

# 2022 Regional Transportation Improvement Program

**For Butte County**

**Fiscal Years 2022/2023 – 2026/2027**

(July 1, 2022 through June 30, 2027)

**Adopted: December 9, 2021**

**Prepared by:**

**Butte County Association of Governments**

**326 Huss Drive, Suite 150**

**Chico, CA 95928**

[www.bcag.org](http://www.bcag.org)





326 Huss Drive, Suite 150  
Chico, California 95928  
(530) 809-4616  
www.bcag.org

December 15, 2021

Mr. Mitch Weiss, Executive Director  
California Transportation Commission  
Attention: Ms. Teresa Favila  
Mail Station 52  
1120 N Street  
Sacramento, CA 95814

Mr. James Anderson, Chief  
Division of Financial Programming  
Attention: Mr. Rambabu Bavirisetty  
Office of STIP  
Department of Transportation  
Mail Station 82  
P.O. Box 942874  
Sacramento, CA 94274-0001

Subject: Butte County 2022 RTIP Submittal

Ms. Favila, Mr. Bavirisetty:

Enclosed for programming consideration into the 2022 State Transportation Improvement Program (STIP) is the Butte County Association of Governments' (BCAG) 2022 Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors adopted this RTIP at their December 9, 2021 Board meeting.

The attached 2022 RTIP reflects BCAG's commitment to program projects that are in alignment with:

- Climate Action Plan for Transportation Infrastructure (CAPTI)
- Federal Performance Measures including transit
- SB 375 for Greenhouse Gas Reductions

The proposed projects are included in BCAG's adopted Regional Transportation Plan/Sustainable Communities Strategy. The RTIP has been developed in an open and transparent process in accordance with BCAG's adopted Public Participation Process.

Projects are recommended to be funded with BCAG's Regional Improvement Program / STIP shares, and funding made available by Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief / CRRSAA) funds.

**2022 RTIP Recommendations**  
 (Dollars x 1,000)

| <b>AGENCY</b>                              | <b>PROJECT RECOMMENDATIONS</b>  | <b>RIP Funds</b> | <b>CRRSAA Funds</b>              | <b>Local Funds</b> | <b>SHOPP Funds</b> | <b>TOTALS</b>   |
|--|---|------------------|----------------------------------|--------------------|--------------------|-----------------|
| <b>BCAG</b><br>(Planning)                  | <b>Planning, Programming &amp; Monitoring (PPM)</b> - Rail Strategic Plan Development & BCAG Planning, Programming & Monitoring.      | <b>\$333</b>     |                                  |                    |                    | <b>\$333</b>    |
| <b>Butte Regional Transit</b><br>(Transit) | <b>B-Line Rollout Program</b> - Purchase two Zero Emission Buses and Equipment.   | <b>\$ 1,326</b>  | <b>\$1,174 CRRSAA STIP Funds</b> |                    |                    | <b>\$2,500</b>  |
| <b>Chico</b><br>(Bike/Ped)                 | <b>Esplanade Widening Project</b> – Fund Bike/Ped Portion of project to include separated 8’ Multi-Use Paths on both sides of road    | <b>\$5,000</b>   |                                  | \$7,200            |                    | <b>\$12,200</b> |
| <b>Gridley</b><br>(Bike/Ped)               | <b>Gridley SR 99 SHOPP Project</b> - Fund Bike/Ped Portion of project to include separated 8’ Multi-Use Paths on east side of highway | <b>\$3,100</b>   |                                  | \$400              | \$16,720           | <b>\$20,220</b> |
| <b>Biggs</b><br>(Bike/Ped)                 | <b>2nd Street Bicycle/Pedestrian Improvements</b> - Safe routes to school project near schools  | <b>\$400</b>     | <b>\$100 CRRSAA STIP (\$88)</b>  | \$260              |                    | <b>\$760</b>    |
| <b>Caltrans</b>                            | <b>SR 32 at Meridian Rd Signalization Project.</b> New signal to address safety   | <b>\$500</b>     |                                  |                    | \$2,800            | <b>\$3,300</b>  |
| <b>TOTAL 2022 RTIP RECOMMENDATIONS</b>     |   | <b>\$10,659</b>  | <b>\$1,274</b>                   | <b>\$7,860</b>     | <b>\$19,520</b>    | <b>\$39,313</b> |

BCAG's 2022 RTIP demonstrates the region's commitment to combat climate change and promote mode shift. The following table highlights the funding and percentages by project type proposed:

Programming by Project Type (Dollars in thousands)

| Funding  | Project Type         | Percent |
|----------|----------------------|---------|
| \$333    | Planning             | 03%     |
| \$2,500  | Transit - Capital    | 21%     |
| \$8,600  | Bicycle & Pedestrian | 72%     |
| \$500    | Highway Safety       | 4%      |
| \$12,983 | Total                | 100%    |

This document has been posted on BCAG's website at <http://www.bcag.org/Planning/RTIP/index.html> should additional copies be necessary. In addition, staff has emailed all RTIP electronic files including the electronic Project Programming Request (ePPR) data sheets to Caltrans and Commission staff. The ePPRs have been developed in CalSMART.

Should you have any questions, please do not hesitate to call me or Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4603.

Sincerely,



Jon A. Clark  
Executive Director

Attachments:

- (2) Butte County 2022 RTIP Documents – CTC
- (2) Butte County 2022 RTIP Documents – Caltrans Office of STIP
- (2) Butte County 2022 RTIP Documents - Caltrans District 3, Mr. Amarjeet Benipal



# 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

## Table of Contents

|   | <u>Page Number</u> |
|---|--------------------|
| <b><u>Cover Letter</u></b>  |                    |
| <b>A. <u>Overview and Schedule</u></b>  |                    |
| Section 1. Executive Summary  | 1                  |
| Section 2. General Information  | 1                  |
| Section 3. Background of Regional Transportation Improvement Program (RTIP).....  | 2                  |
| Section 4. Completion of Prior RTIP Projects.....                                 | 2                  |
| Section 5. RTIP Outreach and Participation  | 3                  |
| <b>B. <u>2022 STIP Regional Funding Request</u></b>                               |                    |
| Section 6. 2022 STIP Regional Share and Request for Programming.....              | 4                  |
| Section 7. Overview of Other Funding Included in Delivery of RTIP Projects.....   | 6                  |
| Section 8. Interregional Transportation Improvement Program (ITIP) Funding/Needs. | 9                  |
| Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor.....      | 9                  |
| Section 10. Highways to Boulevards Conversion Pilot Program                       | 9                  |
| <b>C. <u>Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP</u></b>         |                    |
| Section 11. Regional Level Performance Evaluation.....                            | 10                 |
| Section 12. Regional and Statewide Benefits of RTIP.....                          | 11                 |
| <b>D. <u>Performance and Effectiveness of RTIP</u></b>                            |                    |
| Section 13. Evaluation of the Cost Effectiveness of RTIP.....                     | 14                 |
| Section 14. Project Specific Evaluation.....                                      | 16                 |
| <b>E. <u>Detailed Project Information</u></b>                                     |                    |
| Section 15. Overview of Projects Programmed with RIP Funding.....                 | 17                 |
| <b>F. <u>Appendices</u></b>   |                    |
| Section 16. Project Programming Request (PPR) Forms                               |                    |
| Section 17. Board Resolution or Documentation of 2022 RTIP Approval               |                    |
| Section 18. Documentation on Coordination with Caltrans District (Optional)       |                    |
| Section 19. Detailed Project Programming Summary Table (Optional)                 |                    |
| Section 20. Alternative Delivery Methods (Optional)                               |                    |
| Section 21. Additional Appendices (Optional)                                      |                    |

**This page is left blank.**

# **A. Overview and Schedule**

## **Section 1. Executive Summary**

The BCAG Board of Directors adopted the 2022 Regional Transportation Improvement Program (RTIP) at their December 09, 2021 Board meeting. This RTIP is BCAG's first programming document without the State Route 70 Corridor which has been under development since 1988. The 2022 RTIP reflects local, regional and state commitments to deliver practical projects which work towards achieving the Climate Action Plan for Transportation Infrastructure (CAPTI) and the Regional Transportation Plan/Sustainable Communities Strategy goals. The 2022 RTIP recommends funding for mode shift and safety projects. A total of six projects totaling \$11.93 million leverages \$27.38 million in other transportation funds for a total of \$39.31 million. This document and supporting documentation have been posted on BCAG's website at <http://www.bcag.org/Planning/RTIP/index.html>.

## **Section 2. General Information**

- **Regional Agency Name**  
Butte County Association of Governments (BCAG)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.bcag.org/index.html>

**RTIP document link:** <http://www.bcag.org/Planning/RTIP/index.html>

**RTP link:** <http://www.bcag.org/Planning/RTP--SCS/index.html>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Jon Clark  
Title Executive Director  
Email [jclark@bcag.org](mailto:jclark@bcag.org)  
Telephone 530-809-4616

- **RTIP Manager Staff Contact Information**

Name Ivan Garcia Title Transp.Programming Specialist  
Address 326 Huss Drive, Suite 150  
City/State Chico, CA  
Zip Code 95928  
Email [igarcia@bcag.org](mailto:igarcia@bcag.org)  
Telephone 530-809-4603 Fax 530-879-2444

- **California Transportation Commission (CTC) Staff Contact Information**

Name Teresa Favila Title Deputy Director  
Address 1120 N Street

City/State Sacramento, CA  
 Zip Code 95814  
 Email teresa.favila@catc.ca.gov  
 Telephone 916-653-2064 Fax 916-653-2134

**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

**A. What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region’s transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

**B. Regional Agency’s Historical and Current Approach to developing the RTIP**

BCAG is responsible for developing goals, objectives and priorities that includes consideration of the overall performance of the transportation system consistent with federal and state planning requirements. The 2022 Butte County RTIP is BCAG’s first RTIP without the programming of the State Route 70 Corridor in over 20 years. The goals and objectives of the RTIP are consistent and in alignment with the adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This 2022 RTIP represents a new beginning for new priorities. With the completion of the Climate Action Plan for Transportation Infrastructure (CAPTI) and other required state and federal reporting requirements, the RTIP aims to work towards achieving progress on those goals. New project proposals are consistent with the CAPTI and the goals in the adopted RTP/SCS. This RTIP represents those programming actions which BCAG can control.

**Section 4. Completion of Prior RTIP Projects (Required per Section 68)**

Since the 2020 RTIP was prepared, one new project has been completed. The SR 70 Passing Lane Project (Segment 2) was completed in November 2021. In addition, BCAG utilized its PPM funds as proposed to support planning, programming, and monitoring activities. The table below describes the completed project.

| <b>Project Name and Location</b>  | <b>Description</b>  | <b>Summary of Improvements/Benefits</b>   |
|---|---|---|
| SR70 Passing Lanes (Segment 2). Location: Just south of Oroville in Butte County. | On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Roadway widening. | The project will improve traffic safety by providing safe passing lanes which reduce the possibility of |

|  |  |   |
|--|--|---|
|  |  | fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley. |
|  |  |   |
|  |  |   |
|  |  |   |

## **Section 5. RTIP Outreach and Participation**

### **A. RTIP Development and Approval Schedule**

| <b>Action</b>                                       | <b>Date</b>        |
|---|--------------------|
| RTIP Development Public Notices in Local Newspapers | July 24, 2021      |
| BCAG Transportation Advisory Committee              | August 5, 2021     |
| CTC adopts Fund Estimate and Guidelines             | August 18, 2021    |
| BCAG Board of Directors – Call for Projects         | August 26, 2021    |
| Caltrans identifies State Highway Needs             | September 15, 2021 |
| BCAG RTIP Development Public Workshop - Zoom        | September 27, 2021 |
| Caltrans submits draft ITIP                         | October 15, 2021   |
| CTC ITIP Hearing, North                             | November 1, 2021   |
| CTC ITIP Hearing, South                             | November 8, 2021   |
| Regional Agency adopts 2022 RTIP – BCAG Board       | December 9, 2021   |
| Regions submit RTIP to CTC (postmark by)            | December 15, 2021  |
| Caltrans submits ITIP to CTC                        | December 15, 2021  |
| CTC STIP Hearing, North                             | January 27, 2022   |
| CTC STIP Hearing, South                             | February 3, 2022   |
| CTC publishes staff recommendations                 | February 28, 2022  |
| CTC Adopts 2020 STIP                                | March 23-24, 2022  |

### **B. Public Participation/Project Selection Process**

BCAG followed its adopted Public Participation Process in developing the 2022 RTIP. BCAG began the process by initiating a public notice in each of the local newspapers on July 24, 2021. The next step was a presentation to the BCAG Transportation Advisory Committee (TAC). The TAC was informed that all projects must be derived from or consistent with the adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy. In addition, new projects were encouraged to be consistent with the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI) built from the Governors Executive Orders (EO) EO N-19-19 and N-79-20. In addition, applicants were encouraged to consider BCAG’s “Federal Performance Measures for PM 1, 2, 3 & Transit” to FHWA and to CARB under SB 375 for achieved GHG

reductions. Each construction project is derived from the adopted RTP/SCS. Projects were evaluated on metrics which worked towards achieving the goals in the adopted RTP/SCS. The RTP/SCS takes over three years to complete and has its own extensive public involvement process. It was important that projects selected for programming originated from the long-range plan.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 3

BCAG consulted with Caltrans District 03 on projects that could be jointly funded. For the interregional program, it was the consensus between District 3 and BCAG that there are not any current projects ready to be programmed. In regards to the regional program, two projects which are predominately SHOPP funded have been included in which regional funds will be used to augment the scope of those projects to add bicycle and pedestrian improvements and for a safety project. Based on consultation with Caltrans District 3, BCAG has proposed to augment the SHOPP funds for a project in Gridley to add bicycle and pedestrian improvements, and the second project is to add a new signal on State Route 32 east of Chico to address safety concerns. BCAG has a long history of a positive working relationship with District 3. Caltrans is also a standing member on the Transportation Advisory Committee in which development of the RTIP is presented.

## **2022 STIP Regional Funding Request**

### **Section 6. 2022 STIP Regional Share and Request for Programming**

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Every two years, Caltrans prepares a “Fund Estimate” (FE) identifying the amount of funding available to regions for new project programming in their RTIPs, in addition to new project funding for the Caltrans Interregional Transportation Improvement program (ITIP) The 2022 FE also identified funding provided by the 2021 Coronavirus Response and Relief Supplemental Appropriations Act Based on the 2022 FE, BCAG’s total 2022 RTIP/STIP new programming capacity is as follows:

- STIP/RTIP \$10,887,000 Delivery under STIP guidelines
  - CRSAA (STIP) \$1,262,252 Delivery through CRRSAA/STIP guidelines
  - CRRSAA (Non-STIP) \$1,061,606 Delivery through Local Assistance (For Info Only)
- \$13,210,858 Total through FY 26/27 to Butte County

B. Summary of Requested Programming

| <b>Project Name and Location</b>                              | <b>Project Description</b>   | <b>Requested RIP Amount</b> | <b>Requested CRRSAA STIP</b> | <b>Requested CRRSAA Non STIP</b> |
|---|--|-----------------------------|------------------------------|----------------------------------|
| B - Line Rollout Program, Butte County                        | Purchase two Zero Emission Buses and Equipment.  | \$1,326,142                 | \$1,173,858                  |                                  |
| Planning, Programming & Monitoring, Butte County              | Planning, Programming and Monitoring   | \$333,000                   |                              |                                  |
| Esplanade Widening Project, Chico.                            | Bike/Ped portion of project. Construct separated paths on both sides of roadway between Nord Highway and Eaton Rd.                         | \$5,000,000                 |                              |                                  |
| Caltrans SR 99 SHOPP Project, Gridley                         | Augmenting \$16.7m SHOPP project to include new separated 8' Multi-Use Path on East side of Highway from Hollis to Just north of Ford Ave. | \$3,100,000                 |                              |                                  |
| 2 <sup>nd</sup> Street Bicycle/Pedestrian Improvements, Biggs | Safe routes to school project from C to H Streets in Biggs.  | \$400,000                   | \$88,394                     | \$11,606                         |
| SR 32 at Meridian Signalization Project, Chico                | Construct new signal at SR 32 at Meridian Rd just west of Chico  | \$500,000                   |                              |                                  |
| Totals  |  | \$10,659,142                | \$1,262,252                  | \$11,606                         |

## **Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects**

This section provides a narrative on other funding included with the delivery of projects included in the RTIP. Other funds included with RIP funds include the CRRSAA STIP & CRRSAA Non-STIP and SHOPP funds. These other funds will require Commission approval.

1. **Butte Regional Transit - B-Line Zero Emission Bus Rollout Project.** Butte Regional Transit (B-Line) is requesting FY 2022/23 RIP funds to purchase two zero-emission buses and charging equipment to replace aging diesel buses that are reaching the end of their useful life. The zero-emission buses will reduce energy consumption, harmful emissions, and direction carbon emissions in disadvantaged and low-income communities in Butte County. The requested funds will achieve the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), while implementing the policies set forth in BCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy. The buses will begin on routes in Chico and be expanded to other jurisdiction as technology/range permits. Other funds which also require Commission approval are CRRSAA as identified:
  - STIP: \$1,326,142
  - CRRSAA STIP: \$1,173,858
  - Total Requested Funds: \$2,500,000
  
2. **Butte County Association of Governments (BCAG) – Planning, Programming and Monitoring (PPM).** BCAG is requesting to program PPM funds with its STIP PPM target. PPM funds are used to carry out the Planning, Programming and Monitoring activities by BCAG.
  - Requested STIP PPM funds (State-Only): \$333,000
  - Total BCAG Planning, Programming and Monitoring Request: \$333,000
  
3. **City of Chico – Esplanade Road Widening Project (Bike/Ped).** The City of Chico will be widening the Esplanade from Eaton Road to Nord Highway from 1 lane per direction to 2 lanes. The STIP request is to install sidewalks and buffered bike lane gap closure improvements along both the north and south bound lanes to increase safety along the project limits. The City will be contributing \$7.2 million for the road widening elements of the project. The STIP funds will be used for the non-motorized elements of the project.
  - Requested STIP Funds: \$5,000,000
  
4. **City of Gridley – State Route 99 SHOPP Project (Bike/Ped).** Caltrans has programmed a Capital Maintenance project in Gridley from Hollis Lane to north of Ford Avenue in the 2020 SHOPP Program. The STIP request of \$3,100,000 is to augment the \$16.7 million in SHOPP funds to construct a continuous and separated 8' bike/ped path along the east side of SR 99. Caltrans District 3 has agreed to include the additional non-motorized elements and scope into their original project. As part of the SHOPP project, Caltrans will be rehabilitating the pavement and drainage system and update the Transportation Management System (TMS) elements along the corridor. With the STIP funds requested, Caltrans will also upgrade the lighting and construct a new bike and ped facility to Americans with Disabilities Act (ADA) standards. STIP



funds will be used for the construction component. The City of Gridley will be contributing \$400,000 in local funds.

Requested STIP Funds: \$3,100,000

SHOPP Funds: \$16,720,000 (already programmed)

5. **City of Biggs – 2<sup>nd</sup> Street Bicycle and Pedestrian Improvements Project.** This project is located on 2nd Street from C Street to H street adjacent to Biggs High School. The scope of the project is to construct new pedestrian & bike facilities to connect Ped/Bike traffic to existing routes in the city. Biggs will be contributing \$260,000 in local funds. The project connects high school students to nearby housing.  
Requested STIP Funds: \$400,000  
Requested CRRSAA STIP Funds: \$88,394  
Requested CRRSAA Non-STIP Funds: \$11,606 (for information only)
  
6. **Caltrans District 03 – State Route 32 at Meridian Rd Signalization Project.** The purpose of this project is to construct a new signal at SR 32 and Meridian Rd just west of Chico to address safety concerns. Caltrans District 03 has requested \$500,000 in RIP funds to be used with SHOPP funds. The total estimate for the new signal is \$3,300,000.  
Requested STIP Funds: \$500,000  
SHOPP Funds: \$2,800,000 (will be programmed as a safety project by Caltrans)

| Proposed 2022 RTIP                          | Total RTIP          | Other Funding |                     |                    |                 |                    | Total Project Cost  |
|---|---------------------|---------------|---------------------|--------------------|-----------------|--------------------|---------------------|
|   |                     | ITIP          | SHOPP               | CRRSAA STIP        | CRRSAA Non STIP | Local Funds        |                     |
| B - Line Rollout Program                    | \$1,326,142         |               |                     | \$1,173,858        |                 |                    | \$2,500,000         |
| Planning, Programming & Monitoring (PPM)    | \$ 333,000          |               |                     |                    |                 |                    | \$333,000           |
| Esplanade Widening Project                  | \$5,000,000         |               |                     |                    |                 | \$7,200,000        | \$12,200,000        |
| Caltrans SR 99 SHOPP Project                | \$3,100,000         |               | \$16,720,000        |                    |                 | \$400,000          | \$20,220,000        |
| 2nd Street Bicycle/Pedestrian Improvements  | \$400,000           |               |                     | \$88,394           | \$11,606        | \$260,000          | \$760,000           |
| SR 32 at Meridian Rd. Signalization Project | \$500,000           |               | \$2,800,000         |                    |                 |                    | \$3,300,000         |
|   |                     |               |                     |                    |                 |                    | -                   |
| <b>Totals</b>                               | <b>\$10,659,142</b> | <b>-</b>      | <b>\$19,520,000</b> | <b>\$1,262,252</b> | <b>\$11,606</b> | <b>\$7,860,000</b> | <b>\$39,313,000</b> |

**Notes:** Click here to enter text.

## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

BCAG is not requesting ITIP funds for the 2022 STIP cycle.

BCAG is thankful that the SR 70 Corridor between Oroville and Marysville is fully funded and programmed. This corridor represented BCAG's top regional priority since 1988. BCAG's next long-term regional priority is to bring passenger rail to Butte County to connect to the Sacramento / San Joaquin rails system in Natomas. In addition, BCAG is focusing on improving transit ridership and performance for Butte Regional Transit. BCAG is bringing a multi-modal approach to reduce GHGs and promote mode shift goals to the region that work towards the objectives in the adopted RTP/SCS, CAPTI and federal performance measures.

Other highway needs however, include capacity on the rural highways that are prone to head on collisions, serve as emergency evacuations or detour routes. Future ITIP needs will be defined as part of the RTP/SCS process.

## **Section 9. Projects Planned Within Multi-Modal Corridors**

The 2022 RTIP does not impact any projects planned or underway within the corridor.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

There are no state highways that could be converted to boulevards at this time.

# **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

## **Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

BCAG's 2022 RTIP directly furthers the goals of BCAG's adopted 2020 RTP/SCS. Of the funds programmed, 72% is directed to bicycle and pedestrian projects; 21% to transit; 3% to planning and 4% to highway safety projects. The RTIP projects proposed are direct projects from the RTP/SCS and are in alignment with the goals of the CAPTI and federal performance measures for Butte County. BCAG has included the *2020 Regional Transportation Plan and Sustainable Communities Strategy Performance Report* as an attachment to the RTIP. Section E described

later, identifies a project summary table followed by another table referencing the direct link of the proposed RTIP/STIP projects to the adopted RTP/SCS.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

The following values provided are from the BCAG’s RTP/SCS Performance Report. The complete report has been attached to the RTIP as an appendix.

| <b>Table B1<br/>Evaluation – Regional Level Performance Indicators and Measures</b> |  |   |  |
|---|--|---|--|
| <b>Goal</b>   | <b>Indicator/Measure</b>   | <b>Current System Performance (Baseline)</b>                          | <b>Projected System Performance (indicate timeframe)</b> |
| Congestion Reduction  | Vehicle Miles Traveled (VMT) per capita.   | 21.4  | 20.8 (2040)  |
|   | Percent of congested VMT (at or below 35 mph)  | 0   | 0 (2040)   |
|   | Commute mode share (travel to work or school)  |   |  |
| Infrastructure Condition  | Percent of distressed state highway lane-miles   |   |  |
|   | Pavement Condition Index (local streets and roads)   | 60  | increase   |
|   | Percent of highway bridges by deck area classified in Poor condition   | 34%   | Decrease (2040)  |
|   | Percent of transit assets that have surpassed the FTA useful life period   | 8.62  | Decrease (2040)  |
| System Reliability  | Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival) |   |  |
|   | Accessibility and on-time performance for rail and transit   | 86.4%   | >86.4% (2040)  |
| Safety  | Fatalities and serious injuries per capita   |   |  |
|   | Fatalities and serious injuries per VMT  | Rate per 100M Annual VMT:<br>Fatalities 1.96<br>Serious Injuries 10.3 | Decrease (2040)<br>Decrease (2040)                       |
| Economic Vitality   | Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service  |   |  |
|   | Mean commute travel time (to work or school)   | 16.7 (Avg pk period travel time)                                      | 16.48  |
|   | Farebox recovery ratio   |   |  |
| Environmental Sustainability  | Change in acres of agricultural land   | 237,438 acres   | 233,729 (LU GIS)   |
|   | CO <sub>2</sub> emissions reduction per capita   |   | -8% (2035)   |

| <b>Table B1(a)</b>  |   |  |  |
|---|---|--|--|
| <b>Evaluation – Rural Specific Regional Level Performance Indicators and Measures</b> |   |  |  |
| <b>Goal</b>   | <b>Indicator/Measure</b>  | <b>Current System Performance (Baseline)</b> | <b>Projected System Performance (indicate timeframe)</b> |
| Congestion Reduction  | Vehicle Miles Traveled per capita, area, by facility ownership, and/or local vs tourist |  |  |
|   | Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)          |  |  |
|   | Commute mode share (travel to work or school)   |  |  |
| Transit   | Total operating cost per revenue mile   | \$7.95                                       | Same or less (2040)                                      |
| Infrastructure Condition  | Distressed lane-miles, total and percent, by jurisdiction                               |  |  |
|   | Pavement Condition Index (local streets and roads)                                      | 60   | Increase (CA SR 2018)                                    |
| Safety  | Total accident cost per capita and VMT  |  |  |
| Environmental Sustainability  | Land Use Efficiency (total developed land in acres per population)                      | .31 per capita                               | .31 per capita (LU GIS)                                  |

[Click here to enter text.](#)

## **Section 12. Regional and Statewide Benefits of RTIP**

The 2022 RTIP is complete shift from the programming of previous RTIPs for the region. The RTIP represents a commitment to work towards the goals and targets in the adopted 2020 RTP/SCS which document BCAG is able to its GHG, VMT and air quality targets for the region. The RTIP recommends 7 projects for a total of \$12.9 million in RIP & CRRSAA funds to leverage an additional \$27.38 million for a regional investment of \$40.36 million within the timeframe of the 2022 STIP. Of the \$12.9 million recommended for programming, the 7 projects are summarized by type of project as follows:

- | Project Type                         | Percent of Regional Programming |
|--------------------------------------|---------------------------------|
| • Transit Projects .....             | 21%                             |
| • Planning.....                      | 3%                              |
| • Bicycle and Pedestrian Projects... | 72%                             |
| • Highway Safety Project.....        | 04%                             |

These project directly work towards achieving the goals of the adopted 2020 RTP/SCS and represents are under the discretion of BCAG. The reduction of GHG, promoting mode shift and addressing safety are direct benefits to the state.

## D. Performance and Effectiveness of RTIP

### Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

| <b>Table B2</b>  |   |  |   |
|--|---|--|---|
| <b>Evaluation – Cost-Effectiveness Indicators and Measures</b> |   |  |   |
| <b>Goal</b>  | <b>Indicator/Measure<br/>(per thousand dollar invested)</b>   | <b>Current Level of<br/>Performance<br/>(Baseline)</b>     | <b>Projected Performance<br/>Improvement<br/>(indicate timeframe)</b> |
| Congestion<br>Reduction  | Reduce Vehicle Miles Traveled (VMT) per capita  | 21.4   | 20.8 (2040 – TDF)   |
|  | Reduce Percent of congested VMT (at or below 35 mph)  | 0  | 0 (2040 - TDF)  |
|  | Change in commute mode share (travel to work or school)   |  |   |
| Infrastructure<br>Condition                                    | Reduce percent of distressed state highway lane-miles   |  |   |
|  | Improve Pavement Condition Index (local streets and roads)  |  |   |
|  | Reduce percent of highway bridge deck area in Poor Condition  |  |   |
|  | Reduce percent of transit assets that have surpassed the FTA useful life period                                     | Rolling Stock – 8.62%<br>Facilities – 0%<br>Equipment – 0% | 15% (2040)<br>1% (2040)<br>1% (2040)                                  |
| System<br>Reliability  | Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival). |  |   |
|  | Improve accessibility and on-time performance for rail and transit  |  |   |
| Safety   | Reduce fatalities and serious injuries per capita   | 10.3   | Decrease (SWTRS/HPMS)   |
|  | Reduce fatalities and serious injuries per VMT  |  |   |
| Economic<br>Vitality   | Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service                |  |   |
|  | Reduce mean commute travel time (to work or school)   |  |   |
|  | Increase farebox recovery ratio   |  |   |
| Environmental<br>Sustainability                                | Change in acres of agricultural land  |  |   |
|  | CO <sub>2</sub> emissions reduction per capita  |  |   |

**Table B2(a)**  
**Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures**

| <b>Goal</b>                  | <b>Indicator/Measure</b>   | <b>Current System Performance (Baseline)</b> | <b>Projected Performance (indicate timeframe)</b> |
|------------------------------|--|--|---|
| Congestion Reduction         | Change in VMT per capita, area, by facility ownership, and/or local vs tourist           |  |   |
|                              | Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010) |  |   |
|                              | Change in Commute mode share (travel to work or school)                                  |  |   |
| Transit                      | Change in Total operating cost per revenue mile  |  |   |
| Infrastructure Condition     | Change in Distressed lane-miles, total and percent, by jurisdiction                      |  |   |
|                              | Change in Pavement Condition Index (local streets and roads)                             |  |   |
| Safety                       | Change in Total accident cost per capita and VMT   |  |   |
| Environmental Sustainability | Change in Land Use Efficiency (total developed land in acres per population)             |  |   |

Per Section 19C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

| <b>Table B3</b>  |  |                                       |  |
|--|--|---------------------------------------|--|
| <b>Evaluation – Project Changes or Increased Capacity Benefits</b> |  |                                       |  |
| <b>Project Type Or Mode</b>  | <b>Changes to Built Environment</b>        | <b>Indicator/Measure</b>              | <b>Benefits or Performance Improvement at Project Completion</b> |
| State Highway  | New general purpose lane-miles             |                                       |  |
|  | New HOV/HOT lane-miles                     |                                       |  |
|  | Lane-miles rehabilitated                   |                                       |  |
|  | New or upgrade bicycle lane/sidewalk miles | 1.9 miles of new bike/ped facilities  | Reduced VMT, GHGs  |
|  | Operational improvements                   | New Signal                            | Reduced accidents  |
|  | New or reconstructed interchanges          |                                       |  |
|  | New or reconstructed bridges               |                                       |  |
| Transit or Intercity Rail  | Additional transit service miles           |                                       |  |
|  | Additional transit vehicles                | 2 new zero emission buses             | Reduced emissions  |
|  | New rail track miles                       |                                       |  |
|  | Rail crossing improvements                 |                                       |  |
|  | Station improvements                       |                                       |  |
| Local Streets and Roads  | New lane-miles                             |                                       |  |
|  | Lane-miles rehabilitated                   |                                       |  |
|  | New or upgrade bicycle lane/sidewalk miles | 1.83 miles of new bike/ped facilities | Reduced VMT, GHGs  |
|  | Operational improvements                   |                                       |  |
|  | New or reconstructed bridges               |                                       |  |

**Section 14. Project Specific Evaluation (Required per Section 19D)**

BCAG does not have any projects which fit the criteria for project level evaluation.

**E. Detailed Project Information**

**Section 15. Overview of Projects Programmed with RIP Funding**

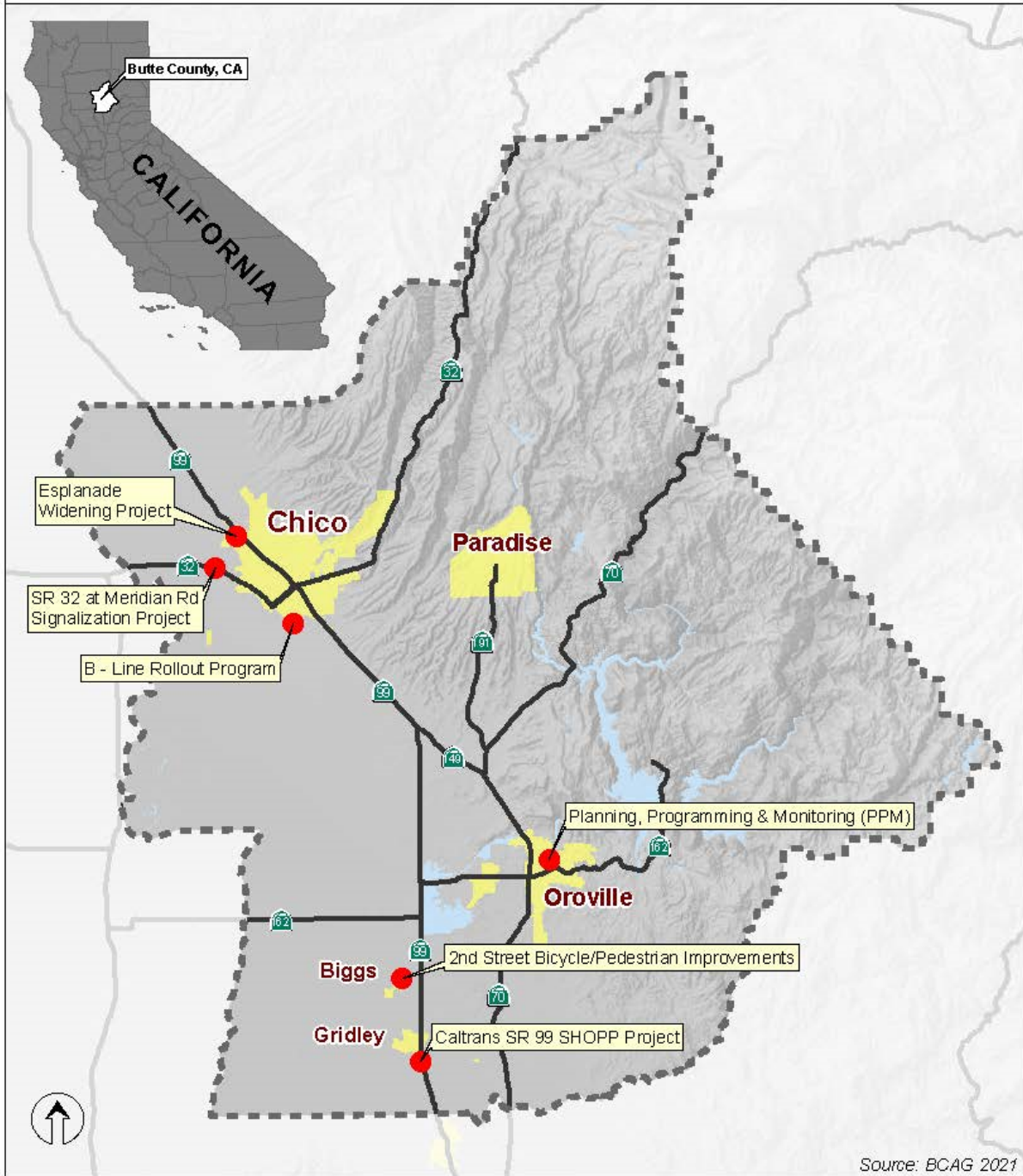
The following tables summarizes the 2022 RTIP followed by a table which directly ties each project to the adopted 2020 RTP/SCS. BCAG has also attached PDF copies of the ePPR for each project.



| 2022 RTIP Project Recommendations for Butte County      |                          |   |                   |                  |               |                  |                   |                   |                 |      |
|---|--------------------------|---|-------------------|------------------|---------------|------------------|-------------------|-------------------|-----------------|------|
| Agency  | RTIP/STIP Recommendation | RIP   | CRRSAA            | CRRSAA           | Local         | SHOPP            | TOTALS            | Project Type      | Percent of Pgrm |      |
|   |                          | Funds   | STIP              | Non STIP         | Funds         |                  |                   |                   |                 |      |
| 1   | B-Line                   | B - Line Rollout Program. Purchase two Zero Emission Buses and Equipment.   | 1,326,142         | 1,173,858        |               |                  | 2,500,000         | Transit           | 0.21            |      |
| 2   | BCAG                     | Planning, Programming & Monitoring (PPM). Rail Strategic Plan Development & BCAG Planning, Programming & Monitoring.  | 333,000           |                  |               |                  | 333,000           | Planning          | 0.03            |      |
| 3   | Chico                    | Esplanade Widening Project - Bike/Ped portion of project to construct separated paths on both sides or roadway between Nord Highway and Eaton Rd.                         | 5,000,000         |                  |               | 7,200,000        | 12,200,000        | Bike/Ped          |                 |      |
| 4   | Gridley                  | Caltrans SR 99 SHOPP Project – Augmenting \$16.7m SHOPP project to include new separated 8' Multi-Use Path on East side of Highway from Hollis to Just north of Ford Ave. | 3,100,000         |                  |               | 400,000          | 16,720,000        |                   | 20,220,000      |      |
| 5   | Biggs                    | 2 <sup>nd</sup> Street Bicycle/Pedestrian Improvements. Safe routes to school project from C to H Streets   | 400,000           | 88,394           | 11,606        | 260,000          | 760,000           |                   | 0.72            |      |
| 6   | Caltrans                 | SR 32 at Meridian Rd. Signalization Project. Construct new signal to address safety concerns.   | 500,000           |                  |               |                  | 2,800,000         | 3,300,000         | Road - Safety   | 0.04 |
| <b>TOTALS</b>   |                          |   | <b>10,659,142</b> | <b>1,262,252</b> | <b>11,606</b> | <b>7,860,000</b> | <b>19,520,000</b> | <b>39,313,000</b> |                 | 1.00 |
| Balance   |                          |   | 227,858           |                  |               |                  |                   |                   |                 |      |
| RIP/STIP  |                          |   |                   |                  |               |                  |                   |                   |                 |      |
| Total Funding Available                                 |                          |   | 13,210,858        |                  |               |                  |                   |                   |                 |      |
| 1. New Programming RIP & CRRSAA                         |                          |   | 11,933,000        |                  |               |                  |                   |                   |                 |      |
| 2. Non STIP CRRSAA - BCAG Planning (not in RTIP)        |                          |   | 900,000           |                  | 900,000       |                  |                   |                   |                 |      |
| 3. Non STIP CRRSAA - Chico 2023 ATP Plan (Not in RTIP)  |                          |   | 150,000           |                  | 150,000       |                  |                   |                   |                 |      |
| Amount approved by BCAG Board RTIP & All CRRSAA (1,2&3) |                          |   | 12,983,000        |                  |               |                  |                   |                   |                 |      |
| Unprogrammed RIP Balance                                |                          |   | 227,858           |                  | 1,061,606     |                  |                   |                   |                 |      |

| 2020 RTP/SCS Nexus |                        |              |              |             |   |  |
|--------------------|------------------------|--------------|--------------|-------------|---|--|
| RTP/SCS            | ID                     | Y Coordinate | X Coordinate | Project No. | RTP/SCS   | Project Description in RTP/SCS   |
| Yes / NO           |                        |              |              |             | Project Title   |  |
| Yes (Short Term)   | 2020000200             | 39.70508     | -121.82174   | 1           | Butte Regional Trans - Capital and Operating Assistance | Federal Transit Administration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit. (Fixed Route and Paratransit)   |
| Yes (Long Term)    | BCAG-TRANSIT-TBD2020-2 | 39.512621    | 121.552084   | 19          | Chico to Sacramento InterCity Commuter Rail Service     | New inter-city commuter rail serving Oroville, Marysville, and Sacramento.   |
| Yes (Long Term)    | Nexus 608              | 39.774761    | -121.879392  | 143         | Esplanade Widening                                      | Shasta Avenue to Nord Highway. Widen to 4 lanes with median  |
| Yes (Short Term)   | CA-MAINT-SHOPP2020-2   | 39.347997    | -121.68777   | 90          | SR 99 Pavement Rehab                                    | SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)                                  |
| Yes (Short Term)   | 20200000217            | 39.41559     | -121.70701   | 20          | Biggs Safe Routes to School Project - Second Street     | Construct new pedestrian/bike facilities to close gaps. Extend the class 2 bike lanes and install ADA compliant curb ramps.  |
| Yes (Short Term)   | CA-MAINT-SHOPP2020-1   | 39.750757    | -121.90385   | 89          | SR 32 Pavement Rehab                                    | SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760) |

# 2022 STIP Project Locations



## **F. Appendices**

**Section 16. Projects Programming Request Forms** (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

**Section 17. Board Resolution or Documentation of 2022 RTIP Approval** (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

**Section 18. Documentation on Coordination with Caltrans District (Optional)** (With Cover Sheet)

**Section 19. Detailed Project Programming Summary Table (Optional)**

**Section 20. Alternative Delivery Methods (Optional)**

**Section 21. Additional Appendices (Optional)**

- *BCAG's 2020 RTP/SCS Performance Report – Adopted December 2020*

## **APPENDIX F**

### **Section 16. Projects Programming Request Forms**

- 1.** Butte Regional Transit – B-Line Rollout Program
- 2.** Butte County Association of Governments (BCAG) – Planning, Programming and Monitoring
- 3.** City of Chico – Esplanade Widening Project
- 4.** City of Gridley – Caltrans SR 99 SHOPP Project (Roadway Rehabilitation)
- 5.** City of Biggs – 2<sup>nd</sup> Street Bicycle & Pedestrian Improvements
- 6.** Caltrans District 03 – State Route 32 at Meridian Rd Signalization Project

|  |       |            |              |   |                     |
|--|-------|------------|--------------|---|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO   |       |            |              | Date                                    | 11/18/2021 12:51:13 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other |       |            |              |   |                     |
| District   | EA    | Project ID | PPNO         | Nominating Agency                       |                     |
| 03   |       |            |              | Butte County Association of Governments |                     |
| County   | Route | PM Back    | PM Ahead     | Co-Nominating Agency                    |                     |
| Butte  |       |            |              |   |                     |
|  |       |            | MPO          | Element                                 |                     |
|  |       |            | BCAG         | Mass Transit (MT)                       |                     |
| Project Manager/Contact  |       |            | Phone        | Email Address                           |                     |
| Sara Cain  |       |            | 530-809-4616 | scain@bcag.org                          |                     |

**Project Title**

B-Line Zero Emission Bus Rollout

**Location (Project Limits), Description (Scope of Work)**

Butte Regional Transit (B-Line) is requesting FY 2022 RIP funds to purchase two zero-emission buses and charging equipment to replacing aging diesel buses that are reaching the end of their useful life. The zero-emission buses will reduce energy consumption, harmful emissions, and direction carbon emissions in disadvantaged and low income communities in Butte County. BCAG's facility is turnkey and fully equipped to support the rollout of the requested zero-emission buses and charging equipment. The requested funds will achieve the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), Executive Order N-19-19 and N-79-20, while implementing the policies set forth in BCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy.

The buses will be based out of BCAG's facility at 326 Huss Drive Suite 150 in Chico, CA. The buses will begin on routes in Chico and be expanded to other jurisdiction as technology/range permits.

| Component    | Implementing Agency    |
|--------------|------------------------|
| PA&ED        | Butte Regional Transit |
| PS&E         | Butte Regional Transit |
| Right of Way | Butte Regional Transit |
| Construction | Butte Regional Transit |

**Legislative Districts**

|           |   |         |   |                |   |
|-----------|---|---------|---|----------------|---|
| Assembly: | 3 | Senate: | 4 | Congressional: | 1 |
|-----------|---|---------|---|----------------|---|

| Project Milestone   | Existing      | Proposed   |
|---|---------------|------------|
| Project Study Report Approved                                       |               |            |
| Begin Environmental (PA&ED) Phase                                   |               |            |
| Circulate Draft Environmental Document                              | Document Type |            |
| Draft Project Report  |               |            |
| End Environmental Phase (PA&ED Milestone)                           |               |            |
| Begin Design (PS&E) Phase   |               |            |
| End Design Phase (Ready to List for Advertisement Milestone)        |               |            |
| Begin Right of Way Phase  |               |            |
| End Right of Way Phase (Right of Way Certification Milestone)       |               |            |
| Begin Construction Phase (Contract Award Milestone)                 |               | 10/03/2022 |
| End Construction Phase (Construction Contract Acceptance Milestone) |               | 12/31/2025 |
| Begin Closeout Phase  |               | 12/31/2025 |
| End Closeout Phase (Closeout Report)                                |               | 02/28/2026 |

**Purpose and Need**

The purpose of the project is to address multiple unmet needs in Butte County by replacing aging diesel buses that are reaching the end of their useful life with state of the art zero-emission technology. The project meets the goals of many state, regional and local policies to reduce harmful emissions and mitigate climate change. This project provides a meaningful benefit to disadvantaged, low income, and federally-designated opportunity zones by reducing greenhouse gas emissions, pollution, particulate matter, improving transit safety, and boosting the local economy and environmental justice policies. The project will aggressively adapt to climate change while supporting public health, safety and equity.

The project is identified as a high priority in the long-term fleet management plan, the FY 2020/21 Transit Asset Management Plan. The document identified the acquisition of zero-emission buses as the primary acquisition and renewal strategy for new B-Line buses. Purchasing this technology will reduce GHGs, increase transit ridership, and improve safety, thus meeting the goals of the 2020 RTP/SCS. The proposed project is identified in many other B-Line programs and policies, including the BCAG Overall Work Plan and Budget, B-Line Service Plan and Budget, and short and long range Butte County Transit & Non-Motorized Plan. Additionally, BCAG/B-Line are completing the Bus Rollout, Implementation and Operations Plan to demonstrate how the agency will achieve a zero-emission fleet by 2040. The Plan will guide B-Line's implementation of a zero-emission bus fleet and help staff work through challenges and explore solutions. It will also identify solutions related to electric service, charging systems, scheduling and timing, routing, technologies, maintenance, and other necessary improvements needed to support zero-emission technologies. The Plan is expected to be complete in 2022.

This project is timely for BCAG to replace aging vehicles with more sustainable and efficient technology to promote the state of good repair. The project also invests in and provides meaningful community benefits by helping local residents adapt to the impacts of climate change. These vulnerable communities face some of California's highest percentiles of pollution burden, groundwater threats, poverty, and unemployment. The project area contains 15% of children under 10, above the California average. The project will demonstrate the State and Federal Government's commitment to investing in environmental justice policies in rural communities by improving health and the environment.

Zero-emission buses have been proven to reduce significantly more particulate matter and carbon monoxide compared to CNG and diesel buses. It is estimated that zero-emission buses produce, on average, 52 percent fewer emissions than CNG buses and are seven times more efficient than diesels. With zero-tailpipe emissions and low greenhouse gas emissions, the proposed buses will provide Butte County residents with significant air quality and climate benefits. Deploying the zero-emission buses in place of the existing vehicles will reduce Butte County's annual greenhouse gas emissions by approximately 216 tons and prevent the release of 7.1 lbs particulate matter under 10 micrometers (PM10) annually, 6.7 lbs of which is fine particulate matter (PM2.5), which has a considerable health impact on the local community. This reduction in emissions for GHGs and particulates results in a social cost savings of \$11,100 annually, in accordance with Executive Order 13990.

|  |                  |  |
|--|------------------|--|
| NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | Roadway Class NA | Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
|--|------------------|--|

Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

| Category          | Outputs                     | Unit | Total |
|-------------------|-----------------------------|------|-------|
| Rail/ Multi-Modal | Rail cars/ transit vehicles | EA   | 2     |

Date 11/18/2021 12:51:13

Additional Information

RIP/STIP funds and CRRSAA STIP formula funds are requested to purchase two zero-emission buses and charging equipment.

| Performance Indicators and Measures |                        |                    |             |       |                 |        |
|-------------------------------------|------------------------|--------------------|-------------|-------|-----------------|--------|
| Measure                             | Required For           | Indicator/Measure  | Unit        | Build | Future No Build | Change |
| Air Quality & GHG                   | LPPF, LPPC, SCCP, TCEP | Particulate Matter | PM 2.5 Tons | 6.7   | 6.7             | 0      |
|                                     |                        |                    | PM 10 Tons  | 7.1   | 7.1             | 0      |



| District | County | Route | EA | Project ID | PPNO |
|----------|--------|-------|----|------------|------|
| 03       | Butte  |       |    |            |      |

Project Title

B-Line Zero Emission Bus Rollout

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |       | Implementing Agency    |
|--|-------|-------|-------|-------|-------|-------|--------|-------|------------------------|
| Component                              | Prior | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                        |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       | Butte Regional Transit |
| PS&E                                   |       |       |       |       |       |       |        |       | Butte Regional Transit |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       | Butte Regional Transit |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       | Butte Regional Transit |
| R/W                                    |       |       |       |       |       |       |        |       | Butte Regional Transit |
| CON                                    |       |       |       |       |       |       |        |       | Butte Regional Transit |
| TOTAL                                  |       |       |       |       |       |       |        |       |                        |

| Proposed Total Project Cost (\$1,000s) |       |           |       |       |       |       |        |           | Notes |
|--|-------|-----------|-------|-------|-------|-------|--------|-----------|-------|
| Component                              | Prior | 22-23     | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total     |       |
| E&P (PA&ED)                            |       |           |       |       |       |       |        |           |       |
| PS&E                                   |       |           |       |       |       |       |        |           |       |
| R/W SUP (CT)                           |       |           |       |       |       |       |        |           |       |
| CON SUP (CT)                           |       |           |       |       |       |       |        |           |       |
| R/W                                    |       |           |       |       |       |       |        |           |       |
| CON                                    |       | 2,500,000 |       |       |       |       |        | 2,500,000 |       |
| TOTAL                                  |       | 2,500,000 |       |       |       |       |        | 2,500,000 |       |

Fund #1: RIP - Public Transportation Account (Committed) Program Code

| Existing Funding (\$1,000s) |       |       |       |       |       |       |        |       | Funding Agency                      |
|-----------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Component                   | Prior | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                                     |
| E&P (PA&ED)                 |       |       |       |       |       |       |        |       | Butte County Association of Governm |
| PS&E                        |       |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |       |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |       |       |       |       |       |       |        |       |                                     |
| R/W                         |       |       |       |       |       |       |        |       |                                     |
| CON                         |       |       |       |       |       |       |        |       |                                     |
| TOTAL                       |       |       |       |       |       |       |        |       |                                     |

| Proposed Funding (\$1,000s) |       |           |       |       |       |       |        |           | Notes |
|-----------------------------|-------|-----------|-------|-------|-------|-------|--------|-----------|-------|
| Component                   | Prior | 22-23     | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total     |       |
| E&P (PA&ED)                 |       |           |       |       |       |       |        |           |       |
| PS&E                        |       |           |       |       |       |       |        |           |       |
| R/W SUP (CT)                |       |           |       |       |       |       |        |           |       |
| CON SUP (CT)                |       |           |       |       |       |       |        |           |       |
| R/W                         |       |           |       |       |       |       |        |           |       |
| CON                         |       | 1,326,142 |       |       |       |       |        | 1,326,142 |       |
| TOTAL                       |       | 1,326,142 |       |       |       |       |        | 1,326,142 |       |

| Fund #2:                    | Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed) |           |       |       |       |       |        |           | Program Code                        |
|-----------------------------|--|-----------|-------|-------|-------|-------|--------|-----------|-------------------------------------|
| Existing Funding (\$1,000s) |  |           |       |       |       |       |        |           |                                     |
| Component                   | Prior  | 22-23     | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total     | Funding Agency                      |
| E&P (PA&ED)                 |  |           |       |       |       |       |        |           | Butte County Association of Governm |
| PS&E                        |  |           |       |       |       |       |        |           |                                     |
| R/W SUP (CT)                |  |           |       |       |       |       |        |           |                                     |
| CON SUP (CT)                |  |           |       |       |       |       |        |           |                                     |
| R/W                         |  |           |       |       |       |       |        |           |                                     |
| CON                         |  |           |       |       |       |       |        |           |                                     |
| TOTAL                       |  |           |       |       |       |       |        |           |                                     |
| Proposed Funding (\$1,000s) |  |           |       |       |       |       |        |           |                                     |
| E&P (PA&ED)                 |  |           |       |       |       |       |        |           | CRRSAA - STIP funds                 |
| PS&E                        |  |           |       |       |       |       |        |           |                                     |
| R/W SUP (CT)                |  |           |       |       |       |       |        |           |                                     |
| CON SUP (CT)                |  |           |       |       |       |       |        |           |                                     |
| R/W                         |  |           |       |       |       |       |        |           |                                     |
| CON                         |  | 1,173,858 |       |       |       |       |        | 1,173,858 |                                     |
| TOTAL                       |  | 1,173,858 |       |       |       |       |        | 1,173,858 |                                     |

|  |       |            |              |   |                     |
|--|-------|------------|--------------|---|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO   |       |            |              | Date                                    | 12/15/2021 15:22:33 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other |       |            |              |   |                     |
| District   | EA    | Project ID | PPNO         | Nominating Agency                       |                     |
| 03   |       |            |              | Butte County Association of Governments |                     |
| County   | Route | PM Back    | PM Ahead     | Co-Nominating Agency                    |                     |
| Butte  |       |            |              |   |                     |
|  |       |            |              | MPO                                     | Element             |
|  |       |            |              | BCAG                                    | Local Assistance    |
| Project Manager/Contact  |       |            | Phone        | Email Address                           |                     |
| Ivan Garcia  |       |            | 530-809-4603 | igarcia@bcag.org                        |                     |

**Project Title**

BCAG Planning Programming and Monitoring

**Location (Project Limits), Description (Scope of Work)**

BCAG is requesting \$333,000 in STIP/RIP PPM funds to support its MPO & RTPA planning activities identified in the Overall Work Program and Budget consistent with the eligibility use of Planning, Programming and Monitoring (PPM) funds.

| Component    | Implementing Agency                     |
|--------------|---|
| PA&ED        | Butte County Association of Governments |
| PS&E         | Butte County Association of Governments |
| Right of Way | Butte County Association of Governments |
| Construction | Butte County Association of Governments |

**Legislative Districts**

|           |   |         |   |                |   |
|-----------|---|---------|---|----------------|---|
| Assembly: | 3 | Senate: | 4 | Congressional: | 1 |
|-----------|---|---------|---|----------------|---|

| Project Milestone   | Existing      | Proposed   |
|---|---------------|------------|
| Project Study Report Approved                                       |               |            |
| Begin Environmental (PA&ED) Phase                                   |               |            |
| Circulate Draft Environmental Document                              | Document Type |            |
| Draft Project Report  |               |            |
| End Environmental Phase (PA&ED Milestone)                           |               |            |
| Begin Design (PS&E) Phase   |               |            |
| End Design Phase (Ready to List for Advertisement Milestone)        |               |            |
| Begin Right of Way Phase  |               |            |
| End Right of Way Phase (Right of Way Certification Milestone)       |               |            |
| Begin Construction Phase (Contract Award Milestone)                 |               | 07/01/2022 |
| End Construction Phase (Construction Contract Acceptance Milestone) |               | 06/30/2025 |
| Begin Closeout Phase  |               | 11/01/2025 |
| End Closeout Phase (Closeout Report)                                |               | 12/01/2025 |

Date 12/15/2021 15:22:33

**Purpose and Need**

The purpose and need for the PPM project is fulfill BCAG's Planning, Programming and Monitoring requirements.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

| Category | Outputs | Unit | Total |
|----------|---------|------|-------|
|          |         |      |       |

Additional Information

| Performance Indicators and Measures |              |                   |      |       |                 |        |
|-------------------------------------|--------------|-------------------|------|-------|-----------------|--------|
| Measure                             | Required For | Indicator/Measure | Unit | Build | Future No Build | Change |
|                                     |              |                   |      |       |                 |        |

| District | County | Route | EA | Project ID | PPNO |
|----------|--------|-------|----|------------|------|
| 03       | Butte  |       |    |            |      |

Project Title  
 BCAG Planning Programming and Monitoring

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |       | Implementing Agency                 |
|--|-------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Component                              | Prior | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       | Butte County Association of Governm |
| PS&E                                   |       |       |       |       |       |       |        |       | Butte County Association of Governm |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       | Butte County Association of Governm |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       | Butte County Association of Governm |
| R/W                                    |       |       |       |       |       |       |        |       | Butte County Association of Governm |
| CON                                    |       |       |       |       |       |       |        |       | Butte County Association of Governm |
| <b>TOTAL</b>                           |       |       |       |       |       |       |        |       |                                     |

| Proposed Total Project Cost (\$1,000s) |  |  |  |  |         |         |  |         | Notes |
|--|--|--|--|--|---------|---------|--|---------|-------|
| E&P (PA&ED)                            |  |  |  |  |         |         |  |         |       |
| PS&E                                   |  |  |  |  |         |         |  |         |       |
| R/W SUP (CT)                           |  |  |  |  |         |         |  |         |       |
| CON SUP (CT)                           |  |  |  |  |         |         |  |         |       |
| R/W                                    |  |  |  |  |         |         |  |         |       |
| CON                                    |  |  |  |  | 166,500 | 166,500 |  | 333,000 |       |
| <b>TOTAL</b>                           |  |  |  |  | 166,500 | 166,500 |  | 333,000 |       |

| Fund #1:                    | Other State - State Cash (Committed) |       |       |       |       |       |        |       | Program Code                        |
|-----------------------------|--------------------------------------|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) |                                      |       |       |       |       |       |        |       | Funding Agency                      |
| Component                   | Prior                                | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                                     |
| E&P (PA&ED)                 |                                      |       |       |       |       |       |        |       | Butte County Association of Governm |
| PS&E                        |                                      |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |                                      |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |                                      |       |       |       |       |       |        |       |                                     |
| R/W                         |                                      |       |       |       |       |       |        |       |                                     |
| CON                         |                                      |       |       |       |       |       |        |       |                                     |
| <b>TOTAL</b>                |                                      |       |       |       |       |       |        |       |                                     |

| Proposed Funding (\$1,000s) |  |  |  |  |         |         |  |         | Notes            |
|-----------------------------|--|--|--|--|---------|---------|--|---------|------------------|
| E&P (PA&ED)                 |  |  |  |  |         |         |  |         | STIP RIP for PPM |
| PS&E                        |  |  |  |  |         |         |  |         |                  |
| R/W SUP (CT)                |  |  |  |  |         |         |  |         |                  |
| CON SUP (CT)                |  |  |  |  |         |         |  |         |                  |
| R/W                         |  |  |  |  |         |         |  |         |                  |
| CON                         |  |  |  |  | 166,500 | 166,500 |  | 333,000 |                  |
| <b>TOTAL</b>                |  |  |  |  | 166,500 | 166,500 |  | 333,000 |                  |

|  |       |            |              |                               |                  |                     |  |
|--|-------|------------|--------------|-------------------------------|------------------|---------------------|--|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO   |       |            |              |                               | Date             | 11/22/2021 11:42:20 |  |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other |       |            |              |                               |                  |                     |  |
| District   | EA    | Project ID | PPNO         | Nominating Agency             |                  |                     |  |
| 03   |       |            |              | City of Chico                 |                  |                     |  |
| County   | Route | PM Back    | PM Ahead     | Co-Nominating Agency          |                  |                     |  |
| Butte  |       |            |              |                               |                  |                     |  |
|  |       |            |              | MPO                           | Element          |                     |  |
|  |       |            |              | BCAG                          | Local Assistance |                     |  |
| Project Manager/Contact  |       |            | Phone        | Email Address                 |                  |                     |  |
| Tracy R Bettencourt  |       |            | 530-879-6903 | tracy.bettencourt@chicoca.gov |                  |                     |  |

**Project Title**

North Esplanade Reconstruction Project

**Location (Project Limits), Description (Scope of Work)**

Widening and improving the Esplanade Corridor between Nord Highway and Eaton Road with multi-modal "Complete Streets" from two to four lanes, with bicycle, pedestrian, and transit improvements. RIP funds to be used for non-motorized elements of the project.

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | City of Chico       |
| PS&E         | City of Chico       |
| Right of Way | City of Chico       |
| Construction | City of Chico       |

**Legislative Districts**

|           |   |         |   |                |   |
|-----------|---|---------|---|----------------|---|
| Assembly: | 3 | Senate: | 4 | Congressional: | 1 |
|-----------|---|---------|---|----------------|---|

| Project Milestone  | Existing   | Proposed   |
|--|------------|------------|
| Project Study Report Approved  | 10/01/2021 |            |
| Begin Environmental (PA&ED) Phase  |            | 07/01/2022 |
| Circulate Draft Environmental Document <span style="float:right">Document Type EIR/CE</span> |            | 02/06/2023 |
| Draft Project Report   |            | 06/30/2023 |
| End Environmental Phase (PA&ED Milestone)  |            | 06/30/2023 |
| Begin Design (PS&E) Phase  |            | 07/01/2022 |
| End Design Phase (Ready to List for Advertisement Milestone)                                 |            | 07/03/2024 |
| Begin Right of Way Phase   |            | 07/03/2023 |
| End Right of Way Phase (Right of Way Certification Milestone)                                |            | 07/01/2024 |
| Begin Construction Phase (Contract Award Milestone)  |            | 09/01/2024 |
| End Construction Phase (Construction Contract Acceptance Milestone)                          |            | 12/30/2025 |
| Begin Closeout Phase   |            | 01/01/2026 |
| End Closeout Phase (Closeout Report)   |            | 07/01/2026 |



Date 11/22/2021 11:42:20

**Purpose and Need**

The purpose of the project is to install sidewalks and buffered bike lane gap closure improvements along both the north and south bound lanes to increase safety around Shasta Elementary School, the regionally-serving DeGarmo Park, recently constructed residential developments, and forthcoming commercial projects. In addition, consistent with the future population and traffic volumes associated with buildout of the Northwest Chico Specific Plan and General Plan, increasing the current two lane arterial to four lanes is needed to accommodate anticipated 2030 and beyond ADT.

NHS Improvements  YES  NO      Roadway Class 1      Reversible Lane Analysis  YES  NO  
 Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

| Category                | Outputs   | Unit  | Total |
|-------------------------|---|-------|-------|
| Operational Improvement | Intersection / Signal improvements                          | EA    | 4     |
| Operational Improvement | Turn pockets constructed                                    | EA    | 9     |
| Operational Improvement | Ramp modifications  | EA    | 9     |
| Active Transportation   | Bicycle lane-miles  | Miles | 1.4   |
| Active Transportation   | Sidewalk miles  | Miles | 0.6   |
| Active Transportation   | Crosswalk   | EA    | 4     |
| Active Transportation   | # Signs, lights, greenway, or other safety / beautification | EA    | 8     |

Date 11/22/2021 11:42:20

Additional Information

| Performance Indicators and Measures |                        |   |        |       |                 |        |
|-------------------------------------|------------------------|---|--------|-------|-----------------|--------|
| Measure                             | Required For           | Indicator/Measure   | Unit   | Build | Future No Build | Change |
| Safety                              | LPPF, LPPC, SCCP, TCEP | Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries | Number | 0     | 1               | -1     |

| District | County | Route | EA | Project ID | PPNO |
|----------|--------|-------|----|------------|------|
| 03       | Butte  |       |    |            |      |

Project Title  
 North Esplanade Reconstruction Project

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |       | Implementing Agency |
|--|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Component                              | Prior | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       | City of Chico       |
| PS&E                                   |       |       |       |       |       |       |        |       | City of Chico       |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       | City of Chico       |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       | City of Chico       |
| R/W                                    |       |       |       |       |       |       |        |       | City of Chico       |
| CON                                    |       |       |       |       |       |       |        |       | City of Chico       |
| TOTAL                                  |       |       |       |       |       |       |        |       |                     |

| Proposed Total Project Cost (\$1,000s) |     |       |       |       |  |  |  |        | Notes |
|--|-----|-------|-------|-------|--|--|--|--------|-------|
| E&P (PA&ED)                            | 400 |       |       |       |  |  |  | 400    |       |
| PS&E                                   |     | 1,500 |       |       |  |  |  | 1,500  |       |
| R/W SUP (CT)                           |     |       |       |       |  |  |  |        |       |
| CON SUP (CT)                           |     |       |       |       |  |  |  |        |       |
| R/W                                    |     |       | 1,050 |       |  |  |  | 1,050  |       |
| CON                                    |     |       |       | 9,250 |  |  |  | 9,250  |       |
| TOTAL                                  | 400 | 1,500 | 1,050 | 9,250 |  |  |  | 12,200 |       |

| Fund #1:                    | GF RIP - STIP Augmentation (Uncommitted) |       |       |       |       |       |        |       | Program Code                        |
|-----------------------------|--|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) |  |       |       |       |       |       |        |       | Funding Agency                      |
| Component                   | Prior                                    | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                                     |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       | Butte County Association of Governm |
| PS&E                        |  |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                                     |
| R/W                         |  |       |       |       |       |       |        |       |                                     |
| CON                         |  |       |       |       |       |       |        |       |                                     |
| TOTAL                       |  |       |       |       |       |       |        |       |                                     |

| Proposed Funding (\$1,000s) |  |  |  |       |  |  |  |       | Notes |
|-----------------------------|--|--|--|-------|--|--|--|-------|-------|
| E&P (PA&ED)                 |  |  |  |       |  |  |  |       |       |
| PS&E                        |  |  |  |       |  |  |  |       |       |
| R/W SUP (CT)                |  |  |  |       |  |  |  |       |       |
| CON SUP (CT)                |  |  |  |       |  |  |  |       |       |
| R/W                         |  |  |  |       |  |  |  |       |       |
| CON                         |  |  |  | 5,000 |  |  |  | 5,000 |       |
| TOTAL                       |  |  |  | 5,000 |  |  |  | 5,000 |       |

| Fund #2:                    | Local Funds - City Funds (Committed) |       |       |       |       |       |        |       | Program Code   |
|-----------------------------|--------------------------------------|-------|-------|-------|-------|-------|--------|-------|----------------|
| Existing Funding (\$1,000s) |                                      |       |       |       |       |       |        |       |                |
| Component                   | Prior                                | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total | Funding Agency |
| E&P (PA&ED)                 |                                      |       |       |       |       |       |        |       | City of Chico  |
| PS&E                        |                                      |       |       |       |       |       |        |       |                |
| R/W SUP (CT)                |                                      |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                      |       |       |       |       |       |        |       |                |
| R/W                         |                                      |       |       |       |       |       |        |       |                |
| CON                         |                                      |       |       |       |       |       |        |       |                |
| TOTAL                       |                                      |       |       |       |       |       |        |       |                |
| Proposed Funding (\$1,000s) |                                      |       |       |       |       |       |        |       |                |
| E&P (PA&ED)                 | 400                                  |       |       |       |       |       |        | 400   |                |
| PS&E                        |                                      | 1,500 |       |       |       |       |        | 1,500 |                |
| R/W SUP (CT)                |                                      |       |       |       |       |       |        |       |                |
| CON SUP (CT)                |                                      |       |       |       |       |       |        |       |                |
| R/W                         |                                      |       | 1,050 |       |       |       |        | 1,050 |                |
| CON                         |                                      |       |       | 4,250 |       |       |        | 4,250 |                |
| TOTAL                       | 400                                  | 1,500 | 1,050 | 4,250 |       |       |        | 7,200 |                |

|  |       |            |              |                               |                     |
|--|-------|------------|--------------|-------------------------------|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO   |       |            |              | Date                          | 09/23/2021 12:06:34 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other |       |            |              |                               |                     |
| District   | EA    | Project ID | PPNO         | Nominating Agency             |                     |
| 03   | 1H140 | 0316000060 | 2435         | City of Gridley               |                     |
| County   | Route | PM Back    | PM Ahead     | Co-Nominating Agency          |                     |
| Butte  | 99    | R 3.100    | 5.000        |                               |                     |
|  |       |            | MPO          | Element                       |                     |
|  |       |            | BCAG         | Capital Outlay                |                     |
| Project Manager/Contact  |       |            | Phone        | Email Address                 |                     |
| Chris Ladeas   |       |            | 530-701-1305 | christopher.ladeas@dot.ca.gov |                     |

**Project Title**

Butte 99 Road Rehab in Gridley

**Location (Project Limits), Description (Scope of Work)**

In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, upgrade lighting and bike and ped facilities along east side of SR99 to Americans with Disabilities Act (ADA) standards.

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | Caltrans District 3 |
| PS&E         | Caltrans District 3 |
| Right of Way | Caltrans District 3 |
| Construction | Caltrans District 3 |

**Legislative Districts**

| Assembly:   | Senate:                   | Congressional:  |                 |
|---|---------------------------|-----------------|-----------------|
| <b>Project Milestone</b>  |                           | <b>Existing</b> | <b>Proposed</b> |
| Project Study Report Approved                                       |                           | 06/28/2019      |                 |
| Begin Environmental (PA&ED) Phase                                   |                           |                 | 10/07/2020      |
| Circulate Draft Environmental Document                              | Document Type (ND/MND)/CE |                 | 10/07/2020      |
| Draft Project Report  |                           |                 | 12/31/2021      |
| End Environmental Phase (PA&ED Milestone)                           |                           |                 | 04/01/2021      |
| Begin Design (PS&E) Phase   |                           |                 | 06/24/2021      |
| End Design Phase (Ready to List for Advertisement Milestone)        |                           |                 | 01/10/2024      |
| Begin Right of Way Phase  |                           |                 | 06/24/2021      |
| End Right of Way Phase (Right of Way Certification Milestone)       |                           |                 | 12/15/2023      |
| Begin Construction Phase (Contract Award Milestone)                 |                           |                 | 05/29/2024      |
| End Construction Phase (Construction Contract Acceptance Milestone) |                           |                 | 06/15/2026      |
| Begin Closeout Phase  |                           |                 | 06/15/2026      |
| End Closeout Phase (Closeout Report)                                |                           |                 | 08/16/2029      |

Date 09/23/2021 12:06:34

**Purpose and Need**

The purpose of the project is to:

- improve traffic operations and motorist ride quality
- replace or rehabilitate existing drainage system
- comply with American with Disabilities Act (ADA) accessibility requirements
- expand multimodal use for public
- improve visual quality of the corridor

Need:

The pavement exhibits signs of distress and deterioration resulting in poor ride quality. Fiber optics, loop detection, closed circuited television (CCTV) system, and street lighting are incomplete within the project limits. Existing curb ramps, driveways, and intersection crossing do not meet current ADA standards. Sidewalk facilities need to be expanded through the project limits to improve connectivity and multimodal accessibility. Drainage improvements throughout the project limits are required to accommodate sidewalk improvements.

|   |   |  |
|---|---|--|
| NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO                            | Roadway Class 3   | Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO |
| Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO | Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO |  |

**Project Outputs**

| Category              | Outputs            | Unit  | Total |
|-----------------------|--------------------|-------|-------|
| Pavement (lane-miles) | Roadway lane miles | Miles | 6.7   |

Date 09/23/2021 12:06:34

Additional Information



| Performance Indicators and Measures |              |                   |      |       |                 |        |
|-------------------------------------|--------------|-------------------|------|-------|-----------------|--------|
| Measure                             | Required For | Indicator/Measure | Unit | Build | Future No Build | Change |
|                                     |              |                   |      |       |                 |        |

| District | County | Route | EA    | Project ID | PPNO |
|----------|--------|-------|-------|------------|------|
| 03       | Butte  | 99    | 1H140 | 0316000060 | 2435 |

Project Title  
 Butte 99 Road Rehab in Gridley

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |       | Implementing Agency |
|--|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Component                              | Prior | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       | Caltrans District 3 |
| PS&E                                   |       |       |       |       |       |       |        |       | Caltrans District 3 |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       | Caltrans District 3 |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       | Caltrans District 3 |
| R/W                                    |       |       |       |       |       |       |        |       | Caltrans District 3 |
| CON                                    |       |       |       |       |       |       |        |       | Caltrans District 3 |
| <b>TOTAL</b>                           |       |       |       |       |       |       |        |       |                     |

| Proposed Total Project Cost (\$1,000s) |              |       |               |       |       |       |        |               | Notes |
|--|--------------|-------|---------------|-------|-------|-------|--------|---------------|-------|
| Component                              | Prior        | 22-23 | 23-24         | 24-25 | 25-26 | 26-27 | 27-28+ | Total         |       |
| E&P (PA&ED)                            | 650          |       |               |       |       |       |        | 650           |       |
| PS&E                                   | 1,180        |       |               |       |       |       |        | 1,180         |       |
| R/W SUP (CT)                           | 510          |       |               |       |       |       |        | 510           |       |
| CON SUP (CT)                           |              |       | 1,480         |       |       |       |        | 1,480         |       |
| R/W                                    | 1,200        |       |               |       |       |       |        | 1,200         |       |
| CON                                    |              |       | 15,200        |       |       |       |        | 15,200        |       |
| <b>TOTAL</b>                           | <b>3,540</b> |       | <b>16,680</b> |       |       |       |        | <b>20,220</b> |       |

| Fund #1:                    | SHOPP - State Cash (Committed) |       |       |       |       |       |        |       | Program Code        |
|-----------------------------|--------------------------------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Existing Funding (\$1,000s) |                                |       |       |       |       |       |        |       | Funding Agency      |
| Component                   | Prior                          | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                     |
| E&P (PA&ED)                 |                                |       |       |       |       |       |        |       | Caltrans District 3 |
| PS&E                        |                                |       |       |       |       |       |        |       |                     |
| R/W SUP (CT)                |                                |       |       |       |       |       |        |       |                     |
| CON SUP (CT)                |                                |       |       |       |       |       |        |       |                     |
| R/W                         |                                |       |       |       |       |       |        |       |                     |
| CON                         |                                |       |       |       |       |       |        |       |                     |
| <b>TOTAL</b>                |                                |       |       |       |       |       |        |       |                     |

| Proposed Funding (\$1,000s) |              |       |               |       |       |       |        |               | Notes |
|-----------------------------|--------------|-------|---------------|-------|-------|-------|--------|---------------|-------|
| Component                   | Prior        | 22-23 | 23-24         | 24-25 | 25-26 | 26-27 | 27-28+ | Total         |       |
| E&P (PA&ED)                 | 650          |       |               |       |       |       |        | 650           |       |
| PS&E                        | 1,180        |       |               |       |       |       |        | 1,180         |       |
| R/W SUP (CT)                | 510          |       |               |       |       |       |        | 510           |       |
| CON SUP (CT)                |              |       | 1,480         |       |       |       |        | 1,480         |       |
| R/W                         | 1,200        |       |               |       |       |       |        | 1,200         |       |
| CON                         |              |       | 11,700        |       |       |       |        | 11,700        |       |
| <b>TOTAL</b>                | <b>3,540</b> |       | <b>13,180</b> |       |       |       |        | <b>16,720</b> |       |

| Fund #2:                    |       | RIP - State Cash (Uncommitted)       |       |       |       |       |        |       | Program Code    |  |
|-----------------------------|-------|--------------------------------------|-------|-------|-------|-------|--------|-------|-----------------|--|
| Existing Funding (\$1,000s) |       |                                      |       |       |       |       |        |       |                 |  |
| Component                   | Prior | 22-23                                | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total | Funding Agency  |  |
| E&P (PA&ED)                 |       |                                      |       |       |       |       |        |       | City of Gridley |  |
| PS&E                        |       |                                      |       |       |       |       |        |       |                 |  |
| R/W SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| CON SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| R/W                         |       |                                      |       |       |       |       |        |       |                 |  |
| CON                         |       |                                      |       |       |       |       |        |       |                 |  |
| TOTAL                       |       |                                      |       |       |       |       |        |       |                 |  |
| Proposed Funding (\$1,000s) |       |                                      |       |       |       |       |        |       | Notes           |  |
| E&P (PA&ED)                 |       |                                      |       |       |       |       |        |       |                 |  |
| PS&E                        |       |                                      |       |       |       |       |        |       |                 |  |
| R/W SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| CON SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| R/W                         |       |                                      |       |       |       |       |        |       |                 |  |
| CON                         |       |                                      | 3,100 |       |       |       |        | 3,100 |                 |  |
| TOTAL                       |       |                                      | 3,100 |       |       |       |        | 3,100 |                 |  |
| Fund #3:                    |       | Local Funds - City Funds (Committed) |       |       |       |       |        |       | Program Code    |  |
| Existing Funding (\$1,000s) |       |                                      |       |       |       |       |        |       |                 |  |
| Component                   | Prior | 22-23                                | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total | Funding Agency  |  |
| E&P (PA&ED)                 |       |                                      |       |       |       |       |        |       | City of Gridley |  |
| PS&E                        |       |                                      |       |       |       |       |        |       |                 |  |
| R/W SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| CON SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| R/W                         |       |                                      |       |       |       |       |        |       |                 |  |
| CON                         |       |                                      |       |       |       |       |        |       |                 |  |
| TOTAL                       |       |                                      |       |       |       |       |        |       |                 |  |
| Proposed Funding (\$1,000s) |       |                                      |       |       |       |       |        |       | Notes           |  |
| E&P (PA&ED)                 |       |                                      |       |       |       |       |        |       |                 |  |
| PS&E                        |       |                                      |       |       |       |       |        |       |                 |  |
| R/W SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| CON SUP (CT)                |       |                                      |       |       |       |       |        |       |                 |  |
| R/W                         |       |                                      |       |       |       |       |        |       |                 |  |
| CON                         |       |                                      | 400   |       |       |       |        | 400   |                 |  |
| TOTAL                       |       |                                      | 400   |       |       |       |        | 400   |                 |  |

Amendment (Existing Project)  YES  NO Date 11/22/2021 12:06:59

Programs  LPP-C  LPP-F  SCCP  TCEP  STIP  Other

|                         |       |            |              |                      |                  |
|-------------------------|-------|------------|--------------|----------------------|------------------|
| District                | EA    | Project ID | PPNO         | Nominating Agency    |                  |
| 03                      |       |            |              | City of Biggs        |                  |
| County                  | Route | PM Back    | PM Ahead     | Co-Nominating Agency |                  |
| Butte                   |       |            |              |                      |                  |
|                         |       |            |              | MPO                  | Element          |
|                         |       |            |              | BCAG                 | Local Assistance |
| Project Manager/Contact |       |            | Phone        | Email Address        |                  |
| Trin Campos             |       |            | 916-842-7154 | tcampos@ben-en.com   |                  |

**Project Title**

Biggs 2nd Street Bicycle/Pedestrian Improvements

**Location (Project Limits), Description (Scope of Work)**

In the City of Biggs, on 2nd Street from C Street to H street. Construct new pedestrian & bike facilities to connect Ped/Bike traffic to existing routes in the city.

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | City of Biggs       |
| PS&E         | City of Biggs       |
| Right of Way | City of Biggs       |
| Construction | City of Biggs       |

**Legislative Districts**

Assembly: 3      Senate: 2      Congressional: 1

| Project Milestone   | Existing | Proposed   |
|---|----------|------------|
| Project Study Report Approved                                       |          |            |
| Begin Environmental (PA&ED) Phase                                   |          | 07/01/2019 |
| Circulate Draft Environmental Document      Document Type CE/CE     |          |            |
| Draft Project Report  |          | 01/01/2020 |
| End Environmental Phase (PA&ED Milestone)                           |          | 03/25/2020 |
| Begin Design (PS&E) Phase   |          | 03/30/2020 |
| End Design Phase (Ready to List for Advertisement Milestone)        |          | 10/01/2022 |
| Begin Right of Way Phase  |          | 11/01/2021 |
| End Right of Way Phase (Right of Way Certification Milestone)       |          | 12/01/2022 |
| Begin Construction Phase (Contract Award Milestone)                 |          | 05/01/2023 |
| End Construction Phase (Construction Contract Acceptance Milestone) |          | 12/01/2023 |
| Begin Closeout Phase  |          | 12/01/2023 |
| End Closeout Phase (Closeout Report)                                |          | 05/01/2024 |

Date 11/22/2021 12:06:59

**Purpose and Need**

The purpose of this project is to improve safety, access, and mobility for non-motorized users. The bicycle & pedestrian facility improvements are need to provide access to public services and a critical link to exiting city streets & bike routes.

NHS Improvements  YES  NO      Roadway Class NA      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

| Category              | Outputs   | Unit  | Total |
|-----------------------|---|-------|-------|
| Active Transportation | Pedestrian/Bicycle facilities miles constructed | Miles | 0.5   |

Date 11/22/2021 12:06:59

Additional Information

RIP/STIP funds, CRRSAA STIP funds and CRRSAA Non-STIP Funds are requested.

| Performance Indicators and Measures |                     |  |        |       |                 |        |
|-------------------------------------|---------------------|--|--------|-------|-----------------|--------|
| Measure                             | Required For        | Indicator/Measure                            | Unit   | Build | Future No Build | Change |
| Accessibility                       | LPPF, LPPC,<br>SCCP | Number of Destinations Accessible by<br>Mode | Number | 3     | 0               | 3      |





| Fund #2:                    | RIP - STIP Advance Construction (Uncommitted) |       |       |       |       |       |        |       | Program Code   |
|-----------------------------|---|-------|-------|-------|-------|-------|--------|-------|--|
| Existing Funding (\$1,000s) |   |       |       |       |       |       |        |       |  |
| Component                   | Prior   | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total | Funding Agency   |
| E&P (PA&ED)                 |   |       |       |       |       |       |        |       | California Transportation Commissio  |
| PS&E                        |   |       |       |       |       |       |        |       |  |
| R/W SUP (CT)                |   |       |       |       |       |       |        |       |  |
| CON SUP (CT)                |   |       |       |       |       |       |        |       |  |
| R/W                         |   |       |       |       |       |       |        |       |  |
| CON                         |   |       |       |       |       |       |        |       |  |
| TOTAL                       |   |       |       |       |       |       |        |       |  |
| Proposed Funding (\$1,000s) |   |       |       |       |       |       |        |       | Notes  |
| E&P (PA&ED)                 |   |       |       |       |       |       |        |       | RIP/STIP funds   |
| PS&E                        |   |       |       |       |       |       |        |       |  |
| R/W SUP (CT)                |   |       |       |       |       |       |        |       |  |
| CON SUP (CT)                |   |       |       |       |       |       |        |       |  |
| R/W                         |   |       |       |       |       |       |        |       |  |
| CON                         |   |       | 400   |       |       |       |        | 400   |  |
| TOTAL                       |   |       | 400   |       |       |       |        | 400   |  |
| Fund #3:                    | Local Funds - City Funds (Committed)          |       |       |       |       |       |        |       | Program Code   |
| Existing Funding (\$1,000s) |   |       |       |       |       |       |        |       |  |
| Component                   | Prior   | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total | Funding Agency   |
| E&P (PA&ED)                 |   |       |       |       |       |       |        |       | City of Biggs  |
| PS&E                        |   |       |       |       |       |       |        |       |  |
| R/W SUP (CT)                |   |       |       |       |       |       |        |       |  |
| CON SUP (CT)                |   |       |       |       |       |       |        |       |  |
| R/W                         |   |       |       |       |       |       |        |       |  |
| CON                         |   |       |       |       |       |       |        |       |  |
| TOTAL                       |   |       |       |       |       |       |        |       |  |
| Proposed Funding (\$1,000s) |   |       |       |       |       |       |        |       | Notes  |
| E&P (PA&ED)                 |   |       |       |       |       |       |        |       | City has completed PA&ED (NEPA/ CEQA) and PS&E and will fund & prepare the final Bid Documents and the RW Certification for construction contract. |
| PS&E                        |   | 60    |       |       |       |       |        | 60    |  |
| R/W SUP (CT)                |   |       |       |       |       |       |        |       |  |
| CON SUP (CT)                |   |       |       |       |       |       |        |       |  |
| R/W                         |   | 40    |       |       |       |       |        | 40    |  |
| CON                         |   |       |       |       |       |       |        |       |  |
| TOTAL                       |   | 100   |       |       |       |       |        | 100   |  |

| Fund #4:                    | Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed) |       |       |       |       |       |        |       | Program Code              |
|-----------------------------|--|-------|-------|-------|-------|-------|--------|-------|---------------------------|
| Existing Funding (\$1,000s) |  |       |       |       |       |       |        |       |                           |
| Component                   | Prior  | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total | Funding Agency            |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       | City of Biggs             |
| PS&E                        |  |       |       |       |       |       |        |       |                           |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| R/W                         |  |       |       |       |       |       |        |       |                           |
| CON                         |  |       |       |       |       |       |        |       |                           |
| TOTAL                       |  |       |       |       |       |       |        |       |                           |
| Proposed Funding (\$1,000s) |  |       |       |       |       |       |        |       |                           |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       | CRRSAA STIP formula funds |
| PS&E                        |  |       |       |       |       |       |        |       |                           |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| R/W                         |  |       |       |       |       |       |        |       |                           |
| CON                         |  |       | 88    |       |       |       |        | 88    |                           |
| TOTAL                       |  |       | 88    |       |       |       |        | 88    |                           |
| Fund #5:                    | Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed) |       |       |       |       |       |        |       |                           |
| Existing Funding (\$1,000s) |  |       |       |       |       |       |        |       |                           |
| Component                   | Prior  | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total | Funding Agency            |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       | City of Biggs             |
| PS&E                        |  |       |       |       |       |       |        |       |                           |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| R/W                         |  |       |       |       |       |       |        |       |                           |
| CON                         |  |       |       |       |       |       |        |       |                           |
| TOTAL                       |  |       |       |       |       |       |        |       |                           |
| Proposed Funding (\$1,000s) |  |       |       |       |       |       |        |       |                           |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       | CRRSAA Non-STIP funds     |
| PS&E                        |  |       |       |       |       |       |        |       |                           |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                           |
| R/W                         |  |       |       |       |       |       |        |       |                           |
| CON                         |  |       | 12    |       |       |       |        | 12    |                           |
| TOTAL                       |  |       | 12    |       |       |       |        | 12    |                           |

|  |       |            |              |   |                     |
|--|-------|------------|--------------|---|---------------------|
| Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO   |       |            |              | Date                                    | 12/14/2021 16:51:37 |
| Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other |       |            |              |   |                     |
| District   | EA    | Project ID | PPNO         | Nominating Agency                       |                     |
| 03   | 2J860 |            | 2120         | Butte County Association of Governments |                     |
| County   | Route | PM Back    | PM Ahead     | Co-Nominating Agency                    |                     |
| Butte  | 32    | R 4.166 L  | R 4.168 L    | Caltrans District 3                     |                     |
|  |       |            |              | MPO                                     | Element             |
|  |       |            |              | BCAG                                    | Capital Outlay      |
| Project Manager/Contact  |       |            | Phone        | Email Address                           |                     |
| Cameron Knudson  |       |            | 530-218-1820 | cameron.knudson@dot.ca.gov              |                     |

**Project Title**

SR 32 at Meridian Road Traffic Signalization

**Location (Project Limits), Description (Scope of Work)**

In Butte County on State Route 32 at the intersection of SR-32 and Meridian Road

| Component    | Implementing Agency |
|--------------|---------------------|
| PA&ED        | Caltrans District 3 |
| PS&E         | Caltrans District 3 |
| Right of Way | Caltrans District 3 |
| Construction | Caltrans District 3 |

**Legislative Districts**

Assembly: 3 Senate: 4 Congressional: 1

| Project Milestone   | Existing   | Proposed   |
|---|------------|------------|
| Project Study Report Approved                                       | 12/29/2021 |            |
| Begin Environmental (PA&ED) Phase                                   |            | 12/30/2021 |
| Circulate Draft Environmental Document Document Type ND/MND         |            | 04/21/2022 |
| Draft Project Report  |            | 04/21/2022 |
| End Environmental Phase (PA&ED Milestone)                           |            | 06/17/2022 |
| Begin Design (PS&E) Phase   |            | 06/20/2022 |
| End Design Phase (Ready to List for Advertisement Milestone)        |            | 12/01/2022 |
| Begin Right of Way Phase  |            | 06/20/2022 |
| End Right of Way Phase (Right of Way Certification Milestone)       |            | 11/18/2022 |
| Begin Construction Phase (Contract Award Milestone)                 |            | 03/16/2023 |
| End Construction Phase (Construction Contract Acceptance Milestone) |            | 12/15/2023 |
| Begin Closeout Phase  |            | 12/16/2021 |
| End Closeout Phase (Closeout Report)                                |            | 12/16/2025 |

Date 12/14/2021 16:51:37

**Purpose and Need**

Purpose - Reduce the number and severity of collisions.

Need - The intersection of Meridian and SR 32 has experienced a high number of collisions due to increased traffic on Meridian.

NHS Improvements  YES  NO      Roadway Class 2      Reversible Lane Analysis  YES  NO  
Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

| Category | Outputs | Unit | Total |
|----------|---------|------|-------|
|          |         |      |       |

Date 12/14/2021 16:51:37

Additional Information

| Performance Indicators and Measures |              |                   |      |       |                 |        |
|-------------------------------------|--------------|-------------------|------|-------|-----------------|--------|
| Measure                             | Required For | Indicator/Measure | Unit | Build | Future No Build | Change |
|                                     |              |                   |      |       |                 |        |

| District | County | Route | EA    | Project ID | PPNO |
|----------|--------|-------|-------|------------|------|
| 03       | Butte  | 32    | 2J860 |            | 2120 |

Project Title  
 SR 32 at Meridian Road Traffic Signalization

| Existing Total Project Cost (\$1,000s) |       |       |       |       |       |       |        |       | Implementing Agency |
|--|-------|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Component                              | Prior | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                     |
| E&P (PA&ED)                            |       |       |       |       |       |       |        |       | Caltrans District 3 |
| PS&E                                   |       |       |       |       |       |       |        |       | Caltrans District 3 |
| R/W SUP (CT)                           |       |       |       |       |       |       |        |       | Caltrans District 3 |
| CON SUP (CT)                           |       |       |       |       |       |       |        |       | Caltrans District 3 |
| R/W                                    |       |       |       |       |       |       |        |       | Caltrans District 3 |
| CON                                    |       |       |       |       |       |       |        |       | Caltrans District 3 |
| <b>TOTAL</b>                           |       |       |       |       |       |       |        |       |                     |

| Proposed Total Project Cost (\$1,000s) |            |              |       |       |       |       |        |              | Notes |
|--|------------|--------------|-------|-------|-------|-------|--------|--------------|-------|
| Component                              | Prior      | 22-23        | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total        |       |
| E&P (PA&ED)                            | 130        |              |       |       |       |       |        | 130          |       |
| PS&E                                   | 250        |              |       |       |       |       |        | 250          |       |
| R/W SUP (CT)                           | 70         |              |       |       |       |       |        | 70           |       |
| CON SUP (CT)                           |            | 350          |       |       |       |       |        | 350          |       |
| R/W                                    |            | 200          |       |       |       |       |        | 200          |       |
| CON                                    |            | 2,300        |       |       |       |       |        | 2,300        |       |
| <b>TOTAL</b>                           | <b>450</b> | <b>2,850</b> |       |       |       |       |        | <b>3,300</b> |       |

| Fund #1:                    | SHOPP - Surface Transportation Program (Committed) |       |       |       |       |       |        |       | Program Code        |
|-----------------------------|--|-------|-------|-------|-------|-------|--------|-------|---------------------|
| Existing Funding (\$1,000s) |  |       |       |       |       |       |        |       | Funding Agency      |
| Component                   | Prior  | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                     |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       | Caltrans District 3 |
| PS&E                        |  |       |       |       |       |       |        |       |                     |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                     |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                     |
| R/W                         |  |       |       |       |       |       |        |       |                     |
| CON                         |  |       |       |       |       |       |        |       |                     |
| <b>TOTAL</b>                |  |       |       |       |       |       |        |       |                     |

| Proposed Funding (\$1,000s) |            |              |       |       |       |       |        |              | Notes |
|-----------------------------|------------|--------------|-------|-------|-------|-------|--------|--------------|-------|
| Component                   | Prior      | 22-23        | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total        |       |
| E&P (PA&ED)                 | 130        |              |       |       |       |       |        | 130          |       |
| PS&E                        | 250        |              |       |       |       |       |        | 250          |       |
| R/W SUP (CT)                | 70         |              |       |       |       |       |        | 70           |       |
| CON SUP (CT)                |            | 350          |       |       |       |       |        | 350          |       |
| R/W                         |            | 200          |       |       |       |       |        | 200          |       |
| CON                         |            | 1,800        |       |       |       |       |        | 1,800        |       |
| <b>TOTAL</b>                | <b>450</b> | <b>2,350</b> |       |       |       |       |        | <b>2,800</b> |       |

| Fund #2:                    | RIP - Surface Transportation Program (Committed) |       |       |       |       |       |        |       | Program Code                        |
|-----------------------------|--|-------|-------|-------|-------|-------|--------|-------|-------------------------------------|
| Existing Funding (\$1,000s) |  |       |       |       |       |       |        |       | Funding Agency                      |
| Component                   | Prior  | 22-23 | 23-24 | 24-25 | 25-26 | 26-27 | 27-28+ | Total |                                     |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       | Butte County Association of Governm |
| PS&E                        |  |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                                     |
| R/W                         |  |       |       |       |       |       |        |       |                                     |
| CON                         |  |       |       |       |       |       |        |       |                                     |
| TOTAL                       |  |       |       |       |       |       |        |       |                                     |
| Proposed Funding (\$1,000s) |  |       |       |       |       |       |        |       |                                     |
| E&P (PA&ED)                 |  |       |       |       |       |       |        |       |                                     |
| PS&E                        |  |       |       |       |       |       |        |       |                                     |
| R/W SUP (CT)                |  |       |       |       |       |       |        |       |                                     |
| CON SUP (CT)                |  |       |       |       |       |       |        |       |                                     |
| R/W                         |  |       |       |       |       |       |        |       |                                     |
| CON                         |  | 500   |       |       |       |       |        | 500   |                                     |
| TOTAL                       |  | 500   |       |       |       |       |        | 500   |                                     |



## **Section 17. BCAG Board Resolution**



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO 2021/22-05**

---

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
APPROVING THE ADOPTION OF THE 2022 REGIONAL TRANSPORTATION  
IMPROVEMENT PROGRAM (RTIP)**

**WHEREAS**, the Butte County Association of Governments is the designated Regional Transportation Planning Agency for Butte County in accordance with Government Code Section 29532; and California Governments Code Section 65080 requires Butte County Association of Governments as the Regional Transportation Planning Agency to prepare, adopt and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission, pursuant to sections 65080.5; and

**WHEREAS**, the 2022 Regional Transportation Improvement Program for Butte County identifies project recommendations to be funded utilizing State Transportation Improvement Program (STIP) funds, 2021 Coronavirus Response and Relief Supplemental Appropriations Act funds approved for BCAG programming by the CTC and other state, federal fund or local funds;

**WHEREAS**, the 2022 RTIP identifies projects which at the time of adoption may require modifications to the Project Programming Request funding sheets by BCAG staff prior to the adoption of the STIP by the California Transportation Commission;

**WHEREAS**, the 2022 RTIP is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies; and to the best of BCAG's knowledge, at the time of RTIP adoption, the projects identified for funding in the proposed 2022 RTIP are not anticipated to be impacted by implementation of the Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program which became effective on November 26, 2019;

**WHEREAS**, BCAG certifies the 2022 RTIP is consistent with the goals, objectives and policies included in the adopted 2020 RTP/SCS;

**NOW THEREFORE BE IT RESOLVED** that the Butte County Association of Governments has prepared the 2022 Regional Transportation Improvement Program for Butte County in accordance with California Government Code 65080 and Chapter 622 of the Statutes of 1997 (SB 45) and the adopted STIP Guidelines and authorizes its staff to make any necessary changes to the RTIP document including the Project Programming Request funding sheets to ensure its timely submittal and approval to Caltrans and or the California Transportation Commission for adoption into the STIP.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 9<sup>th</sup> day of December 2021 by the following vote:

**AYES:** Connelly, Ritter, Kimmelshue,  
Calderon, Busch, Jones, Lucero

**NOES:** None

**ABSENT:** C Reynolds, K Reynolds, Teeter

**ABSTAIN:** None

**APPROVED:**   
\_\_\_\_\_  
BILL CONNELLY, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**   
\_\_\_\_\_  
JON A. CLARK, EXECUTIVE DIRECTOR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**Section 18. Documentation on Coordination with Caltrans District**

## Ivan Garcia

---

**From:** Suthahar, Sutha@DOT <nadarajah.suthahar@dot.ca.gov>  
**Sent:** Thursday, October 28, 2021 11:58 AM  
**To:** Ivan Garcia  
**Cc:** Wong, Greg S@DOT  
**Subject:** RE: BCAG's 2022 RTIP Development - Caltrans District 3 Consultation

Hi Ivan,

Thank you for coordinating with us on the development of BCAG's 2022 RTIP and we agree with the priorities you have listed. Caltrans also agrees to include the separated bike/ped path that you are proposing to fund as part of the Gridley Rehab project and deliver it as one project.

Thank you for being a great partner to Caltrans!

Regards,  
Sutha

---

Nadarajah "Sutha" Suthahar, P.E.  
Chief, Office of Project Management  
Caltrans – District 3  
Office (530) 741-5408  
Cell (916) 790-4088  
[sutha.suthahar@dot.ca.gov](mailto:sutha.suthahar@dot.ca.gov)  
[Caltrans District 3 Website: https://dot.ca.gov/caltrans-near-me/district-3](https://dot.ca.gov/caltrans-near-me/district-3)

---

**From:** Ivan Garcia <IGarcia@bcag.org>  
**Sent:** Thursday, October 28, 2021 11:24 AM  
**To:** Suthahar, Sutha@DOT <nadarajah.suthahar@dot.ca.gov>  
**Subject:** BCAG's 2022 RTIP Development - Caltrans District 3 Consultation

**EXTERNAL EMAIL.** Links/attachments may not be safe.

Greetings Sutha,

Development of the RTIP requires consultation with District 3. I know we have talked on the phone, but not formally. I would appreciate a response back acknowledging consultation between BCAG and Caltrans in regarding ITIP or joint funded projects in the region.

We both recognize that the priority has been to complete the State Route 70 Corridor and appreciate that the corridor is fully programmed and completion is slated in the next couple of years.

In addition, it is recognized that Caltrans will increase its scope for the State Route 99 SHOPP Project thru Gridley by adding a separated bike path that has been developed in consultation by the City of Gridley. The project will be delivered and managed by Caltrans. BCAG and the City of Gridley have proposed to include \$3.1 million in RIP funds and \$400,000 in Gridley local funds to complete this effort.

BCAG appreciates the open and transparent communication and consultation in developing the 2022 RTIP for Butte County.

## **Section 19. Detailed Project Programming Summary Table**

| STIP FUND ESTIMATE  |                   |
|---|-------------------|
| 2022 STIP Share Target through 26/27                                    | 10,887,000        |
| Maximum Share through 27/28   | 12,842,000        |
| PPM Limitation through 26/27 - 5% max                                   | 333,000           |
| Coronavirus Response and Relief Supplemental Appropriations Act of 2021 |                   |
| COVID Relief Funds NON-STIP (For information only)                      | 1,061,606         |
| COVID Relief Funds STIP   | 1,262,252         |
| Total CRRSAA  | 2,323,858         |
| <b>Total Target</b>   | <b>13,210,858</b> |

**RTIP**

| 2022 RTIP Project Recommendations for Butte County |   |                   |                  |                 |                  |                   |                   | Project Type  | Percent of Pgrm |
|--|---|-------------------|------------------|-----------------|------------------|-------------------|-------------------|---------------|-----------------|
| Agency   | RTIP/STIP Recommendation  | RIP Funds         | CRRSAA STIP      | CRRSAA Non STIP | Local Funds      | SHOPP             | TOTALS            |               |                 |
| 1  | <b>B-Line</b><br>B - Line Rollout Program. Purchase two Zero Emission Buses and Equipment.  | 1,326,142         | 1,173,858        |                 |                  |                   | 2,500,000         | Transit       | 0.21            |
| 2  | <b>BCAG</b><br>Planning, Programming & Monitoring (PPM). Rail Strategic Plan Development & BCAG Planning, Programming & Monitoring.   | 333,000           |                  |                 |                  |                   | 333,000           | Planning      | 0.03            |
| 3  | <b>Chico</b><br>Esplanade Widening Project - Bike/Ped portion of project to construct separated paths on both sides or roadway between Nord Highway and Eaton Rd.                           | 5,000,000         |                  |                 | 7,200,000        |                   | 12,200,000        | Bike/Ped      | 1.33            |
| 4  | <b>Gridley</b><br>Caltrans SR 99 SHOPP Project – Augmenting \$16.7m SHOPP project to include new separated 8' Multi-Use Path on East side of Highway from Hollis to Just north of Ford Ave. | 3,100,000         |                  |                 | 400,000          | 16,720,000        | 20,220,000        |               |                 |
| 5  | <b>Biggs</b><br>2 <sup>nd</sup> Street Bicycle/Pedestrian Improvements. Safe routes to school project from C to H Streets   | 400,000           | 88,394           | 11,606          | 260,000          |                   | 760,000           | Road - Safety | 0.04            |
| 6  | <b>Caltrans</b><br>SR 32 at Meridian Rd. Signalization Project. Construct new signal to address safety concerns.  | 500,000           |                  |                 |                  | 2,800,000         | 3,300,000         |               |                 |
| <b>TOTALS</b>                                      |   | <b>10,659,142</b> | <b>1,262,252</b> | <b>11,606</b>   | <b>7,860,000</b> | <b>19,520,000</b> | <b>39,313,000</b> |               | <b>1.00</b>     |

Table B3 RTIP Evaluation Project Changes or Benefits

2.00 news buses  
  
1.33 miles of new bike/ped  
  
1.90 miles of new bike/ped  
  
0.50 miles of new bike/ped

|   |                   |
|---|-------------------|
| Balance   | 227,858           |
| RIP/STIP  |                   |
| <b>Total Funding Available</b>                                      | <b>13,210,858</b> |
| 1. New Programming RIP & CRRSAA                                     | 11,933,000        |
| 2. Non STIP CRRSAA - BCAG Planning (not in RTIP)                    | 900,000           |
| 3. Non STIP CRRSAA - Chico 2023 ATP Plan (Not in RTIP)              | 150,000           |
| <b>Amount approved by BCAG Board RTIP &amp; All CRRSAA (1,28.3)</b> | <b>12,983,000</b> |
| Unprogrammed RIP Balance  | 227,858           |

**RTP**

| 2020 RTP/SCS Nexus |                        |              |              |             |  |  |
|--------------------|------------------------|--------------|--------------|-------------|--|--|
| RTP/SCS Yes / NO   | ID                     | Y Coordinate | X Coordinate | Project No. | RTP/SCS Project Title                                    | Project Description in RTP/SCS   |
| Yes (Short Term)   | 20200000200            | 39.70508     | -121.82174   | 1           | Butte Regional Transt - Capital and Operating Assistance | Federal Transit Administration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit. (Fixed Route and Paratransit)   |
| Yes (Long Term)    | BCAG-TRANSIT-TBD2020-2 | 39.512621    | 121.552084   | 19          | Chico to Sacramento InterCity Commuter Rail Service      | New inter-city commuter rail serving Oroville, Marysville, and Sacramento.   |
| Yes (Long Term)    | Nexus 608              | 39.774761    | -121.879392  | 143         | Esplanade Widening                                       | Shasta Avenue to Nord Highway. Widen to 4 lanes with median  |
| Yes (Short Term)   | CA-MAINT-SHOPP2020-2   | 39.347997    | -121.68777   | 90          | SR 99 Pavement Rehab                                     | SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)                                  |
| Yes (Short Term)   | 20200000217            | 39.41559     | -121.70701   | 20          | Biggs Safe Routes to School Project - Second Street      | Construct new pedestrian/bike facilities to close gaps. Extend the class 2 bike lanes and install ADA compliant curb ramps.  |
| Yes (Short Term)   | CA-MAINT-SHOPP2020-1   | 39.750757    | -121.90385   | 89          | SR 32 Pavement Rehab                                     | SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760) |

Short term: [http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/Appendices/Appendix%2010-1R%20Programmed\\_Projects\\_Final\\_October\\_2020.pdf](http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/Appendices/Appendix%2010-1R%20Programmed_Projects_Final_October_2020.pdf)  
Short Term

**Section 21. Additional Appendices (Optional)**

**BCAG 2020 RTP/SCS Performance Report – Adopted December 2020**



# APPENDIX 8

## **2020 Regional Transportation Plan and Sustainable Communities Strategy**

### **Performance Report**



***December 2020***

326 Huss Drive, Suite 150, Chico, CA 95928  
530-809-4616  
[www.bcag.org](http://www.bcag.org)

## **Introduction**

Performance management provides the opportunity to ensure efficient and effective investment of transportation funds by refocusing on established goals, increasing accountability and transparency, and improving project decision-making. MAP-21/FAST Act require States and MPOs to implement a performance-based approach in the scope of the statewide and metropolitan transportation planning process. In addition to federal performance-based planning, the State of California has articulated through statute, regulation, executive order, and legislative intent language, numerous state policies and goals for the transportation system, the environment, the economy, and social equity.

There are different applications of performance management – performance measures, performance targets, and performance monitoring indicators or metrics. Performance measures are used to model travel demand and allow the long-range forecasting of transportation network and system-level performance (e.g. Walk, bike, transit, and carpool mode share, corridor travel times by mode, percentage of population within 0.5 mile of a high frequency transit stop). Performance targets are numeric goals established to enable the quantifiable assessment of performance measures. Performance monitoring indicators or metrics include field data such as vehicle miles traveled, mode share, fatalities/injuries, transit access, change in agricultural land, and CO2 emissions.

## **Federal Performance Management Targets**

The cornerstone of the federal highway program transformation is the transition to a performance and outcome-based program. MAP-21/FAST Act integrate performance into many federal transportation programs and contains several performance elements. States and MPOs will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. Caltrans is required to set and report on progress towards four sets of performance management targets.

- Safety Performance Management (PM1): Fatalities and Injuries
- Pavement and Bridge Condition Performance Management (PM2): Infrastructure Condition
- System Performance Management (PM3): Freight movement, congestion, and reliability
- Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP): State of good repair and safety for transit

This report describes each federal performance metric, charts data collected to date, compares that data to currently adopted targets and describes how the RTP/SCS makes investments that support reaching those targets. For some targets, MPO's can either agree to support the Caltrans target or establish a numerical target specific to the MPO planning area. Since this federal process started in 2018, BCAG has supported all of Caltrans statewide targets for all performance metrics.

Safety Performance Management (PM1)

The federal goal under safety performance management (PM1) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Table 1. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2020.

Table 1. Statewide Safety Performance Targets - Year 2020

| Measure   | Target |
|---|--------|
| Number of Fatalities                                      | -3.03% |
| Rate of Fatalities per 100M Vehicle Miles of Travel (VMT) | -3.03% |
| Number of Serious Injuries                                | -1.5%  |
| Rate of Serious Injuries per 100M VMT                     | -1.5%  |
| Number of Non-Motorized Fatalities                        | -3.03% |
| Number of Non-Motorized Serious Injuries                  | -1.5%  |

Note: Targets are based on a 5-year rolling average for all roadways.

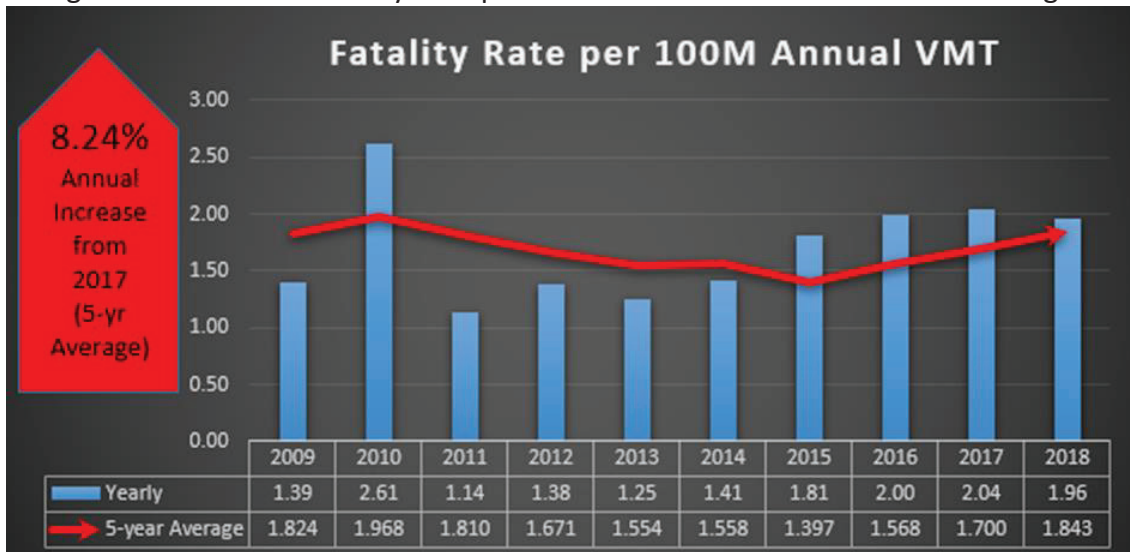
Over the last 10 years, an average of 30 people died in vehicle collisions on our region’s roads and highways. The latest 5-year average (2018) shows a 10% annual increase from the previous year.

Figure 1. 2009-2018 Fatal Collisions for BCAG Region



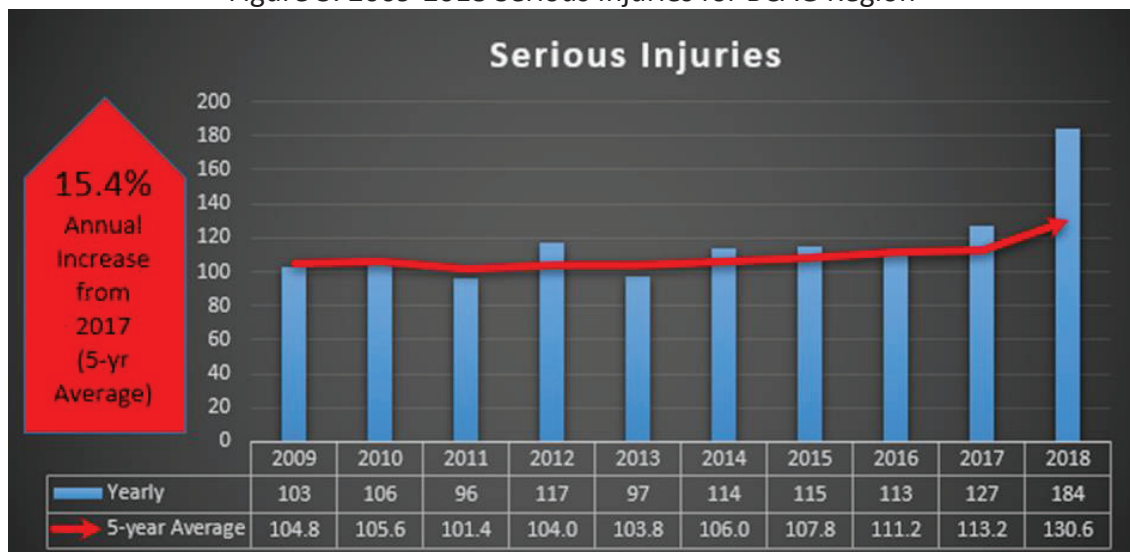
The region’s 2018 collision fatality has returned to highs not seen since 2010. The latest 5-year average (2018) shows an 8.24% annual increase from 2017.

Figure 2. 2009-2018 Fatality Rate per 100M Annual Vehicle VMT for BCAG Region



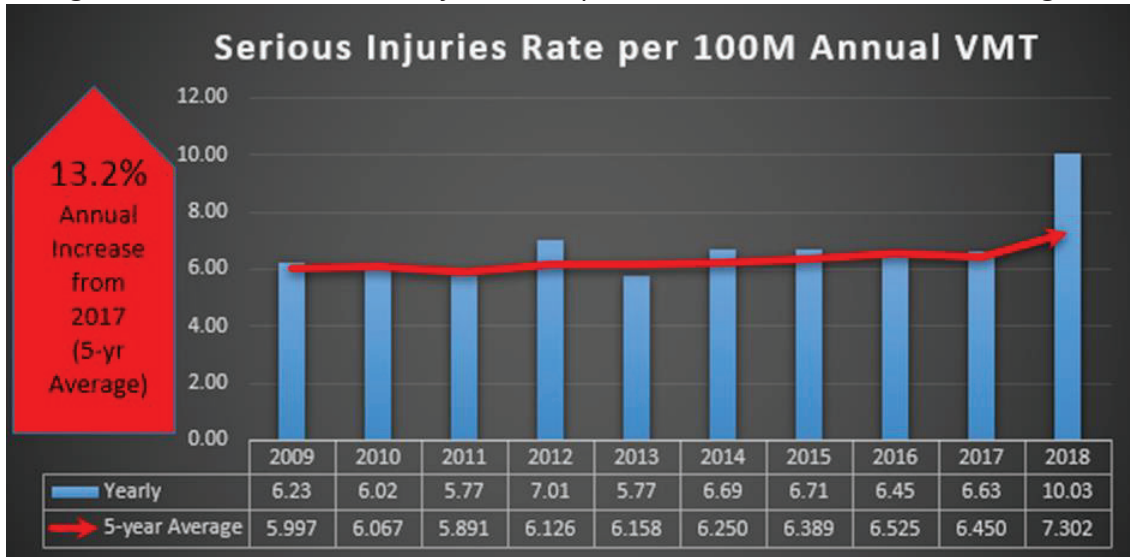
Between the years 2009 and 2017, the region averaged 110 annual serious injuries. In 2018, the region’s serious injuries were at 184, double that of the 97 injuries 5 years prior (2013).

Figure 3. 2009-2018 Serious Injuries for BCAG Region



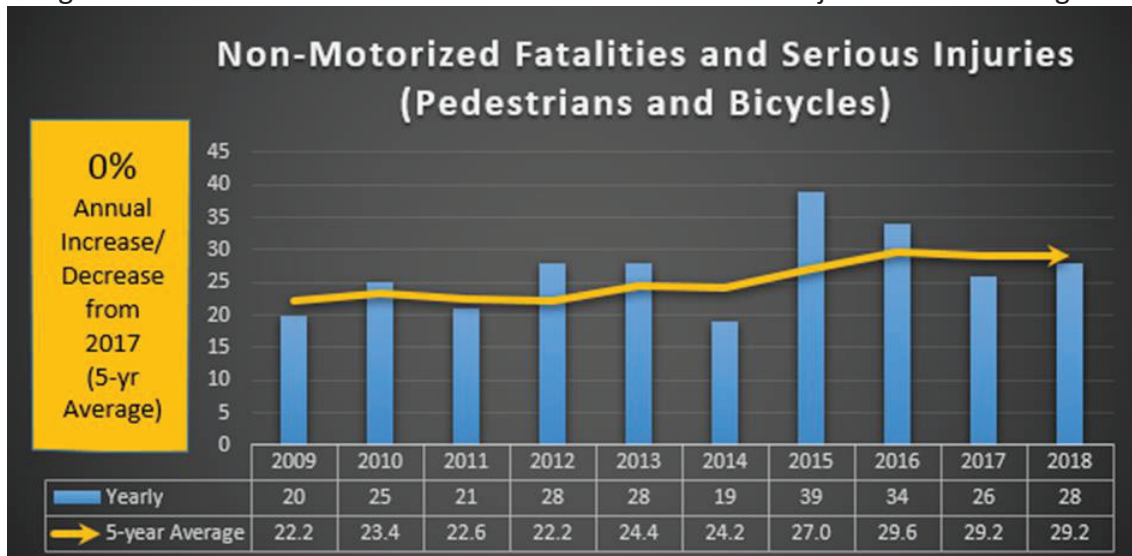
The 2018 serious injury rate of 10.3 serious injuries per 100 million annual vehicle miles of travel (VMT) has a significant contribution to the latest 5-year average which shows a 13.2% annual increase from 2017.

Figure 4. 2009-2018 Serious Injuries rate per 100M Annual VMT for BCAG Region



Over the last 10 years, an average of 27 people died or have been seriously injured as pedestrian or cyclist being involved in a vehicle collision. The latest 5-year average (2018) shows a 0% annual increase/decrease from the previous year.

Figure 5. 2009-2018 Non-Motorized Fatalities and Serious Injuries for BCAG Region



\$514 million of the projects identified in the 2020 RTP project list are safety related. Notable projects include State Route (SR) 70 passing lane segments which utilize \$113.6 million in State Highway Operations and Protection Program (SHOPP) funds and the improvement of sixteen stop-controlled intersections within the Town of Paradise utilizing \$1.23 million of Highway Safety Improvement Program (HSIP) funds.

## Pavement and Bridge Condition Performance Management (PM2)

The federal goal under the pavement and bridge condition performance management (PM2) is to maintain the highway infrastructure asset system in a state of good repair. Table 2. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2019.

Table 2. Statewide Infrastructure Condition Targets - Year 2019

| Pavement and Bridge Performance Measures* | Baseline<br>2016/2017 |      | 2-Year Target          |      | 4-Year Target          |      |
|---|-----------------------|------|------------------------|------|------------------------|------|
|   |                       |      | (1/1/18 –<br>12/31/19) |      | (1/1/20 –<br>12/31/21) |      |
|   | Good                  | Poor | Good                   | Poor | Good                   | Poor |
| Pavement on the NHS (Non-Interstate)      | 25.5%                 | 7.2% | 28.2%                  | 7.3% | 29.9%                  | 7.2% |
| Bridges on the NHS                        | 66.5%                 | 4.8% | 69.1%                  | 4.6% | 70.5%                  | 4.4% |

\*Applicable to the BCAG Region

The Infrastructure Performance Measure Final Rule established performance measures for pavement and bridge conditions on the National Highway System (NHS). Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets are based on Caltrans' long-range (10 year) Transportation Asset Management Plan and the 2017 State Highway System Management Plan. The plans take into consideration the availability of Senate Bill 1 funds over the target setting period and current estimated conditions of the NHS.

The local NHS consists of those roadways and bridges in Butte County that have been identified as part of the NHS and are not part of the State Highway System. These facilities are typically federally classified as "principal arterials". Tables 3 & 4 include the inventory of local NHS roadways and bridges.

Table 3. Local National Highway System – Roadways

| Jurisdiction | Street Name  | From Location   | To Location     | Jurisdiction | Street Name        | From Location           | To Location      |
|--------------|--------------|-----------------|-----------------|--------------|--------------------|-------------------------|------------------|
| CHICO        | BROADWAY ST  | SHWY 32         | SHASTA WAY      | CHICO        | SHASTA WAY         | BROADWAY ST             | MAIN ST          |
| CHICO        | COHASSET RD  | ESPLANADE       | EAST AVE        | CHICO        | SKYWAY RD          | SHWY 99                 | NOTRE DAME BLVD  |
| CHICO        | CYPRESS ST   | E 12TH ST       | WOODLAND AVE    | CHICO        | W EAST AVE         | CUSSICK AVE             | ESPLANADE        |
| CHICO        | E 20TH ST    | PARK AVE        | SHWY 99         | CHICO        | WOODLAND AVE       | PINE ST                 | CYPRESS ST       |
| CHICO        | E PARK AVE   | MIDWAY          | SHWY 99         | COUNTY       | SKYWAY RD          | .42M W/SKYWAY CROSSROAD | SKYWAY CROSSROAD |
| CHICO        | EAST AVE     | ESPLANADE       | COHASSET RD     | COUNTY       | SKYWAY RD          | COUTOLENC               | PONDEROSA RD     |
| CHICO        | ESPLANADE    | MAIN ST         | LASSEN AVE      | COUNTY       | SYCAMORE ST        | KOFFORD RD              | PALM LN          |
| CHICO        | FAIR ST      | E PARK AVE      | 20TH ST         | COUNTY       | NEW SKYWAY         | .08M E/PENTZ RD         | COUTOLENC RD     |
| CHICO        | IVY ST       | 2ND ST          | 9TH-SHWY 32     | GRIDLEY      | SYCAMORE ST        | PALM AVE                | BIGGS GRIDLEY RD |
| CHICO        | MAIN ST      | PARK AVE        | ESPLANADE       | GRIDLEY      | SPRUCE ST          | W BIGGS GRIDLEY RD      | SHWY 99          |
| CHICO        | MANGROVE AVE | VALLOMBROSA AVE | COHASSET RD     | GRIDLEY      | W BIGGS GRIDLEY RD | SYCAMORE ST             | PEACH ST         |
| CHICO        | MULBERRY ST  | 20TH ST         | 12TH ST         | PARADISE     | SKYWAY RD          | SKYWAY CROSSROAD        | PENTZ RD         |
| CHICO        | OROVILLE AVE | MAIN ST         | SHWY 32         | PARADISE     | CLARK RD           | PEARSON RD              | SKYWAY           |
| CHICO        | PARK AVE     | MIDWAY          | MAIN ST         | PARADISE     | NEW SKYWAY         | PENTZ RD                | .08M E/PENTZ RD  |
| CHICO        | PINE ST      | E 12TH ST       | VALLAMBROSA AVE |              |                    |                         |                  |

Source: Caltrans GIS Data Library (2018)



Table 4. Local National Highway System – Bridges

| Jurisdiction | Street Name  | Crossing           | Location                       | Length | Deck Area (SqFt) |
|--------------|--------------|--------------------|--------------------------------|--------|------------------|
| CHICO        | PARK AVE     | LITTLE CHICO CREEK | 0.1 MI N OF 11TH ST            | 20.6   | 4004             |
| CHICO        | ESPLANADE    | LINDO CHANNEL      | 0.15 MI N OF W 11TH AVE        | 56.1   | 11119            |
| CHICO        | MAIN ST      | BIG CHICO CREEK    | 0.15 MI N OF 2ND ST            | 17     | 4263             |
| CHICO        | MANGROVE AVE | LINDO CHANNEL      | BETWEEN E 10TH & COHASSET      | 46.9   | 9601             |
| CHICO        | MANGROVE AVE | BIG CHICO CREEK    | BETWEEN 3RD & VALLOMBROSA AVE  | 16.5   | 5059             |
| CHICO        | PINE ST      | LITTLE CHICO CREEK | BETWEEN HUMBOLDT AVE & 12TH ST | 23.5   | 2917             |
| CHICO        | CYPRESS ST   | LITTLE CHICO CREEK | BETWEEN HUMBOLDT AVE & 12TH ST | 25.3   | 3122             |

Source: Caltrans GIS Data Library (2018)

**Pavement:** Baseline - Year 2016 pavement data for Butte County shows an estimated pavement condition of 7.3% Good and 12.6% Poor for the local component (non-state) portion of the NHS. In all, the Butte County region has 69 lane miles of locally maintained NHS pavement. The state average for local NHS pavement condition is 4.6% Good and 12.6% Poor. Table 5 includes county level data for Butte County, including data and targets for the Interstate and Non-Interstate pavement NHS.

Table 5. California NHS Pavement Conditions

| Jurisdiction                          | 2016 Lane Miles (LM) | 2016 Pavement Condition (%) |              | 2 Year Pavement Condition Targets |              |              | 4 Year Pavement Condition Targets |              |              | % Impact to Statewide Lane Miles |
|---------------------------------------|----------------------|-----------------------------|--------------|-----------------------------------|--------------|--------------|-----------------------------------|--------------|--------------|----------------------------------|
|                                       |                      | Good(G)                     | Poor(P)      | 2019 Lane Miles                   | % Target (G) | % Target (P) | 2021 Lane Miles                   | % Target (G) | % Target (P) |                                  |
| State Interstate NHS                  | 14,159               | 47.9%                       | 3.1%         | 14,159                            | 45.1%        | 3.5%         | 14,159                            | 44.5%        | 3.8%         | 25.2%                            |
| Non-Interstate NHS                    | 22,490               | 43.5%                       | 2.5%         | 22,490                            | 47.1%        | 3.0%         | 22,490                            | 49.4%        | 3.5%         | 40.1%                            |
| Other Non-Interstate NHS              | 54                   | 16.7%                       | 1.9%         | 54                                | 16.7%        | 1.9%         | 54                                | 16.7%        | 1.9%         | 0.1%                             |
| Local                                 | 19,373               | 4.6%                        | 12.5%        | 19,447                            | 6.4%         | 12.3%        | 19,614                            | 7.5%         | 11.5%        | 34.5%                            |
| <b>Butte (BCAG)</b>                   | <b>69</b>            | <b>7.3%</b>                 | <b>12.6%</b> | <b>69</b>                         | <b>7.3%</b>  | <b>12.6%</b> | <b>69</b>                         | <b>7.3%</b>  | <b>12.6%</b> | <b>0.1%</b>                      |
| <b>Grand Total NHS</b>                | <b>56,075</b>        | <b>30.4%</b>                | <b>6.1%</b>  | <b>56,150</b>                     | <b>32.4%</b> | <b>6.3%</b>  | <b>56,317</b>                     | <b>33.5%</b> | <b>6.4%</b>  | <b>100.0%</b>                    |
| 2018 TAMP Total NHS                   | 56,075               | 30.4%                       | 6.1%         |                                   |              |              |                                   |              |              |                                  |
| <b>Grand Total Non-Interstate NHS</b> | <b>41,917</b>        |                             |              | <b>41,991</b>                     | <b>28.2%</b> | <b>7.3%</b>  | <b>42,158</b>                     | <b>29.8%</b> | <b>7.2%</b>  |                                  |
| 2018 TAMP Total Non-I NHS             | 41,917               | 25.5%                       | 7.1%         |                                   |              |              |                                   |              |              |                                  |
| <b>Grand Total Interstate NHS</b>     | <b>14,159</b>        | <b>47.9%</b>                | <b>3.1%</b>  |                                   | <b>45.1%</b> | <b>3.5%</b>  | <b>14,159</b>                     | <b>44.5%</b> | <b>3.8%</b>  |                                  |

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets  
 2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles.

Source: Caltrans Division of Transportation Asset Management – revised 08/23/2018

**Bridge:** Baseline - Year 2017 bridge data for Butte County shows an estimated bridge condition of 23.3% Good and 0% Poor for the local component (non-state) portion of the NHS. In all, the Butte County region has 7 bridges and 40,085 square feet of deck area of locally maintained NHS bridges. Table 6 includes county level data for Butte County, including data and targets for the Interstate and Non-Interstate bridges NHS.

Table 6. California NHS Bridge Conditions

| Jurisdiction                   | Number of Bridges | Deck Area (SF)     | 2017 Bridge Health (%) |             | 2 Year Bridge Condition Targets |              |              | 4 Year Bridge Condition Targets |              |              | % Impact to Statewide Deck Area |
|--------------------------------|-------------------|--------------------|------------------------|-------------|---------------------------------|--------------|--------------|---------------------------------|--------------|--------------|---------------------------------|
|                                |                   |                    | Good(G)                | Poor(P)     | 2019 Deck Area                  | % Target (G) | % Target (P) | 2021 Deck Area                  | % Target (G) | % Target (P) |                                 |
| State                          | 9,196             | 210,774,774        | 69.4%                  | 3.7%        | 210,774,774                     | 72.1%        | 3.5%         | 210,774,774                     | 73.4%        | 3.4%         | 90.0%                           |
| Local                          | 1,629             | 23,511,109         |                        |             | 23,503,769                      | 42.1%        | 14.3%        | 23,506,522                      | 44.3%        | 13.2%        | 10.0%                           |
| <b>Butte (BCAG)</b>            | <b>7</b>          | <b>40,085</b>      | <b>23.3%</b>           | <b>0.0%</b> | <b>40,085</b>                   | <b>23.3%</b> | <b>0.0%</b>  | <b>40,085</b>                   | <b>23.3%</b> | <b>0.0%</b>  | <b>0.0%</b>                     |
| <b>Grand Total NHS Bridges</b> | <b>10,825</b>     | <b>234,285,883</b> | <b>66.5%</b>           | <b>4.8%</b> | <b>234,278,543</b>              | <b>69.1%</b> | <b>4.6%</b>  | <b>234,281,296</b>              | <b>70.5%</b> | <b>4.4%</b>  | <b>100.0%</b>                   |

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets

Source: Caltrans Division of Transportation Asset Management

\$247.4 million of the projects identified in the 2020 RTP project list are directed towards the improvement of bridges and roadway surfaces in the region. This includes the utilization of Highway Bridge Program (HBP) funds to complete \$99.4 million in improvements to bridges and Senate Bill 1 (SB 1) funds to complete \$3.9 million in roadway rehabilitation projects.

System Performance Management (PM3)

The federal goal under system performance management (PM3) is to achieve a significant reduction in congestion on the National Highway System, improve the efficiency of the surface transportation system, improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development, reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) establishing performance measures that State Departments of Transportation (DOTs) and MPOs will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP) and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets were established based on an iterative process and coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency. In developing the statewide targets, Caltrans coordinated with the MPO’s through the utilization of a Technical Advisory Group (TAG). The TAG participated in several workshops and other key stakeholder meetings.

PM3 contains six specific measures, only two of which are applicable to the BCAG region – see Table 7 below.

Table 7. Statewide System Performance Targets - Year 2019

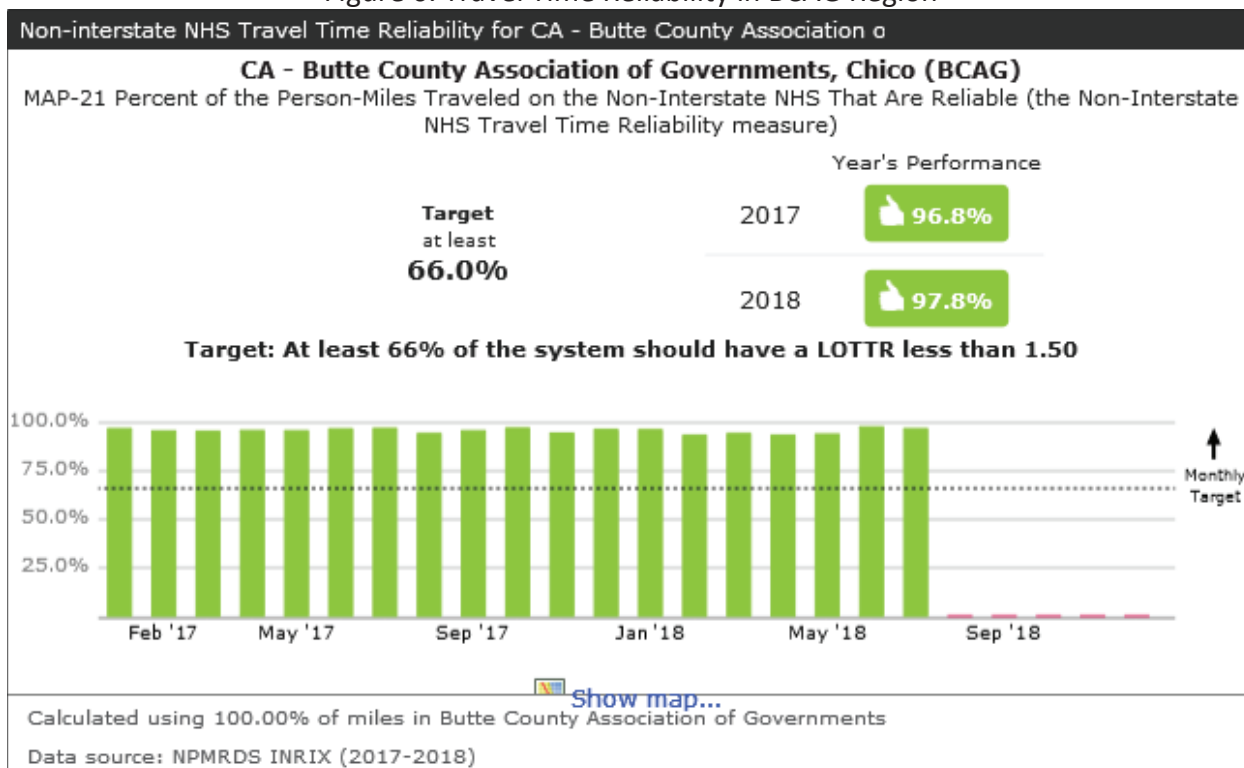
| System Performance Measure*  | Baseline 2017 | 2-Year Target  | 4-Year Target  |
|--|---------------|----------------|----------------|
| Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS        | 64.6%         | 65.1% (+0.5%)  | 65.6% (+1%)    |
| Total Emissions Reductions by Applicable Pollutants under the CMAQ Program |               |                |                |
| VOC (kg/day)   | 951.83        | 961.35 (+1%)   | 970.87 (+2%)   |
| CO (kg/day)  | 6,863.26      | 6,931.9 (+1%)  | 7,000.54 (+2%) |
| NOx (kg/day)   | 1,753.36      | 1,770.89 (+1%) | 1,788.43 (+2%) |
| PM10 (kg/day)  | 2,431.21      | 2,445.52 (+1%) | 2,479.83 (+2%) |
| PM2.5 (kg/day)   | 904.25        | 913.29 (+1%)   | 922.34 (+2%)   |

\*Applicable to BCAG Region



*Percent of Reliable Person Miles Traveled on the Non-Interstate NHS:* A key product developed by Caltrans and their consultants was a MAP-21 application within the National Performance Management Research Data Set (NPMRDS) Analytics tool. The tool allows MPOs to determine the overall Level of Travel Time Reliability (LOTTR) within their regions. The data for Travel Time Reliability in the BCAG region for year 2017/18 is shown in Figure 6.

Figure 6. Travel Time Reliability in BCAG Region



The data for each regions' non-interstate NHS was aggregated to the statewide level and used to establish the 2- and 4-year targets.

*Total Emissions Reductions by Applicable Pollutants under the CMAQ Program:* Caltrans utilized the CMAQ Public Access System ([https://fhwaapps.fhwa.dot.gov/cmagg\\_pub/](https://fhwaapps.fhwa.dot.gov/cmagg_pub/)) in establishing the Baseline 2017 pollutant numbers for target setting purposes and aggregated all data available in the system to the statewide level and used in establishing 2- and 4-year targets. As of April 2020, four projects are included for the Butte County region which are listed in Table 8.

Table 8. Projects Included in CMAQ Performance Plan for Butte County 2018-2020 Period

| YEAR                    | PROJECT TITLE   | PROJECT DESCRIPTION  | VOC (kg/day) | CO (kg/day) | NOx (kg/day) | PM10 (Kg/Day) | PM2.5 (Kg/Day) |
|-------------------------|---|----------------------|--------------|-------------|--------------|---------------|----------------|
| 2018                    | Chico - SR 99 Bikeway Phase 4 Improvements                    | Safety Program       |              | 12.43       | 0.38         | 0.135         |                |
| 2018                    | Biggs - Safe Routes to Schools Program                        | Safety Program       |              |             | 0.03         |               |                |
| 2018                    | Chico - SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing | Safety Program       |              | 12.43       | 0.384        | 0.135         |                |
| 2018                    | Paradise - Pearson Rd SR2S Connectivity Project - CMAQ        | Congestion Reduction |              |             | 0.04         | 0.02          |                |
| Total Emission Benefits |   |                      | 0            | 24.86       | 0.834        | 0.29          | 0              |

\$308.6 million of the projects identified in the 2020 RTP project list are directed towards the reduction of congestion and vehicle emissions and improving the reliability of the transportation system in the region. This includes \$77.22 million in transit projects, \$83.2 million in bike and pedestrian projects, \$206.56 million in capacity increasing projects, and \$566.9 million towards improving maintenance, operations, and safety.

Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP)

The federal goal under transit asset management (TAM) is to provide a cost-effective, systematic, interruption free pattern of transit operation. Table 9. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2018/19 fiscal year and Table 10. contains the progress made towards achieving the targets.

Table 9. Transit Asset Management Regional Performance Targets 2018-2019

| Asset Class                        | Performance Measure  | Target    |
|------------------------------------|--|-----------|
| <b>Rolling Stock</b>               | <b>Age</b> - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)   | <b>15</b> |
| <i>All revenue vehicles</i>        |  |           |
| <b>Equipment</b>                   | <b>Age</b> - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)   | <b>1</b>  |
| <i>Non-revenue vehicles</i>        |  |           |
| <b>Facilities</b>                  | <b>Condition</b> - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | <b>1</b>  |
| <i>All buildings or structures</i> |  |           |

Table 10. Transit Asset Management Regional Condition Summary 2018-2019

| Asset Category | Count | Avg Age | Avg TERM Condition | Avg Value       | % At or Past ULB |
|----------------|-------|---------|--------------------|-----------------|------------------|
| Equipment      | 22    | 2.4     | N/A                | \$21,789.54     | 0.00%            |
| Facilities     | 3     | 4.3     | 4.333333333        | \$12,833,333.33 | 0.00%            |
| Rolling Stock  | 58    | 5.6     | N/A                | \$329,948.28    | 8.62%            |

BRT and the Federal Transit Administration (FTA) have adopted the principles and methods of System Safety and of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation. All rules, regulations, policies, guidance, best practices, and technical assistance administered will, to the extent practical and consistent with legal and other applicable requirements, follow the principles and methods of SMS.

The Butte Regional Transit - Public Transit Agency Safety Plan (PTASP) is an agencywide safety plan that meets and is responsive to FTA’s Public Transportation Safety Program (PTSP). The Transit Agency Safety Plan reflects the specific safety objectives, standards, and priorities of BRT. BRT has incorporated its System Safety compliance into SMS principles and methods tailored to the size, complexity, and scope of its own public transportation system and the environment in which it operates.

Table 11. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020 fiscal year.

Table 11. \*Public Transportation Agency Safety Plan Targets for 2020

| Preventable Vehicle Collisions | Preventable Vehicle Collision Frequency Rate | Preventable Employee Injuries | Preventable Employee Injury Rate | Passenger Injuries | Passenger Injury Frequency Rate |
|--------------------------------|--|-------------------------------|----------------------------------|--------------------|---------------------------------|
| 17                             | 0.96   | 4                             | 3.83                             | 13                 | 0.73                            |

\*Note – 2020 PTASP targets are preliminary until approval by BCAG Board (estimated January 2021)

Criteria and Methodology Used to Prioritize Projects

Each fund source has its own criteria for project eligibility. Each federal performance measure has its own objectives. Performance Measure 1 – Safety aims to identify projects which reduce fatalities and injuries. The criteria is defined within each fund source requirements within the program. Funding is typically highly competitive between projects and jurisdictions at the state and federal level. Various programs may work towards the same performance measure, such as ATP, CMAQ, STIP, SHOPP may be addressing a safety concern and still be within the parameters of the program. Projects are typically not prioritized except for the regional STIP or the RTIP program. In this case, the priority is determined by the BCAG Board of Directors. BCAG works within its advisory committee process to identify competitive projects with the implementing agency to pursue grant funding as its method to prioritizing projects.

Performance Measure 2 (Pavement and Bridge Condition) are typically maintenance projects. BCAG relies on its local jurisdictions to utilize their own Pavement Management System to vet through the process and prioritize projects for funding.

Performance Measure 3 (Freight, Congestion and Reliability) are typically transit and CMAQ projects which aim to reduce congestion. BCAG relies on its annual Unmet Transit Needs

Process, its Transit specific planning documents to prioritize projects. For CMAQ, BCAG issues a call for projects and evaluates each project application against specific criteria to prioritize projects if needed. For CMAQ, projects are reviewed with the BCAG Transportation Advisory Committee and selected by the BCAG Board of Directors.

In each of the three performance measures, projects are ultimately selected by the agency responsible for the management of the program. For funding controlled by BCAG, applicants are required to complete an application process which includes specific criteria which works towards meeting a performance measure.

**Regional Transportation Plan Performance**

In 2013, the Strategic Growth Council funded an effort to develop a common set of measures which could be utilized by each of California’s MPOs. In 2016, the California Transportation Commission released the 2016 State Transportation Improvement Program (STIP) Guidelines which included a complete revise of measures to better align with the state transportation goals and in 2020 the STIP Guidelines were once again updated. In consideration of these efforts, BCAG has updated measures for the 2020 RTP/SCS while continuing with the factors established in previous RTP’s.

The updated performance measures have been categorized into the following seven (7) factors: safety and health, mobility/accessibility, reliability, productivity, system preservation, environmental stewardship, and social equity.

Safety and Public Health - The safety of the regional transportation system is a key measure used to evaluate fatalities, injury, and property loss of system users. Active transportation (walking and biking) has a direct health benefit, and can reduce the risk of heart disease, improve mental health, lower blood pressure, and reduce the risk of overweight and obesity-related chronic disease.

Table 12. Safety and Public Health Performance Measures

| Factor                   | Measure   | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source*  |
|--------------------------|---|--------------------------------------|--|---------------|
| Safety and Public Health | Fatality Rate per 100M Annual Vehicle Miles of Travel (VMT) | 1.96                                 | decrease                                       | SWITRS / HPMS |
|                          | Serious Injuries Rate per 100M Annual VMT                   | 10.3                                 | decrease                                       |               |
|                          | Percentage of Trips by Pedestrian and Bicycle Mode Share    | Bike 1.99%                           | Bike 2.03%                                     | TDF Model     |
|                          |   | Ped 10.37%                           | Ped 9.99%                                      |               |

Mobility/Accessibility - Mobility refers to the ease or difficulty of traveling from an origin to a destination. Accessibility is defined as the opportunity and ease of reaching desired locations. As mobility increases, accessibility tends to improve.

Table 13. Mobility/Accessibility Performance Measures

| Factor                     | Measure  | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source*   |
|----------------------------|--|--------------------------------------|--|----------------|
| Mobility and Accessibility | Average Peak Period Travel Time (minutes)                            | 16.7                                 | 16.48  | TDF Model      |
|                            | Percentage of Housing and Employment within 2 miles of State Highway | 81% Housing<br>91% Employment        | 84% Housing and<br>92% Employment              | LU Model / GIS |
|                            | Percentage of Population within 1/2 mile of frequent transit service | 0%                                   | 24%  | LU Model / GIS |

**Reliability** – Reliability refers to the consistency or dependability of travel times and is a measure that compares expectations with experience.

Table 14. Reliability Performance Measure

| Factor      | Measure  | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source* |
|-------------|--|--------------------------------------|--|--------------|
| Reliability | Percentage of Congested Highway VMT (at or below 35 mph) | 0%                                   | 0%   | TDF Model    |

**Productivity** - Productivity is defined as the utilization of transportation system capacity. For roadways, capacity is defined as the maximum number of vehicles that a roadway can accommodate.

Table 15. Productivity Performance Measures

| Factor       | Measure  | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source* |
|--------------|--|--------------------------------------|--|--------------|
| Productivity | Average Peak Period Vehicle Trips                              | AM 75,240                            | AM 82,369                                      | TDF Model    |
|              |  | PM 100,768                           | PM 113,598                                     |              |
|              | Transit Passenger Trips per Vehicle Revenue Hour (Fixed Route) | 15.1                                 | 21.8   | NTD / TNMP   |

**System Preservation** - System preservation refers to maintaining the roadway network and transit fleet at a desired or agreed upon level.

Table 16. System Preservation Performance Measures

| Factor              | Measure   | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source* |
|---------------------|---|--------------------------------------|--|--------------|
| System Preservation | Average Pavement Condition Index<br>↳ Local Streets and Roads                                       | 60                                   | increase                                       | CA SR 2018   |
|                     | Percentage of Local Highway Bridge Lane Miles in need of Replacement or Rehabilitation <sup>2</sup> | 34%                                  | decrease                                       | CA SR 2018   |
|                     | Percentage of Transit Assets exceeding FTA "Useful Life"  | 8.62%                                | decrease                                       | B-Line 2018  |

Environmental Stewardship – Environmental stewardship strives to protect and enhance the built and natural environments of the region.

Table 17. Environmental Stewardship Performance Measures

| Factor                    | Measure  | Current Performance Base Year (2018)   | Projected Impact of Constrained Plan Year 2040 | Data Source*   |
|---------------------------|--|--|--|----------------|
| Environmental Stewardship | Per Capita Vehicle Miles of Travel <sup>3</sup>  | 21.4                                   | 20.8   | TDF Model      |
|                           | Per Capita Acres of Developed Land   | 0.31                                   | 0.31   | LU Model / GIS |
|                           | Acres of Important Farmland Avoided <sup>4</sup>   | 237,438                                | 233,729  | LU Model / GIS |
|                           | Percentage of Development Occurring within Butte Regional Conservation Plan - Urban Permit Areas | 70% Residential<br>87% Non-Residential | 73% Residential<br>88% Non-Residential         | LU Model / GIS |

Social Equity – Equitable distribution of the benefits and burdens of the plan on the economically and socially disadvantaged.

<sup>1</sup> Pavement Condition Index (PCI) rates roadway conditions on a scale from 1-100 with 1=worst and 100=best

<sup>2</sup> Highway Bridge Lane Miles with a Sufficiency Rating (SR) of 80 or below.

<sup>3</sup> VMT includes all trips within county from all vehicle types and includes the total population including group quarters.

<sup>4</sup> Important Farmland includes farmlands classified as Prime, Unique, and of Statewide Importance by the California Department of Conservation (2016).

Table 18. Social Equity Performance Measures

| Factor        | Measure   | Current Performance Base Year (2018) | Projected Impact of Constrained Plan Year 2040 | Data Source*   |
|---------------|---|--------------------------------------|--|----------------|
| Social Equity | Percentage of Higher Density Low Income Housing <sup>5</sup> within 1/4 mile of Transit Route | 86%                                  | 79%  | LU Model / GIS |
|               | Percentage of Higher Density Low Income Housing   | 26%                                  | 27%  | LU Model / GIS |
|               | Percentage of Minority Communities Population <sup>6</sup> within 1/4 mile of Transit Route   | 98%                                  | 98%  | LU Model / GIS |

**\*Data Source**

SWITRS - California Highway Patrol Statewide Integrated Traffic Records System  
 TDF Model - BCAG's Regional Transportation Model  
 LU Model - BCAG's Regional Land Use Allocation Model  
 B-Line - Butte Regional Transit  
 TNMP – BCAG’s Transit & Non-Motorized Plan  
 GIS - BCAG's Regional Geographical Information System  
 NTD – National Transit Database (2018)  
 CA SR - California Statewide Local Streets and Roads Needs Assessment (2018)  
 Caltrans Pave - Caltrans 2018 State of the Pavement Report

**Agency Coordination and Public Participation**

In preparing and reviewing the various performance measures, BCAG coordinates with local jurisdictions, the county, and other local agencies (i.e., Butte County Local Agency Formation Commission, Butte County Air Quality Management District, Local Tribal Governments, and the University) via our established Transportation Advisory Committee and Planning Directors Group meetings. Caltrans and the Federal Highway Administration are also members of the Transportation Advisory Committee and are provided an opportunity to review and provide input all measures. Caltrans has also established working groups or technical advisory committees for PM1, PM2, and PM3. These committees meet as needed to review relevant data and establish targets at the state level.

Public participation at the regional level occurs through the BCAG Board of Director’s meetings. Each federal performance measure is brought to the BCAG Board for review prior to establishing or updating a target. The public is provided an opportunity to review and provide comment. Information is also made available on the BCAG website.

<sup>5</sup> Multi-family housing is used in determining percentage of higher density low income housing.

<sup>6</sup> Minority Communities are defined as 2010 Census Block Groups where 40 percent or more of the population is Asian Pacific Islander, African American, Hispanic, Native American or other Non-White ethnic group, based on 2012-2017 5-year American Community Survey data.