

2012 Metropolitan Transportation Plan for Butte County

Public Outreach Workshops

Oct. 15, 2012 Oroville 10:00 a.m. – 12:00 p.m.

Oct. 15, 2012 Paradise 12:30 a.m. – 2:30 p.m.

Oct. 15, 2012 Chico 3:00 p.m. – 5:00 p.m.

Oct. 15, 2012 Gridley 6:00 p.m. *(City Council
Study Session)*



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STATION 1

Purpose of Public Workshop

- To inform the public of the draft 2012 MTP, Sustainable Communities Strategy (SCS), Air Quality Conformity Analysis & Determination, and the Environmental Impact Report (EIR)
- To provide the public an opportunity to engage in the planning process, provide input and learn about the project
- Focus of the Workshop is to:
 - Provide opportunity for input
 - Discuss the purpose of the MTP
 - Discuss the purpose of the SCS
 - Discuss the purpose of the Air Quality Requirements
 - Discuss the purpose of the EIR
 - Identify current MTP projects (short and long-term)
 - Discuss BCAG's roles and responsibilities

Highways/Streets & Roads, Bike & Pedestrian, Transit, Rail, Aviation

STATION 2

What is BCAG?

- Federal designated Metropolitan Planning Organization (MPO), state designated Regional Transportation Planning Agency (RTPA) for Butte County
- BCAG Board of Directors – Includes all five County Supervisors one representative from each of the five incorporated cities/town
- Responsibilities –
 - ☑ Secure state and federal funding & ensure timely delivery
 - ☑ Prepare MTP and programming documents required to secure state and federal funding
 - ☑ Ensure public participation in the planning process
 - ☑ Butte Regional Transit Administrator
 - ☑ Planning or Project Management that benefit cities, town and county

STATION 3

Purpose of the MTP

- Meet state and federal requirements for other planning and funding activities
- Serve as foundation for the development of :
 - ☑ Federal Transportation Improvement Program
 - ☑ Regional Transportation Improvement Program
 - ☑ Interregional Transportation Improvement Program
- The MTP has four main components:
 - ☑ Policy Element – Goals, policies & objectives
 - ☑ Action Element – Recommended projects by mode and fund source
 - ☑ Financial Element – Financial projections by fund source which project are constrained
 - ☑ Sustainable Communities Strategy – Integration of land use, housing, and transportation to reduce GHG's

STATION 4

Population, Housing, and Employment Forecasts

Housing

Jurisdiction ^A	2010*	2015	2020	2025	2030	2035	Total Increase 2010-2035	Percent Increase 2010-2035	Compound Annual Growth Rate (CAGR) 2010-2035
Biggs	634	759	984	1,159	1,359	1,584	950	150%	3.7%
Chico	37,159	39,034	42,019	46,349	51,134	56,414	19,255	52%	1.7%
Gridley	2,449	2,994	3,789	4,414	5,144	5,854	3,405	139%	3.5%
Oroville	6,393	7,293	8,733	10,603	11,718	12,958	6,565	103%	2.9%
Paradise	12,789	13,239	13,789	14,414	15,064	15,764	2,975	23%	0.8%
Unincorporated ^{AA}	37,199	39,759	42,499	45,274	48,249	51,374	14,175	38%	1.3%
Total County	96,623	103,078	111,813	122,213	132,668	143,948	47,325	49%	1.6%

Population

Jurisdiction ^A	2010*	2015	2020	2025	2030	2035	Total Increase 2010-2035	Percent Increase 2010-2035	Compound Annual Growth Rate (CAGR) 2010-2035
Biggs	1,787	2,139	2,774	3,267	3,830	4,465	2,678	150%	3.7%
Chico	88,228	92,678	99,766	110,046	121,407	133,944	45,716	52%	1.7%
Gridley	6,454	7,890	9,986	11,633	13,556	15,428	8,974	139%	3.5%
Oroville	14,687	16,755	20,063	24,359	26,921	29,770	15,083	103%	2.9%
Paradise	26,310	27,235	28,367	29,652	30,990	32,430	6,120	23%	0.8%
Unincorporated ^{AA}	84,302	90,102	96,311	102,600	109,342	116,424	32,122	38%	1.3%
Total County	221,768	236,800	257,266	281,558	306,047	332,459	110,691	50%	1.6%

Employment

Jurisdiction	2010*	2015	2020	2025	2030	2035	Total Increase 2010-2035	Percent Increase 2010-2035
Butte County	71,501	78,339	87,214	95,326	103,481	112,279	40,778	57%

STATION 5

Regional Priorities – STIP

Table 6-1
Regional Priorities: State Transportation Improvement Program (STIP)

STIP - Project and Description	RIP Funds Only Year of Expenditure dollars in thousands
1 SR 70 Passing Lane Project – Segment 1. Termini @ Ophir Rd to .1 miles south of Palermo Rd Intersection. Construct 5 lane facility, 2 lanes per direction with center turn lane. Distance approx. 2.7 miles. Estimated cost is \$26 million to be split 50/50 with Caltrans IIP. Construction target 2015/2016.	\$ 13,000 (2016) All Components
2. SR 70 Passing Lane Project – Segment 2. Termini @ south end of Segment 1. .1 mile south of Palermo Rd to Termini @ SR 70 Passing Lane Project (northern end) of SR70 E. Gridley Passing Lane Project. Construct 5 lane facility, 2 lanes per direction with center turn lane. Distance approx. 2.7 miles. Estimated cost is \$29.4 million escalated to \$34 million to FY 20/21 dollars. Split 50/50 with Caltrans IIP for \$17 million each. Construction target: FY 20/21.	\$ 17,000 (2021) All Components
3. SR 70 Passing Lane Project – Segment 3. Termini @ south end of SR 70 Passing Lanes to Butte/Yuba County line. Project includes 2 new bridge structures. Third bridge is located in Yuba County and not included. Construct 5 lane facility, 2 lanes per direction with center turn lane. Distance approx. 2.7 miles. Estimated cost is \$41.6 million escalated to \$50 million to FY 29/30 dollars. Split 50/50 with Caltrans IIP for \$25 million each. Construction target: FY 29/30.	\$25,000 (2030) All Components
4. Planning Programming and Monitoring (PPM). This project consists of BCAG's PPM activities related to its transportation plans and programs. The annual average PPM programming level is \$150,000.	\$3,400 (2012-2035)
5. Midway over Butte Creek Bridges Replacement Project. This project replaces two structurally deficient bridges with one new bridge. RIP funds represents the state match needed for federal Highway Bridge Program (HBP) funds. Construction target is FY 2016/17.	\$1,499 (2017) All Components
6. Butte County Neal Rd Class 2 Bike Lane Project. This project constructs approximately 9.4 bike lane miles on Neal Rd from SR 99 eastward to approximately 4.7 miles. Construction target is FY 14/15.	\$1,500 (2015) All Components
7. Gridley Hazel Street Downtown Streetscape Project. This project enhances pedestrian accessibility, adds bicycle facilities and creates a pedestrian friendly "complete streets" atmosphere on Hazel Street from Virginia Street to Vermont Street. Project also constructs intersection and roadway improvements, pavement striping as well as landscaped areas and bicycle/pedestrian facilities at the Kentucky Street intersection. Construction target is FY 12/13.	\$452 (2013) CON
8. Chico Bike Map Update. This project updates the Chico urbanized area bike map including reproduction costs.	\$32 (2012) CON
9. Balance of funds – Reserved for cost increases or amendments to be determined and approved by the BCAG Board of Directors	\$16,917
Total	\$78,800

STATION 6

Currently Funded Projects (Short-Term 2013 FTIP Projects)

State Hwy	Project	Cost Thousands	Total for Group	Program
70	SR 70 Passing Lane Project – Segment 1. (\$13m from Caltrans)	13,000	State Transportation Improvement Program (STIP) - BCAG Share	
70	SR 70 Passing Lane Project – Segment 2. (\$17m from Caltrans)	17,000		
70	SR 70 Passing Lane Project – Segment 3. (\$25m from Caltrans)	25,000		
	Planning Programming & Monitoring	3,400		
	Midway over Butte Creek Bridges Replacement Project	1,499		
	Butte County Neal Rd Class 2 Bike Lane Project. (TE Project)	1,500		
	Gridley Hazel Street Downtown Streetscape Project (TE Project)	452		
	Chico Bike Map Update (TE Project)	32		
	FTA Sec. 5307 Program - B - Line	38,400	Federal Tansit Administration (FTA)	
	FTA Sec 5311 Program	10,790		
	Butte Regional Transit Operations Center	18,000		
	Butte Regional Transit Operations Center - Non FTA Funds (Prop 1B & CMAQ)	10,000		
	JARC Mobility Management System Project	1,362		
	FTA 5310	29,634		

STATION 6

Currently Funded Projects - Continued

70	In Oroville at Flag Canyon Creek Bridge #12-0140. Post Mile 24.3. Replace bridge.	5,595	State Highway Operations and Protection Program (SHOPP)	
99	SR 99 near Estates Drive. SHOPP Bridge Preservation Program.	15,515		
70	Near Oroville at Pentz Overhead #12-138, Cherokee Overhead#12-137	3,918		
70	West Branch Feather River Bridge #12-134. Seismic Retrofit. SHOPP Bridge Preservation Program.	20,002		
99	Near Chico at the Rock Creek Bridge #12-27. Widen shoulder on structure. Post Mile 40.6 / 40.8. SHOPP Collision Reduction Program.	3,940		
32	Near Chico from Kennedy Avenue to SR 99/32 separation. Construct sidewalks, curb-ramps and crosswalks. (SHOPP Mandates)	4,002		
191	SHOPP Highway Maintenance – Overlays. EA 4M270 (SR 191)	4,840		
99	SHOPP Highway Maintenance EA 4M53 (SR 99)	360		
70	WB Feather River Bridge – Seismic Retrofit	16,000		
99	Pine Creek Bridge Scour Mitigation	2,000		
32	Big Chico Bridge Scour Mitigation	150		
99	Butte Creek Bridge Scour Mitigation	500		
99	10 Bridges – Rail Upgrade	2,100		
70	5 Bridges – Rail Upgrade	1,300		
32	4 Bridges - Rail Upgrade	1,500		
70	Pavement Rehab P.M. 13.5-17.0	8,000		
	Oroville Maintenance Station	7,500		
70	AC Overlay PM 28.8 -35.5	7,000		
32	AC Overlay 12.0 - 37.8	18,000		
162	Drainage Rehab - Big Butte Creek	1,000		
Var	Caltrans Highway Maintenance (HM) Lump Sum	5,200		
99	Highway Planning and Irrigation Restoration	2,200		130,622
				SHOPP

STATION 6

Currently Funded Projects - Continued

	B-Line - Replace 7	2,867	Congestion Mitigation And Air Quality	
	County - Oroville Park and Ride Facility -	589		
32	Chico - SR 32 Multi-Modal Project at SR 32/99/Fir Street	2,453		
99	Chico SR 99 Corridor Bike Project	883		
	Chico SR 99 Bike over 20th Street Phase 5	98		
99	Chico - SR 99 Cohasset Rd I/C direct southbound on-ramp.	736		
	County - South Oroville Signalization Project	343		
	Oroville - Table Mountain & Nelson Roundabout Project.	1,290		
	Oroville - Signalization Synchronization Project.	211		
	Oroville - Capital Replacement / Street Sweeper	219		
	Oroville - Capital Replacement / Motor Grader	185	3,200	Local
	County - Capital Replacement / 5 Year Diesel Engine Retrofit	638	10,703	CMAQ
	Oroville - Capital Replacement / Water Truck Replacement	191	13,903	Total

	Central House Rd over Wymann Ravine Bridge – Replace Bridge	2,105	Local Highway Bridge Program			
	Guyann Rd over Lindo Channel Bridge – Replace Bridge	3,248				
	Ord Ferry at Sacramento Bridge - Bridge Retrofit	4,000				
	Oregon Gulch at Morris Ravine - Bridge Replacement	2,000				
	Durham Dayton Rd at Hamlin Slough - Bridge Replacement	2,200				
	Foothill Blvd at Wyman Ravine - Bridge Replacement	1,500				
	Midway at Butte Creek - Bridge Replacement	15,000				
	Keefer Rd at Keefer Slough - Bridge Replacement	1,500				
	Ord Ferry at Little Chico Creek - Bridge Replacement	7,000				
	Oregon Gulch at Morris Ravine - Bridge Replacement	2,000				
	E. Rio Bonito Rd at Sutter Butte Canal - Bridge Replacement	1,000				
	Oro Bangor Hwy at Whitehall Ravine-Bridge	1,000				
	River Rd at Grassy Banks Slough - Replace Bridge	1,000				
	River Rd at Shady Oaks Slough - Bridge Replacement	1,000				
	Mesa Rd Bridge - Bridge Replacement	1,000				
	Hupp Coutolenc Bridge - Bridge Replacement	1,000				
	Central House Rd Bridge - Bridge Replacement	1,000				
	Dunstone Drive Bridge - Bridge Replacement	1,000				
	Afton Rd at Butte Creek - Bridge Replacement	2,500				
	Ord Ferry Rd at the Dips - Bridge Replacement	10,000				
	East Evans Reimer Bridge	1,000				
	Lower Wyandotte at Wyman Ravine - Bridge Replacement	1,000			63,053	HBP

	Butte County Highway Safety Improvement Program - Lump Sum Group	1437	1437	HSIP
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	Las Plumas Safe Routes to Schools Project	941	941	SRTS
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STATION 6

Currently Funded Projects - Continued

Chico	Bruce Rd - between Skyway and SR 32. Widen from 2 to 4 lanes	6,500		
Chico	Eaton Rd Extension - East Ave to Foothill Park East Subdivision. New 4 lanes	750		
Chico	MLK Blvd - E. Park Ave to 20th St. Widen 2 to 4 lanes	1,750		
Chico	20th St Corridor Improvements Phase 1 - SR99 to Forest Ave	750		
Chico	20th St Corridor Improvements Phase 2 - SR99 to MLK Blvd	500		
Chico	20th St Park Bike Path Phase 2 - Phase 1 terminus to LCC Bike Path	600		
Chico	Sycamore Creek Bike Path Phase 1 - 5 Mile Div to FH Park East Sub	450		
Chico	Sycamore Creek Bike Path Phase 2 - Gap closures FH Park East to Cohasset Rd	750		
Chico	SR 32 Mutimodal Improvements - E/O Park and Ride to Bartlett St	2000		
Chico	SR32 Widening Phase 3 - El Monte Ave to Yosemite Dr	750		
Chico	SR99 Bikeway Phase 3 - E 8th St to Humboldt Rd	2000		
Chico	SR99 Bikeway Phase 5 - Chico mall to Business Ln	200		
Chico	SR99 Bikeway Phase 4 - Business Ln to Skyway	200		
Chico	Eaton/SR99 Interchange Improvements. Widen 2 to 4 lanes	1250		
Chico	SR99 Auxe Lanes Phase 1 - Skyway to 20th Street	1000		
Chico	SR99 Auxe Lanes Phase 1 - 20th Street to SR32	1000		
Chico	SR99/Cohasset Rd Interchange Improvements	450		
Chico	SR99/Southgate Interchange - New Interchange to replace at grade intersection	750		
Chico	Guyann St @ Lindo Channel Bridge Replacement	3250	Locally Funded Road Projects	
Chico	Salem St @ LCC Bridge Widening	1550		
Chico	Pomona St @ LCC Bridge Widening	1750		
Chico	20th St Corridor Improvements Phase 3 - Forest Ave to Bruce Rd	500		
Chico	20th St Corridor Improvements Phase 4 - MLK Blvd to Park Ave	500		
Chico	SR32 Widening Phase 3 - El Monte Ave to Yosemite Dr	8,000		
Chico	SR99 Bikeway Phase 4 - Chico mall to Business Ln	1,500		
Chico	SR99 Bikeway Phase 5 - Business Ln to Skyway	250		
Chico	Eaton/SR99 Interchange Improvements Phase 1. Widen 2 to 4 lanes	4,500		
Chico	SR99 Auxe Lanes Phase 1 - Skyway to 20th Street	6,500		
Chico	SR99 Auxe Lanes Phase 1 - 20th Street to SR32	8,500		
Chico	SR99/Cohasset Rd Interchange Improvements	10,000		
Chico	SR99/Southgate Interchange Phase 1 - Reconfigure grade intersection	1,000		
Chico	SR99/East Ave Interchange Improvements	750		
Chico	Notre Dame Blvd - LCC to 20th St. New 2 lane	2500		
Chico	20th St Corridor Improvements Phase 1 - SR99 to Forest Ave	3500		
Chico	20th St Corridor Improvements Phase 2 - SR99 to MLK Blvd	1500		
Chico	SR99/Southgate Interchange Phase 1 - New Interchange to replace at grade intersection	2,000		
Chico	SR99/East Ave Interchange Improvements	3,500		
Chico				
County	Kittyhawk Dr. Extension (SR-99 to Garner Ln.)	2500		
County	Southgate Ave Extension	3000		88,700 _{Local}

Total Financial Estimate for All Projects in the 2013 MTP/SCS - in thousands

468,725

STATION 7



BCAG operates Butte Regional Transit (B-Line) for fixed route and paratransit service. The purpose of Transit in the MTP is to identify the existing route structure and to identify planned improvements.

The public is encouraged to voice their thoughts and opinions on what transit or other mass transportation improvements BCAG should be working on in the future.

During the 2009/10 fiscal year, BCAG embarked on a comprehensive market based transit study to assist in evaluating how B-Line fixed route service could be improved. The following slide highlights some changes that began in November 2010 followed by adjustments made in April 2011 to the fixed route transit system as a result of the study.

STATION 7

Transit - Continued

Highlights of the Market Based Transit Study & Implemented Changes

CHICO

New Route 15 provides 20-minute headways during peak periods, and half-hour service through the midday. Route 15 is a combination of old routes 1, 6 & 10. A new transfer point established near Wal-Mart.

Allows connectivity between routes 5, 7, 15, 20, 40 & 41. This will provide regional routes direct access to the Chico Mall from Paradise & Oroville.

Route 7 is interlined with Route 2 during peak commute hours, providing better connection between the east side of Chico and Downtown. Route 5 extended to Notre Dame and Forest Ave to provide broader coverage, enhance transfer opportunities, and be rerouted to Ivy Street to replace the old Route 6. An additional early morning run has been added to Route 4 to help school and commuter connections.

OROVILLE

Hourly service on all four routes (24, 25, 26 & 27). Service is available for an additional 1½ hours later into the evening. New Kelly Ridge service on regularly scheduled fixed route.

STATION 7

Transit - Continued

PARADISE

Both Routes 40 & 41 from Paradise now serve the Chico Mall area directly before heading downtown, reducing the need to transfer. An additional mid-day run on Saturday has been added to Magalia.

GRIDLEY

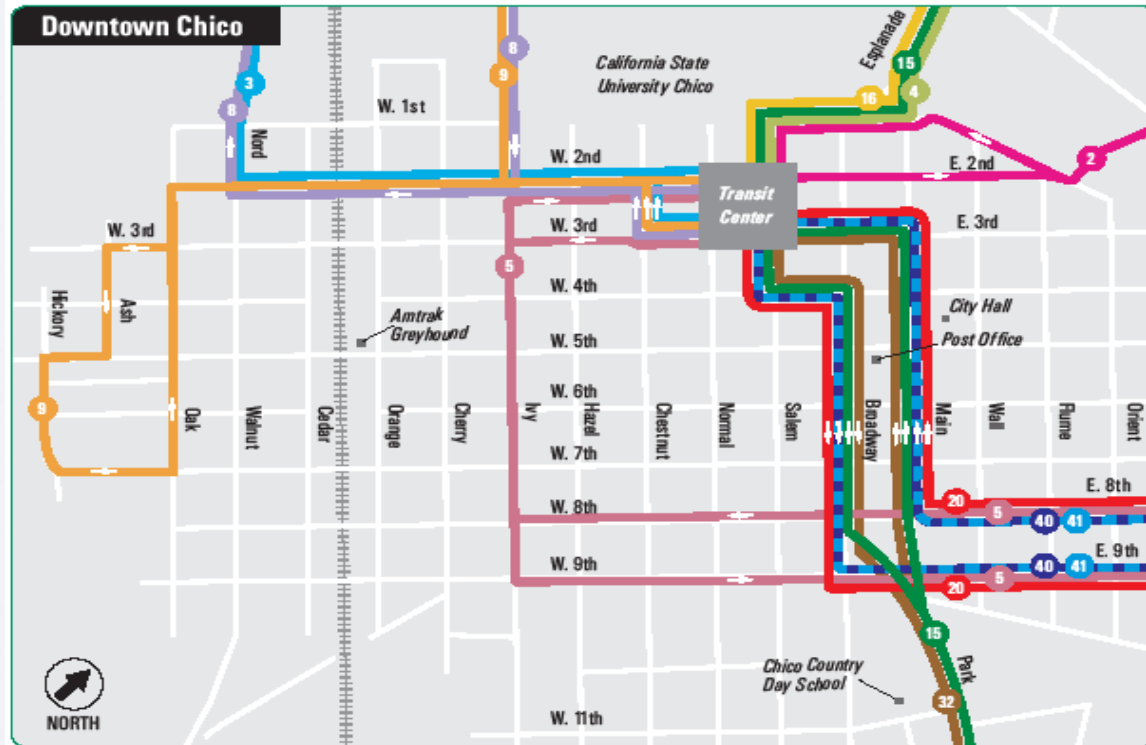
A new direct commuter service, Route 32, has been added between Gridley/Biggs and Chico (this route began service in July 2010)

ADDITIONAL HIGHLIGHTS (outside study)

- 50+ new bus shelters installed
- Schedule holders at all bus stops have been updated
- AVL/GPS installed on entire fleet
- Updated web site for transit
- Oroville Transit Center construction completed
- Upgraded security camera on buses
- Paradise Park and Ride completed

STATION 7

Transit – Chico Routes



STATION 7

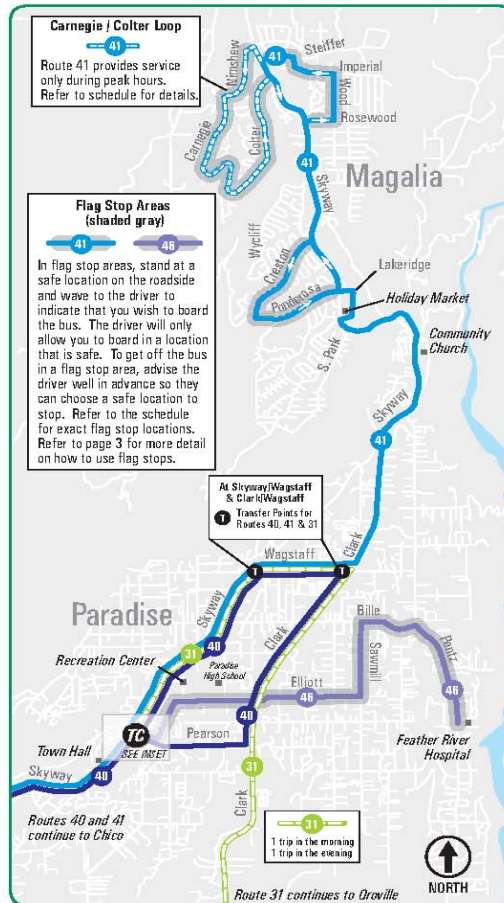
Transit – Chico Routes



STATION 7

Transit – Paradise/Magalia Routes

Detailed Paradise Area Map



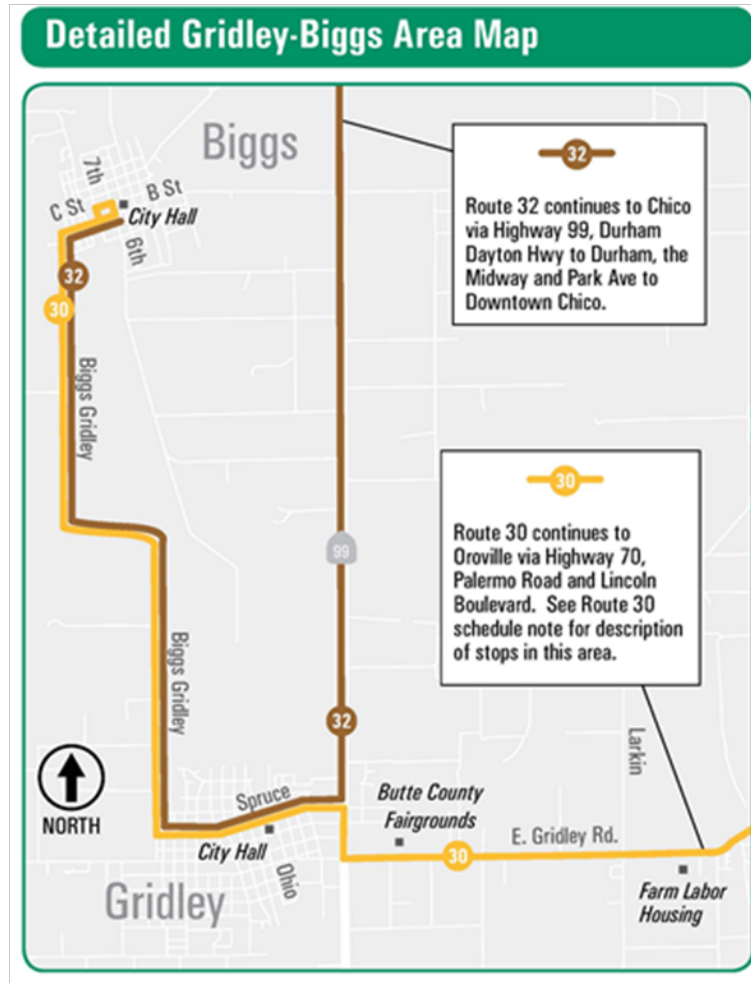
STATION 7

Transit –Paradise/Magalia Routes



STATION 7

Transit –Gridley/Biggs



STATION 8

Non-Motorized Transportation (Bicycle)

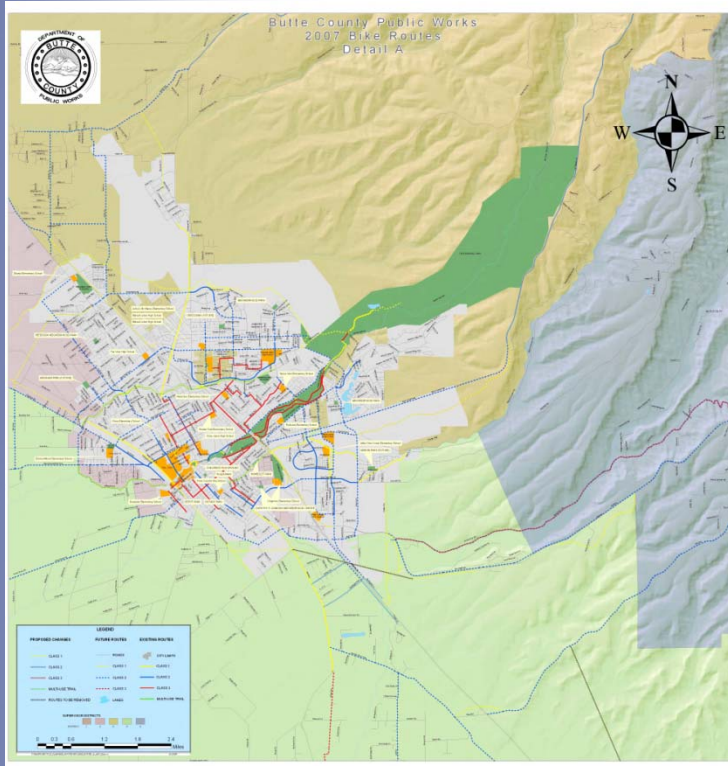
BCAG works with each of the local jurisdictions to coordinate bicycle route improvements for the region and assists in developing grant applications for state and federal grant opportunities.

The following maps are from the City of Chico and Butte County's Bicycle Plan.

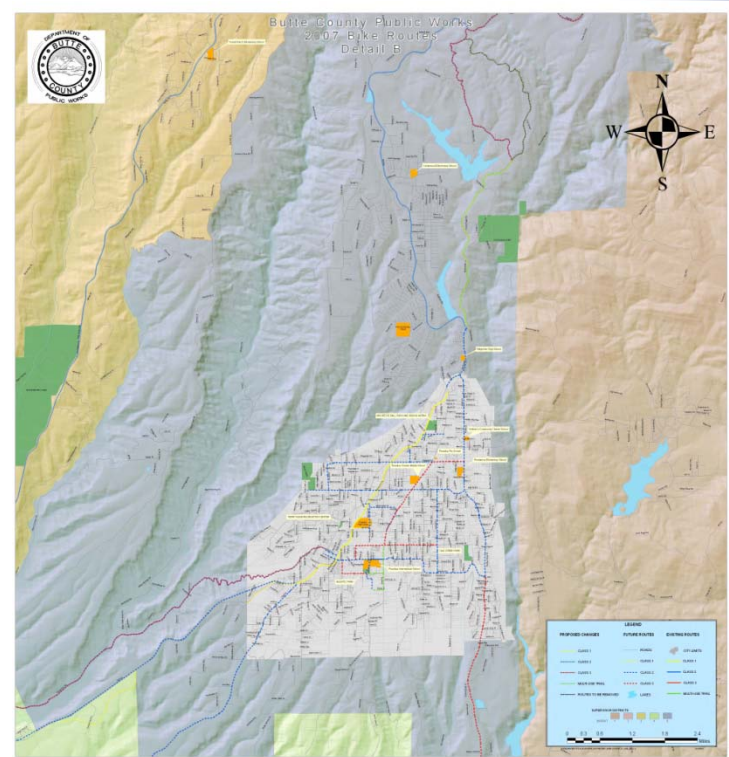
What routes or projects should BCAG or the local jurisdictions be considering for the future?

STATION 8

Non-Motorized Transportation (Bicycle)



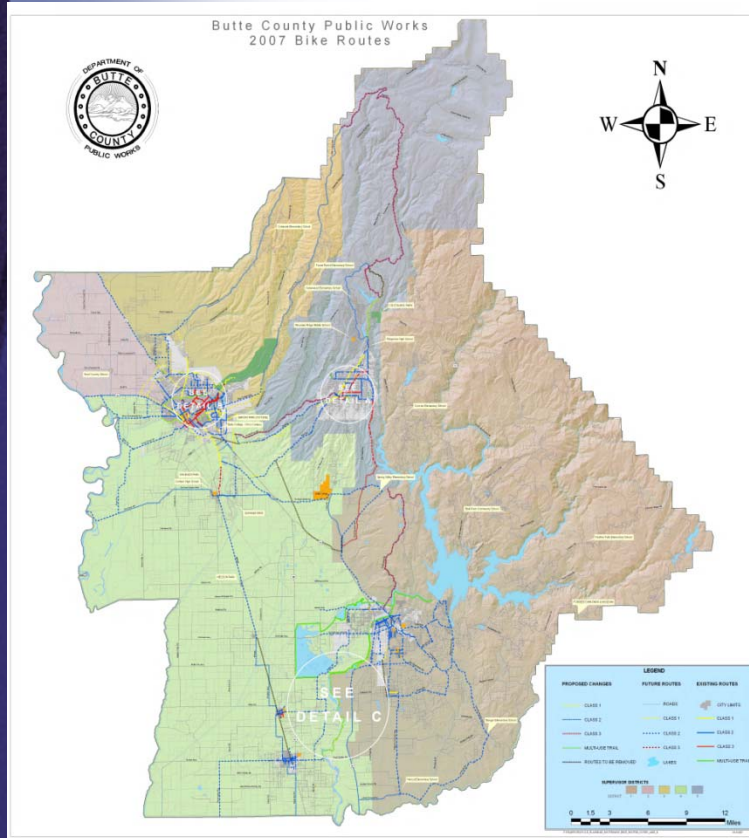
Chico Area



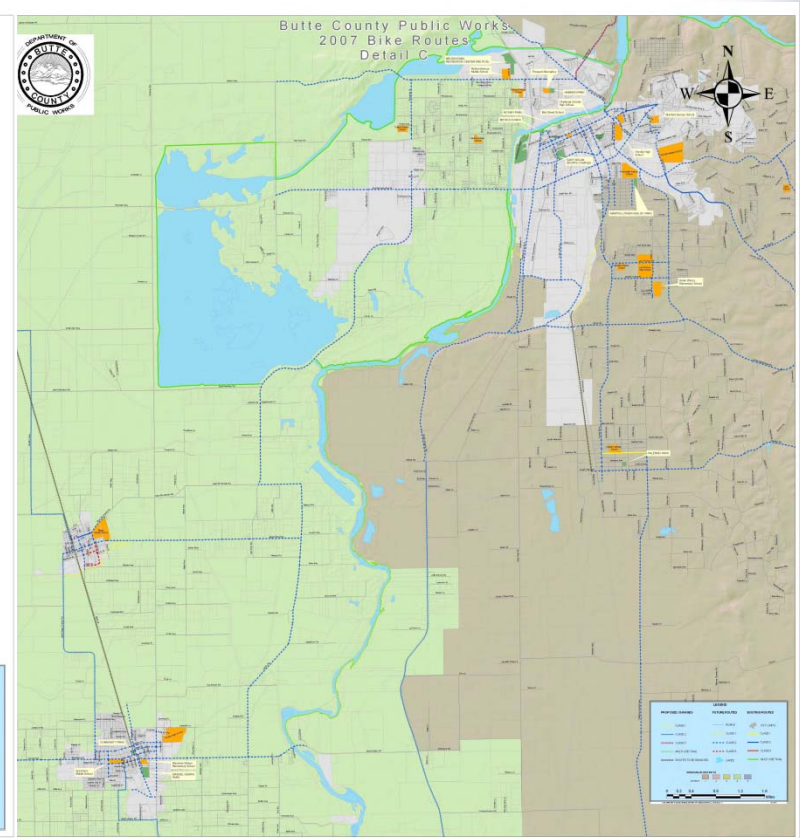
Paradise Area

STATION 8

Non-Motorized Transportation (Bicycle)



General County Area



Oroville Area

STATION 9

Financial Element

The following table identifies typical BCAG financial sources for projects in the MTP. Forecasts are developed for each fund source identified below. The MTP is required to be financially constrained

TYPICAL FUNDING SOURCES FOR HIGHWAYS, LOCAL STREETS AND ROADS AND TRANSIT	AGENCIES
Congestion Mitigation and Air Quality (CMAQ)	BCAG, Cities and County
Federal Highway Bridge Repair and Replacement Program	Cities and County
Federal Rail Crossing Improvement Program (FCIP)	Cities and County
Federal Transit Administration - Sect 5307 "Urbanized" Area Funds	Chico Urbanized Area
Federal Transit Administration - Sect 5310 "Non Profit" Funds	Non Profit Agencies (Work Training Center)
Federal Transit Administration - Sect 5311 "Rural" Area Funds	County Area
Public Lands Highways "Forest Highways"	BCAG
State Highways Operations Protection Program (Caltrans SHOPP)	Caltrans
State Transportation Improvement Program (STIP)	BCAG, Cities and County
Transit Funding - TCRP	B-Line
Transportation Development Act - Local Transportation Fund	BCAG, Cities and County
Transportation Development Act - State Transit Assistance Fund	Cities and County for B-Line
Transportation Enhancements (TE)	Cities and County

STATION 10

Sustainable Communities Strategy (SCS)- What is it?

- A new element of the 2012 MTP enacted with the passage of Senate Bill 375 (Steinberg) – Sustainable Communities and Climate Protection Act of 2008
- Demonstrates the integration of land use, housing, and transportation to reduce passenger vehicle (cars & light trucks) greenhouse gas emissions (GHG)
- Must meet GHG emission reduction targets set by the California Air Resources Board for the years 2020 and 2035, or be subject to completing an Alternative Planning Strategy



STATION 10

SCS – Intent

- **Reduce Greenhouse Gas Emissions** – The primary objective of the SCS will be to meet passenger vehicle GHG reduction targets established by the state, by reducing vehicle travel.
- **Manage Region's Growth** – Projections show that over the next 25 years, the region's population will increase by ~110,000 people and an estimate 47,000 homes will be needed to accommodate this growth.
- **Provide Opportunities for Affordable Housing** – The SCS must be consistent with the Regional Housing Needs Assessment, assuring that each community provides for a mix of housing affordable to all economic segments of the population.
- **Preserve Farmland and Natural Resources** – When being developed, the SCS must consider the region's natural resources and prime farmlands.

STATION 10

SCS – Components

The SCS consists of three major components:

- **Land Use Allocation** - must identify the general location of different land use types, residential densities, and areas to house the region's forecasted growth
- **Transportation Network** - financially constrained multimodal network which serves the transportation needs of the region
- **Transportation Measures and Policies** – any additional measures or policies which would be needed to meet GHG emissions reduction target

STATION 10

SCS –

Strategies to Reduce GHG Emissions

Land Use

- Increase mixed use development and development in areas with existing infrastructure
- Increase residential/commercial density near transit
- Provide local housing for local workforce to improve the jobs – housing balance

Transportation

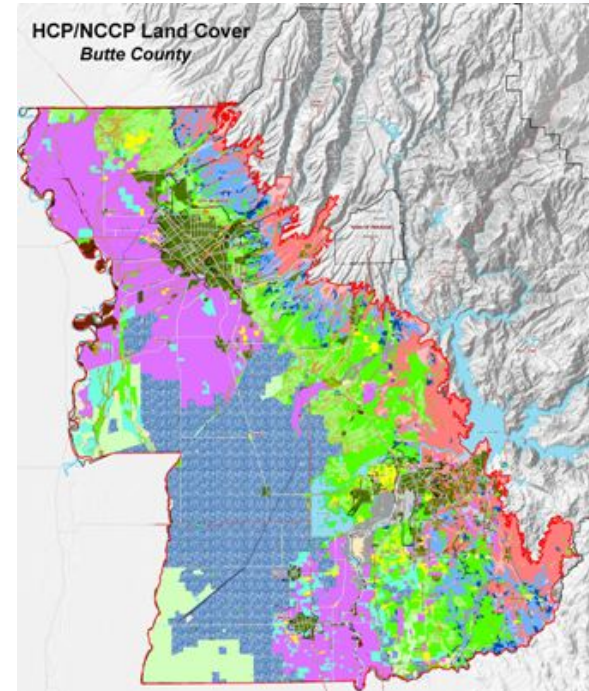
- Improve and expand transit facilities
- Improve pedestrian and bicycle facilities and infrastructure
- Improve linkages between modes of travel (auto, transit, bike, and walk)
- Minimize the addition of general purpose road lanes
- Maintain the existing road network

STATION 10

SCS –

Existing Sustainable Planning Efforts

- **Blueprint Planning Program (2006-2009)**
 - Project led by BCAG to inform the 2008 RTP and local land use planning efforts by preparing ecological baseline report, biological constraints analysis, land cover mapping, growth forecasts, and regional guiding principles. Allowed for a coordinated update of local general plans and assisted in focusing growth towards existing urban areas.



- **Butte Regional Conservation Plan (2007–present)** A joint Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) led by BCAG. Seeks to preserve resource areas and sensitive species habitat.

STATION 10

SCS –

Local Government Coordination

Local governments are directly involved in the development of the 2012 SCS.

Planning Directors Working Group

- Consists of planning staff from local jurisdictions and the Butte LAFCO
- Partners in SCS coordination grant received from the CA Strategic Growth Council
- Provides direction and input regarding the land use allocation component of the SCS

Transportation Advisory Committee

- Established BCAG committee which provides input into the overall RTP
- Provides input into the transportation network component of the SCS

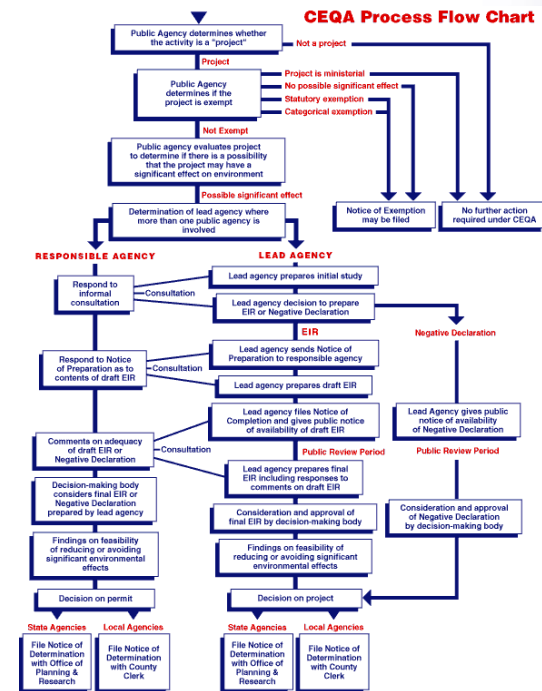
STATION 10

SCS – CEQA Benefits

Development projects that are shown to be consistent with the SCS may be eligible for certain types of CEQA streamlining.

Two types of projects which may be eligible:

- 1) Residential & Mixed Use Projects – has at least 75% of the building square footage in residential
- 2) Transit Priority Project – residential projects located near major transit stops which meet density and use requirements described in SB 375.



Public Involvement

In addition to BCAG's normal 2012 MTP public outreach efforts, further opportunities are provided for public input into the SCS.

- Public Workshops – three rounds of workshops taking place throughout the region (August 2011, June 2012, and **October 2012**)
- Public Hearings – conducted at regularly scheduled meetings of the BCAG Board of Directors
- Public Comment and Review Periods – noticed in the local newspapers and BCAG website
- Website and Email Notification List – ask to be placed on the MTP/SCS notification list and receive information regarding activities related to the SCS.

<http://www.bcag.org>

Process Timeline

SCS GHG Emissions Target Setting (Completed 2010)



First Round Public Workshops (August 2011)



SCS Scenario Development and Analysis (September 2011 – May 2012)



Second Round Public Workshops (June 2012)



Prepare Draft SCS (June 2011 – September 2012)



Third Round Public Workshops (**October 2012**)



Final RTP and SCS (December 2012)



Air Resource Board Review (January – March 2012)

MTP/SCS Land Use Scenario Development

BCAG Prepared three distinctive land use scenarios.

- ✓ Illustrate the travel effects of different development patterns on the transportation system and the associated greenhouse gas emissions resulting from these patterns.
- ✓ Allows BCAG to test the performance of the enhanced regional travel demand to model to assure it is responding appropriately to changes in land use.
- ✓ All three scenarios prepared using the same regional employment, population and housing growth projections and regional transportation network.

MTP/SCS Land Use Scenario Cont.

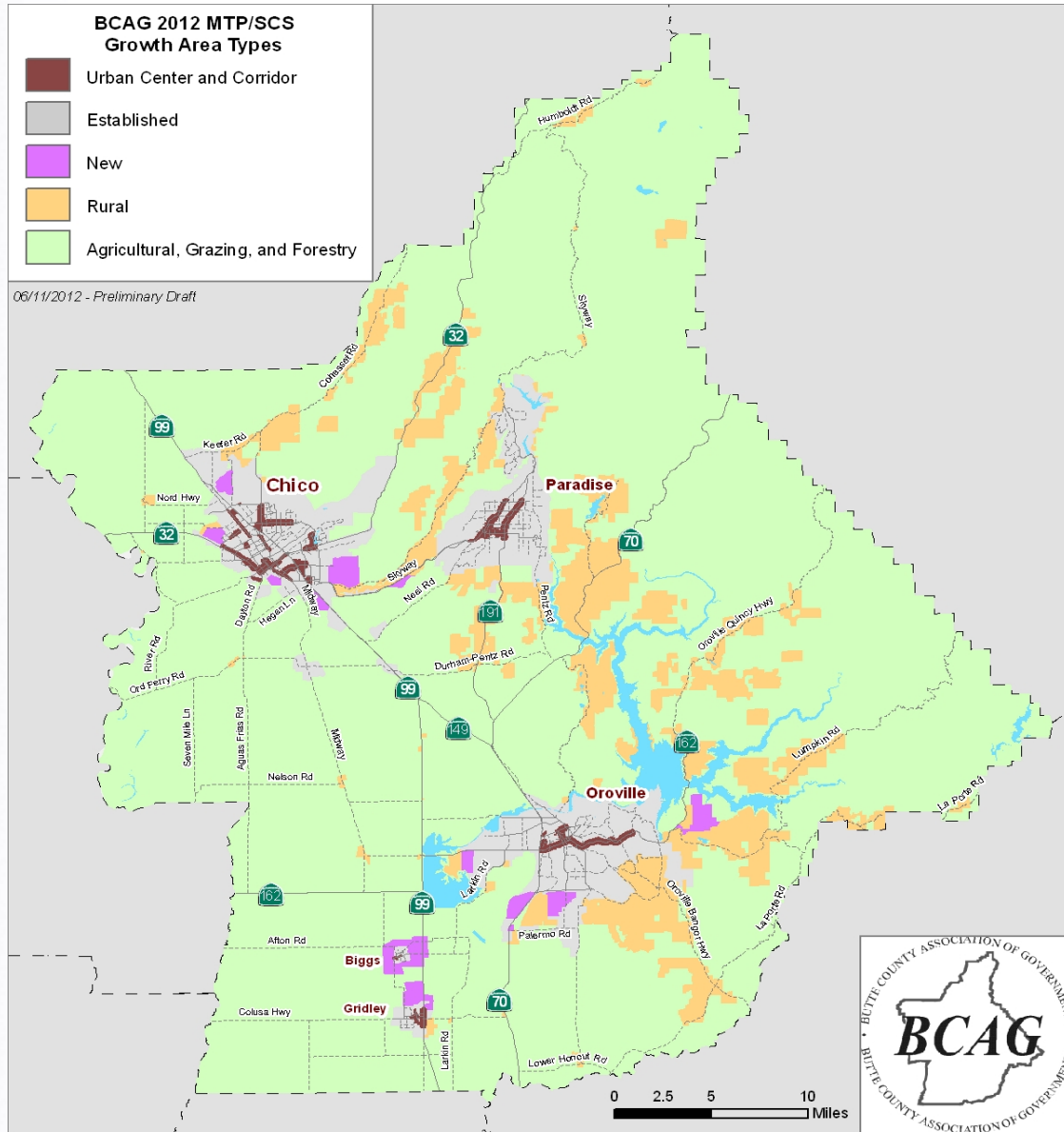
Scenario	Land Use
Scenario 1 – Balanced	<ul style="list-style-type: none">• Balanced share of new housing within the center, established and new growth areas• Contains reasonable levels of infill and redevelopment• Consistent with local land use plans and draft conservation plan• Consistent with BCAG long-term regional growth forecasts by jurisdiction
Scenario 2 – Dispersed	<ul style="list-style-type: none">• Largest share of single-family housing with a greater amount of growth directed to the new, rural, and agricultural growth areas• Minimize the amount of infill and redevelopment• Exceeds the unincorporated areas local land use plans reasonable capacities for growth
Scenario 3 – Compact	<ul style="list-style-type: none">• Greatest share of infill and redevelopment within the established and center growth areas• Highest share of multi-family housing• Exceeds the incorporated areas local land use plans reasonable capacities for growth

MTP/SCS Land Use Growth Areas

Five Growth Area Types

1. **Urban Center and Corridor Areas** : higher density, access to frequent transit, compact infill and redevelopment
2. **Established Areas** : existing urban area, range urban densities, access to transit, currently planned developments and infill
3. **New Areas** : connect to existing urban area, future expansion, urban densities, vacant lands, specific plan areas
4. **Rural Areas** : outside existing and planned urban footprint, rural densities, residential, limited transit if any, no bike or pedestrian facilities.
5. **Agricultural, Grazing, and Forestry Areas** : remaining areas of county, support agricultural and other land resources, no urban type development, residential uses are secondary.

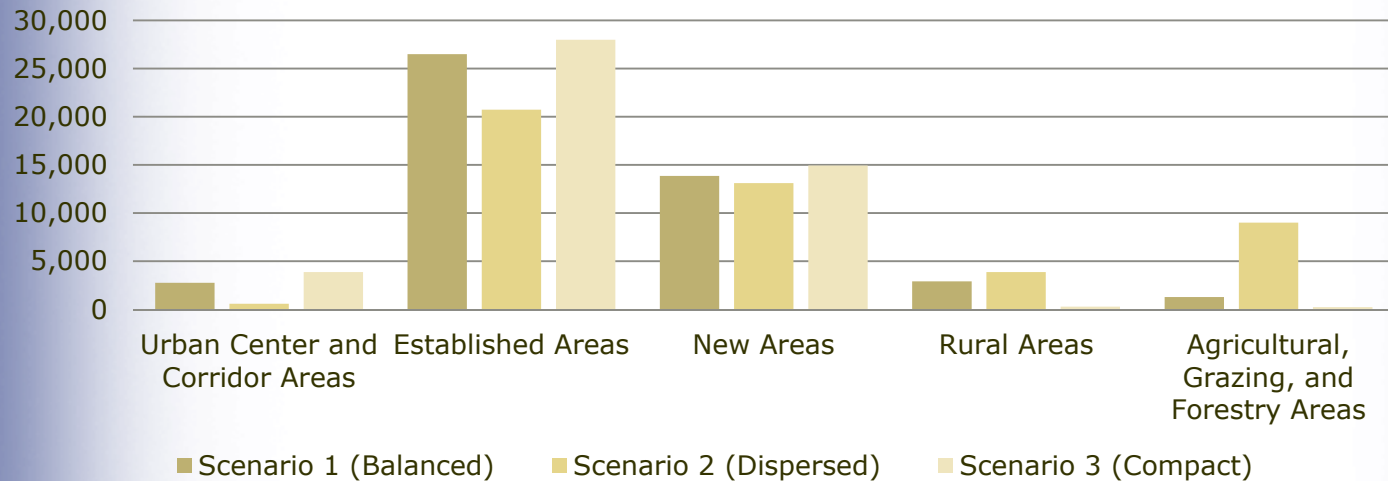
MTP/SCS Land Use Growth Areas



MTP/SCS Land Use Scenario Development Cont.

Variations in Scenarios

Summary of Housing Forecasted by Growth Area (2010-2035)



MTP/SCS Preferred Scenario

Highlights

- Accommodates growth of ~ 110,000 persons, ~47,000 new homes, and ~41,000 new jobs.
- Decreases per capita CO₂ for passenger vehicles (12% for 2020 and 2% for 2035), meeting regional targets.
- Balanced share of housing and employment within defined Growth Areas. Majority of new development occurs within Existing Area.
- Improves jobs-housing balance (0.74 to 0.78)
- Increases percentage multi-family housing (25% to 26%)
- Establishes the Chico Transit Priority Project Area
- Accommodates Regional Housing Needs Allocation
- Minimizes impacts to resource areas and farmlands
- Consistent with local land use plans

STATION 11

Next Steps

- Public and Agency Review & Opportunity to Comment on the Following:
 - Final Draft 2012 MTP/SCS Document
 - Draft Air Quality Conformity Determination
 - Draft Environmental Impact Report

- Two Public Hearings at BCAG Board Meetings for:
 - October 25, 2012
 - December 13, 2012 (Adoption Date)

Questions ?

This is your opportunity to raise any questions and provide comments regarding the development of the MTP and SCS.

WHEN WILL THE DRAFT PLAN BE ADOPTED? – The draft MTP/SCS and EIR will remain draft until the BCAG Board adopts it in December 13,2012. Once adopted, the Board can amend the Plan as necessary.

How DO I STAY INVOLVED? – Sign up to be included in the distribution of all material pertaining to the MTP/SCS. As information is posted on BCAG’s website, you will be automatically notified by email or mail. BCAG staff has created a web page for the MTP at:

<http://www.bcag.org/Planning/2012-MTP/index.html>

CONTACT: Ivan Garcia, Programming Manager for BCAG at 530-879-2468 or by email at: igarcia@bcag.org. Questions concerning the SCS can be directed to Brian Lasagna, Senior Planner for BCAG at 530-879-2468 or by email at: blasagna@bcag.org.

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THANK YOU