



# 2016 Regional Transportation Plan / Sustainable Communities Strategy for Butte County

## *Executive Summary*

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## WHAT IS AN MPO?

A Metropolitan Planning Organization (MPO) is a federally designated agency responsible for coordinating transportation planning and programming on a regional scale, makes transportation planning decisions and sets transportation planning policies for the metropolitan planning area it covers.

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## 1. INTRODUCTION

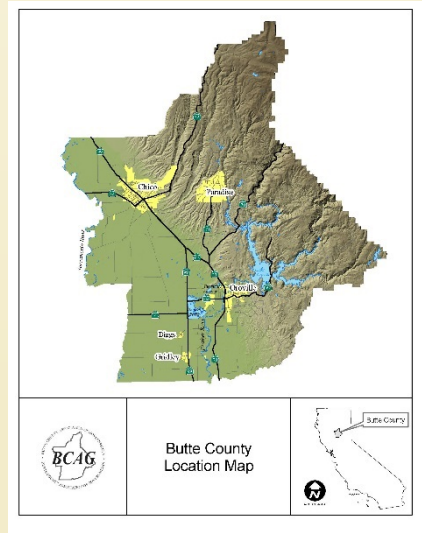
The Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) specifies policies, projects and programs necessary over a 20+ year period to maintain, manage and improve the region's transportation system. The 2016 RTP/SCS covers the 24 year period between 2016 and 2040. The document includes an Air Quality Conformity Analysis and Determination as well as a Program Environmental Impact Report. This executive summary is intended to provide the highlights of the comprehensive document.

The RTP/SCS provides a foundation for the development of the:

- ☑ Federal Transportation Improvement Program
- ☑ Regional Transportation Improvement Program
- ☑ Interregional Transportation Improvement Program

The RTP/SCS 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
- ☑ **Sustainable Communities Strategy** – Integration of land use, housing, and transportation to reduce GHG's



## 2. GOALS & OBJECTIVES

### Highways, Streets and Roads

Goal: A safe and efficient regional road system that accommodates the demand for movement of people and goods



### Transit

Goal: Provide an efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations including those located in disadvantaged areas of the region

### Goods Movement

Goal: Provide a transportation system that enables safe movement of freight goods in and through Butte County



### Non-Motorized Transportation (Bicycles & Pedestrians)

Goal: Work towards a regional transportation system for bicyclists and pedestrians

### Intelligent Transportation System (ITS)

Goal: Promote the use of ITS technologies in the planning and programming process

### Energy

Goal: Reduce usage of nonrenewable energy resources for transportation purposes

### Air Quality

Goal: Achieve air quality standards set by the EPA and State Air Resources Board



### Land Use Strategies

Goal: Provide economical, long-term solutions to transportation problems by encouraging community designs which encourage walking, transit and bicycling

### Sustainability

Goal: Incorporate SCS into process which works towards social equity, a healthy environment and prosperous economy

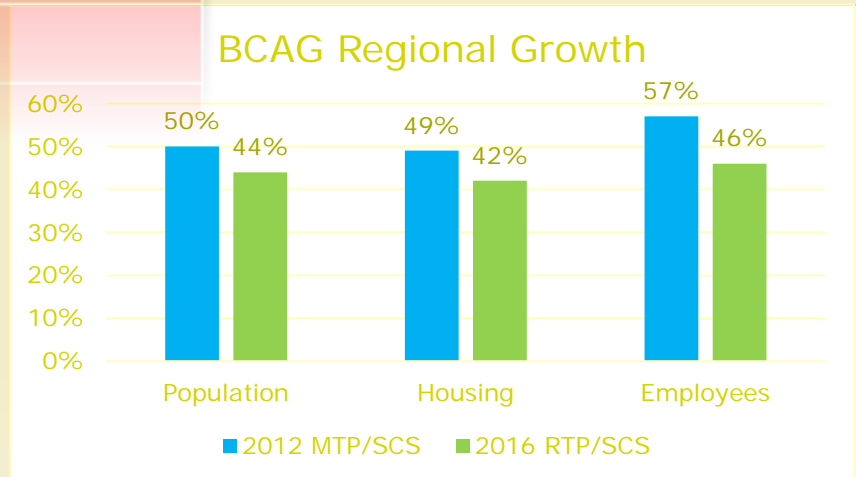
## 3. TRENDS AND FORECASTS

So what’s changed from the 2012 RTP/SCS? The following graphs provides a snapshot of changes and trends for the region. In terms of projects, many of the projects included in this RTP are the same. One key difference is the investments to transit (new Chico Airport transit service early 2017) and around \$20 million in Active Transportation Program (ATP) types of projects. There is an emphasis to address green house gas emissions by the heavy investments to non motorized transportation including transit, bike and pedestrian projects.

In addition, the SR 70 continues to be BCAG’s top regional priority. Chico is the largest urbanized area in California not yet served by a continuous 4-lane highway system. As such, as STIP funding permits, BCAG will continue working with Caltrans on this effort.

Regional growth comparisons are slightly lower from 4 years ago.

RTP/SCS Regional Growth Forecasts			
Year	Employees	Population	Housing Units
2014	74,100	222,316	97,379
2020	81,998	240,476	105,125
2030	96,926	285,534	124,264
2040	108,198	319,342	138,716



## 4. SUSTAINABLE COMMUNITIES STRATEGY

### What is the SCS?

- 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)
- Goal to meet GHG emission reduction targets set by the California Air Resources Board for the years 2020 and 2035

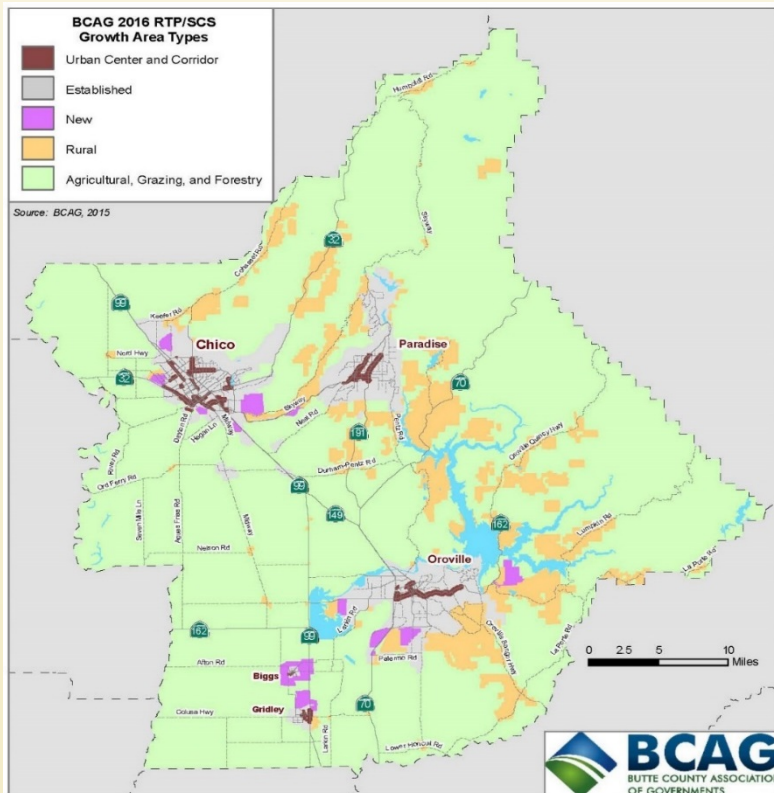
Strategies

### 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 - *First/ Last Mile* (auto, transit, bike, and walk)
- Minimize the addition of general purpose road lanes
- Maintain the existing road network

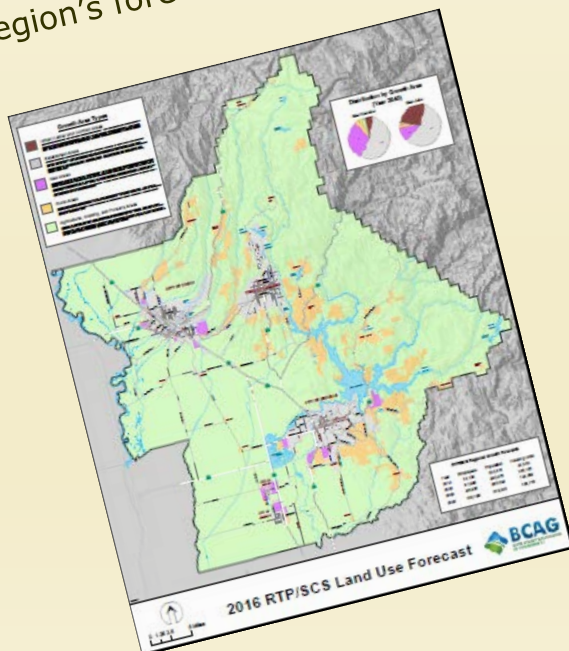


## SCS - Continued

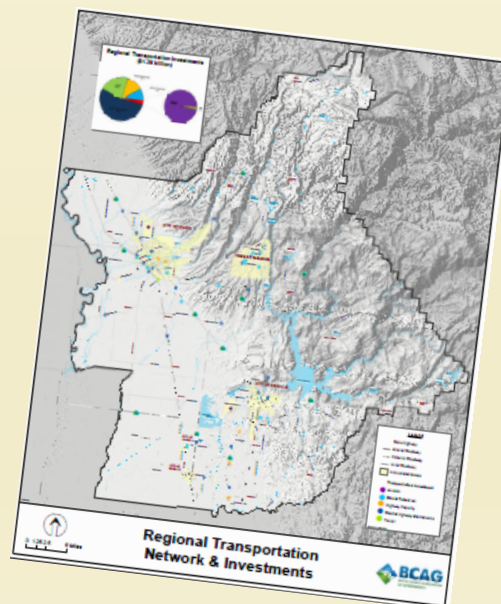
### Goals

- **Reduce Greenhouse Gas Emissions** – The primary objective of the SCS is to meet GHG reduction targets established by the state, by reducing passenger vehicle travel.
- **Manage Region’s Growth** – Projections show that over the next 26 years, the region’s population will increase by ~100,000 people and an estimated 40,000 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** – SCS must consider the region’s natural resources and prime farmlands.

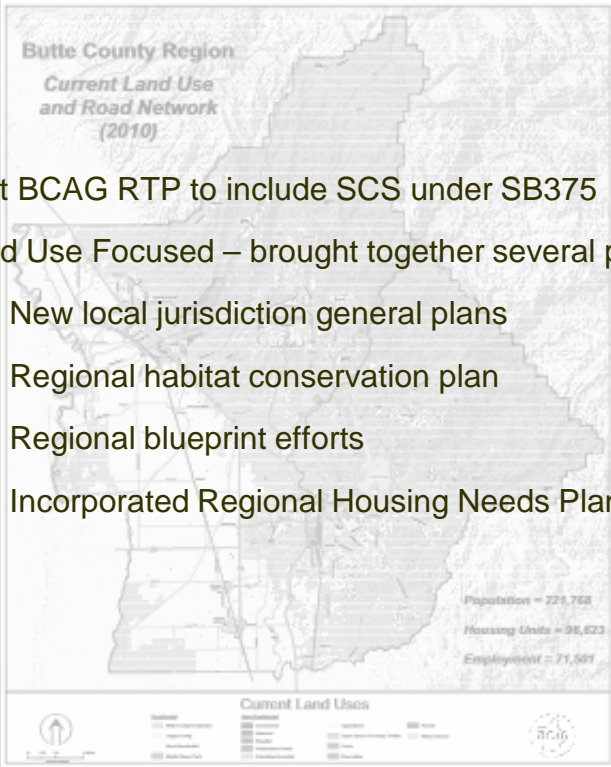
- **Land Use Allocation** - must identify the general location of different land use types, residential densities, and areas to house the region’s forecasted growth



- **Transportation Network** - financially constrained multimodal network which serves the transportation needs of the region



## 2012 SCS

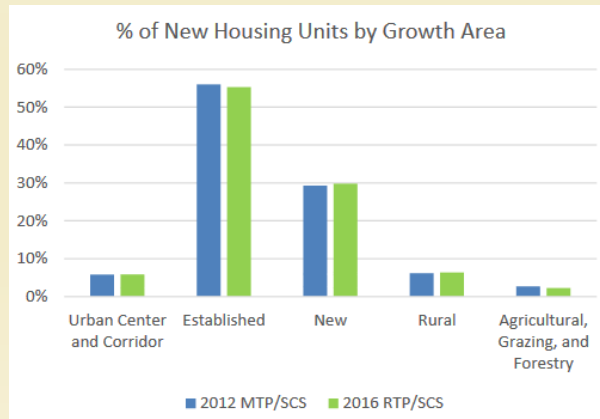


- First BCAG RTP to include SCS under SB375
- Land Use Focused – brought together several planning efforts
  - New local jurisdiction general plans
  - Regional habitat conservation plan
  - Regional blueprint efforts
  - Incorporated Regional Housing Needs Plan

**Comparisons  
2012 vs. 2016**

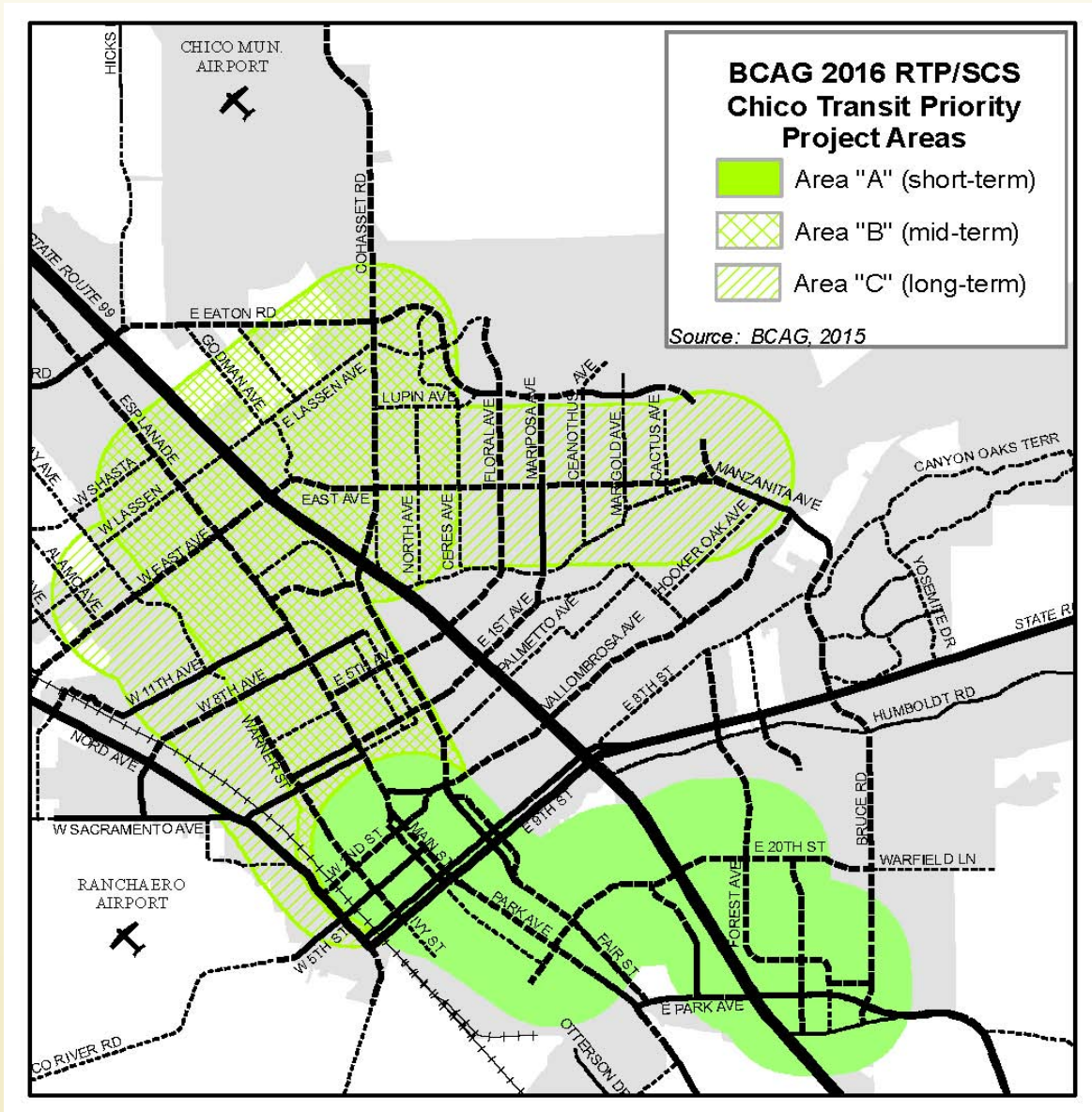
## 2016 SCS

- Expands on the 2012 SCS
- Integrates new Butte Long-Range Transit & Non-Motorized Plan
- Incorporates latest Regional Growth Forecasts
- Updates preferred “balanced” land use scenario



## Transit

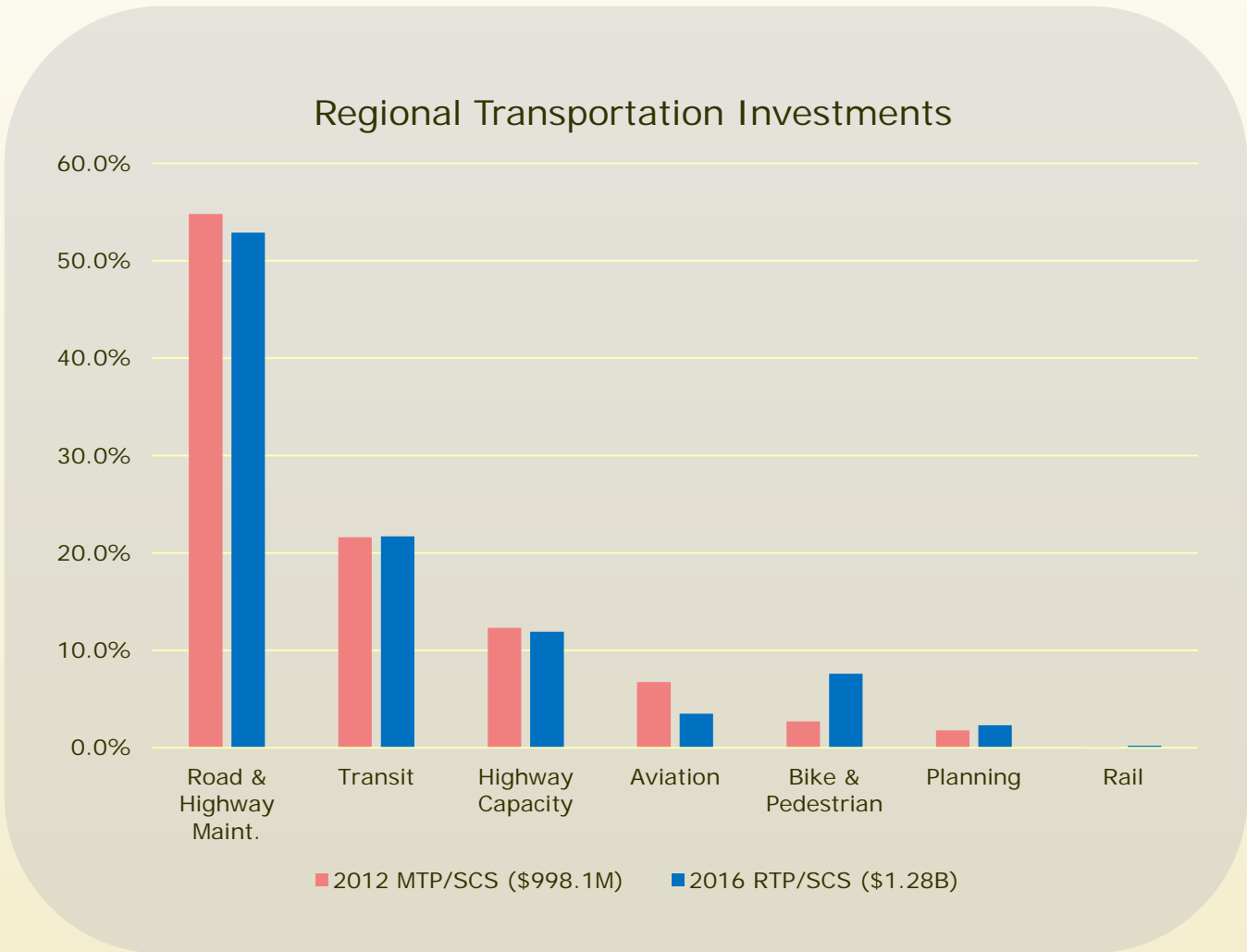
Transit and non- motorized transportation are major contributors in meeting and addressing SCS goals and target.



A comprehensive transit and non-motorized plan was completed in 2014. In doing so BCAG is now able to highlight “transit priority areas” that highlight preferred higher density growth areas that are consistent with higher frequency transit service.



## Regional Transportation Investments – All Modes



The local cities and county have been very successful in securing and programming bicycle and pedestrian types of projects. For the first three cycles of the Active Transportation Program, the region can expect about \$20 million in investments.

## 5. LOCAL & REGIONAL PROJECTS

The following projects are programmed in the 2017 Federal Transportation Improvement Program (FTIP). These projects are expected to be underway or completed within the next 5 years. Over \$200 million in transportation investments are listed below.

Agency	PLANNING FUNDS	Funding (\$1,000)
BCAG	Planning Programming & Monitoring	\$ 202
County	Forest Motorized Travel Management Plan	\$ 36

Agency	HIGHWAY CAPACITY	Funding (\$1,000)
BCAG	State Route 70 Passing Lane Project - Segment 2. From Palermo Rd to Cox Lane. Includes prior funds	\$ 3,418
BCAG	State Route 70 Passing Lane Project - Segment 1. From Ophir Rd to Palermo Rd. Includes prior funds	\$ 27,700

**BCAG's highway projects are pieces of the overall "vision". Chico is the largest urbanized area in California not yet served by a continuous 4-lane highway system.**

**CALIFORNIA 70 Completing The Vision**

**The Vision**  
In 1988 the California Transportation Commission (CTC) placed the State Routes 70 and 99 Corridor on their "Special Studies List" asking for a corridor study to be prepared to determine which of the two routes should be the focus for future highway investments to provide an expressway for ultimate conversion to freeway, to connect Sacramento and Chico. This corridor study would then serve as a basis for future transportation investments by Caltrans and the Metropolitan Planning Organizations in the corridor.

The State Routes 70 and 99 Corridor Study was prepared by the Butte County Association of Governments (BCAG), the Sacramento Area Association of (SACOG) and Caltrans District 3, and was adopted by BCAG and SACOG in 1990.

**The Corridor**  
The preferred alignment chosen from the State Routes 70 and 99 Corridor Study to connect Chico and Sacramento was the State Route 70 Corridor. While the State Route 70 Corridor was the preferred alignment or "Focus Route" for a mainline connection between Sacramento and Chico, other transportation improvements along the State Routes 99 and 65 Corridors were also identified by the Study.

Since adoption of the Corridor study in 1990 over \$708 million in transportation investments have been made to projects along the corridor. The following section identifies the transportation investments made to date followed by the projects remaining to complete the CTC's commitment to the corridor.

**Focus on Future Investments**  
The remaining project identified below would fulfill the original commitment from the 1998 California Transportation Blueprint to connect California's remaining urbanized areas to the continuous 4-lane highway system. The total distance of existing 2-lane highway that needs to be upgraded to 4 lanes is approximately 25 miles. SR 70 is part of the National Highway System (NHS).

**Investments to Date**  
Over \$708 million in transportation investments have been made to the 4-lane SR70/99 corridor effort between Chico and Sacramento

**7 Projects:**

1. Segment 1 - SR 70 from Ophir Rd. to Palermo Rd. (Passing Lane). Estimated Cost= \$27.7 Million. Widened from 2 lanes to 4 lanes. This project is programmed in the 2014 STP Cycle for all components. Construction recommended for Spring 2018.
2. Segment 2 - SR 70 from Palermo Rd. to Cox Lane (Passing Lane). Estimated Cost= \$29.3 Million. Widened from 2 to 4 lanes from the terminus of Segment 1 to a recently completed SR 70 Project in 2013. This project is programmed for Preliminary Engineering PE (Environmental & Design Only) in the 2014 STP for \$2.65 million.
3. Segment 3 TBD - SR 70 From near East Gridley Rd. to Butte/Yuba County Line. Estimated Cost= \$50 Million. This segment represents the last segment to widen to 4 lanes in Butte County.
4. SR 70 - Butte/Yuba County Line to north of Woodruff Lane. Estimated Cost= \$87 Million. Project TBD. Scope of the project is to continue the same design for SR 70 in widening from 2 lanes to a 4 lane facility with a continuous left turn lane. This project is not programmed.
5. SR 70 - North of Laurellen Rd. to north of Woodruff Ln. Estimated Cost= \$53 Million. Project TBD. Widened from 2 to 4 lanes.
6. SR 70 - 14th St. in Marysville to North of Laurellen Rd. Estimated Cost= TBD. Project TBD. Widened from 2 to 4 lanes.
7. SR 70 - Plumas Lake Blvd. OC Phase 2. Estimated Cost= TBD. Build bridge over US99/Algodon Rd.

**Investments to Date Projects:**

- SR 149 Project: Cost = \$128 Million. This project links SR 99 and SR 70 from Chico to Oroville providing 4 lanes of continuous freeway.
- SR 70 Project: Cost = \$36 Million. This project provides an additional 2 miles of 4 lanes from SR 162 to Ophir Rd in Oroville.
- SR 70 Project: Cost = \$20 Million. This project constructed 2 additional lanes on SR 70 to serve as passing lanes from South of Oroville near East Gridley Rd.
- SR 99 Tudor Bypass: Cost = \$55 Million. This bypass constructed a new 4 lane facility on a new alignment.
- SR 99/113 Interchange: Cost = \$19.4 Million. This interchange is currently under construction.
- SR 70 Project: Cost = \$77 Million. This project included the construction of 4-lanes from SR 70/65 to Bear River.
- SR 70/Plumas Lake Blvd. OC, Phase 1: Cost = \$19.6 Million. Construct new interchange.
- SR 70 Feather River Blvd. Interchange: Cost = \$58 Million. Construct new interchange.
- SR 99 Feather River Bridge: Cost = \$58 Million. This project to add an additional 2 lanes of SR99 capacity is currently under construction.
- SR 70 Project: Cost = \$19.6 Million. This project completed the 4-lanes from Bear River to the SR 70/99 Wye.
- SR 70 E. Niclaus Bypass: Cost = \$138 Million. This project constructed a new 4-lane facility on a new alignment from Cornelius to Bear River.
- SR 99/Eiverta Road Interchange: Cost = \$29.6 Million. Construct new interchange.
- SR 70 Project: Cost = \$19.6 Million. Construct new interchange.
- SR 99/Riego Rd. Interchange: Cost = \$31 Million. Construct new interchange.

**BCAG** BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
**Caltrans** CALIFORNIA DEPARTMENT OF TRANSPORTATION

# Executive Summary



## Currently Funded Projects – Continued

Agency	MAINTENANCE	Funding (\$1,000)
Various Agencies	Local Highway Bridge Program (HBP) - Bridge replacements or rehabilitation. These are not capacity increasing. Period is through FY 20/21. Grouped list includes Midway over Butte Creek, E. Rio Bonito over Hamilton; E. Rio Bonito over Sutter-Butte Canal Slough; Oregon Gulch Rd over Morris Ravine; Ord Ferry Rd over Little Chico Creek, Pomona Rd over little Chico Creek ; Salem St over Little Chico Creek	\$ 31,011
Caltrans	SHOPP Bridge Preservation Program - Grouped listing includes SR 99 near Richvale at Cottonwood Creek Bridge and near Chico from north of SR 162 to north of Broyles Rd	\$ 19,300
Caltrans	SHOPP Roadway Preservation. Grouped listing includes SR 191 to West Brdige Feather River, SR 70 near Pulga from 3.0 miles west of Coal Canyon Rd to Plumas County	\$ 11,971
Chico	SR 99 Cohasset Rd Interchange Direct Southbound On-Ramp. Preliminary Engineering only at this time. Funding includes CMAQ and Local funds	\$ 1,200
County	Central House Rd over Wyamann Ravine Bridge - Replacing 1 lane bridge to new 2 lane bridge. Includes prior funds	\$ 2,105
County	Guynn Rd over Lindo Channel Bridge. Replacing 1 lane bridge to new 2 lane bridge. Includes prior funds	\$ 3,248

Agency	SAFETY	Funding (\$1,000)
Various Agencies	Highway Safety Improvement Program (HSIP). These projects are required to address certain safety requirements. Local projects include: Lincoln Blvd near Idora St to South of Arnold Ave; Durham Pentz Rd between SR 99 and SR 191; Eask Gridle Rd / Larkin Rd; Oro Dam Blvd/ Orange and Acacia Ave; Clark Rd between Adams Rd and Kimberly Lane; Pearson Rd between Clark Rd and Pentz Rd; Clark Rd between Billie Rd and Wagstaff Rd; Nord Ave complete Streets 1st to 4th; Intersections of Nord Ave and West Sacramento Ave; Intersection of Skyway at Black olive Drive. Funds include 'prior' year(s)	\$ 11,355
Caltrans	SHOPP Collisison Reduction Grouped Listing. Project include: SR 32 in Chico at Ivy Street to install traffic signals; SR 99 in Chico at NB off-ramp to East Ave to widen and provide a left turn lane; SR 191 near Paradise from 2 miles south of Clear Creek Cemetery Rd to south of Aiprport Rd for roadway improvements.	\$ 34,590

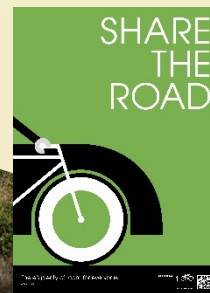
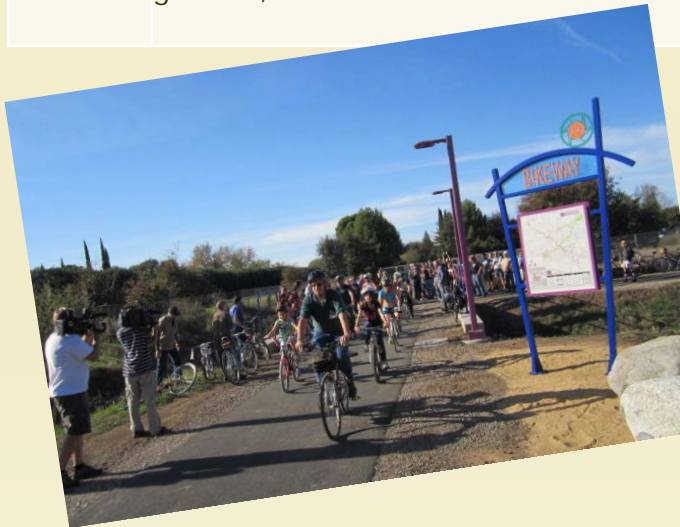
## Currently Funded Projects - Continued

Agency	TRANSIT	Funding (\$1,000)
BCAG	Paradise Transit Center. Construct new transit center near Skyway at Foster Ave or near Almond and Birch Streets. CMAQ funds are for PE only and are prior.	\$ 650
BCAG	FTA Section 5307 Funds. (Urbanized Area Funding). Includes \$2.3m/year apportionment + TDA funds	\$ 18,592
BCAG	FTA Section 5311 Funds. (Rural Area Funding). Includes \$650k apportionment/year + TDA funds	\$ 5,804
BCAG	FTA Section 5339 (Replace, rehabilitate & purchase bus related facilities and equipment including ADA compliant bus stops and shelters.	\$ 1,114
BCAG	FTA Section 5310 Funds. Non Infrastructure projects for supplemental ADA paratransit operations by B-Line and Help Central's Mobility Management Program for Butte 211	\$ 600
BCAG	FTA Section 5311(f) - Operating assistance for regional transit	\$ 1,200



## Currently Funded Projects - Continued

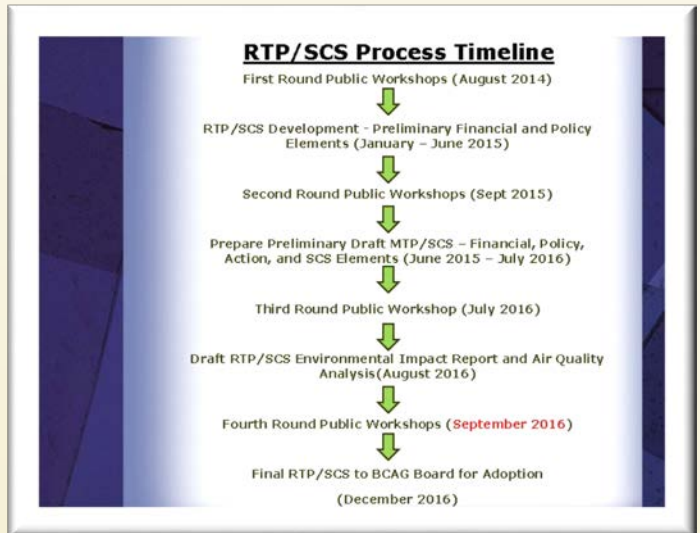
Agency	BIKE & PEDESTRIAN PROJECT	Funding (\$1,000)
Biggs	Safe Routes to Schools Program. Includes constructing new pedestrian and bike facilities along 2nd and E Streets	\$ 960
Caltrans	SHOPP Mandates Grouped Listing. These include ADA pedestrian infrastructure on SR 32 from Kenedy Ave to SR 99/32 separation. Also SR 32 near Walnut St to Poplar Street. Funds include prior funds.	\$ 9,297
Chico	State Route 99 Corridor Bikeway Phase 4 Project. ATP Cycle 2 projects from Business Lane along east side of SR 99 to construct new class 1 bikeway. Includes prior funds. Project funded with ATP & CMAQ	\$ 1,786
Chico	State Route 99 Corridor Bikeway Phase 5 Project. 20th Street Crossing. Preliminary Engineering Only.	\$ 500
Chico	Esplanade Corridor Safety and Accessibility Improvement Project.	\$ 7,661
County	Monte Vista & Lower Wyandotte Class II Bikeway Project	\$ 750
County	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project. Preliminary Engineering only at this time.	\$ 300
Oroville	State Route 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project. Project is located between Feather River Blvd and Foothill Blvd	\$ 3,951
Paradise	Pearson Rd SR2S Connectivity Project (ATP Project) Phase 1	\$ 1,387
Paradise	Pearson Rd SR2S Connectivity Project (ATP Project) Phase 2 (North side sidewalk - CMAQ Funded)	\$ 700
Paradise	ATP Gap Closure Project to construct new sidewalks, curbs and gutters , class II bike lanes at various locations in Paradise	\$ 4,995



## 6. PUBLIC INVOLVEMENT

Many opportunities are provided for public input into the 2016 RTP/SCS.

- Public Workshops – four rounds of workshops took place throughout the region (August 2014, September 2015, July 2016, and September 2016).
- 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 – was made available for those interested to be placed on the RTP/SCS notification list and receive information regarding activities related to the SCS. <http://www.bcag.org>



**The 2016 Regional Transportation Plan & Sustainable Communities Strategy**



***The RTP/SCS can be amended at any time by the BCAG Board of Directors. The RTP/SCS is updated every 4 years and takes 2 years to complete.***