2016 Regional Transportation Plan / Sustainable Communities Strategy for Butte County

Executive Summary

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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.
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

- **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
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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

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

Comparisons 2012 vs. 2016
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.
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.

<table>
<thead>
<tr>
<th>Agency</th>
<th>PLANNING FUNDS</th>
<th>Funding ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCAG</td>
<td>Planning Programming &amp; Monitoring</td>
<td>$ 202</td>
</tr>
<tr>
<td>County</td>
<td>Forest Motorized Travel Management Plan</td>
<td>$ 36</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Agency</th>
<th>HIGHWAY CAPACITY</th>
<th>Funding ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>BCAG</td>
<td>State Route 70 Passing Lane Project - Segment 2. From Palermo Rd to Cox Lane. Includes prior funds</td>
<td>$ 3,418</td>
</tr>
<tr>
<td>BCAG</td>
<td>State Route 70 Passing Lane Project - Segment 1. From Ophir Rd to Palermo Rd. Includes prior funds</td>
<td>$ 27,700</td>
</tr>
</tbody>
</table>

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.
## Currently Funded Projects – Continued

### MAINTENANCE

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Description</th>
<th>Funding ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various Agencies</td>
<td>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</td>
<td>$31,011</td>
</tr>
<tr>
<td>Caltrans</td>
<td>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</td>
<td>$19,300</td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHOPP Roadway Preservation. Grouped listing includes SR 191 to West Bridge Feather River, SR 70 near Pulga from 3.0 miles west of Coal Canyon Rd to Plumas County</td>
<td>$11,971</td>
</tr>
<tr>
<td>Chico</td>
<td>SR 99 Cohasset Rd Interchange Direct Southbound On-Ramp. Preliminary Engineering only at this time. Funding includes CMAQ and Local funds</td>
<td>$1,200</td>
</tr>
<tr>
<td>County</td>
<td>Central House Rd over Wyamann Ravine Bridge - Replacing 1 lane bridge to new 2 lane bridge. Includes prior funds</td>
<td>$2,105</td>
</tr>
<tr>
<td>County</td>
<td>Guynn Rd over Lindo Channel Bridge. Replacing 1 lane bridge to new 2 lane bridge. Includes prior funds</td>
<td>$3,248</td>
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### SAFETY

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Description</th>
<th>Funding ($1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Various Agencies</td>
<td>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)</td>
<td>$11,355</td>
</tr>
<tr>
<td>Caltrans</td>
<td>SHOPP Collisson 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.</td>
<td>$34,590</td>
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Currently Funded Projects - Continued

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<tr>
<th>Agency</th>
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<tr>
<td>BCAG</td>
<td>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.</td>
<td>$650</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5307 Funds. (Urbanized Area Funding). Includes $2.3m/year apportionment + TDA funds</td>
<td>$18,592</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5311 Funds. (Rural Area Funding). Includes $650k apportionment/year + TDA funds</td>
<td>$5,804</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5339 (Replace, rehabilitate &amp; purchase bus related facilities and equipment including ADA compliant bus stops and shelters.</td>
<td>$1,114</td>
</tr>
<tr>
<td>BCAG</td>
<td>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</td>
<td>$600</td>
</tr>
<tr>
<td>BCAG</td>
<td>FTA Section 5311(f) - Operating assistance for regional transit</td>
<td>$1,200</td>
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Currently Funded Projects - Continued

<table>
<thead>
<tr>
<th>Agency</th>
<th>BIKE &amp; PEDESTRIAN PROJECT</th>
<th>Funding ($1,000)</th>
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<tbody>
<tr>
<td>Biggs</td>
<td>Safe Routes to Schools Program. Includes constructing new pedestrian and bike facilities along 2nd and E Streets</td>
<td>$960</td>
</tr>
<tr>
<td>Caltrans</td>
<td>SH OPP Manadates 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.</td>
<td>$9,297</td>
</tr>
<tr>
<td>Chico</td>
<td>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 &amp; CMAQ</td>
<td>$1,786</td>
</tr>
<tr>
<td>Chico</td>
<td>State Route 99 Corridor Bikeway Phase 5 Project. 20th Street Crossing. Preliminary Engineering Only.</td>
<td>$500</td>
</tr>
<tr>
<td>Chico</td>
<td>Esplanade Corridor Safety and Accessibility Improvement Project.</td>
<td>$7,661</td>
</tr>
<tr>
<td>County</td>
<td>Monte Vista &amp; Lower Wyandotte Class II Bikeway Project</td>
<td>$750</td>
</tr>
<tr>
<td>County</td>
<td>Autry Lane &amp; Monte Vista Safe Routes to Schools Gap Closure Project. Preliminary Engineering only at this time.</td>
<td>$300</td>
</tr>
<tr>
<td>Oroville</td>
<td>State Route 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project. Project is located between Feather River Blvd and Foothill Blvd</td>
<td>$3,951</td>
</tr>
<tr>
<td>Paradise</td>
<td>Pearson Rd SR2S Connectivity Project (ATP Project) Phase 1</td>
<td>$1,387</td>
</tr>
<tr>
<td>Paradise</td>
<td>Pearson Rd SR2S Connectivity Project (ATP Project) Phase 2 (North side sidewalk - CMAQ Funded)</td>
<td>$700</td>
</tr>
<tr>
<td>Paradise</td>
<td>ATP Gap Closure Project to construct new sidewalks, curbs and gutters, class II bike lanes at various locations in Paradise</td>
<td>$4,995</td>
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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 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.