270,156	100%	\$ 756,000	NO	\$ 756,719	\$ 756,719	\$ 719	\$ 3,026,875	YES
M4	Hazardous Fuel Reduction Program	\$ 1,706,460	\$ 1,299,992	80%	\$ 406,250	NO	\$ 406,468	\$ 406,468	\$ 218	\$ 1,706,460	YES
M5	Neal Road Rehabilitation	\$ 1,838,223	\$ 1,289,033	100%	\$ 425,000	NO	\$ 549,190	\$ 549,190	\$ 124,190	\$ 1,838,223	YES
M6	On-System Culvert Replacement	\$ 931,273	\$ 904,568	100%	\$ 100,000	NO	\$ 26,705	\$ 26,705	\$ (73,295)	\$ 931,273	YES
M7	On-System Hardscape Replacement	\$ 783,326	\$ 760,865	100%	\$ 75,000	NO	\$ 22,461	\$ 22,461	\$ (52,539)	\$ 783,326	YES
M8	Off-System Culvert Repair	\$ 664,643	\$ 623,103	100%	\$ 50,000	NO	\$ 41,540	\$ 41,540	\$ (8,460)	\$ 664,643	YES
M9	On-System Sign Replacement	\$ 224,158	\$ 217,730	100%	\$ 35,000	NO	\$ 6,428	\$ 6,428	\$ (28,572)	\$ 224,158	YES
		\$ 444,487,831			\$ 226,005,885		\$ 280,846,511	\$ 225,646,511	\$ (359,374)		

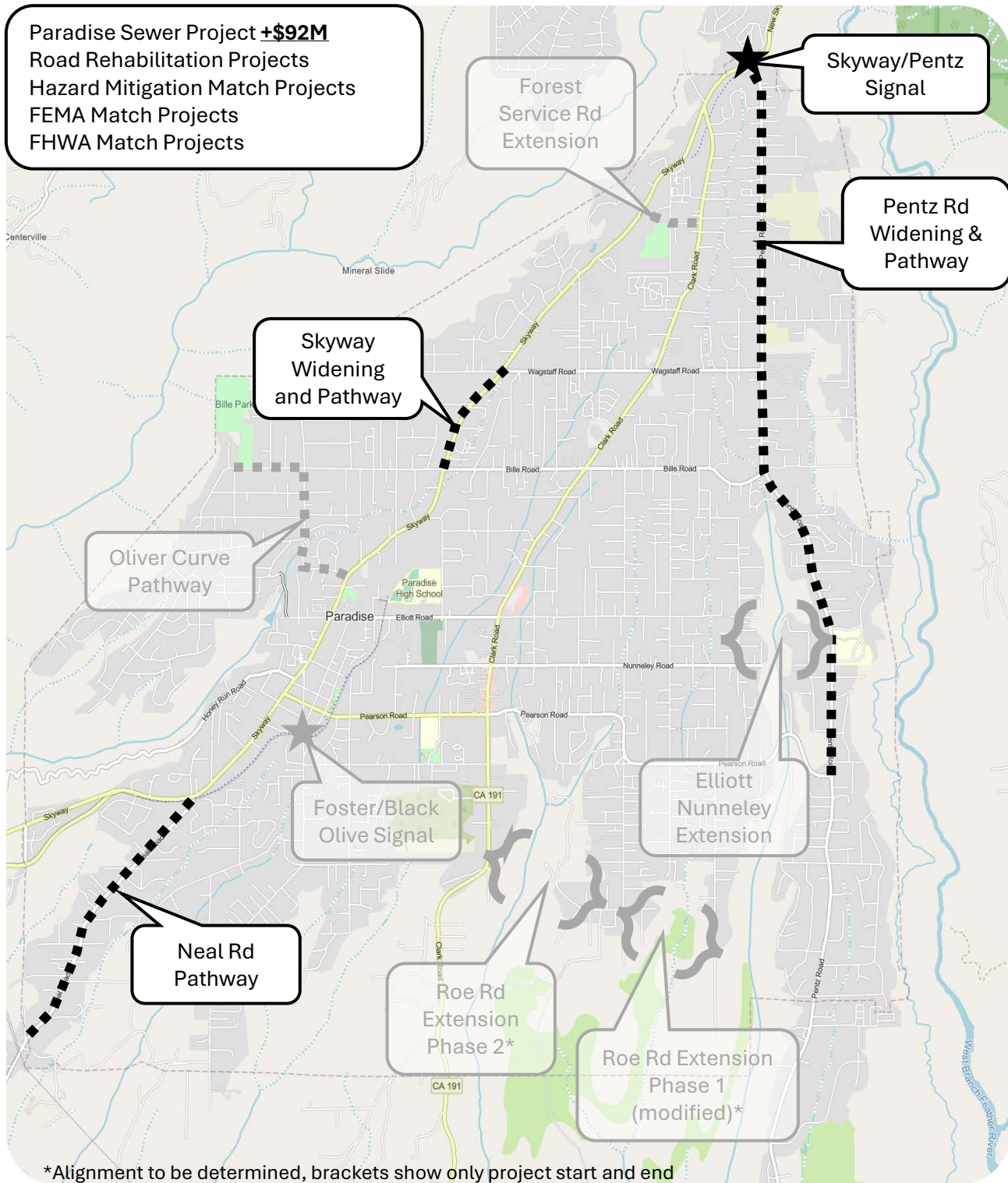
Alternative 3 Highlights

- + Increases allocation to Sewer Construction by +\$57M
- + Delivers Oliver Curve Pathway
- + Delivers Foster-Black Olive
- + Delivers Forest Service Rd Extension
- + Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match Projects
- x Suspends Elliott/Nunneley Extension indefinitely
- x Suspends Roe Rd Ph 1 & 2 indefinitely, returns \$33M award to State LTCAP

Allocation Details

CDBG-DR Allocation	\$ 199,592,735
CDBG-DR Planning Sewer Allocation	\$ 30,000,000
Town Combined Allocation	\$ 229,592,735
PID Relocation Budget	\$ 3,516,000
Amount Available	\$ 226,076,735
Alternative 4 Balance Check	\$ 430,224 OK

Paradise Sewer Project **+\$92M**
 Road Rehabilitation Projects
 Hazard Mitigation Match Projects
 FEMA Match Projects
 FHWA Match Projects



*Alignment to be determined, brackets show only project start and end



CDBG-DR Action Plan Alternative 4

LEGEND

- Project Location
- Suspended Project

CDBG-DR Infrastructure Action Plan - Alternative 4

Priority	Project Title	2025 Revised Project Cost	Secured Leveraging Funds	Project Pre-Construction % Complete	Adopted APA-2 CDBG-DR Project Grant Amount	APA-3 Flexible? (Y or N)	Project Funding Need	Draft APA-3 CDBG-DR Project Grant Amount	Net Change CDBG-DR Project Grant Amount	Post APA-3 Project Funding	Post APA-3 Project Fully Funded?
1	Paradise Sewer Project - Phase 1 (Construction)*	TBD	\$ -	N/A	\$ 15,000,000	YES	TBD	\$ 107,000,000	\$ 92,000,000	\$ 107,000,000	NO
1	Paradise Sewer Project (Design APA-2)	\$ 30,000,000	\$ -	33%	\$ 30,000,000	NO	\$ 30,000,000	\$ 30,000,000	\$ -	\$ 30,000,000	YES
2	Roe Road Phase 1A (Reduced)	\$ 22,000,000	\$ 1,800,000	5%	\$ 64,200,000	YES	\$ 20,200,000	\$ -	\$ (64,200,000)	\$ 1,800,000	NO
2	Roe Road Phase 2	\$ 85,000,000	\$ 33,000,000	5%	\$ 4,200,000	YES	\$ 52,000,000	\$ -	\$ (4,200,000)	\$ 33,000,000	NO
3	Pentz Road Widening	\$ 26,000,000	\$ -	25%	\$ 51,000,000	NO	\$ 26,000,000	\$ 26,000,000	\$ (25,000,000)	\$ 26,000,000	YES
3	Skyway/Pentz Intersection Improvements	\$ 5,000,000	\$ -	40%	\$ 4,500,000	NO	\$ 5,000,000	\$ 5,000,000	\$ 500,000	\$ 5,000,000	YES
3	Pentz Pathway Project Phase II	\$ 25,000,000	\$ 22,809,000	75%	\$ 1,000,000	NO	\$ 2,191,000	\$ 2,191,000	\$ 1,191,000	\$ 25,000,000	YES
4	Upper Skyway Widening (Bille to Wagstaff)	\$ 17,500,000	\$ -	5%	\$ 15,000,000	NO	\$ 17,500,000	\$ 17,500,000	\$ 2,500,000	\$ 17,500,000	YES
4	Skyway Connectivity Project (Bille to Wagstaff)	\$ 13,500,000	\$ 6,704,000	5%	\$ 250,000	NO	\$ 6,796,000	\$ 6,796,000	\$ 6,546,000	\$ 13,500,000	YES
5	Paradise ATP Gateway Project (Neal Road Class I)	\$ 18,398,000	\$ 12,898,000	50%	\$ 800,000	NO	\$ 5,500,000	\$ 5,500,000	\$ 4,700,000	\$ 18,398,000	YES
6	Elliott/Nunnelely Road Extension	\$ 55,000,000	\$ -	0%	\$ 7,500,000	YES	\$ 55,000,000	\$ -	\$ (7,500,000)	\$ -	NO
7	Oliver Curve Pathway Phase I	\$ 21,000,000	\$ 450,000	50%	\$ 3,100,000	YES	\$ 20,550,000	\$ -	\$ (3,100,000)	\$ 450,000	NO
8	Foster/Black Olive Intersection Improvements	\$ 4,500,000	\$ -	5%	\$ 3,500,000	YES	\$ 4,500,000	\$ -	\$ (3,500,000)	\$ -	NO
9	Forest Service Road Improvements	\$ 10,000,000	\$ -	0%	\$ 3,000,000	YES	\$ 10,000,000	\$ -	\$ (3,000,000)	\$ -	NO
M1	On-System Road Rehabilitation	\$ 56,517,998	\$ 42,717,998	100%	\$ 13,800,000	NO	\$ 13,800,000	\$ 13,800,000	\$ -	\$ 56,517,998	YES
M2	Off-System Road Rehabilitation	\$ 45,896,875	\$ 35,896,875	100%	\$ 7,308,635	NO	\$ 10,000,000	\$ 10,000,000	\$ 2,691,365	\$ 45,896,875	YES
M3	Early Warning System	\$ 3,026,875	\$ 2,270,156	100%	\$ 756,000	NO	\$ 756,719	\$ 756,719	\$ 719	\$ 3,026,875	YES
M4	Hazardous Fuel Reduction Program	\$ 1,706,460	\$ 1,299,992	80%	\$ 406,250	NO	\$ 406,468	\$ 406,468	\$ 218	\$ 1,706,460	YES
M5	Neal Road Rehabilitation	\$ 1,838,223	\$ 1,289,033	100%	\$ 425,000	NO	\$ 549,190	\$ 549,190	\$ 124,190	\$ 1,838,223	YES
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M9	On-System Sign Replacement	\$ 224,158	\$ 217,730	100%	\$ 35,000	NO	\$ 6,428	\$ 6,428	\$ (28,572)	\$ 224,158	YES
		\$ 444,487,831			\$ 226,005,885		\$ 280,846,511	\$ 225,596,511	\$ (409,374)		

Alternative 4 Highlights

- + Increases allocation to Sewer Construction by +\$92M
- + Increases funding to Neal, Skyway, Pentz, Road Rehab and other Match Projects
- x Suspends Roe Rd Ph 1 & 2 indefinitely, returns \$33M award to State LTCAP
- x Suspends Oliver Curve Pathway indefinitely
- x Suspends Foster-Black Olive indefinitely
- x Suspends Forest Service Rd Extension indefinitely
- x Suspends Elliott/Nunneley Extension indefinitely

Allocation Details

CDBG-DR Allocation	\$ 199,592,735
CDBG-DR Planning Sewer Allocation	\$ 30,000,000
Town Combined Allocation	\$ 229,592,735
PID Relocation Budget	\$ 3,516,000
Amount Available	\$ 226,076,735
Alternative 4 Balance Check	\$ 480,224 OK



Town of Paradise

Community Development Block Grant Disaster Recovery – Infrastructure

Action Plan

Amendment 3

Date of Adoption TBD

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1. Amendment 3 Summary

The Town of Paradise is issuing Action Plan Amendment 3 to incorporate developments relating to significant cost increases across pre-construction and construction phases of work. Cost increases can be attributed to industry wide impacts as well as the Town having a better understanding of engineer's estimates beyond the initial project scoping work completed in 2022. These cost increases require an adjustment to Town priorities to account for cost increases as well as unsuccessful leveraging grant awards.

More information on the specific changes to the Amendment can be found in Sections 10-14 of this document.

2. Purpose

The Town of Paradise CDBG-DR Infrastructure Action Plan aims to document the context, approach and overview of potential use of allocated funds. Future revised Action Plans will be presented:

- Annually during budget processing, and
- As needed when critical issues develop requiring Council action such as changes to the Recommended Project List

3. CDBG-DR General

On January 27, 2020, United States Department of Housing and Urban Development (HUD) published Federal Register Notice 85 FR 4681 allocating \$1,017,399,000 in CDBG-DR funding, related to the Federal Emergency Management Agency (FEMA) Major Disaster Declarations DR-4382 from July to September 2018 and DR-4407 in November 2018. The California Department of Housing and Community Development (HCD) is the grantee responsible for administering the CDBG-DR funds allocated to the State of California. CDBG-DR supports the State of California's unmet recovery needs related to the Federal Emergency Management Agency (FEMA) Major Disaster Declarations DR- 4382 from July to September 2018 and DR-4407 in November 2018.

Recognizing unmet infrastructure recovery needs, related to DR-4382 from July to September 2018 and DR-4407 in November 2018, HCD allocated \$317,428,488 of the CDBG-DR funding to the Disaster Recovery Infrastructure Program (DR-Infrastructure). DR-Infrastructure projects are funded to assist with meeting the unmet infrastructure needs of local communities. This program provides funding for FEMA Public Assistance (PA) match projects, FEMA Hazard Mitigation Grant Program (HMGP) match projects, other non-FEMA match projects, and stand-alone projects identified by local communities impacted by DR-4382 or DR-4407. HUD requires that 70% of the total grant-wide funds are spent on activities that meet the low- and moderate-income (LMI) national objective and 80% of grant funds are expended in the HUD-identified most impacted and distressed (MID) areas. The MID areas for the 2018 DR-Infrastructure Program include the entire counties of Butte, Shasta, Los Angeles and Lake; the Town of Paradise is MID eligible within Butte County.

4. CDBG-DR Infrastructure Program Activities

The DR-Infrastructure Program utilizes CDBG-DR funds to address two needs of Eligible Applicants: 1.) providing support to disaster-impacted units of local government and other eligible entities with payment of their non-federal local cost share (FEMA Public Assistance (PA) Match, FEMA HMGP Match, and other federal grants) requirement so that they can access other disaster recovery resources without incurring an unexpected financial burden to address recovery needs; and 2.) providing funds to units of local government to develop "Stand- Alone" infrastructure projects, which can be funded with up to 100% CDBG-DR funding, that are necessary to address unmet disaster recovery needs from impacts tied to DR- 4382 or DR-4407. To

address the needs of Eligible Applicants described in this paragraph, the DR-Infrastructure Program funds are used for the following project types:

- The non-federal local cost share match on disaster-related federal grants (FEMA and other federal grants); and
- Non-match, Stand-Alone Infrastructure projects that address identified unmet 2018 disaster recovery needs and increase the resilience of cities and counties.

a. FEMA PA Match

The FEMA Public Assistance (PA) Grant Program supports communities' recovery from major disasters by providing them with grant assistance for debris removal, life-saving emergency protective measures, and restoring public infrastructure. FEMA provides grants to the State and its sub-applicants (cities, counties, school districts, etc.) to address the long-term rebuilding, recovery, and resiliency needs of the communities. Projects that are approved for FEMA PA Match in certain FEMA Categories are eligible for non-federal share, local match funding under the DR-Infrastructure Program. See Section 2.4 for a full description of eligible FEMA PA Match projects, activities, and compliance.

b. FEMA HMGP Match

FEMA Hazard Mitigation Grant Program (HMGP) activities are designed to help communities implement hazard mitigation measures following a Presidential Major Disaster Declaration in the areas of the state, tribe, or territory requested by the Governor or Tribal Executive. The key purpose of HMGP is to enact mitigation measures that reduce the risk of loss of life and property from future disasters. Projects that are approved for FEMA HMGP Match are eligible for non-federal, local match funding under DR-Infrastructure. See Section 2.5 for a full description of eligible FEMA HMGP Match projects, activities, and compliance.

c. Other Non-Federal Match

HCD may fund the local portion of the non-federal share for other federally grant-funded infrastructure projects with a tie-back to the DR-4382 or DR-4407 disaster events. Grants include, but are not limited to, projects funded by the Federal Highway Administration (FHWA) and the United States Department of Agriculture (USDA).

d. Stand-Alone Infrastructure

Non-match, Stand-Alone CDBG-DR eligible infrastructure projects with a tie-back to the 2018 disasters that can be funded with up to 100 percent of CDBG-DR funding are eligible for the DR-Infrastructure Program. These non-match, Stand-Alone Infrastructure projects are critical to address identified unmet disaster recovery needs and increase the resilience of cities and counties that are not funded by other federal recovery programs. All Stand-Alone Infrastructure projects require an environmental review be completed by the Subrecipient. See Section 2.6 for a full description of eligible Stand-Alone Infrastructure projects, activities, and compliance.

5. CDBG-DR Infrastructure Program Requirements

a. Tie-back to the Disasters

All projects funded through the DR Infrastructure Program must in some way respond to a direct impact from the following federally declared disasters:

- DR-4382 California Wildfires and High Winds (July 23, 2018 – September 19, 2018)
- DR-4407 California Wildfires (November 08, 2018 – November 25, 2018)

The FEMA PA program requires clear documentation showing a direct disaster related impact as a prerequisite for entry into the program. Only after an impact threshold has been met does FEMA consider making disaster funds available to applicants. It is assumed that if the potential applicant received funding and support through the FEMA PA program, the project has a tie to one of the declared disasters. For FEMA PA Match projects, the tie to the 2018 disasters is documented by FEMA’s approval of the Project Worksheet.

For Stand-Alone projects, HMGP Match projects, and other Federal match projects, the tie to the 2018 disasters is documented as part of the Notice of Intent (NOI) and application processes and stored in the program file of Grants Network. Documentation that shows a tie to the disaster can include, but is not limited to, a damage estimate prepared by city/county staff or contractor, reconstruction estimates for physical losses by engineers or other similar professionals, insurance claims, or photographic evidence of the physical impact of the disaster on the project with clear dates and timeline.

Eligible Applicants may submit indirect tie backs to the disaster that are a result of population shifts due to DR-4382 and DR-4407. For such indirect tie backs, Eligible Applicants are required to use one of two options. Option one is to use publicly available data from a government entity or research center acceptable to HCD to determine whether the jurisdiction experienced a sustained population increase, of at least 24 months, reasonably attributable to an influx of 2018 disaster survivors. Option two is for Eligible Applicants to provide alternative data documenting a sustained population increase, of at least 24 months, reasonably attributable to an influx of 2018 disaster survivors, using a survey methodology acceptable to HCD (i.e., reasonably designed to produce an accurate estimate).

For all projects, HCD reviews how each project supports the overall housing recovery from DR-4382 or DR-4407. Projects that support overall housing recovery are infrastructure projects that enable the recovery of residential areas by meeting transportation needs, restoring essential utilities, and addressing other public infrastructure and facility needs. Examples of infrastructure projects that support overall housing recovery include, but are not limited to public roads, school facilities, stormwater drainage improvements, potable water, sanitary sewer, electric and gas utilities, wastewater treatment facilities, parks, and other public facilities that are important publicly owned assets.

b. Meeting a National Objective

In accordance with 24 CFR 570.208, all CDBG-DR funded activities must meet a national objective as required under 24 CFR 570.200(a)(2). Under section 101(c) of the authorizing Act (42 U.S.C. 5301) the CDBG program must ensure that the funded activity meets one of the named national objectives. The two qualifying national objectives are:

- Benefiting low- and moderate-income (LMI) persons; and
- Meeting an urgent need.

National Objective Category	Subcategory	Required Documentation
LMI Benefit	LMI Area Benefit	Boundaries of service area of activity/project Census data including the persons and percentage LMI Evidence area is primarily residential Survey documentation (if applicable)

LMI Benefit	LMI Limited Clientele	Documentation that the beneficiaries are or are presumed to be LMI by category (e.g. senior housing, homeless shelters, etc.).
LMI Benefit	LMI Housing	If applicable, income document for all household members 18 years of age and older.
Urgent Need	Urgent Need	Resolution from Subrecipient's city council, county board, or similar governing body stating that no other funds are available for the proposed project.

The DR-Infrastructure Program must demonstrate that funded activities meet one of the two National Objectives. The types of records to be maintained for each CDBG-DR funded project depends on the National Objective category for which it qualifies. For all DR-Infrastructure Program projects, the final determination of the National Objective is completed during the application process based on HUD guidance. Eligible Applicants also need to provide preliminary National Objective documentation as part of the NOI process to support the Priority Level of the project.

Determining the service area of an activity involves consideration of the nature, location, and accessibility of each activity, and the information contained within the project's description and scope of work (contained in the Project Worksheet for FEMA PA projects). Service areas are based on the beneficiaries of recovery activities and/or types of facilities (e.g. work on roads and bridges, repair/replacement of public utilities, etc.); geographic features (e.g. locations of highway, rivers, hillsides, etc.); and local population characteristics (e.g. population size and density). Wherever possible, HCD leverages pre-defined service areas mapped by a government agency or utility service providers.

HCD anticipates that projects that qualify under the Low- and Moderate-Income (LMI) National Objective are primarily using the Low- and Moderate-Income Area Benefit (LMA) category. Once a project's service area is identified, HUD Low- and Moderate-Income Summary Data is used to determine if least 51 percent of the residents are low- and moderate-income persons.

The Urgent Need National Objective requires that the project is designed to meet community development needs having a particular urgency. In the absence of substantial evidence to the contrary, a project is considered to address this National Objective if the design of the project is certified to alleviate existing conditions which pose a serious and immediate threat to the health or welfare of the community which are of recent origin or which recently became urgent, that the Subrecipient is unable to finance the activity on its own, and that other sources of funding are not available. A condition is generally considered to be of recent origin if it developed or became critical within 18 months preceding the certification by the Subrecipient.

c. Eligible Applicants

The eligible applicants for Infrastructure Recovery Program funds are municipal and county governments that received FEMA Public Assistance funds for permanent infrastructure projects (Categories C through G) related to the DR-4382 or DR-4407 disaster events and/or are listed as a subrecipient jurisdiction under the 2018 CDBG Disaster Recovery Multifamily Housing Program.

Eligible Applicants

- Butte County
- Lake County
- Los Angeles County
- Shasta County
- Ventura County
- City of Agoura Hills
- City of Anderson
- City of Calabasas
- City of Chico
- City of Gridley
- City of Lakeport
- City of Los Angeles
- City of Malibu
- City of Oroville
- City of Redding
- City of Shasta Lake
- City of Thousand Oaks
- City of Westlake Village
- Town of Paradise

Eligible Applicants may submit projects located anywhere within the unit of local government's jurisdiction in accordance with the eligibility requirements outlined in Sections 2.4, 2.5, 2.6, and 2.7 below. As needed, Eligible Applicants may collaborate with other eligible entities, units of local government, or special districts in the implementation of the DR-Infrastructure Program.

Subrecipients may submit applications on behalf of another jurisdiction or special district. If the application is approved by HCD, the Subrecipient may enter into an agreement with another jurisdiction or special district for implementing the project. Prior to HCD issuing a Notice to Proceed (NTP) for the project, the Subrecipient must submit a monitoring plan for the unit of local government or special district working under the agreement. The monitoring plan shall demonstrate that the Subrecipient has the capacity to oversee work of the local government or special district.

Agreements with other units of local government, special districts, and other eligible entities are limited to program implementation support and the Subrecipient cannot allocate project funding directly to other government entities unless the Subrecipient, during the Due Diligence process, notifies HCD of its intent to make a unit of local government or special district a subrecipient for a potential project. In such instances, the following two (2) conditions must be special conditions in the MSA that the Subrecipient needs to clear prior to HCD issuing a Notice to Proceed for the specific potential project(s):

- 1.) HCD approves the Subrecipient's monitoring plan of the unit of local government or special district for the proposed project. The monitoring plan must demonstrate that the Subrecipient has sufficient understanding of the program requirements, the applicable federal and state regulations, and the capacity to monitor the work of its subrecipients.
- 2.) Subrecipient agreements must be approved by HCD. If a Subrecipient is a CDBG entitlement community and has a subrecipient agreement in place, they may use the agreement as a template or an amended agreement, if approved by HCD.

If the preceding two (2) conditions are met, the Subrecipient can make the units of local government or special districts subrecipients and can directly allocate funds from the Subrecipient's DR-Infrastructure allocation for individual projects approved by HCD during the Project Application process and for which HCD issues a Notice to Proceed. For all cases in accordance with 83 FR 5844 Section 51(k), HCD must also assess the Subrecipient's capacity to execute and monitor the proposed project(s) as a factor in the project review. Additionally, for CDBG-DR funds to be used as the non-federal cost share local match, the project must be a HUD eligible activity and must meet a HUD national objective, per CDBG-DR rules and regulations. Similarly, the project must fully comply with all applicable federal rules and regulations, to include Davis Bacon and related acts, Section 3, Section 504, procurement, environmental review and all other CDBG-DR, cross-cutting, state and local applicable statutes, rules and regulations.

Special note, Paradise Irrigation District is an eligible applicant under the Town of Paradise and will be subject to the subrecipient requirements

6. CDBG-DR Infrastructure Program Policies and Procedures

Full CDBG-DR Infrastructure Program Policies and Procedures can be found here:

<https://www.hcd.ca.gov/community-development/disaster-recovery-programs/cdbg-dr/cdbg-dr-2018/docs/18DRINF18MITRIPPoliciesandProceduresv2.pdf>

7. Town of Paradise Notices of Intent Round 1 & Round 2

Through the development of the Town's Community Long Term Recovery Plan and Transportation Master Plan, the Town of Paradise prepared a list of eligible projects to be considered in the CDBG-DR Infrastructure Notice of Intent phase for both Round 1 (LMI-eligible projects) and Round 2 (all other non-LMI projects). Action taken by Paradise Town Council on February 8, 2022 included the adoption of Resolution No. 2022-12, A Resolution of the Town Council of the Town of Paradise Declaring Certain Projects Critical to Camp Fire Recovery with Unfunded Needs for Consideration in the CDBG-DR Infrastructure Program. A copy of the project list adopted by Council and submitted for consideration is provided below:

Project Title	National Objective	Overall Priority	LMI Priority	Urgent Need Priority	Long Term Recovery Plan Tier and Project Category	Total Cost	Total Unmet Need
Paradise Sewer Project	Urgent Need	1	N/A	1	1 - Sewer System	\$184,675,000	\$182,275,000
On-System Road Rehabilitation	Urgent Need-Match	2	N/A	2	1 - Evacuation Routes	\$55,439,200	\$13,859,800
Off-System Road Rehabilitation	Urgent Need-Match	3	N/A	3	1 - Evacuation Routes	\$45,043,700	\$11,260,925
Roe Road Extension Phase 1 (S Libby to Pentz)	LMI	4	1	N/A	1 - Missing Road Segment	\$60,400,000	\$60,400,000
Roe Road Phase 2 (SR-191 to S Libby)	LMI	5	2	N/A	1 - Missing Road Segment	\$42,622,089	\$42,622,089
Roe Road Phase 3 (Scottwood to SR-191)	LMI	6	3	N/A	1 - Missing Road Segment	\$11,105,512	\$11,105,512
Pentz Road Widening (Town Limits to Skyway)	Urgent Need	7	N/A	4	1 - Evacuation Routes	\$88,865,680	\$88,865,680
Early Warning System	Urgent Need-Match	8	N/A	5	1 - Emergency Notification	\$3,207,400	\$3,200,000
Elliott Road Extension (End to Pentz Road)	Urgent Need	9	N/A	6	1 - Missing Road Segment	\$7,050,742	\$7,050,742
Neal Road Rehabilitation	Urgent Need-Match	10	N/A	7	1 - Evacuation Routes	\$1,588,300	\$397,075
Off-System Culvert Repair	Urgent Need-Match	11	N/A	8	1 - Evacuation Routes	\$750,000	\$187,500
Buschmann Extension between Clark & Libby	LMI	12	4	N/A	1 - Missing Road Segment	\$24,043,221	\$24,043,221
Sawmill Extension south to Roe Road Extension	LMI	13	5	N/A	1 - Long Dead-End Streets	\$3,337,373	\$3,337,373
Roe Road Phase 4 (Skyway to Neal)	Urgent Need	14	N/A	9	1 - Missing Road Segment	\$20,380,141	\$20,380,141
Roe Road Phase 5 (Neal to Scottwood)	Urgent Need	15	N/A	10	1 - Evacuation Routes	\$21,049,870	\$21,049,870
Upper Skyway Widening (Bille to Pentz)	Urgent Need	16	N/A	11	1 - Evacuation Routes	\$49,067,998	\$49,067,998

Neal Road Widening (Town Limits to Skyway)	Urgent Need	17	N/A	12	1 - Evacuation Routes	\$25,308,880	\$25,308,880
On-System Culvert Replacement	Urgent Need-Match	18	N/A	13	1 - Evacuation Routes	\$811,000	\$202,750
Upper Clark Widening (Wagstaff to Skyway)	Urgent Need	19	N/A	14	1 - Evacuation Routes	\$25,007,475	\$25,007,475
Elliott Road Extension (west of Skyway)	Urgent Need	20	N/A	15	1 - Missing Road Segment	\$850,011	\$850,011
Category 4 Tree Removal	Urgent Need-Match	21	N/A	16	1 - Standing Burnt Tree Removal	\$11,747,100	\$2,936,782
Category 4 Tree Removal Additional Assistance	Urgent Need-Match	22	N/A	17	1 - Standing Burnt Tree Removal	\$10,000,000	\$2,500,000
General Plan Update	Urgent Need	23	N/A	18	1 - Planning and Zoning	\$1,200,000	\$1,200,000
Sewer Service Area Specific Plan	Urgent Need	24	N/A	19	1 - Sewer System	\$800,000	\$800,000
Defensible Space Code Enforcement	Urgent Need-Match	25	N/A	20	1 - Updated codes/standards	\$691,460	\$172,865
On-System Hardscape Replacement	Urgent Need-Match	26	N/A	21	1 - Walkable Downtown	\$767,100	\$191,775
Storm Drain Master Plan (HMGP)	Urgent Need-Match	27	N/A	22	2 - Sustainable Stormwater	\$513,774	\$128,444
Residential Ignition Resistant Program	Urgent Need-Match	28	N/A	23	2 - Education Program	\$8,465,986	\$2,116,497
ATP 1 - Skyway Connectivity Project	Urgent Need	29	N/A	24	1 - Interconnect Path System	\$4,461,689	\$4,461,689
ATP 3 - Pentz Pathway Project Phase II	Urgent Need	30	N/A	25	1 - Interconnect Path System	\$27,164,964	\$26,464,964
ATP 2 - Paradise ATP Gateway Project	Urgent Need	31	N/A	26	1 - Interconnect Path System	\$10,066,526	\$9,516,526
ATP 4 - Oliver Curve Pathway Project Phase I	Urgent Need	32	N/A	27	1 - Interconnect Path System	\$4,906,900	\$5,073,547
Foster/Black Olive Intersection Improvements	Urgent Need	33	N/A	28	1 - Evacuation Routes	\$5,000,000	\$5,000,000
Buschmann Extension West of Foster Road	Urgent Need	34	N/A	29	1 - Missing Road Segment	\$3,290,571	\$3,290,571
Intersection Improvements Skyway/Pentz	Urgent Need	35	N/A	30	1 - Evacuation Routes	\$4,500,000	\$4,500,000
Moore Road (Public, pave)	Urgent Need	36	N/A	31	1 - Missing Road Segment	\$1,436,639	\$1,436,639
Pentz/Pearson Intersection Improvements	Urgent Need	37	N/A	32	1 - Evacuation Routes	\$4,500,000	\$4,500,000
Clark Class I (Skyway to Pearson)	Urgent Need	38	N/A	33	1 - Interconnect Path System	\$21,554,691	\$21,554,691
Pearson Class I (Clark to Pentz)	Urgent Need	39	N/A	34	1 - Interconnect Path System	\$13,554,857	\$13,554,857
Elliott Class I (Skyway to Sawmill)	Urgent Need	40	N/A	35	1 - Interconnect Path System	\$12,718,561	\$12,718,561
Wagstaff Class I (North side Oliver to Clark)	Urgent Need	41	N/A	36	1 - Interconnect Path System	\$12,638,530	\$12,638,530
Libby Road Extension between Pearson & Elliott	Urgent Need	42	N/A	37	1 - Missing Road Segment	\$5,898,678	\$5,898,678
Changeable Message Sign Network	Urgent Need	43	N/A	38	1 - Emergency Notification	\$130,000	\$130,000
Forest Service Road	Urgent Need	44	N/A	39	1 - Missing Road Segment	\$1,706,351	\$1,706,351
Toyon Lane Improvements (Foster to Roe)	Urgent Need	45	N/A	40	1 - Missing Road Segment	\$3,880,420	\$3,880,420
On-System Sign Replacement	Urgent Need-Match	46	N/A	41	1 - Evacuation Routes	\$285,200	\$71,300
Traffic Management Center	Urgent Need	47	N/A	42	1 - Evacuation Routes	\$3,500,000	\$3,500,000

Traffic Signal Interconnect (Town of Paradise)	Urgent Need	48	N/A	43	1 - Evacuation Routes	\$10,500,000	\$10,500,000
Honey Run Road Improvements	Urgent Need	49	N/A	44	1 - Evacuation Routes	\$80,000	\$80,000
Reseeding Program	Urgent Need-Match	50	N/A	45	1 - Fuels Management Plan	\$53,600	\$13,400
Hazardous Fuel Reduction Program	Urgent Need-Match	51	N/A	46	1 - Fuels Management Plan	\$8,465,986	\$2,116,497
Bille Road Class I (Bille Park to Pentz Road)	Urgent Need	52	N/A	47	1 - Interconnect Path System	\$17,865,526	\$17,865,526
Sawmill Class I (Bille to Pearson)	Urgent Need	53	N/A	48	1 - Interconnect Path System	\$9,129,765	\$9,129,765
Valley View Class I (Valley Ridge Dr West to Oliver)	Urgent Need	54	N/A	49	1 - Interconnect Path System	\$8,973,865	\$8,973,865
Oliver Curve Pathway Project Phase II (Bille to Wagstaff)	Urgent Need	55	N/A	50	1 - Interconnect Path System	\$3,787,009	\$3,787,009
Skyway Class I (YKHT to Oliver Road)	Urgent Need	56	N/A	51	1 - Interconnect Path System	\$3,371,677	\$3,371,677
Pearson Roadway Reconfiguration (Skyway to Almond)	Urgent Need	57	N/A	52	1 - Evacuation Routes	\$600,000	\$600,000
Shay Lane Extension (to Center Pine Drive)	Urgent Need	58	N/A	53	1 - Long Dead-End Streets	\$849,633	\$849,633
Bille Road Extension east of Pentz	Urgent Need	59	N/A	54	1 - Missing Road Segment	\$2,598,810	\$2,598,810
Clark (spot widening b/t Wagstaff & Bille)	Urgent Need	60	N/A	55	1 - Evacuation Routes	\$1,684,300	\$1,684,300

A map of most infrastructure projects planned as a result of the development of the Town's Transportation Master Plan is found below.



Figure 1 - Paradise TMD Evacuation Projects Map

8. HCD Funding Allocation Announcement

On August 19, 2022, Governor Gavin Newsom announced federal grants totaling more than \$317 million to assist seven jurisdictions that continue to recover and rebuild after the 2018 federally declared disasters, when wildfires burned more than 1.6 million acres and destroyed hundreds of homes and businesses, particularly in the Town of Paradise, in Butte County.

The Community Development Block Grant-Disaster Recovery (CDBG-DR) funds announced are for foundational infrastructure projects that must be completed as communities work to build and rebuild needed housing, especially housing for low- and moderate-income Californians, and ensure that every household that was displaced in these disasters has the opportunity to return home.

A press release issued by the Governor’s office stated:

Communities were awarded funding based on their unmet infrastructure needs and have the flexibility to use the grants to support projects based on their priorities to rebuild in a safe, sustainable, and resilient way. The Town of Paradise has been awarded nearly \$200 million, which will be used to construct critical projects that will accelerate their capacity to rebuild higher density and more affordable housing, business corridors, and critical evacuation routes in the event they face future disasters.

The following is a full list of awards announced across the entire CDBG-DR Infrastructure Program:

<u>Local Jurisdiction</u>	<u>Total Awarded</u>
Butte County	\$72,722,679.61
City of Chico	\$12,388,409.65
City of Malibu	\$47,276.93
City of Redding	\$22,563,043.51
City of Shasta Lake	\$6,326,184.69
Los Angeles County	\$3,788,157.86
<u>Town of Paradise</u>	<u>\$199,592,735.75</u>
Total	\$317,428,488.00

9. Town of Paradise Allocation

The Town of Paradise was allocated \$199,592,735.75. This determination was made after a review of the Town’s eligible projects in respect to other jurisdictions eligible projects and available funding. As a result, the Town of Paradise was awarded 27% its overall eligible unmet need. The Town’s allocation is also inclusive of Paradise Irrigation District’s four eligible projects. The Town of Paradise plans to administer CDBG-DR Program Guidelines for subrecipients and follow the HCD formulate to distribute 27% of Paradise Irrigation District’s eligible projects. Paradise Irrigation District submitted \$13,030,000 in eligible CDBG-DR Infrastructure projects. Apportioned at 27%, \$3,518,100 would be the Town’s subrecipient allocation to Paradise Irrigation District, reducing the Town’s available funding to \$196,074,635.75. *Paradise Irrigation District has requested their allocation be absorbed into the Town’s original budget for water infrastructure relocation costs associated with Town CDBG-DR projects. As a result, Town and PID staff will continue to partner with HCD to formulate a Memorandum of Understanding which could govern this request.*

Separate from the CDBG-DR Infrastructure total of \$317M available, Action Plan Amendment 2 was issued by HCD which identified an additional \$30M to be allocated to the Town of Paradise for the Paradise Sewer Project design phase.

Combined, the Town is tasked with administering a total \$229,592,735.75 (inclusive of the Paradise Sewer Project Design phase funding), in a long-term partnership with California Housing & Community Development to create generational change in a stronger, more resilient Paradise.

10. Town of Paradise Project Grant List

Critically, the Town will define the budget allocations to implement specific projects which meet the objectives and priorities of the CDBG-DR program and community by:

- Stabilizing the Town's Fiscal Sustainability Plan through the allocation of eligible Disaster Recovery and Mitigation projects with previously unfunded match requirements.
- Implement a diverse array of infrastructure projects identified through the extensive planning of the 2019 Community Long-Term Recovery Plan and 2020 Transportation Master Plan. Projects identified will either: increase evacuation capacity, connect dead-end roads or complete missing road segments which would have been utilized during the 2018 Camp Fire evacuation. Once constructed these infrastructure projects will be available for use in future evacuation scenarios in the Town.

The Long Term Recovery Plan and Transportation Master Plan priorities have been incorporated into a CDBG-DR Project Grant List which fully utilizes the Town's allocation. The Project Priorities, Titles, Types, National Objectives, Total Costs and CDBG-DR Grant Amounts are provided on the following page:

CDBG-DR Project Grant List TBD [refer to alternative analysis]

[illegible]

Key components and statistics of the proposed use of the overall allocation are specified below:

- **Previously Unfunded Match Requirements:** \$ TBD in funding dedicated to fulfilling existing match requirements, including road rehabilitation and early warning system.
- **New Standalone Infrastructure Projects:** \$ TBD in funding dedicated to constructing new, standalone infrastructure projects.
- **National Objective, Low Moderate Income:** \$ TBD in funding qualifies towards Low Moderate Income eligible projects.
- **National Objective, Urgent Need:** \$ TBD in funding qualifies towards Urgent Need eligible projects.
- **National Objective, Urgent Need/Low Moderate Income*:** \$21,864,635 in funding is dedicated to projects which have town-wide service areas, including areas which qualify as Low Moderate Income.
- **Paradise Long Term Recovery Plan Project Statistics:** Below is a breakdown of the overall allocation's use divided by the Town's Long Term Recovery Plan Categories
 - o Evacuation Routes: \$ TBD
 - o Sewer System: \$ TBD
 - o Missing Road Segments: \$ TBD
 - o Interconnected Path System: \$ TBD
 - o Emergency Notification System: \$ TBD
 - o Fuels Management: \$ TBD
 - o Walkable Downtown: \$ TBD
- **Paradise Sewer Project:** \$ TBD in dedicated funding. HCD allocation of \$30,000,000 for the design phase of the project and an additional \$ TBD is recommended from the overall Town allocation to be used towards the construction of the project.
- **Overall Allocation Leverage:** The Town of Paradise's total \$226,074,635 is proposed to leverage a total of \$ TBD combined from at least six separate funding sources.

An overall Project Location Map TBD can be found on the next page.

Project fact sheets which cover location, scope and submitted costs may be found in Appendix A: Recommended Projects.

The recommended projects represent the highest and best use of the CDBG-DR investment while establishing a critical network of projects, when taken globally, will transform Paradise for the next 100 years and more.

11. Town of Paradise Reserve Project List

The original CDBG-DR Action Plan set a reserve project list. Action Plan Amendment 1 established the following policy: Any newly available funding (ie selected projects come in under budget or additional external funding is secured) within the Town's CDBG-DR allocation will be dedicated to the Paradise Sewer Project construction phase. This policy allows the program to keep pace with long-range planning and development of critical infrastructure projects.

12. Future Projects

The Town's overall project unmet need identified for the purposes of CDBG-DR Infrastructure consideration exceeded \$800M – while the \$199M infrastructure investment will clearly signify an unprecedented investment in the community's safety and housing recovery, much remains unfunded. Projects not selected will remain documented as critical priorities within the Town's overall recovery vision for other funding considerations at the local, state and federal levels.

13. Project Schedule Forecast

For the Recommended Project List, staff created a potential schedule of implementation and deliver, forecasting work to continue through 2029 on major efforts, with some projects minor projects reaching closeout in 2024. The Project Schedule Forecast is shown on the next page.

CDBG-DR Project Grant List TBD Schedule

[illegible]

14. Issues to Watch

a. HUD Environmental Review for Completed FHWA Emergency Relief Projects

Town and HCD staff are actively coordinating with HUD relating to the use of CDBG-DR Infrastructure funding to fill match requirements on four completed Federal Highways Administration (FHWA) Emergency Relief Program Projects. These FHWA projects underwent their own independent environmental review processes, however, due to the fact that the projects were complete or partially complete in advance of a separate HUD-compliant environmental review process, use of CDBG-DR funding is contested. Staff has received positive updates from HCD on recent legislation which provides a pathway for these projects to be fully reimbursed using CDBG-DR funds for match requirements.



Town of Paradise
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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	1
Project Name	Paradise Sewer Project (Design)
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Sewer System
Project Total Cost	\$30,000,000
CDBG-DR Project Grant Amount	\$30,000,000
Environmental Completion Year	2025
Design & ROW Completion Year	N/A
Construction Completion Year	N/A

Project Scope

The Paradise Sewer Project includes all of the components and activities necessary to convert the core part of the Town (the Sewer Service Area) from on-site septic tank treatment to wastewater conveyance and treatment.

Project Description

The next phase of the Paradise Sewer Project will be preparation of the engineering design of project components. During this design phase, several other key activities will occur to prepare the project for construction, namely right-of-way (ROW) acquisition, and environmental permitting



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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

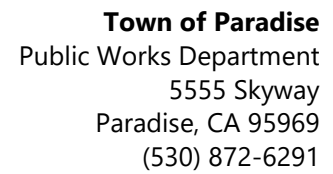
Allocation Priority	1
Project Name	Paradise Sewer Project (Construction)
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Sewer System
Project Total Cost	\$TBD
CDBG-DR Project Grant Amount	\$TBD
Environmental Completion Year	2025
Design & ROW Completion Year	2027
Construction Completion Year	2031

Project Scope

The Paradise Sewer Project includes all of the components and activities necessary to convert the core part of the Town (the Sewer Service Area) from on-site septic tank treatment to wastewater conveyance and treatment.

Project Description

The Paradise Sewer Project consists of three primary components: 1) a wastewater collection system consisting of service connections of individual parcels within a designated service area; 2) a conveyance system to a wastewater treatment facility; and 3) wastewater treatment facility with to-be-determined treatment and dispersal methods.





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	2
Project Name	Roe Road Phase 1
Project Type	New Infrastructure Project
HUD National Objective	Low-Moderate Income
Long-Term Recovery Plan	Missing Road Segment
Project Total Cost	\$149,000,000
CDBG-DR Project Grant Amount	\$TBD
Environmental Completion Year	2026
Design & ROW Completion Year	2027
Construction Completion Year	2029

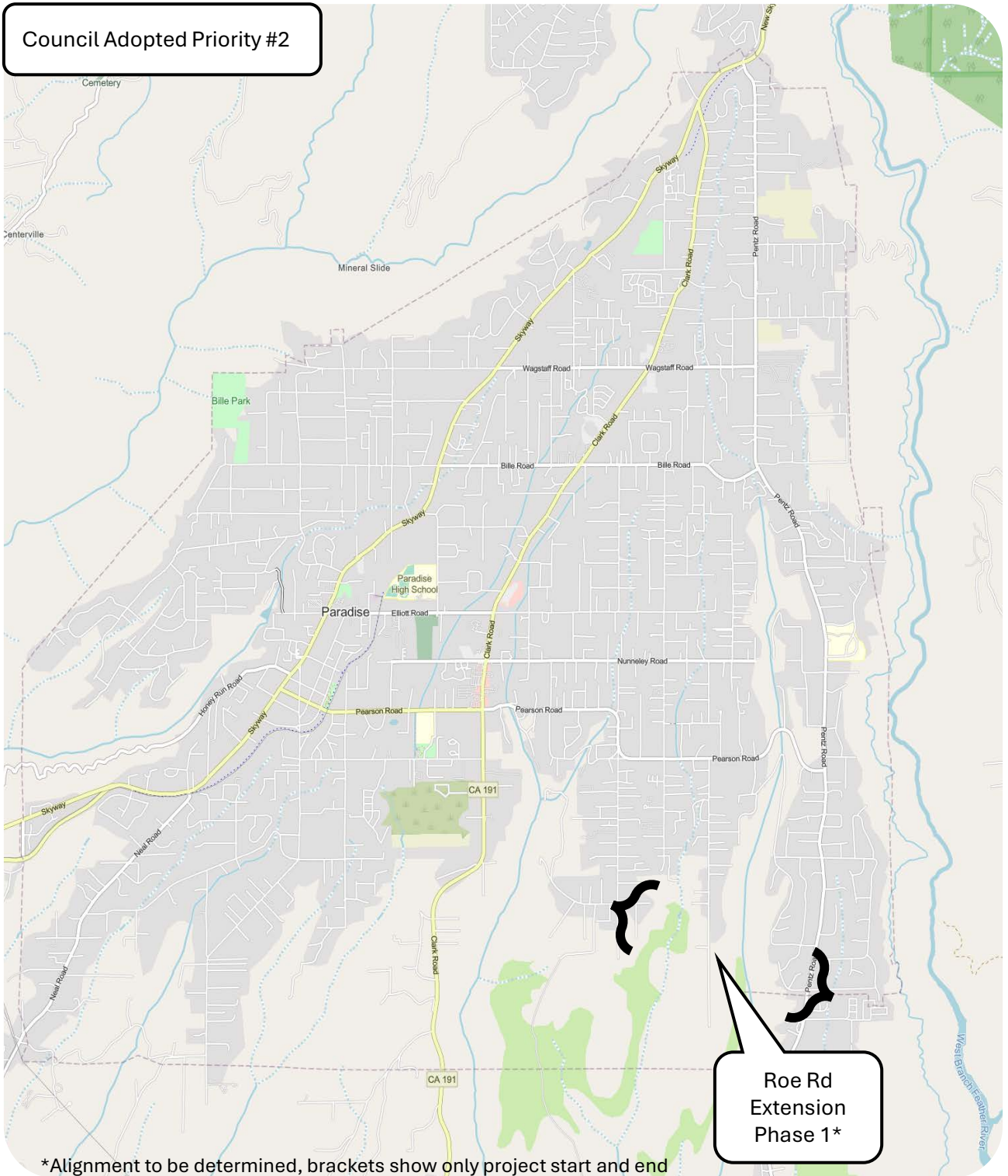
Project Scope

Roe Road Phase 1 Project will construct a new three lane 1.25-mile roadway with wide shoulders. The project will include a Class I multi-use pathway, ADA curb ramps, storm drain infrastructure, and intersections with Pentz Road, Edgewood Lane, and South Libby Road.

Project Description

Roe Road Phase 1 project is part of a five-phase project to construct a new east-west roadway connection between Skyway and Pentz Road. The proposed project will construct 1.25-miles of roadway between South Libby Road and Pentz Road to improve circulation and connectivity throughout the Town and provide alternative ingress/egress routes for residential neighborhoods. The project will also construct a parallel Class I bikeway for travel by people walking and bicycling and provides first responders a dedicated bi-directional travel lane during emergency events.

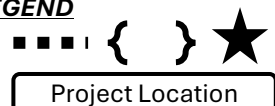
Council Adopted Priority #2



CDBG-DR Action Plan

Roe Road Extension Phase 1

LEGEND





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5555 Skyway
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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	2
Project Name	Roe Road Phase 2
Project Type	New Infrastructure Project
HUD National Objective	Low-Moderate Income
Long-Term Recovery Plan	Missing Road Segment
Project Total Cost	\$85,000,000
CDBG-DR Project Grant Amount	\$TBD
Environmental Completion Year	2026
Design & ROW Completion Year	2027
Construction Completion Year	2029

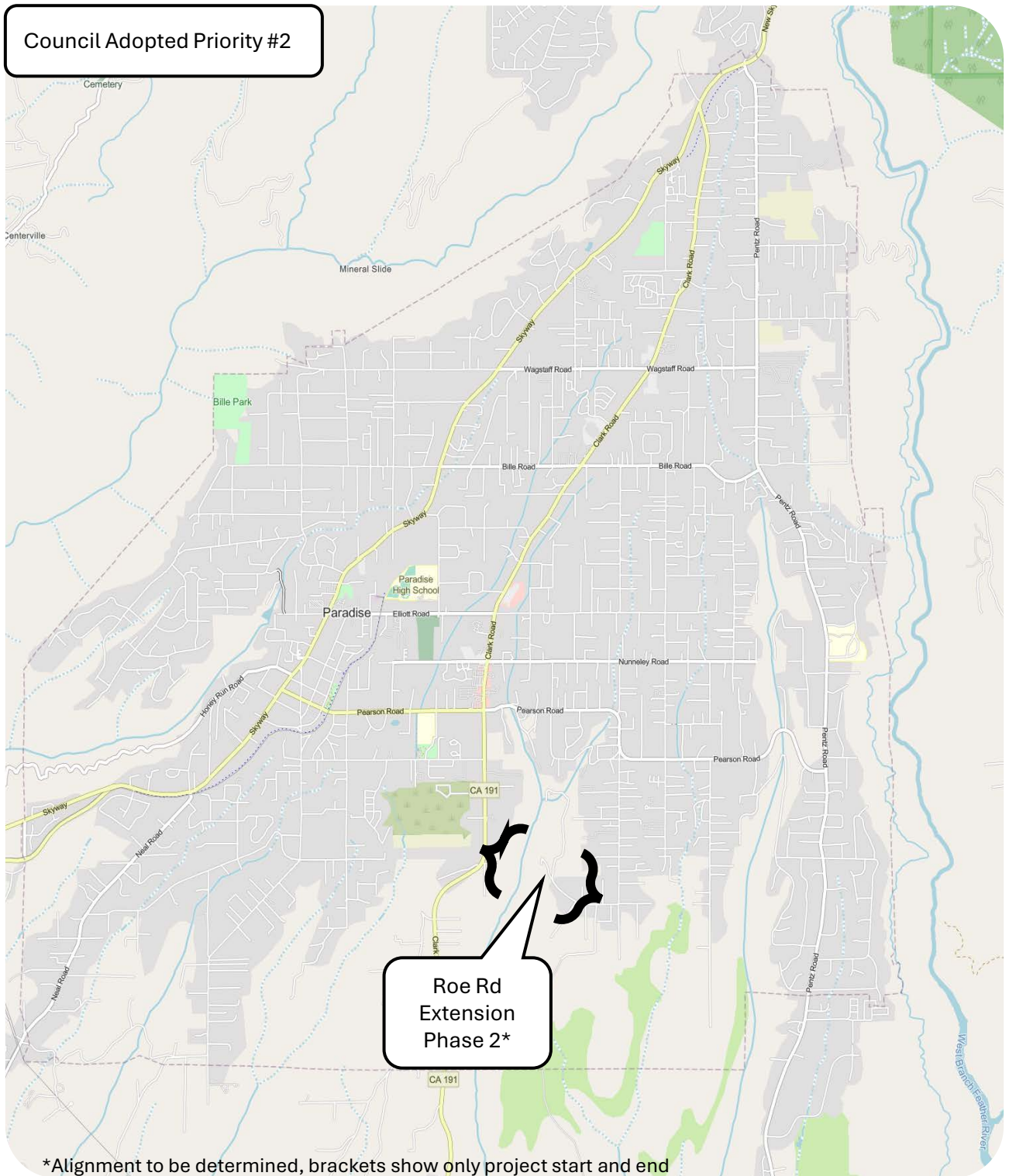
Project Scope

Roe Road Phase 2 Project will construct a new three lane 1.3-mile roadway with wide shoulders. The project will include a Class I multi-use pathway, ADA curb ramps, storm drain infrastructure, and intersections with South Libby Road and Clark Road.

Project Description

Roe Road Phase 2 project is part of a five-phase project to construct a new east-west roadway connection between Skyway and Pentz Road. The proposed project will construct 1.3-miles of roadway between South Libby Road and Clark Road to improve circulation and connectivity throughout the Town and provide alternative ingress/egress routes for residential neighborhoods. The project will also construct a parallel Class I bikeway for travel by people walking and bicycling and provides first responders a dedicated bi-directional travel lane during emergency events.

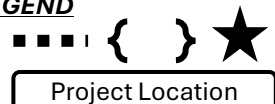
Council Adopted Priority #2



CDBG-DR Action Plan

Roe Road Extension Phase 2

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

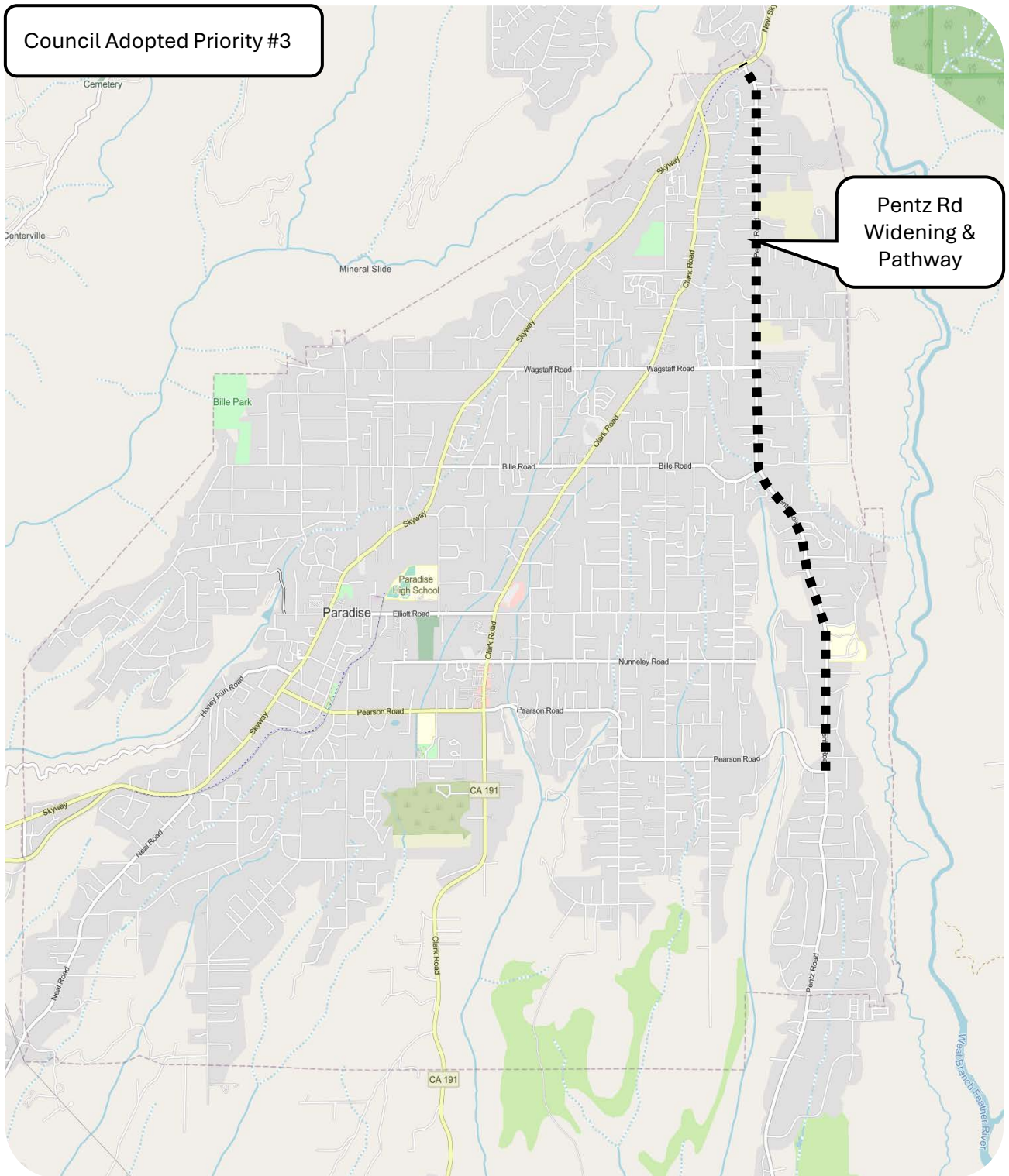
Allocation Priority	3
Project Name	Pentz Road Widening
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$26,000,000
CDBG-DR Project Grant Amount	\$26,000,000
Environmental Completion Year	2025
Design & ROW Completion Year	2026
Construction Completion Year	2028

Project Scope

The Pentz Road Widening project will widen Pentz Road from Skyway to the southern Town limits to include a 12-foot-wide center turn lane, widened shoulders, and a multi-use pathway. The project builds upon the FHWA disaster recovery efforts that are rehabilitating the existing roadway pavement.

Project Description

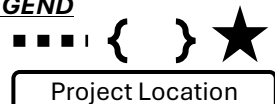
Pentz Road serves as a primary north-south ingress/egress route for Town residents. Widening the road will improve evacuation efficiency along this route, provide an adequate shoulder to park disabled vehicles and reduce fire fuel proximity to the traveling public. The project proposes a 10-foot-wide Class I multi-use facility with 2-foot shoulders, lighting, storm drain accommodations, ADA ramps, and crossing surface improvements.



CDBG-DR Action Plan

Pentz Road Widening and Pathway Improvements

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	3
Project Name	Skyway/Pentz Intersection Improvements
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$5,000,000
CDBG-DR Project Grant Amount	\$5,000,000
Environmental Completion Year	2024
Design & ROW Completion Year	2025
Construction Completion Year	2026

Project Scope

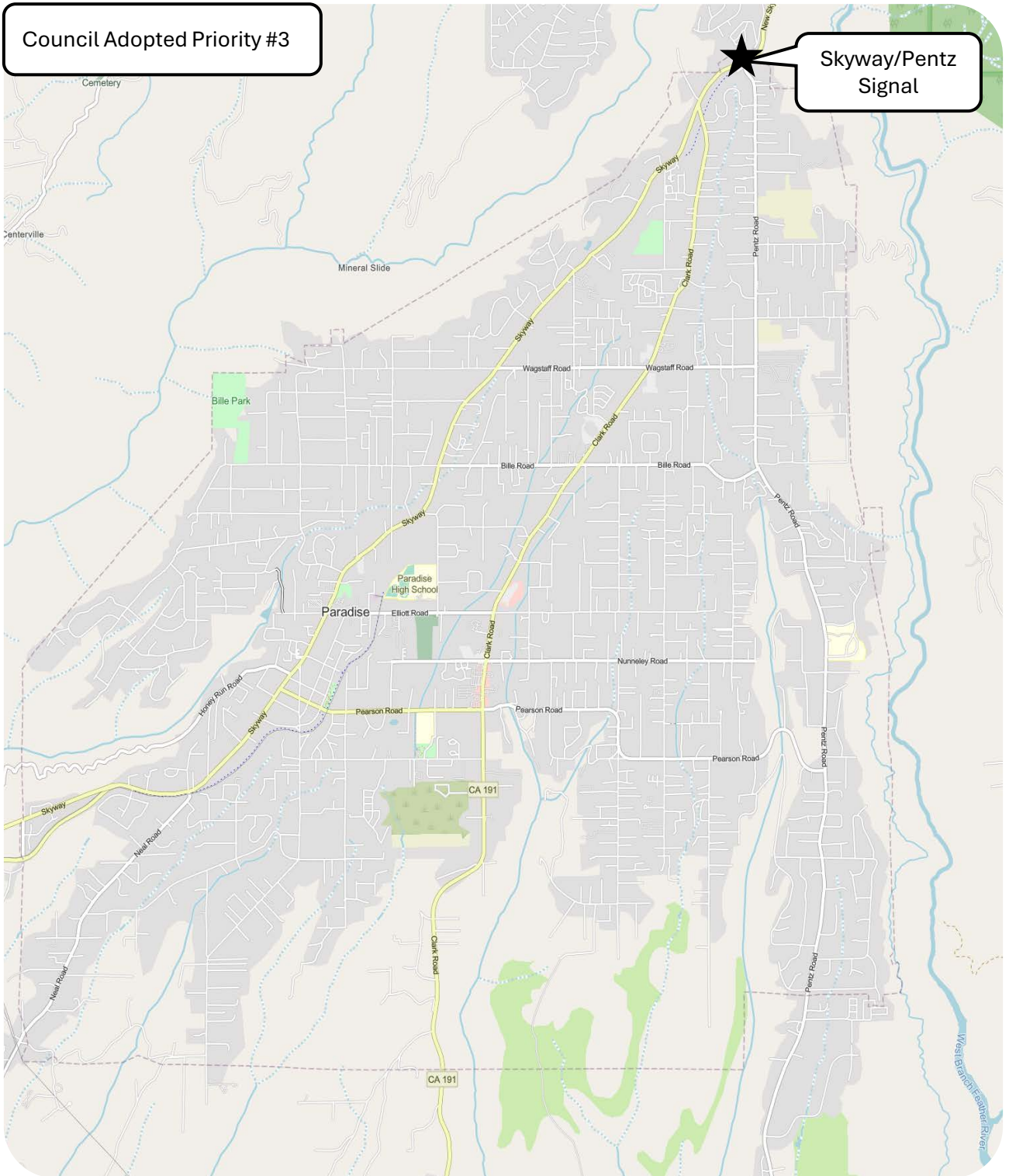
The Skyway/Pentz Intersection Improvements project will increase capacity with the construction of additional turn lanes and will provide for large vehicle turning radius. The project will require right-of-way acquisition.

Project Description

The Skyway/Pentz Intersection Improvements project will construct additional turn lanes and a traffic signal system or a roundabout at the existing narrow, Two-Way Stop Controlled Skyway/Pentz intersection. Additional capacity and large vehicle turning space is needed at this location for more efficient emergency services. The control type will be a full signalized intersection. The project includes right-of-way acquisition in the intersection vicinity which is required to accommodate the larger intersection footprint that is anticipated.

Council Adopted Priority #3

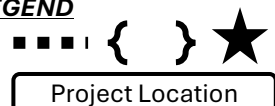
Skyway/Pentz
Signal



CDBG-DR Action Plan

Skyway-Pentz Intersection Improvements

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

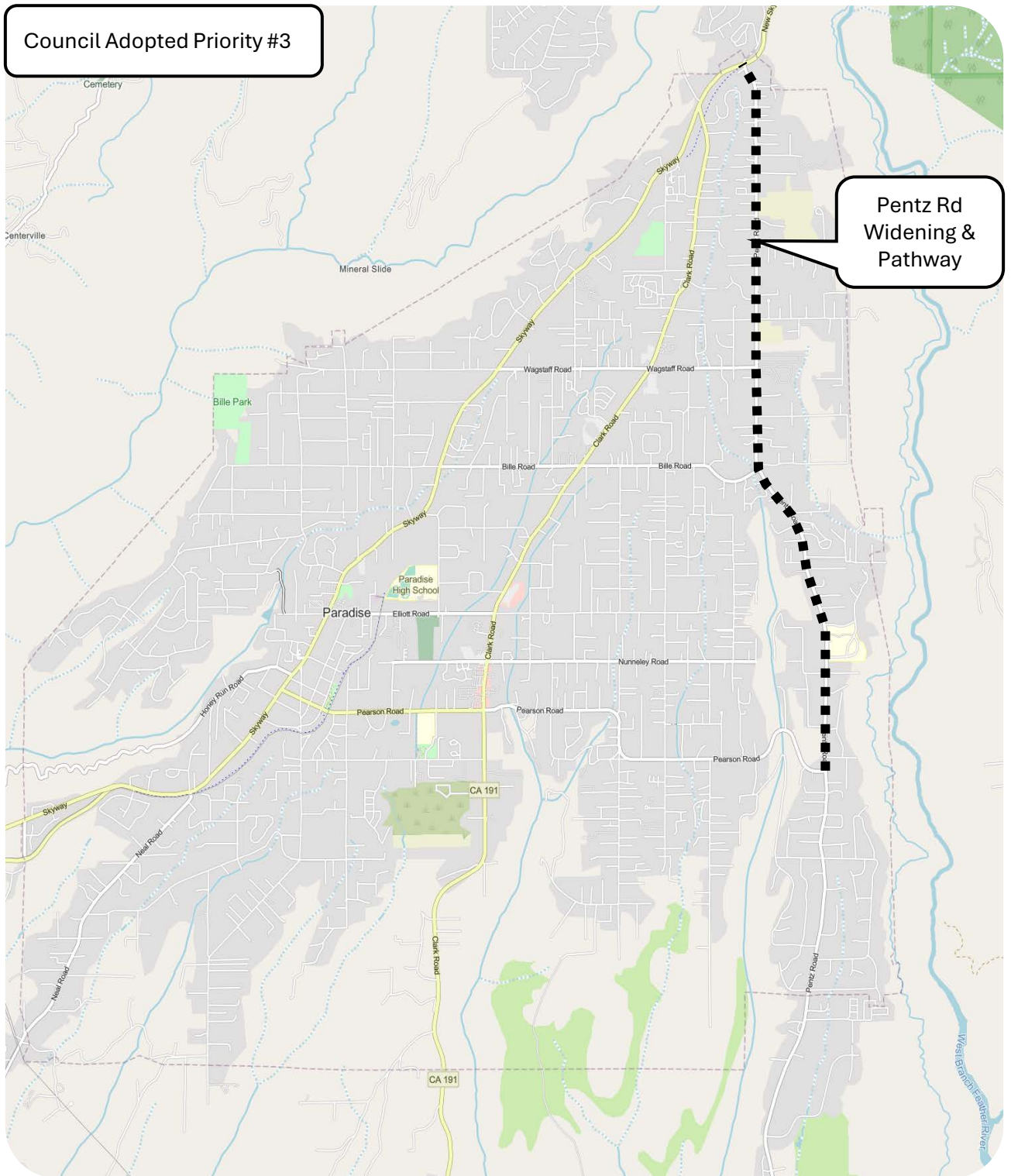
Allocation Priority	3
Project Name	Pentz Pathway Project Phase II
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Interconnected Path System
Project Total Cost	\$25,000,000
CDBG-DR Project Grant Amount	\$1,707,000
Environmental Completion Year	2024
Design & ROW Completion Year	2026
Construction Completion Year	2028

Project Scope

The Pentz Pathway Phase II Project will construct 16,896 linear feet of a 10-foot-wide Class I multi-use facility complete with 2-foot-wide shoulders, lighting, and storm drain accommodations between Skyway to Wagstaff Road and Bille Road to Malibu Drive. Additional improvements include 80 new ADA ramps, 7 new RRFB signals, and 27 crossing surface improvements.

Project Description

The proposed project will provide infrastructure improvements for people walking and bicycling in the corridor to reach destinations throughout Town. The project will extend from the recently constructed Pentz Project Phase I north to Skyway, as well as south to Pearson. The project proposes a 10-foot-wide Class I multi-use facility with 2-foot shoulders, lighting, storm drain accommodations, ADA ramps, RRFB's, and crossing surface improvements.



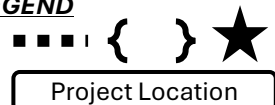
Pentz Rd
Widening &
Pathway



CDBG-DR Action Plan

Pentz Road Widening and Pathway Improvements

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

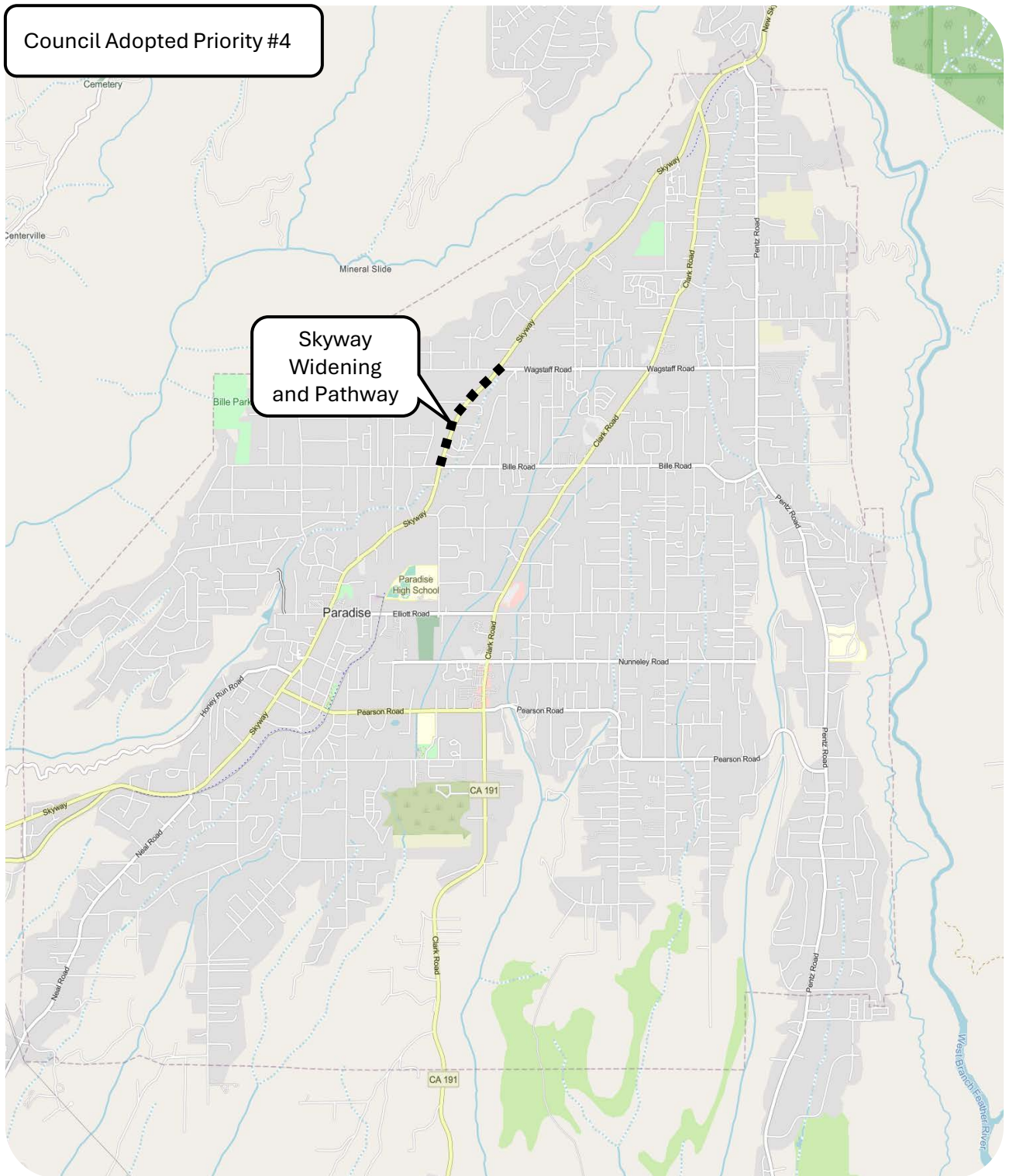
Allocation Priority	4
Project Name	Upper Skyway Widening (Bille to Wagstaff)
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$17,500,000
CDBG-DR Project Grant Amount	\$17,500,000
Environmental Completion Year	2025
Design & ROW Completion Year	2026
Construction Completion Year	2028

Project Scope

The Upper Skyway Widening project will widen Upper Skyway from Bille Road to Wagstaff Road to include a 12-foot-wide center turn lane, widened shoulders, and a multi-use pathway. The project builds upon the FHWA disaster recovery efforts.

Project Description

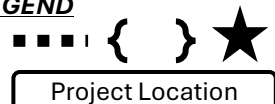
Skyway serves as the primary ingress/egress route for Town residents. Widening the road will improve evacuation along this route, provide an adequate shoulder to park disabled vehicles and reduce fire fuel proximity to the traveling public. The project includes a grade separated multi-use bike and pedestrian pathway create an interconnected path system. This pathway can function as an emergency ingress/egress during future evacuation events and provide an additional fire break.



CDBG-DR Action Plan

Skyway Widening and Pathway Improvements

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

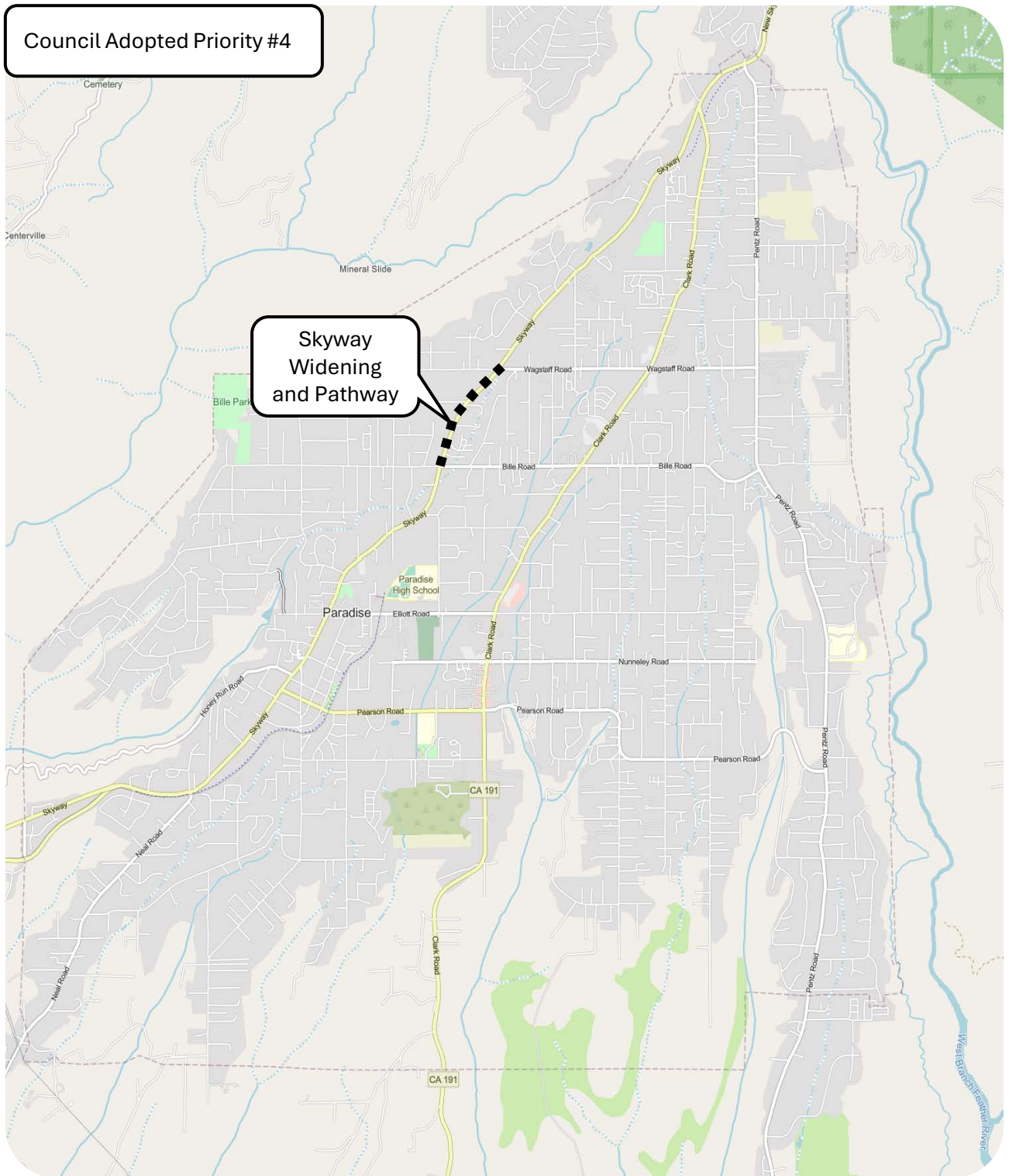
Allocation Priority	4
Project Name	Skyway Connectivity Project (Bille to Wagstaff)
Project Type	New Infrastructure project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Interconnected Path System
Project Total Cost	\$13,500,000
CDBG-DR Project Grant Amount	\$6,690,000
Environmental Completion Year	2025
Design & ROW Completion Year	2026
Construction Completion Year	2028

Project Scope

The Skyway Connectivity Project will construct 5 segments of sidewalk infill totaling 4,255 linear feet, 20 new ADA ramps, and stripe 3,165 linear feet of on-street bicycle lanes between Wagstaff Road and Bille Road. The project also constructs 20 ADA ramps and undergrounds overhead utilities.

Project Description

The proposed project will provide infrastructure improvements for people walking and bicycling in the corridor to reach destinations throughout Town. The proposed improvements serve a dual purpose and provide increased capacity for citizens as well as ingress/egress for emergency response vehicles during evacuation events.



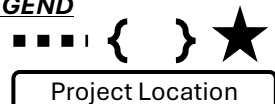
Skyway
Widening
and Pathway



CDBG-DR Action Plan

Skyway Widening and Pathway Improvements

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	5
Project Name	Paradise ATP Gateway Project (Neal Road Class I)
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Interconnected Path System
Project Total Cost	\$18,398,000
CDBG-DR Project Grant Amount	\$5,330,000
Environmental Completion Year	2025
Design & ROW Completion Year	2026
Construction Completion Year	2028

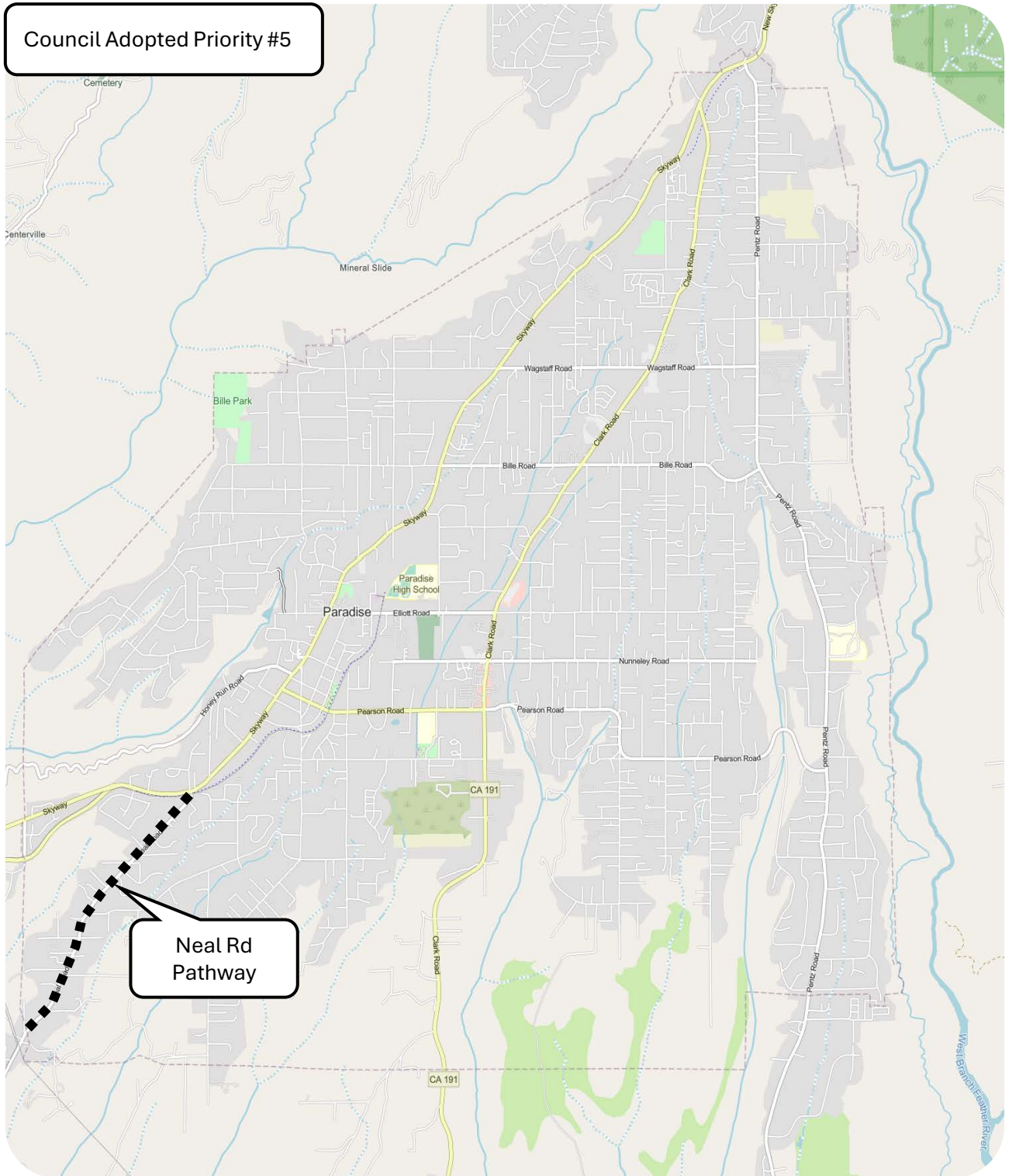
Project Scope

The Paradise Gateway Project will construct an 8,554-foot long, grade-separated, Class I multi-use facility along Neal Road and 4,752 linear feet of sidewalk infill along Skyway between Neal Road and Pearson Road. The project also constructs 50 ADA ramps, up to 3 Rectangular Rapid Flashing Beacons (RRFBs), and undergrounds overhead utilities.

Project Description

The proposed project will provide infrastructure improvements for people walking and bicycling in the corridor to reach destinations throughout Town. The project will provide an 8,554-foot grade-separated, Class I multi-use facility along Neal Road, 50 ADA ramps, up to 3 RRFBs, and 4,752 linear feet of sidewalk infill along Skyway between Neal Road and Pearson Road.

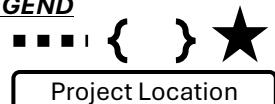
Council Adopted Priority #5



CDBG-DR Action Plan

Neal Rd Pathway

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	6
Project Name	Elliott/Nunneley Road Extension
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Missing Road Segment
Project Total Cost	\$55,000,000
CDBG-DR Project Grant Amount	\$TBD
Environmental Completion Year	TBD
Design & ROW Completion Year	TBD
Construction Completion Year	TBD

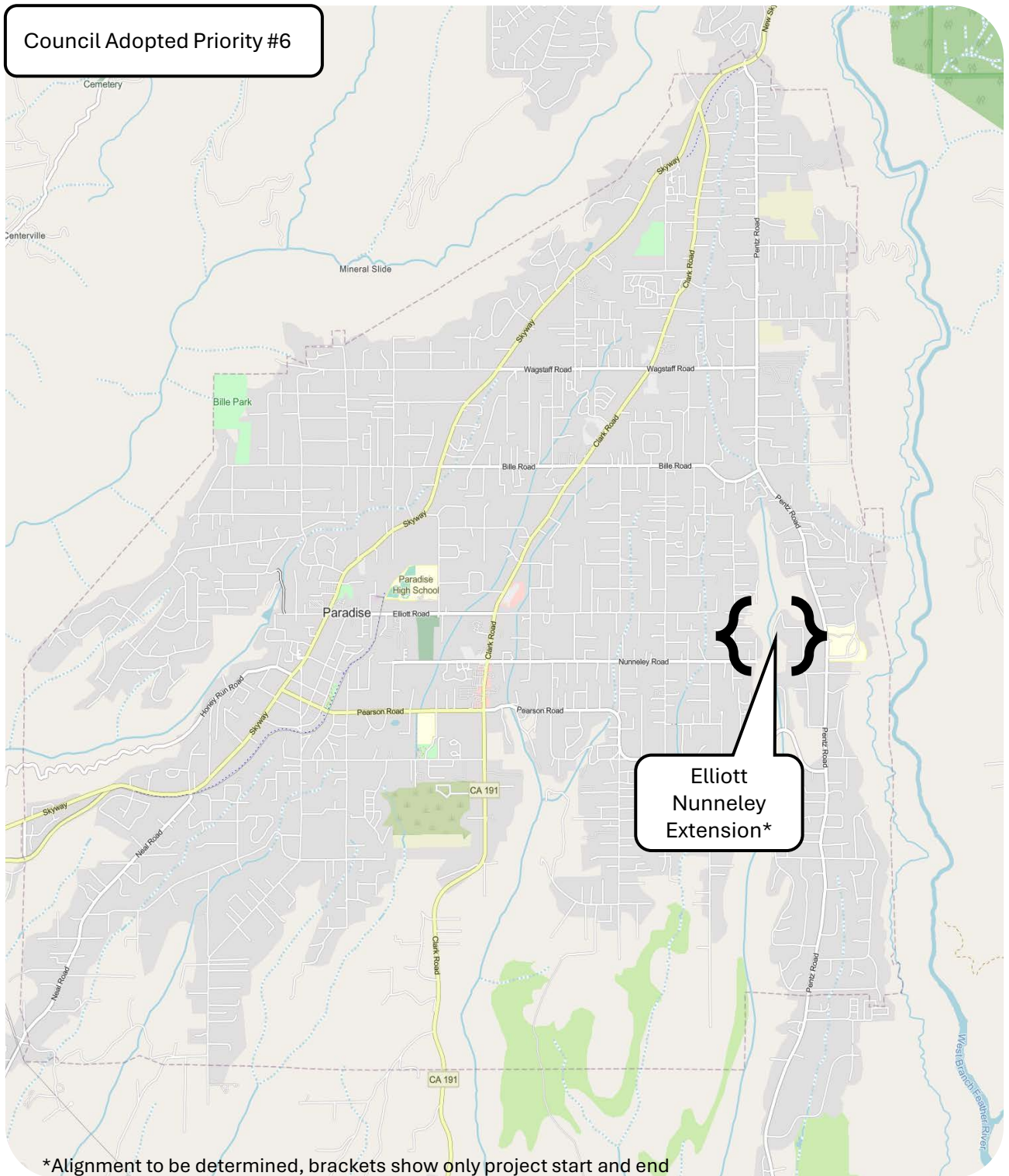
Project Scope

The Elliott Road Extension Project will extend the existing roadway 0.7-miles from its easterly terminus to Pentz Road. The extension will include a two-lane roadway with a bridge, sidewalks, bike lanes, and lighting.

Project Description

The project will extend Elliott Road 0.7-miles east to Pentz Road and provide alternative ingress/egress for the neighborhood as well as interconnectivity between primary evacuation routes within Town. The project also supports daily multimodal access and circulation needs of the community. The project improves access to evacuation routes, completes missing road segments, reduces dead-end streets, reduces fire fuel proximity to the roadway, and is consistent with Town Long-Term Recovery Plan.

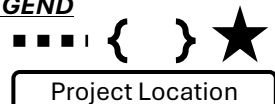
Council Adopted Priority #6



CDBG-DR Action Plan

Elliott/Nunneley Extension

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	7
Project Name	Oliver Curve Pathway Phase I
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Interconnected Path System
Project Total Cost	\$21,000,000
CDBG-DR Project Grant Amount	\$TBD
Environmental Completion Year	2025
Design & ROW Completion Year	2026
Construction Completion Year	2028

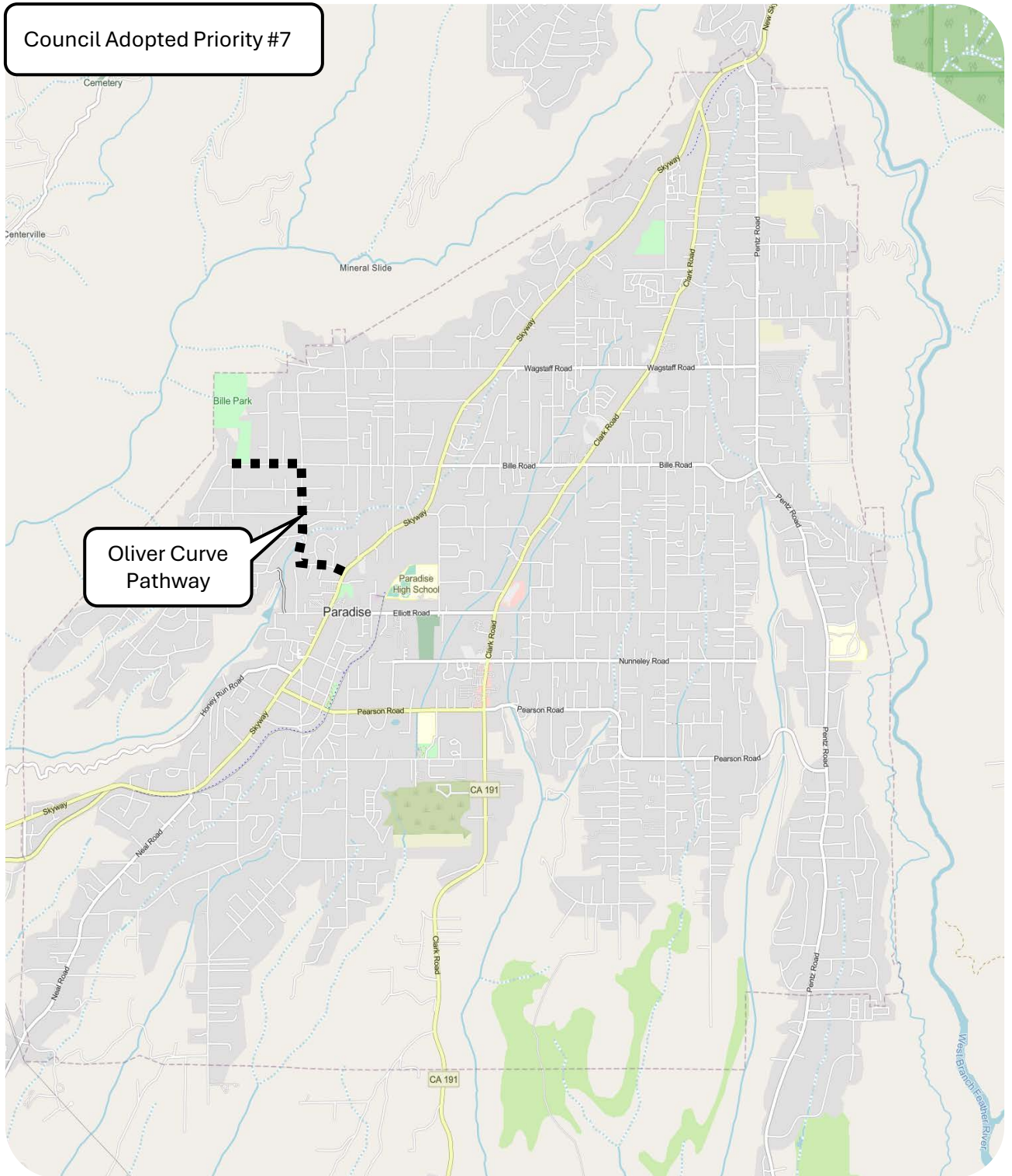
Project Scope

The Oliver Curve Pathway Phase I project will construct 3,696 linear feet of a 10-foot-wide Class I multi-use facility complete with 2-foot-wide shoulders, lighting, and storm drain accommodations. Additional improvements include 17 new ADA ramps, 1 new crosswalk, and retaining walls.

Project Description

The Oliver Curve Pathway Project Phase I proposes a Class I pathway on Oliver Road, stretching three-quarters of a mile from Skyway to Bille Road, then Bille Road from Oliver to Cliff Drive. The multi-use facility is 10 feet wide with 2-foot shoulders and includes 17 ADA ramps, pathway lighting, and retaining walls along Honey Run Creek. The project will provide improved access for people walking and bicycling to access destinations throughout Town including improved connectivity to the Yellowstone Kelly Heritage Trail.

Council Adopted Priority #7



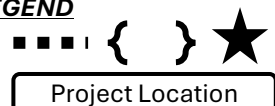
Oliver Curve
Pathway



CDBG-DR Action Plan

Oliver Curve Pathway

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	7
Project Name	Foster/Black Olive Intersection Improvements
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$4,500,000
CDBG-DR Project Grant Amount	\$TBD
Environmental Completion Year	2025
Design & ROW Completion Year	2026
Construction Completion Year	2027

Project Scope

The Black Olive/Foster Intersection Improvements project will include roadway realignment, the construction of turn lanes, and the installation of a traffic signal or a roundabout.

Project Description

The Black Olive/Foster Intersection Improvements project will realign Black Olive Drive both horizontally and vertically through the Foster Drive intersection, construct additional turn lanes, and revise the intersection controls. The project includes constructing either a traffic signal system or roundabout. The intersection control decision will be made during the engineering feasibility study (early phase) of the project. The project includes right-of-way acquisition in the intersection vicinity which will be required to realign the roadway in accordance with nationally recognized design guidelines.

Council Adopted Priority #8



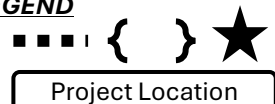
*Alignment to be determined, brackets show only project start and end



CDBG-DR Action Plan

Foster-Black Olive Improvements

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	9
Project Name	Forest Service Road Improvements
Project Type	New Infrastructure Project
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Missing road Segment
Project Total Cost	\$10,000,000
CDBG-DR Project Grant Amount	\$TBD
Environmental Completion Year	2025
Design & ROW Completion Year	2026
Construction Completion Year	2027

Project Scope

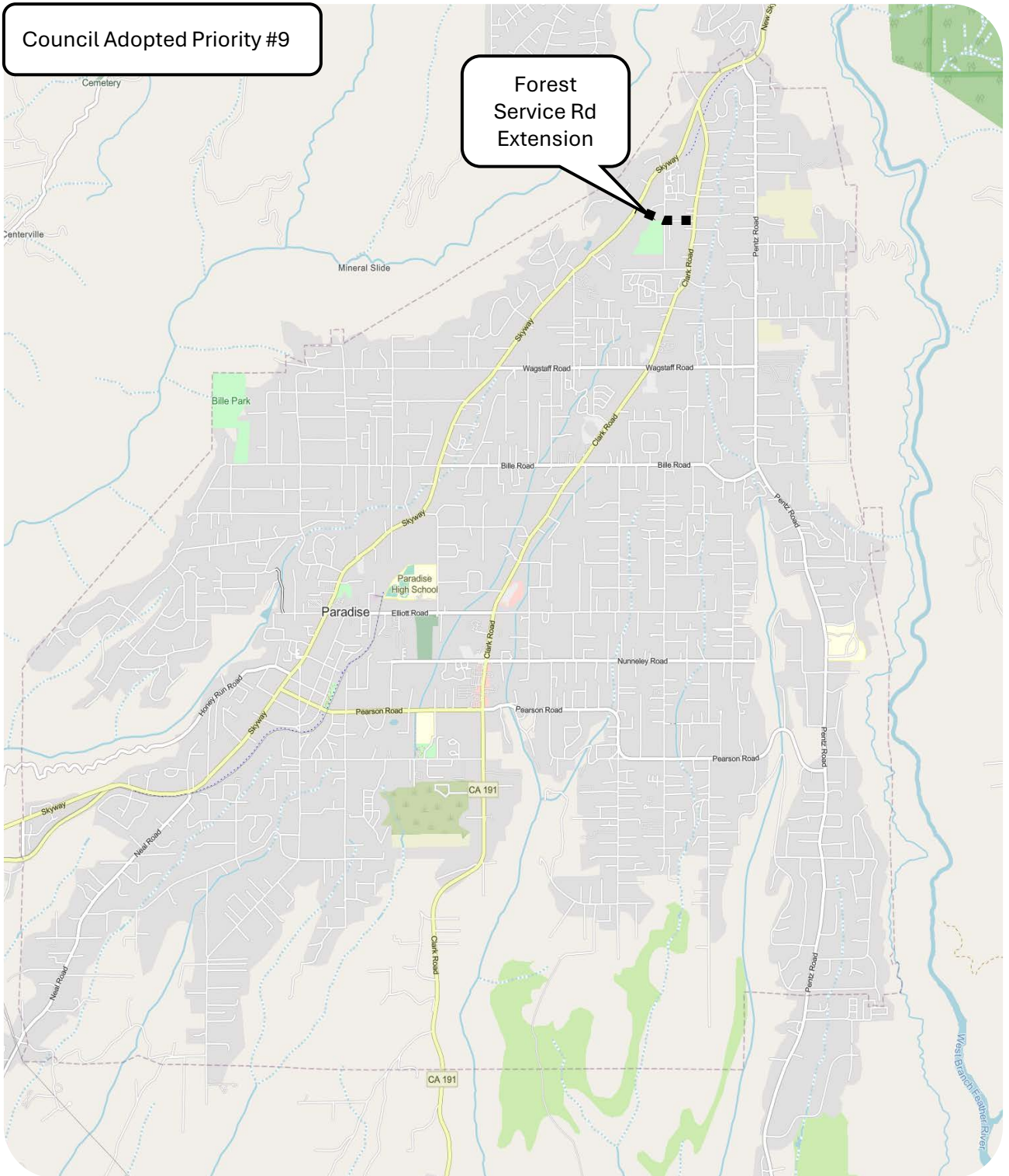
The project acquires the right of way and improves approximately 1,940 feet of Forest Service Road by removing a layer of existing pavement via Cold Plane (CP) and resurfacing with hot mix asphalt overlay (HMA). In addition, the project extends the road from its current east-west alignment 900 feet west to connect to Skyway. Improvements include paving, striping, new shoulders, bike lane, and drainage facilities.

Project Description

The project improves and extends Forest Service Road, an east-west route connecting Clark Road to a public roadway. Butte County Fire Station 35 is at the corner of Forest Service Road and Moore Road. The improved roadway will provide a missing connection between Skyway and Clark Road, primary evacuation routes for the community.

Council Adopted Priority #9

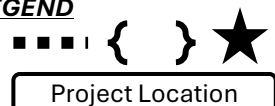
Forest Service Rd Extension



CDBG-DR Action Plan

Forest Service Road Improvements

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

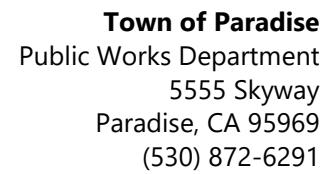
Allocation Priority	M1
Project Name	On-System Road Rehabilitation
Project Type	Match – FHWA ER
HUD National Objective	Unmet Need/Low Moderate Income
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$56,517,998
CDBG-DR Project Grant Amount	\$13,800,000
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	2027

Project Scope

The On-System Road Rehabilitation Project repairs damaged sections of roadway and re-striping when necessary to rehabilitate 32 miles of roadway segments of on-system roadway. The project includes a combination of pavement rehabilitation strategies depending on the severity of damage, modifications to nine signalized intersections, and construction of 48 ADA compliant curb ramps.

Project Description

The project will repair 32 miles of on-system roadways that sustained heavy damage in the wake of the Camp Fire and debris removal efforts. The critical condition of the current roadways risks pavement failure and creates unsafe road conditions. The project will improve safety along public roads that are part of the federal-aid system. These arterial roadways are either evacuation routes or primary east-west connections to the evacuation routes.





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

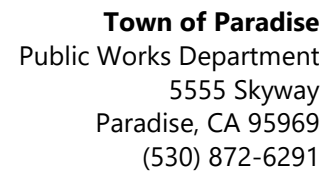
Allocation Priority	M2
Project Name	Off-System Road Rehabilitation
Project Type	Match – FEMA PA
HUD National Objective	Unmet Need/ Low Moderate Income
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$45,896,875
CDBG-DR Project Grant Amount	\$10,000,000
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	2026

Project Scope

The Off-System Road Rehabilitation Project repairs damaged sections of roadway and re-striping when necessary to rehabilitate 47 miles of roadway segments of on-system roadway. The project also upgrades non-compliant ADA curb ramps.

Project Description

The project will repair 47 miles of off-system roadways that sustained heavy damage in the wake of the Camp Fire. The critical condition of the current roadways risks pavement failure and creates unsafe road conditions. The project will improve safety along public roads that are not part of the federal-aid system. These roads include local roads and rural minor collectors, which provide evacuation routes connecting to the federal-aid system.





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

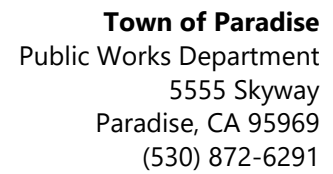
Allocation Priority	M3
Project Name	Early Warning System
Project Type	Match – FEMA HMGP
HUD National Objective	Unmet Need/ Low Moderate Income
Long-Term Recovery Plan	Emergency Notification
Project Total Cost	\$3,206,875
CDBG-DR Project Grant Amount	\$756,719
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	Complete

Project Scope

The Early Warning System project will design, install, and implement a network of emergency warning systems for the purpose of rapid hazard notification.

Project Description

This project will provide an early warning system with multiple notification channels, including IPAWS/WEA, AM Radio, SMS, social media, and outdoor siren/speakers capable of broadcasting audible alert tones and clear voice messages. The siren/speaker system will be installed in 21 locations throughout Paradise. The system is intended to have battery backup, AC, solar power, user friendly cloud-based software, and a reliable connection that is not reliant on local power or cell towers.





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

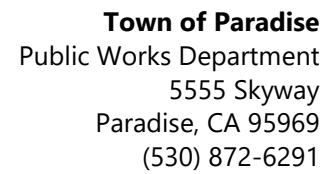
Allocation Priority	M4
Project Name	Hazardous Fuel Reduction Program
Project Type	Match – FEMA HMGP
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Fuels Management
Project Total Cost	\$1,706,460
CDBG-DR Project Grant Amount	\$406,468
Environmental Completion Year	2024
Design & ROW Completion Year	2025
Construction Completion Year	2028

Project Scope

In the wake of the most destructive wildfires in California’s history, the Town of Paradise will establish a Hazardous Fuels Reduction Program to help protect Town’s Right of Ways. The target location would be the Wildland-Urban Interface area which encompasses the entire Town. This includes over 11,500 parcels with an estimated pre-fire population of 26,000.

In the aftermath of the Camp Fire, the fire prevention techniques and mitigation measures are dramatically different. The Town will need to use a combination of mechanical measures and chemical techniques for the clearing brush. The vegetative landscape will be grasses, brush, and small trees as opposed to the pre-fire state of large trees. This change throughout the Town makes this project even more important in creating a program to manage hazardous fuels.

In order to most efficiently manage hazardous fuels, the implementation of this includes the mechanical and chemical reduction of hazardous fuels.





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	M5
Project Name	Neal Road Rehabilitation
Project Type	Match – FHWA ER
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$1,706,460
CDBG-DR Project Grant Amount	\$549,190
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	2028

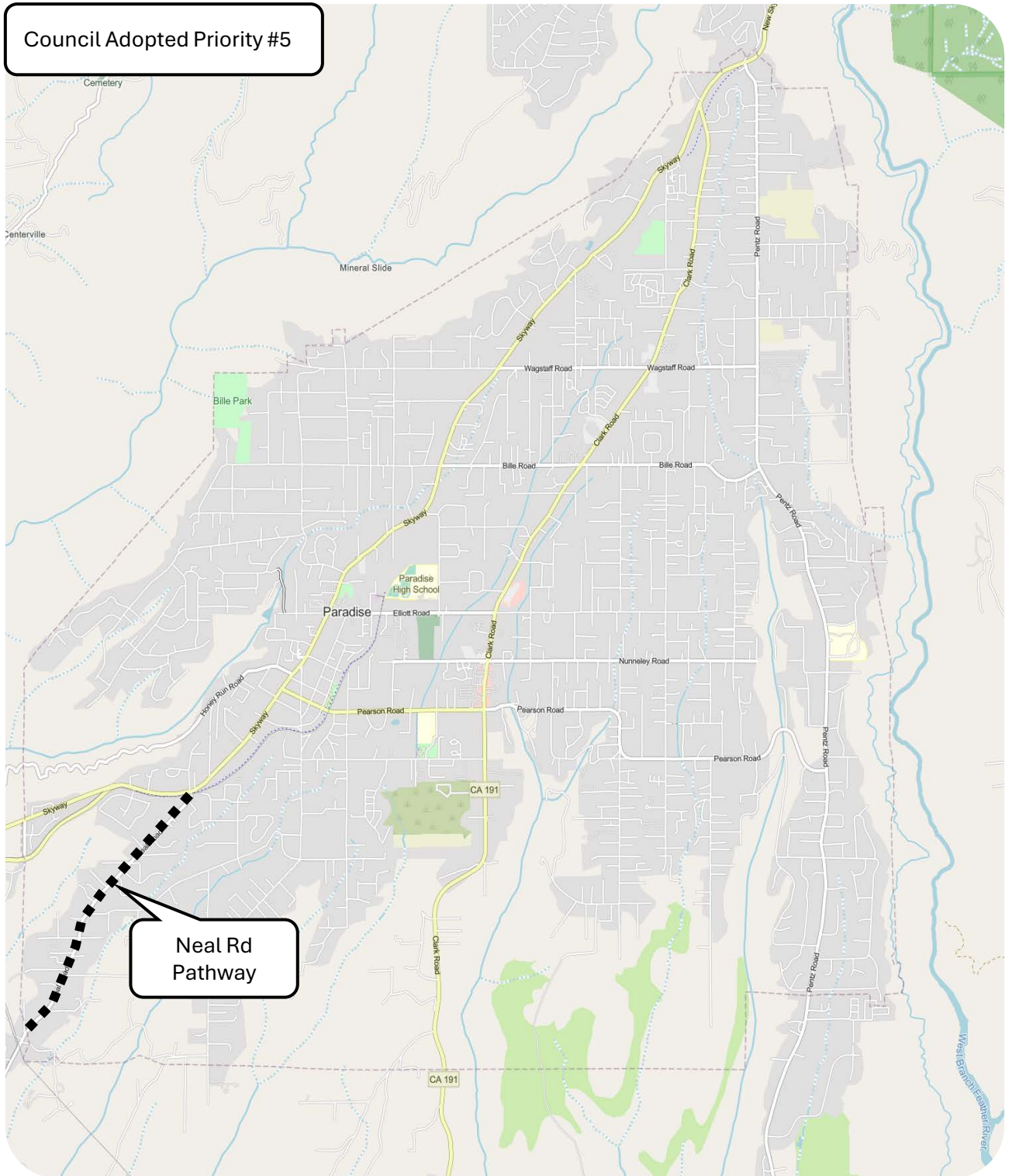
Project Scope

The project rehabilitates approximately 1.63 miles of Neal Road within the Town limits between Skyway and Wayland. The project work includes 1-inch Cold Plane and 3-inch asphalt concrete (AC) overlay for the entire roadway section with digout areas of 12-inch asphalt AC for sections with severe rutting and cracking damage.

Project Description

Neal Road is an on-system, principal arterial, major connector route in from the Town of Paradise to State Route 99 (SR 99) and it is designated as a federal aid route within the Town Limits. Neal Road is one of the primary routes between the Neal Road Landfill just east of SR 99 and the Town. The rehabilitation consists of asphalt concrete overlays and structural section repair (digouts) for severely damaged locations.

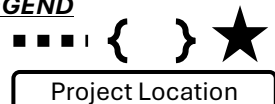
Council Adopted Priority #5



CDBG-DR Action Plan

Neal Rd Pathway

LEGEND





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

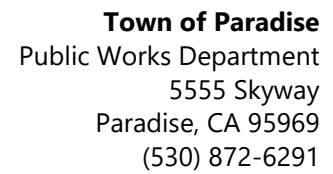
Allocation Priority	M6
Project Name	On-System Culvert Replacement
Project Type	Match- FHWA ER
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$931,273
CDBG-DR Project Grant Amount	\$26,705
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	Complete

Project Scope

The On-System Culvert Replacement Project involves replacing damaged On-System High Density Poly Ethylene (HDPE) “plastic” culverts with Reinforced Concrete Pipe (RCP) culverts, including restoration of the roadway section above the pipe at various locations. The project is funded through FHWA Emergency Relief.

Project Description

The project will repair damaged culverts at 25 locations along evacuation routes to improve safety and provide safe and effective management of storm runoff. Consistent with the Long-Term Recovery Plan, the project provides for a more sustainable and greener community.





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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	M7
Project Name	On- System Hardscape Replacement
Project Type	Match- FHWA ER
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Walkable Downtown
Project Total Cost	\$783,326
CDBG-DR Project Grant Amount	\$22,461
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	Complete

Project Scope

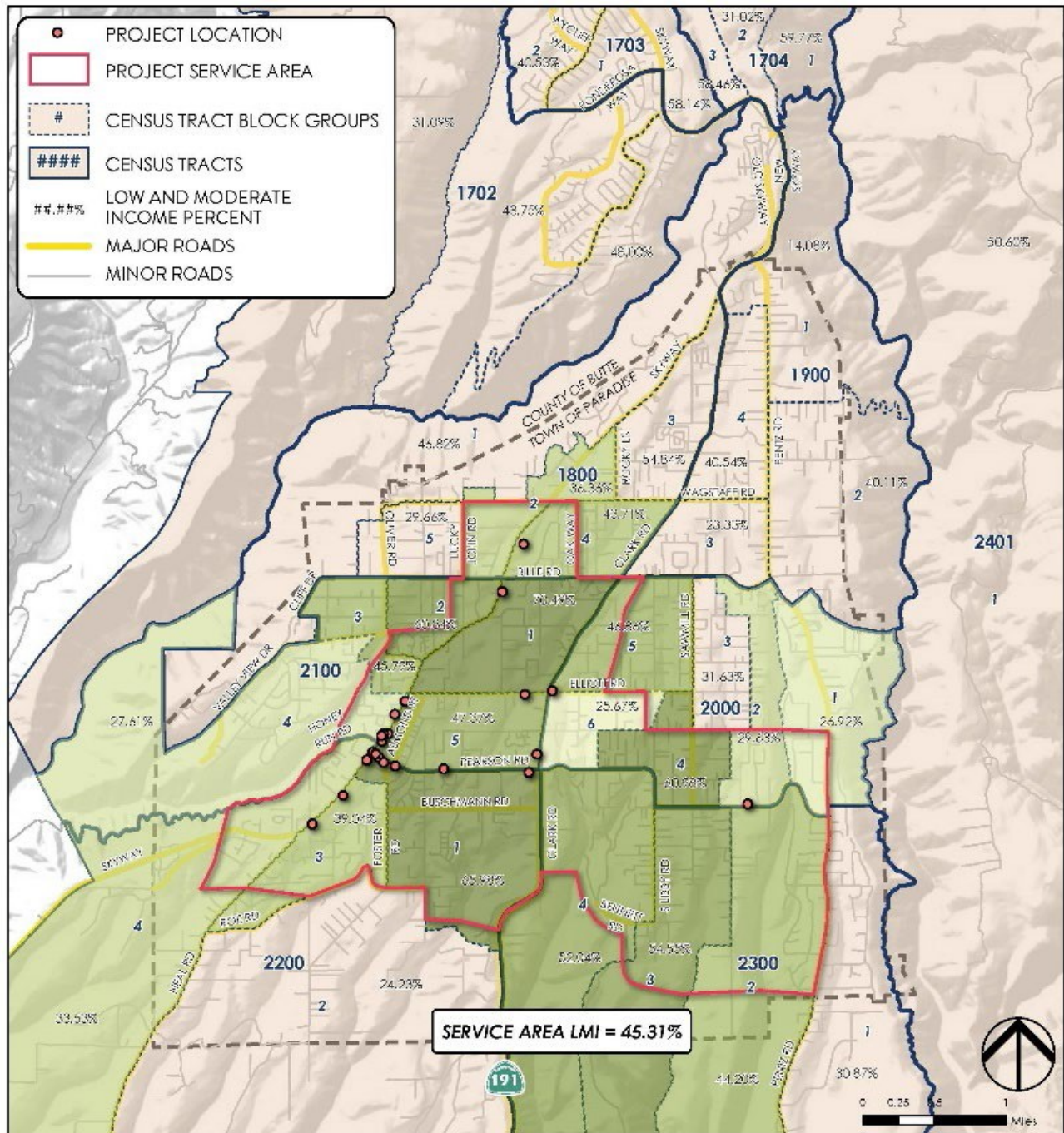
The On-System Hardscape Replacement Project involves removal and replacement of damaged concrete curb, gutter, and sidewalk at 22 locations along on-system roads that are part of the federal-aid system. The project is partially funded through FHWA Emergency Relief.

Project Description

The project will repair damaged hardscape along on-system roads to improve safety. The Town's hardscape sustained heavy damage in the wake of the Camp fire. Damaged areas pose a hazard to pedestrians and bicyclists. Consistent with the Long-Term Recovery Plan, the project repairs will support an interconnected path system and walkable downtown.



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Town of Paradise
Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

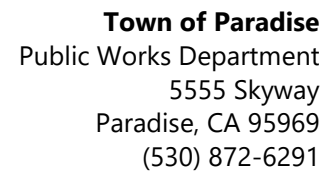
Allocation Priority	M8
Project Name	Off-System Culvert Repair
Project Type	Match – FEMA PA
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$664,643
CDBG-DR Project Grant Amount	\$41,540
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	Complete

Project Scope

The Off-System Culvert Replacement Project involves replacing damaged On-System High Density Poly Ethylene (HDPE) culverts and rehabilitation of the roadway section above the pipe at 31 locations.

Project Description

The project will repair damaged culverts at 31 locations along neighborhood roads connecting to evacuation routes to improve safety and provide safe and effective management of storm water runoff. The culverts targeted for inspection were identified by using the Town's Acela inventory database. Plastic culverts that were listed as off the federal and state system and located within the burn areas were identified.





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Community Development Block Grant Disaster Recovery – Infrastructure
Project Fact Sheet

Allocation Priority	M9
Project Name	On-System Sign Replacement
Project Type	Match – FHWA ER
HUD National Objective	Unmet Need
Long-Term Recovery Plan	Evacuation Routes
Project Total Cost	\$224,158
CDBG-DR Project Grant Amount	\$6,428
Environmental Completion Year	Complete
Design & ROW Completion Year	Complete
Construction Completion Year	Complete

Project Scope

The On-System Sign Replacement Project involves sign removal, sign installation and reset of roadside signs and flashing beacons at 122 locations damaged in the 2018 Camp Fire. The project is partially funded through FHWA Emergency Relief.

Project Description

The project will replace damaged roadway signs along federal aid routes to improve safety. Signage types include stop, no parking, signs alerting to fire station access, speed limit, curves ahead, street markers, prepare to stop/stop ahead, merge left, school crossing, flashing beacons, hospital/police, no outlet, wildlife crossing, etc.

