

## **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.

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.

### **ACTION ELEMENT OVERVIEW**

#### Long Range Plan

BCAG's long-range vision is to continue to address the existing safety and operational concerns on the state highway system and local road system. At the time of the preparation of the 2020 RTP/SCS, the long-range plan is to continue with the delivery of the projects programmed in the FTIP and STIP while completing the development of the Post Camp Fire Study. The 2016 RTP/SCS called for the incremental development of improving the SR 70 Corridor. As a result of increased fatalities, the CTC programmed STIP and SHOPP funds to complete the entire corridor. 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. The TNMTP is also being update as part of the Post Camp Fire Study.

**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 the Camp Fire and COVID 19 impacts has impacted the system. The Post Camp Fire will identify recommendations for transit route changes to increase performance and customer needs.

The **Aviation** component of the Plan was developed with the assistance of Caltrans Division of Aeronautics and the City of Chico and Oroville Airport Managers. Updated Airport Master Plan Records have been included.

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 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 began developing a new North Region ITS Master Plan to cover the north state with a new ITS plan. This project is still in progress and its work products will be reflected in the next RTP/SCS.

### Previous Plan Accomplishments

Since the 2016 RTP/SCS, BCAG with the assistance of Caltrans District 03 and the support of the California Transportation Commission have advanced the programming of the SR 70 Corridor of projects. The SR 70 “Segment 1” Project from Ophir Rd to Palermo Road was also completed. Segment 2 Project from Palermo Rd to Cox Lane is currently under construction and scheduled for completion in 2021. Caltrans is also underway in the environmental process for Segment 3 which represent the portion from E. Gridley Rd. to the Butte / Yuba County line. Completion of Segment 3 is anticipated for 2024.

In addition, the Butte region has secured over \$42 million for bicycle and pedestrian projects in the Active Transportation Program through the California Transportation Commission for Cycles 1-4.

Since the 2016 RTP/SCS, the Butte region also experienced the Camp Fire of 2018 and the Oroville Dam Crisis.

### 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 results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NO<sub>x</sub> will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule. 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”. The 2021 FTIP is scheduled for adoption by the BCAG Board in February 2021. The air quality demonstration in the 2021 FTIP will be consistent with the 2020 RTP/SCS.

### 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 2020 RTP/SCS, 2020 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 a Supplemental Environmental Impact Report (SEIR) for the 2020 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. Caltrans is currently developing the North State ITS project. The 2024 RTP/SCS will include the work products from this effort.

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 equipped the entire 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. In 2016/17 BCAG developed a mobile app for both Android and Apple platforms for a smartphone app called "Doublemap" which provides 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. During the 2020/21 fiscal year, BCAG began development of a mobile app for transit fare transactions.

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.

BCAG also uses social media such as Facebook and twitter to distribute information. In addition, quarterly newsletters are distributed to BCAG's email distribution list.

As a result of COVID and social distancing recommendations by the Department of Public Health, BCAG has made all public meetings available through zoom. Meetings are recorded and hosted online for future reference.

### Evaluation

As part of the comprehensive regional traffic model update, BCAG incorporated performance measures to provide tools to evaluate the RTP/SCS. With the aid of the GIS mapping tool developed by Chico State University, BCAG can quickly determine the location in relation to lower income neighborhoods, transit routes and other evaluation criteria. In addition, as part of the development of the SEIR for the RTP/SCS, BCAG evaluated three alternatives.

All work products are developed in consultation with the BCAG Transportation Advisory Committee and BCAG Board of Directors and in accordance with the adopted Public Participation Plan for BCAG.