

ACTION ELEMENT CONCLUSIONS – PROJECTS PROGRAMMED, PLANNED & UNCONSTRAINED

Background

The RTP/SCS is a financially constrained document. The specific projects identified are those which are programmed and planned. Projects which are beyond the financial projections and included as unconstrained and provided for information purposes only.

Programmed projects are either exempt from transportation conformity or have been specifically included as non-exempt which could indicate the project is a capacity increasing projects such as the SR 70 Corridor or if an old, outdated single lane bridge is replaced with a current 2 lane bridge.

Planned projects are those projects which are beyond the FTIP or RTIP period and within the financial projections of the RTP/SCS. The FTIP and RTIP periods are 4 and 5 year programming cycles respectively.

Unconstrained projects that are included indicate the project is important to the region, however, due to realistic funding projections, the project cannot be included in the analysis of the RTP/SCS including the Supplemental EIR. Inclusion of an unconstrained project into the RTP/SCS would require an amendment.

The following tables included are a portion of the complete project table. This RTP/SCS has changed the format of the projects to be included in one place regardless of mode or fund source. The complete XL table is posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>. The electronic posting of the table will enable the public or other interested agencies to query the data as needed. In addition, should amendments be necessary, BCAG will update and post the updated project data online.

This chapter is organized in the following manner to differentiate between short range strategies/actions and long-range strategies/actions:

Financially Constrained Projects

- **Programmed Projects** - This list represents the **short-term** investments for projects programmed in the FTIP and or RTIP. The 2019 FTIP covers fiscal years 2018/19, 19/20, 20/21 and 21/22. The 2021 FTIP is scheduled to be adopted by the BCAG Board on February 25, 2020 and approved by FHWA in April of 2021 covers the fiscal years 2020/21 through 2023/24. The 2020 RTIP period covers the five fiscal years from 2020/21 through 2024/25.
- **Planned Projects** – This list represents the **long-term** investments for projects that are not yet programmed but are included as financially constrained and are

included as an exempt project for transportation conformity or have been included as non-exempt.

Unconstrained Projects – This table of projects are included for information purposes

The 2020 RTP contains 250 projects at the time of adoption. Mapping is not included in the document, however, the projects are mapped and posted online at:
https://gicwebsrv.csuchico.edu/webmaps/bcag_projects/prod/

This mapping effort was completed by Chico State University. The projects are defined in the approximate location utilizing latitude and longitude coordinates. The GIS tool enables BCAG to superimpose census data such as Environmental Justice boundaries including low income and minority communities. BCAG is then able add other spatial data including transit routes for analysis.

Purpose and Need for State Highway Improvements

The purpose of the proposed projects is to improve the safety and operations of the state highways in Butte County for people and goods movement. State highway improvements are needed to promote the economic vitality of the region in a safe and efficient manner. These projects are included in the required emissions analysis demonstration as required. Projects were developed in consultation with Caltrans and are consistent with the California Interregional Transportation Improvement Program (ITIP). Major state highway investment includes the completion of the State Route 70 Corridor in Butte County. These projects are needed for the safe transportation of people and goods.

Purpose and Need for Local Street and Road Improvements

The basic purpose for local street and road improvements is to improve safety, provide for operational improvements, and maintain the structural integrity of the roadway. These projects are needed for the safe transportation of people and goods.

These local roadway improvements are needed due to a severe backlog on long overdue roadway maintenance. As a result of insufficient funding projected in STIP funds, local street and road improvements are identified in the financial element as an “unfunded need”.

Projects included in the 2020 RTP/SCS

Financially Constrained – Programmed (Short – Term)

The 2020 RTP/SCS has included \$587,974,000 for the short-term period. Due to the volume of data, Appendix 10-1 identifies the specific projects. All projects are mapped with various data layer options to view. The G.I.S. map is available at: https://gicwebsrv.csuchico.edu/webmaps/bcag_projects/prod/

Identifying the projects as an appendix will facilitate the RTP/SCS amendment process if necessary. BCAG will keep an archive of the project spreadsheets. In addition, the tables are color coded to differentiate between the following categories:

BIKE AND PEDESTRIAN
CAPACITY INCREASING
MAINTENANCE, OPERATIONS, AND SAFETY
TRANSIT AND PASSENGER RAIL

Below is an example image of the project tables contained in the appendices.

FINANCIALLY CONSTRAINED - PROGRAMMED - SHORT TERM														
#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Description	Project ID	Fund Source	Fund Total Estimate (\$,000s)	STATUS Programmed Planned Project Development Unclassified	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components (1,000s)
1	BCAG	FTP	RTP	Transit	Butte Regional Transit - Capital and Operating Assistance	Federal Transit Administration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit, Central Route and Paratransit	2020000200	Federal Transit Administration Funds & Transportation Development Act Funds	\$ 27.3 million	Programmed	35 79683	-121 82174	Ongoing	27,300
2	BCAG & MHS Training Center	FTP	RTP	Transit	Paratransit Assistance Program	Non infrastructure projects in Butte County for the new Capacity Management Program for Buses 211 call center and for Butte Regional Transit for supplements ADA paratransit operations throughout the county	2020000183	Federal Transit Administration	\$ 0.6 million	Programmed	35 79483	-121 82213	Ongoing	600
20	Biops	FTP	RTP	Bicycle & Pedestrian	Biops 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	2020000217	Congestion Mitigation and Air Quality Program	\$ 0.172 million	Programmed	39 41569	-121 70211	2021	172
21	Biops	FTP	RTP	Bicycle & Pedestrian	Safe Routes to Schools Program	Construct new pedestrian facilities along 2nd & E Streets	2020000198	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	\$ 1.5 million	Programmed	39 41684	-121 70210	2024	1,500
22	Butte County	FTP	RTP	Bicycle & Pedestrian	Audrey Lane & Monte Vista Safe Routes to Schools Day Closure Project	Curb, gutter, sidewalk and crossing enhancements along Audrey Ln. and Monte Vista Ave. on Audrey from Las Plumas to Monte Vista and along Monte Vista from Audrey Ln to Lincoln Blvd.	2020000190	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	\$ 1.5 million	Programmed	39 41977	-121 52184	2024	3,150
23	Butte County	FTP	RTP	Bicycle & Pedestrian	Butte County Safe Routes Resource Center	Non Infrastructure Project, Butte County Safe Routes Program	BC-BRQ-ATP-2020-1	Active Transportation Program & Local Agency Funds	\$ 1.14 million	Programmed	38 52241	-121 55214	2022	1,140
24	Butte County	FTP	RTP	Bicycle & Pedestrian	Monte Vista & Lower Yopaville Class II Gate Project	Construct Class II bike facilities along Monte Vista Av and Lincoln Blvd to Lower Yopaville Rd in locations that do not have existing curb, gutter and sidewalks, along with class II bike facilities along Lower Yopaville Rd from Las Plumas Ave/Oro Blanco Hwy to Monte Vista Ave from Lincoln Blvd. along Monte Vista to Lower Yopaville and up Lower Yopaville from Monte Vista to Las Plumas	2020000108	Congestion Mitigation and Air Quality Program	\$ 0.76 million	Programmed	39 47877	-121 62182	2020	760
26	Butte County	FTP	RTP	Bicycle & Pedestrian	Palermo/ South Over the Hill Project, Phase 3	Design curb, gutter, sidewalks, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Golden Ave. in locations that do not have existing curb, gutter, and sidewalks. From Palmer Ave from Palermo Rd up to Golden Ave. Along Golden Ave. from Lincoln Blvd. down Lincoln Blvd. from Golden Ave to Palermo Rd. Also on Palermo Rd from Lincoln to Palermo Middle School	2020000218	Congestion Mitigation and Air Quality Program, Local Agency Funds, Active Transportation Program Funds, Not Yet Secured	\$ 2.26 million	Programmed	39 43618	-121 66140	2020	2,260
27	Butte County	FTP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program High Grounding	Classified Road at Thermite Canal, 3.4 mile northeast of Tule Mountain Blvd. Road is in address conditions with 16 maximum lane closures. Bridge No. 100006	21203000056 2019-10	California Local Highway Bridge Program & Local Agency Funds	\$ 144 million	Planned	38 52993	-121 55550	2021	144
28	Butte County	FTP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program High Grounding	Monterey At Redden Canal 3.2 mile north of Nelson Springs Rd. Slope is to address cracks with 16 maximum lane closures. Bridge No. 100006	21203000056 2019-11	California Local Highway Bridge Program & Local Agency Funds	\$ 857 million	Planned	38 54004	-121 70383	2021	857

Financially Constrained – Planned (Long – Term)

The 2020 RTP/SCS has included \$344,315,000 for the long-term period. Do to the volume of data, Appendix 10-2 identifies the specific projects. All projects are mapped with various data layer options to view. The G.I.S. map is available at:

https://gicwebsrv.csuchico.edu/webmaps/bcag_projects/prod/

Unconstrained

The 2020 RTP/SCS has included \$436,484,000 in unconstrained projects. The specific projects have been communicated to BCAG by the local agencies as needs that do not have a dedicated funding source. Appendix 10-3 identifies the specific projects. All projects are mapped with various data layer options to view. The G.I.S. map is available at: https://gicwebsrv.csuchico.edu/webmaps/bcag_projects/prod/

2020 RTP/SCS Project Summary

Total Programmed (Short Term)	\$587,974,000
Total Planned (Long Term)	\$344,315,000
Total Unconstrained	\$436,484,000
Total All	\$1,368,773,000

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.

Performance Measure Summary & Project Type Summary

Summary queries have been developed and included as appendices:

Appendix 10-4

Performance Measure Safety – Fatalities and Injuries. This appendix identifies the specific projects totaling \$514,120,000 in investments towards projects which work towards addressing safety concerns.

Appendix 10-5

Performance Measure 2: Pavement and Bridge Condition Management – Infrastructure Condition. This appendix identifies the specific projects totaling \$247,424,000 in investments towards projects which work towards addressing rehabilitation needs such as pavement and bridge conditions.

Appendix 10-6

Performance Measure 3: Freight Movement, Congestion, and Reliability. This appendix identifies the specific projects totaling \$308,561,000 in investments towards projects which work towards addressing congestion, freight movement and system reliability.

Projects Summarized and Sorted by Agency

The following appendices have been summarized and sorted by agency:

Appendix 10-7 – BCAG Summary of Projects

Appendix 10-8 – Biggs Summary of Projects

Appendix 10-9 – Butte County Summary of Projects

Appendix 10-10 – Caltrans District 03 Summary of Projects

Appendix 10-11 – Chico Summary of Projects

Appendix 10-12 – Gridley Summary of Projects

Appendix 10-13 – Oroville Summary of Projects

Appendix 10-14 – Town of Paradise Summary of Projects

The electronic XL file is posted and available to enable the public to generate any query with the available datasets. Chico State University