

**DRAFT**

# **Butte County**

## **2014 RTIP Regional Transportation Improvement Program**

**For the**

## **2014 STIP State Transportation Improvement Program Cycle**

**Fiscal Years 2014/2015 – 2018/2019**  
(July 1, 2014 through June 30, 2019)

Scheduled Adoption: December 12, 2013

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(Summary Spreadsheet)

## I. INTRODUCTION

The Butte County Association of Governments (BCAG) has prepared this 2014 Regional Transportation Improvement Program (RTIP) for Butte County in response to the 2014 State Transportation Improvement Program (STIP) Cycle. As the designated Regional Transportation Planning Agency (RTPA) serving the incorporated cities of Biggs, Chico, Gridley, Oroville, Town of Paradise and the County of Butte, BCAG is charged with the responsibility of preparing the RTIP.

The 2014 RTIP/STIP covers the five fiscal years through 2014/15 and 2018/19. The purpose of the RTIP is to identify Butte County's project recommendations for the Regional Improvement Program (RIP) funds made available to BCAG as provided by the STIP process. The RTIP project recommendations are then subject to approval by the California Transportation Commission for inclusion into the STIP.

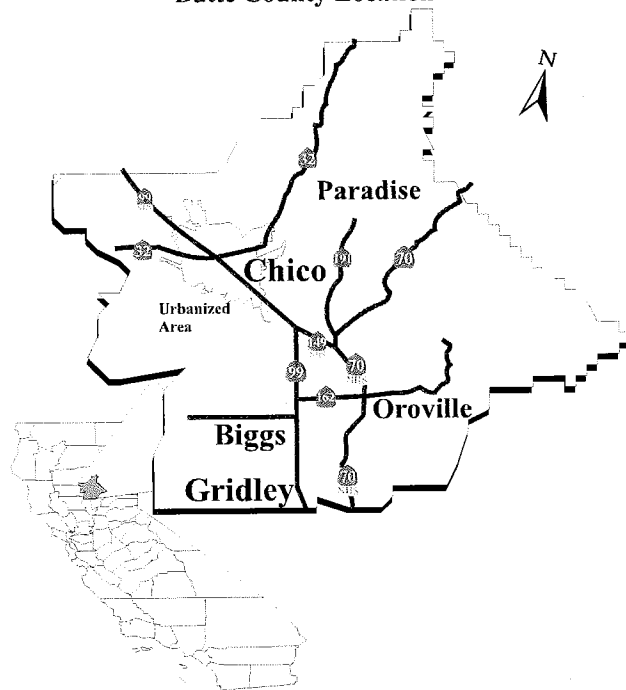
BCAG has prepared the 2014 RTIP in consultation with each of the cities and county public works staff, Caltrans and the general public. BCAG has followed the adopted STIP guidelines for the preparation of this document.

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

## II. SUMMARY OF 2014 STIP RECOMMENDATIONS

Four Regional Improvement Program projects are recommended for funding, two of which are on the State Route 70 Corridor, one is a carryover bike lane project and the final, a PPM project for a combined total of \$16.309 million. The remaining funds are requested to remain as an unprogrammed balance of \$ 2.171 million for a future STIP cycle to be used for the SR 70 Corridor. These projects are summarized in Table 1. Figure 2 on Page 4 identifies the general location for the recommended projects.

Figure 1-1  
Butte County Location



**TABLE 1**  
**BCAG 2014 RTIP/STIP RECOMMENDATIONS**  
(Thousands)

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FUND ESTIMATE Through FY 18/19		\$18,480,000
AGENCY	RIP PROJECT RECOMMENDATIONS	FUNDING RECOMMENDATION
<b>County</b>	Neal Rd Class 2 Bike Lane Project	\$ 1,440,000
<b>BCAG</b>	SR 70 Passing Lanes – Segment 1	\$ 13,100,000
<b>BCAG</b>	SR 70 Passing Lanes – Segment 2	\$ 1,325,000
<b>BCAG</b>	Planning Programming and Monitoring (PPM)	\$ 444,000
<b>TOTAL 2012 RTIP RECOMMENDATIONS</b>		<b>\$ 16,309,000</b>
<b>UNPROGRAMMED BALANCE</b>		<b>\$ 2,171,000</b>

**Description of 2014 RTIP Recommendations:**

**State Route 70 (Segment 1)** – From Palermo Road to Ophir Rd / Pacific Heights Intersection. The scope of the project is to widen from 2 lanes to 4 lanes. BCAG is proposing to continue to use available federal demonstration dollars to completely fund the environmental component. Staff would begin the development of the environmental component for \$1,500,000 beginning January 2014. The remaining components are recommended for programming for \$13.1 million in RIP and \$13.1 million in Caltrans' IIP funds for a total project cost of \$27.7 million.

**State Route 70 (Segment 2)** – From Cox Lane to just south of Palermo Rd. The scope of the project is to widen from 2 to 4 lanes. This project would close the gap between Segment 1 to the north and the recently completed passing lanes on SR 70 near E. Gridley Road to the south. For the 2014 RTIP, staff would recommend just the developmental components of environmental and design. It would be unrealistic to attempt to program anything in addition at this time by the CTC. Remaining components would be recommended as part of the 2016 STIP Cycle if financially able to do so. As such, the RTIP recommendation for this project is only for \$1.325 million in RIP funds and \$1.325 million in IIP funds for a total cost of \$2.65 million.

**Neal Road Bike Lane Project** – This is a carryover project from the 2012 STIP Cycle for \$1.44 million. This project is on Neal Road from the Oro-Chico Highway to the Paradise Town Limits and within the Town of Paradise to the Skyway. The scope of the project is to design phased improvements to widen Neal Road to accommodate Class 2

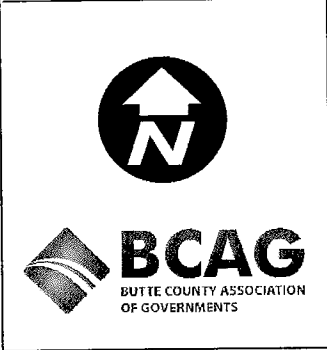
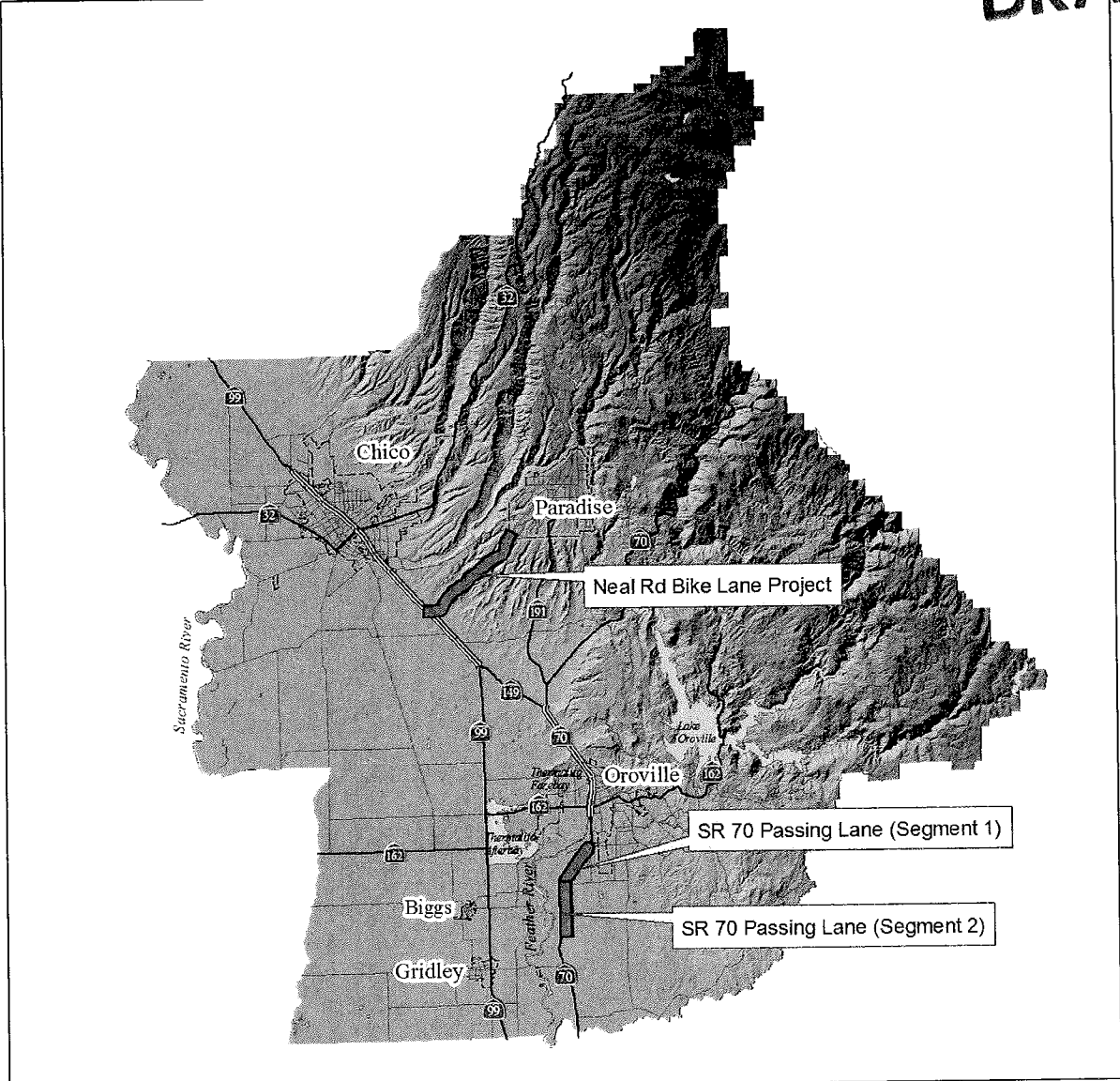
bike lanes from the Oro-Chico Highway to the Town Limits (7.5 miles.) In addition, the project is to construct Phases 1 & 2 to provide Class 2 bike lanes from State Route 99 to 4.7 miles eastward towards Paradise.

This project also includes the installation of "Share the Road" signage on the remainder of Neal Road (2.8 miles) to the Town Limits and within the Town of Paradise to the Skyway (1.7 miles.) as well as new signs on Cohasset Road from Chico City Limits to the Cohasset School (11.5 miles). Funding for this project completes the construction.

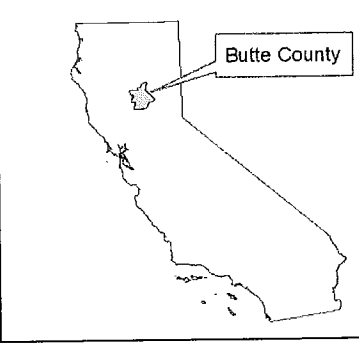
**Planning Programming and Monitoring (PPM)** – BCAG staff is requesting \$444,000 which represents the allowable 5% of Regional Improvement Program funding for PPM activities. These funds support the staff time necessary for various STIP projects in BCAG's Overall Work Program and Budget. The funds requested cover the 5 year period of the STIP.

**Unprogrammed RIP Balance. (SR 70 Passing Lane Project – Reserve)** – BCAG staff is requesting that the remaining RIP fund balance of \$2,171,000 remain as an unprogrammed balance. BCAG intends to program the SR 70 Passing Lane Project (Segment 2) south of Oroville in the 2016 or 2018 STIP Cycle.

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### Butte County 2014 STIP Project Locations



### III. 2014 STIP RECOMMENDATIONS FOR BUTTE COUNTY

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The Butte County Association of Governments requests that the projects identified in this 2014 Butte County Regional Transportation Improvement Program be programmed as part of the 2014 State Transportation Improvement Program. The project programming request (PPR) sheets are included in Appendix 1.

### IV. SUMMARY OF REVENUES & EXPENDITURES – Priority 1

#### Butte County's 2014 Fund Estimates (Revenues)

Regional agencies were not provided annual targets as in the past STIP cycles. In addition, the Fund Estimate reflects that the new STIP programming capacity is in the latter two years of the STIP.

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

STIP Fund Estimate	Funds (1,000)	Reference
Butte County RIP Target	<b>\$18,480</b>	Appendix 2 – Fund Estimate
<b>Total Programming Request</b>	<b>16,309</b>	Appendix 1 - PPR Sheets
<b>Unprogrammed Balance</b>	<b>\$ 2,171</b>	

#### Summary of RIP Expenditures by Fiscal Year (Thousands)

Fund	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Total
RIP	1,440	825	2,400	11,200		\$ 15,865
PPM	\$ 148	\$ 94	\$ 202			\$ 444
<b>Total</b>	<b>\$ 1,588</b>	<b>\$ 919</b>	<b>\$ 2,602</b>	<b>\$ 11,200</b>		<b>\$ 16,309</b>
<b>Unprogrammed Balance</b>						<b>\$ 2,171</b>
<b>2014 Butte County Fund Estimate</b>						<b>\$ 18,480</b>

#### Summary of IIP Recommendations For SR 70 Corridor by Fiscal Year (thousands)

SR 70	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	Total
Segment 1			\$ 1,900	\$ 11,200		\$ 13,100
Segment 2		\$ 825	\$ 500			\$ 1,325
<b>Total</b>		<b>\$ 825</b>	<b>\$ 2,400</b>	<b>\$ 11,200</b>		<b>\$ 14,425</b>

## Summary of Revenues and Expenditures (\$1,000s)

	RIP	IIP	Total
Total Regional Shares Available For Priority 1	\$ 18,480	\$ 14,425	\$32,905
Total Project Recommendations (Expenditures)	\$ 16,309	\$ 14,425	\$ 30,734
<b>Unprogrammed Balance</b>	\$ 2,171		

## V. CRITERIA FOR MEASURING PERFORMANCE & COST EFFECTIVENESS

### Performance Indicators and Monitoring

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

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

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

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



- Decrease air pollution emission per thousand dollar invested.
- Increase in annual passenger, freight and goods miles carried per thousand dollar invested.

Each project is evaluated below.

### **1. SR 70 Passing Lane (Segment 1).**

The purpose of this project is to reduce travel delay by extending the existing passing lanes to provide additional passing opportunities in both directions. The proposed passing lanes are in the vicinity of the SR 70 from Palermo Road to Ophir Rd, just south of Oroville. The project will reduce congestions and improve operational efficiencies and safety through this segment of the SR70 corridor.

This effort works towards reducing greenhouse gas emissions by reducing congestion in the region and meeting BCAG's air quality emission reduction goals identified in the Metropolitan Transportation Plan (MTP). In addition, the project addresses safety and operational concerns with the corridor. Addressing these concerns is a priority and consistent with the goals, policies and objectives of the MTP.

### **2. SR 70 Passing Lane (Segment 2).**

The purpose of this project is to reduce travel delay by extending the existing passing lanes to provide additional passing opportunities in both directions. The proposed passing lanes are in the vicinity of the SR 70 from Cox Lane to just south of Palermo Road. The project will reduce congestions and improve operational efficiencies and safety through this segment of the SR70 corridor.

This effort works towards reducing greenhouse gas emissions by reducing congestion in the region and meeting BCAG's air quality emission reduction goals identified in the Metropolitan Transportation Plan (MTP). In addition, the project addresses safety and operational concerns with the corridor. Addressing these concerns is a priority and consistent with the goals, policies and objectives of the MTP.

### **3. Butte County Neal Rd Class 2 Bike Lane Project. – TE Project.**

The project constructs approximately 9.4 Class 2 bike lane miles on Neal Rd. This results in improve traffic safety and circulation while promoting intermodal transportation by providing improved Class 2 bike lanes along Neal Rd. The overall goal is to provide for a contiguous bikeway facility from the Town of Paradise to the City of Chico as currently shown on the Butte County Bikeway Master Plan. This effort works towards reducing greenhouse gas emissions by providing additional biking opportunities in the region and meeting BCAG's air quality emission reduction goals identified in the Metropolitan Transportation Plan (MTP).

