

## **ACTION ELEMENT – CONCLUSIONS**

The Action Element identifies all transportation projects within the horizon of the RTP/SCS and are financially constrained. This Action Element implements the Policy Element with the anticipated financial resources identified in the Financial Element and conform to the State Implementation Plan (SIP) for air quality. In addition, this RTP/SCS attempts to identify which projects can't be completed due to a lack of funding for transportation.

### **LINKAGES**

This portion of the Action Element identifies (links) the specific projects currently funded in the Regional Transportation Improvement Program (RTIP) and Federal Transportation Improvement Program (FTIP). The RTP/SCS is used as the foundation for the programming of the FTIP and RTIP. The RTIP and the FTIP identify the majority of the transportation projects programmed or planned through the state and federal process. The projects contained in this section are detailed enough in order to prepare an appropriate regional emissions analysis required to evaluate and demonstrate air quality conformity. In addition, during the 2004/2005 fiscal year, BCAG prepared a Regional ITS Architecture in compliance with the National Architecture. Project or project components that are later defined as a result of the Regional Architecture will be amended into the RTP/SCS to ensure consistency and to maintain a linkage with the RTIP and FTIP.

Where state highway projects are identified, BCAG consulted Caltrans District 3 to ensure consistency and linkage between the RTP/SCS, RTIP and Caltrans' ITIP and SHOPP. This ensures consistency as well with the objectives contained in the State California Transportation Plan prepared by Caltrans. In addition, BCAG referred to the Transportation Concept Reports (TCRs) for the state highways in Butte County. Caltrans TCR website can be found at the following link:  
<http://www.dot.ca.gov/dist3/departments/planning/systemplanning.htm>

### **ACTION ELEMENT OVERVIEW**

#### Long Range Plan

BCAG's long-range vision is to address the existing safety and operational concerns on the state highway system. This vision includes the incremental development of improving the SR 70 Corridor in the form of passing lanes in Butte County. BCAG and Caltrans District 3, as funding partners, will continue to focus on developing the SR 70 Corridor. As a result of SB 45, it is BCAG's responsibility to address the state highway "regional" system in Butte County. The following section identifies projects that are currently underway in the STIP. In addition, BCAG recognizes the significance role non-motorized transportation functions in developing a balanced system. In 2013, BCAG completed a Transit and Non-Motorized Transportation Plan to evaluate the existing

systems, recommend short term improvements and develop long-term recommendations. In doing so, the fixed route system has been revised based on the results of a comprehensive planning study which emphasized community participation to improve system operations.

**Local roadway needs** have also been included and are identified. Because this Plan is financially constrained, those projects that did not fall within the anticipated funding projections have been identified as “un-funded needs” in the Financial Element.

The **Transit** component of the Plan identifies in detail the current Butte Regional Transit system as well as discussion of planned improvements. Since the last RTP/SCS was prepared, BCAG has prepared a transit and non-motorized transportation plan and have implemented its short-term recommendations.

The **Aviation** component of the Plan was developed with the assistance of Caltrans Division of Aeronautics. The plan is a joint effort to prepare Butte County’s portion of the Interregional California Aviation System Plan (ICASP).

Butte County’s **rail system and goods movement** are also included with discussion of previously studied systems.

A detailed discussion of **non-motorized travel options** is also included with appropriate plans for needed improvements.

Butte County is landlocked in that there are **no navigable waters**. As such, this RTP/SCS does not address nor include maritime transportation.

During the 2004/2005 fiscal year, BCAG received a grant from Caltrans to assist in the development of an **ITS plan** for the three counties including Butte, Glenn and Colusa. This plan has been completed and is still current. Caltrans HQ has informed BCAG of their intent to incorporate the North State ITS plan for Butte, Glenn and Colusa Counties and incorporate it into their statewide ITS efforts. During the 2016/17 fiscal year Caltrans will be developing a new North Region ITS Master Plan to cover the north state with a new ITS plan.

### Previous Plan Accomplishments

Of significance, BCAG has completed to two transit studies including a Transit and Non-Motorized Transportation Plan and a Chico to Sacramento Commuter Transit Feasibility Study. In addition, BCAG constructed a new 35 million dollar transit operations and maintenance facility. More discussion on transit is discussed in the transit chapter. As a result of insufficient funding in the STIP, much of BCAG’s efforts have been on the BRCP and Non-Motorized Transportation including transit and active transportation types of projects. Other planning efforts include the development of various planning documents including:

- Nord Avenue Corridor Plan
- Skyway Corridor Study
- SR 162 Corridor Study

### Implementation

A function of the RTP/SCS is to lay out the framework for developing the Regional Transportation Improvement Program (RTIP) for the State Transportation Improvement Program (STIP) cycle and the Federal Transportation Improvement Program (FTIP). This will facilitate discussions and future partnerships in programming jointly funded projects with Caltrans.

The projects identified for STIP and FTIP are consistent with the financial projections identified in the Financial Element of the and with the adopted fund estimate by the California Transportation Commission for the STIP.

### Air Quality

The proposed actions identified in the RTP/SCS conform to the applicable air quality requirements for Butte County. The regional emissions analysis prepared demonstrates that the 2016 RTP/SCS, 2015 FTIP and 2017 FTIP are within the allowable budget. More on air quality and Butte County's designations is discussed as part of the regional emissions analysis. Six months after the RTP/SCS is adopted, BCAG will revisit the FTIP to ensure consistency between the "plan" and the "program".

### Land Use

All projects in the Butte County RTP/SCS are derived from or are consistent with the goals, policies and objectives of each of the respective jurisdictions' general plans. As such, projects may have already been included as part of the respective agency's environmental documentation. Furthermore, as part of the project development process, each project is required to undergo its own environmental clearance. Throughout the environmental process, each project must stand on its own and satisfy applicable requirements for NEPA and/or CEQA, as well as be consistent with adjacent and or overall environmental goals.

BCAG's blueprint planning efforts previously discussed provide the biological data to city and county general plan updates to ensure that this information is considered as part of the general plan update process. These efforts are also ensuring that the various general plan updates are consistent with one another and integrated with the 2016 RTP/SCS, 2012 Regional Housing Needs Plan, and the development of the Butte Regional Conservation Plan. These planning efforts are being coordinated with numerous stakeholder groups throughout the region through an open and transparent public process.

Regarding land use around the airports in Butte County, the Butte County Development Services Department is responsible for preparing the Airport Land Use Compatibility Plan. The Aviation component of the RTP/SCS will address this subject in more detail.

### Environmental Issues

BCAG has prepared an environmental impact report for the 2016 RTP/SCS. In addition, environmental review and mitigation for each project will be studied when a project is programmed. The road projects proposed in the RTP/SCS are located on existing facilities. As such, the environmental impacts are expected to be minimized.

### Corridor Preservation

SR 70 north of its junction with SR 149 has been designated as a scenic highway. This official designation ensures additional compliance for development along the corridor. SR 70 is a gateway to the Sierras with spectacular natural beauty and relatively low traffic volumes.

### New Technologies

As part of the 2004/05 fiscal year, BCAG was the lead agency in developing a multi-county ITS Strategic Deployment Plan. The ITS plan included Butte, Glenn and Colusa counties. BCAG promotes the use of ITS to reduce congestion, improve safety, and enhance mode choice as practical solutions.

As part of previous FTIP programming cycles, BCAG programmed ITS “types” of project utilizing Congestion Mitigation and Air Quality (CMAQ) funds for a transit bus card reader system. As part of the 2009 FTIP, BCAG purchased and installed the rest of the transit fleet with smart card technology as well as AVL/GPS. Where feasible and practical, the local jurisdictions in Butte County are receptive to incorporating ITS into future projects. With higher gas prices in Butte County, the public has been more receptive to utilizing alternative modes of transportation including bicycling and transit. During the 2016/17 fiscal year, BCAG will be developing a mobile app for both Android and Apple platforms for a smartphone app called “Be There” which will provide interactive transit route schedule and location. A person will be able to use their smart phone to find out where they are, where is the nearest bus route and how to get there. In addition, BCAG is currently utilizing Google translator on its website to assist non English speaking transit users obtain pertinent information.

To make planning and programming material instantly available, BCAG maintains three websites: [www.bcag.org](http://www.bcag.org), [BlineTransit.com](http://BlineTransit.com), and [ButteHCP.com](http://ButteHCP.com). These websites have proven very useful in making information available to the public and other interested parties. All significant work products are posted as they are developed to give the public the opportunity to be engaged in the regional transportation planning process. Information available includes current BCAG plans, Overall Work Program and Budget, RTP/SCS and FTIP documents and amendments, newsletters, draft material for public

review, transit schedules and maps, census demographics, board agendas and minutes, and a general calendar of events.

### Evaluation

As part of the comprehensive regional traffic model update, BCAG incorporated performance measures to provide tools to evaluate the RTP/SCS. In addition, as part of the development of the EIR for the RTP/SCS, BCAG looked at four alternatives.

A key measure for the RTP/SCS is at the time when the RTIP and FTIP are prepared and whether or not the RTP/SCS needs to be amended. All work products are developed with the BCAG Transportation Advisory Committee and BCAG Board of Directors and in accordance with the adopted Public Participation Plan for BCAG.