SUSTAINABLE COMMUNITIES STRATEGY

Introduction

With each RTP update cycle, BCAG prepares a Sustainable Communities Strategy (SCS) as required under Senate Bill 375 (SB 375). The SCS demonstrates the integration of land use, housing, and transportation for the purpose of reducing greenhouse gas (GHG) emissions from passenger vehicles.

BCAG's 2012 plan was the first to include a SCS under SB 375. The 2012 SCS focused on bringing together the newly developed local general plans, regional habitat conservation planning, and regional blueprint efforts to lay out a future development pattern for the region which balanced housing and employment growth within specified growth areas, protected sensitive habitat and open space, and invested in a multi-modal transportation system.

BCAG has approached the 2016 SCS as a minor update of the 2012 SCS. The focus of the 2016 RTP/SCS is to expand on the efforts of the 2012 plan by integrating the new Long-Range Transit and Non-Motorized Plan and incorporating the latest regional growth forecasts. This approach includes an update of the preferred "balanced" land use scenario included in the 2012 SCS. Several factors were considered when taking the minor update approach in developing the 2016 SCS - lower than anticipated housing and population growth realized over the past four years, an ongoing focus towards the implementation of the land use strategy developed in 2012, and minimal changes made to the local land use plans.

This chapter discusses the update of the SCS and illustrates the changes made from the 2012 plan. The chapter is divided into four sections. The first section covers the planning efforts which provide the foundation for this update of the SCS. The second section describes the growth and land use forecasts which make up the SCS as well as some of the analysis and tools which were used to generate them. The third section discusses the regional transportation investments associated with the SCS and the final section describes the public outreach and local partnerships which help shape the development of the SCS.

Background Information

In September 2008, SB 375, also known as the Sustainable Communities and Climate Protection Act of 2008, was enacted by the state of California. SB 375 prompts regions to reduce greenhouse gas (GHG) emissions from passenger vehicles through the coordinated planning of long range transportation plans. The legislation requires all Metropolitan Planning Organizations (MPO) in California to develop a Sustainable Communities Strategy, which meets regional passenger vehicle GHG emissions targets, as an additional element of their regional transportation plans.

As described in SB 375, the SCS is an integrated transportation and land use plan which is intended to meet the regional GHG target for the years 2020 and 2035 while also accommodating the region's forecasted growth. If the SCS is unable to meet the regional GHG target within the required state and federal constraints for RTP development, then an Alternative Planning Strategy (APS) must be prepared. The APS would identify how GHG targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies.

In 2010, the California Air Resources Board (ARB) set GHG targets for the BCAG region from on-road light-duty trucks and passenger vehicles as a 1% increase from 2005 emissions levels by 2020 and a 1% increase from 2005 emissions levels by 2035. The targets are currently proposed to be updated in 2017 and will apply to the 2020 update of the RTP/SCS. The targets apply to the BCAG region as a whole for all on-road light-duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions.

The 2016 RTP/SCS demonstrates the ability to meet these targets, shown in Table 4-1, as it did in 2012. The determination that BCAG will meet the CARB GHG reduction target is based upon the results of computer modeling. Appendix 6-6 describes the models and methodology used in preparing the estimates.

Table 4-1

RTP/SCS per Capita CO_2 Emission Reductions for Passenger Vehicles from 2005

Target Year	ARB Target (2010)	BCAG RTP/SCS
2020	1% increase	6% reduction
2035	1% increase	7% reduction

The SCS has been prepared as a component of the RTP. Specific requirements of SB 375, and the locations in which these requirements have been addressed within the 2016 RTP/SCS are identified in Appendix 6-1.

Foundational Sustainable Planning Efforts

Although the SCS is a recent requirement, BCAG has past and present efforts which incorporate sustainable planning principles and provide a foundation for the development of the SCS.

BCAG Regional Blueprint Planning

In 2006, due to increasing growth pressures in the Butte County region over the previous decade, BCAG initiated the Blueprint Planning Program to establish a multi-faceted planning process to help provide for a more informed land use and transportation decision-making process, and provide an improved environmental permitting process for future transportation and land use projects. These planning efforts were coordinated through the BCAG Planning Directors Group (PDG), which is comprised of planning directors and staff from all the BCAG member jurisdictions, as well as the Local Agency Formation Commission (LAFCO).

The BCAG Blueprint Program resulted in the establishment of Regional Guiding Principles, an Ecological Baseline Assessment Report, Landcover Mapping, Biological Constraints Analysis, and Butte County Meadowfoam Evaluation. The program also integrated updates of the region's local general plans both with each other and with the Butte Regional Conservation Plan (BRCP) and Regional Transportation Plan (RTP). Lastly, this effort initiated the development of the Butte Regional Conservation Plan.

As of 2016, five of the region's six local jurisdictions (Biggs, Chico, Gridley, Oroville, and Butte County) have completed recent general plan updates, and the Paradise has initiated the update process. The areas new general plans provide the foundation for the region's SCS.

Butte Regional Conservation Plan

Habitat conservation efforts began in the region in 2007 when BCAG commenced development of the Butte Regional Conservation Plan (BRCP). The BRCP is a joint Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) and, once completed, will allow for appropriate and compatible growth and development in the Butte County region while ensuring the preservation and protection of aquatic and terrestrial resources and providing habitat for threatened and endangered species through conservation partnerships with local agencies.

The BRCP's conservation strategy outlines a regional approach for the conservation of natural resources while allowing for development under county and city general plans and the RTP/SCS. Urban Permit Areas (UPAs) developed under the BRCP, define the locations where impacts of future urban development

are expected to be incurred based on the region's local general plans and the RTP/SCS

2012 Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy

BCAG's 2012 MTP was the first to include a Sustainable Communities Strategy and link smart growth planning principles to the transportation system. As previously mentioned in this chapter, the focus of the 2012 SCS was to bring together the recently developed local general plans, the regional blueprint, and habitat conservation planning efforts into a land use strategy which balanced the region's future housing and employment growth in a manner which met the regional greenhouse gas targets while protecting sensitive habitat and open space. This effort relied on increased coordination between local jurisdiction planning staff, BCAG staff, and stakeholders. The plan identified a "potential" Transit Priority Project (TPP) area but lacked a long-range transit plan that could identify specific improvements and routing in the region.

Transit & Non-Motorized Plan

One significant take away from developing the 2012 SCS was the need for a long-range plan identifying future improvements for alternative modes of transportation (i.e., bike, walk, and transit). In 2012, BCAG initiated the development of a long-range transit and non-motorized plan for the Butte County region with the securing of funds through the California Strategic Growth Councils – Sustainable Communities Planning Grant program. Completed in 2015, the plan focuses on improving the transportation network for people who walk, bike, or take transit in Butte County by recommending short-term and long-term changes which are within the projected financial constraints of the region. The plan includes a preferred transit route network and identifies high priority projects to facilitate bicycling and improved pedestrian access to major transit facilities. The plan projects an additional per capita greenhouse gas emission reduction of 0.25%-0.27% based on the implementation of the transit services alone.

Growth and Land Use Forecasts

BCAG prepares a regional growth forecast and land use pattern to accommodate the estimated increases in population, employment, and housing. The RTP/SCS identifies areas within the region sufficient to house all of the forecasted population of the region, including all economic segments of the population over the course of the RTP/SCS planning period.

Regional Growth Forecasts

The population, housing, and employment forecasts for the RTP/SCS are based on the "medium scenario" contained in the Butte County Long-Term Regional Growth Forecasts 2014-2040, developed by BCAG in 2014. It represents the most realistic growth scenario for the region. The forecasts were prepared as an update to those included in the 2012 SCS and reflect the changes in estimates and projections developed by the State of California for the Butte County region. The update was developed in consultation with the local governments and the Butte County Local Agency Formation Commission. A summary of these forecasts are included in Table 4-2 and a complete copy of the updated regional forecasts has been included in Appendix 6-2.

Table 4-2

RTP/SCS Regional Growth Forecasts

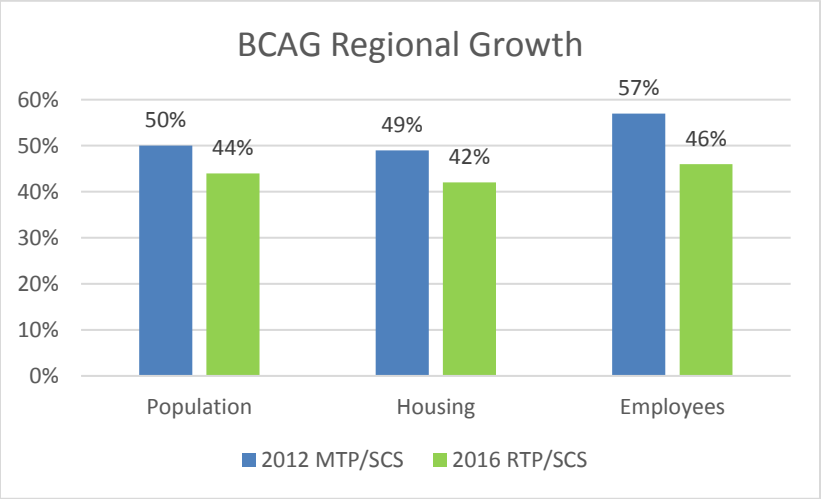
Year	Employees	Population	Housing Units
2014	74,100	222,316	97,379
2020	81,998	240,476	105,125
2030	96,926	285,534	124,264
2040	108,198	319,342	138,716

Source: BCAG, 2014.

The 2040 growth forecast indicates that the population in the BCAG region is expected to grow by ~97,000 people, an increase of 44%, between 2014 and 2040. As shown in Figure 4-1, this growth is less than that included in the 2012 SCS which estimated ~110,000 additional people, an increase or 50%, over a 25 year period from 2010-2035. The updated forecasts show the need to accommodate approximately 41,000 new housing units, an increase of 42%, and 34,000 new employees, an increase of 46%, between 2014 and 2040, as shown in Figure 4-1. This growth is also less than the 49% increase in housing and 57% increase in employment included in the 2012 plan. As population and housing increases have been slower to recover from the recession, employment has seen much greater

increases in recent years[1]. This recent employment growth is reflected in the reduced future increases of employment included in the updated forecasts, since much of the jobs lost during the recession were recovered in the past few years.

Figure 4-1



[1] CA Employment Development Department reports approximately 69,800 non-farm jobs in 2011, reverting to near 1999 levels, and recovering to 76,000 in 2014.

Land Use Forecasts

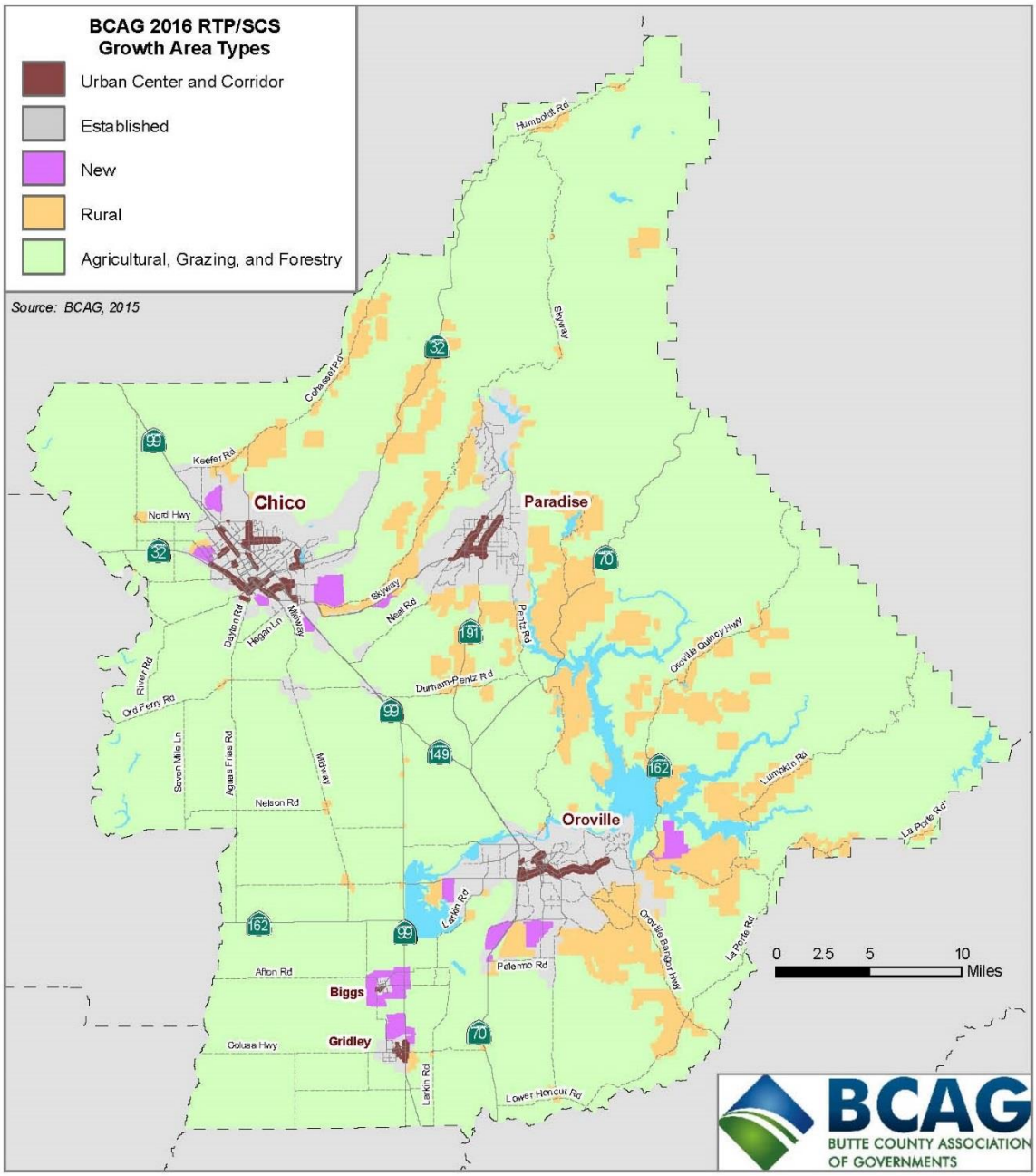
The land use forecasts, and the process for allocating growth within the region, are affected by federal and state requirements related to the regional transportation plans and the Clean Air Act. In general, federal and state laws require BCAG to develop a forecasted land use pattern, based upon the best available information, in order to, among other things, design specific transportation improvements to serve that land use, and to perform travel modeling to determine the performance of the transportation system and determine whether the plan, including its land use and transportation components, meets federal air quality requirements. Beginning with BCAG's 2012 plan, this process was affected by SB 375, and specifically its requirements to include an SCS, to calculate the greenhouse gas emissions resulting from passenger vehicles, and enable the California Environmental Quality Act streamlining benefits for projects that are consistent with the SCS.

In preparing the land use forecasts for the 2012 SCS, BCAG developed three distinct land use scenarios for the purpose of illustrating the travel effects of different development patterns on the regional transportation system and the associated greenhouse gas emissions resulting from these patterns. In addition, the scenarios allowed BCAG to test the performance of the enhanced regional travel demand model to ensure it was responding appropriately to changes in land use. Appendix 6-3 includes a complete description of each scenario and the associated analysis.

The 2016 SCS includes an update of the 2012 SCS land use forecasts preferred "balanced" scenario. The forecast was updated with the latest local general plan, project specific, and school enrollment information. The latest growth forecasts for population, housing, and employment were then applied. Throughout the update process, BCAG consults with the local the governments and stakeholders. The BCAG Planning Directors Group was the primary venue for ongoing coordination between local agency planning staff and BCAG.

The result of the updated land use forecast for the 2016 SCS is very similar to what was included for the 2012 plan, in that the overall land use pattern is unchanged. However, the amount of growth being distributed within that pattern is less than what was included in the 2012 plan, this reflects the latest growth forecasts which were discussed in the previous section. The following subsections describe the updated land use forecasts as they relate to specific growth area types, housing types, transit priority project areas, the jobs-housing balance, resource areas and farmland, and the regional housing needs process. Comparisons to the 2012 plan are also included to illustrate changes made between the plans.

Figure 4-2


BCAG 2016 RTP/SCS
Growth Area Types
Urban Center and Corridor
Established
New
Rural
Agricultural, Grazing, and Forestry
Source: BCAG, 2015
Chico
Paradise
Oroville
Biggs
Gridley
Humboldt Rd
Skyway
Cohasset Rd
Keefer Rd
Nord Hwy
Dayton Rd
Hegan Ln
Midway
Neal Rd
Pentz Rd
Oroville Quincy Hwy
River Rd
Ord Ferry Rd
Durham-Pentz Rd
Seven Mile Ln
Aguas Frias Rd
Nelson Rd
Lumpkin Rd
La Porte Rd
Larkin Rd
Oroville Bangor Hwy
Palermo Rd
Afton Rd
Colusa Hwy
Lower Honcut Rd
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

Development by Growth Area

For the 2012 SCS, BCAG developed a framework for describing the RTP/SCS that is made up of Growth Area Types. The Growth Area Types are an adaption to a similar framework developed by the Sacramento Area Council of Governments (SACOG), BCAGs closest neighboring Metropolitan Planning Organization (MPO). Local land use plans (e.g., adopted and proposed general plans, specific plans, master plans, corridor plans, etc.) were divided into one of five Growth Area Types based on the location of the plans. This framework has been carried over to the 2016 SCS, unchanged. Figure 4-2 provides an illustration of the Growth Area Types.

Included below is brief description of each Growth Area Type followed by a summary of land uses allocated within each, based on an update of the preferred "balanced" land use scenario. The forecasted allocations are consistent with growth assumptions (e.g., location, density, and intensity of use) utilized in existing general plans or other local adopted plans, however, it does not utilize all available capacity in those plans.

Urban Center and Corridor Areas consist of higher density and mixed land uses with access to frequent transit service. These areas typically have existing or planned infrastructure for non-motorized transportation modes which are more supportive of walking and bicycling. Future growth within these areas consists of compact infill developments on underutilized lands, or redevelopment of existing developed lands. Local plans identify these areas as opportunity sites, downtowns, central business districts, or mixed use corridors.

Established Areas generally consist of the remaining existing urban development footprint surrounding the Urban Center and Corridor Areas. Locations disconnected from Urban and Corridor Centers may be residential-only, employment-only, or a mix of these uses with urban densities. These areas consist of a range of urban development densities with most locations having access to transit through the urban fixed route system or commuter service. Future growth within these areas typically utilize locations of currently planned developments or vacant infill parcels. Local plans generally seek to maintain the existing character of these areas.

New Areas are typically connected to the outer edge of an Established Area. These areas currently consist of vacant land adjacent to existing development and represent areas of future urban expansion. Future growth within these areas will most often consist of urban densities of residential and employment uses with a few select areas being residential only. Local plans identify these areas as special planning or specific plan areas, master plans, and planned development or planned growth areas. Currently, fixed route transit service is

nonexistent in these areas. However, fixed route transit service would likely be provided to areas which are directly adjacent to current urban routing as part of build-out. Quality pedestrian and bicycle infrastructure are typically required to be incorporated under the local jurisdictions' plans.

Rural Areas consist of areas outside existing and planned urban areas with development at low residential densities. These areas are predominantly residential and may contain a small commercial component. The densities at which these areas are developed do not reasonably allow for pedestrian or bicycle infrastructure and transit service is limited or nonexistent. Automobile travel is typically the transportation option.

Agricultural, Grazing, and Forestry Areas represent the remaining areas of the region not being planned for development at urban densities. These areas support agricultural, grazing, forestry, mining, recreational, and resource conservation type uses. Locations within these areas may be protected from future urban development under federal, state, and local plans or programs such as the Chico area "greenline", Williamson Act contracts, or conservation easements. Employment and residential uses are typically allowed within portions of this area but are most often secondary to agricultural, forestry, or other rural uses.

The updated land use forecasts for housing indicate that the majority of new housing, approximately 55%, will be allocated to the Established growth area, followed by the New growth area at approximately 30%, and the Urban Center and Corridor areas at 6%. Table 4-3 summarizes the housing in the RTP/SCS by Growth Area Type.

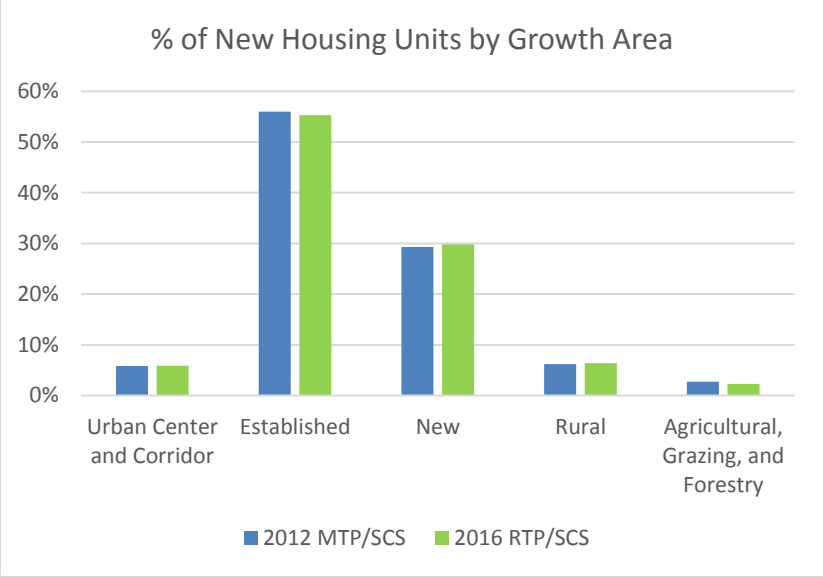
Table 4-3

Summary of Housing Units Forecasted in RTP/SCS

Growth Area Type	2014 Existing Housing Units	2014 - 2040 New Housing Units	Total 2040 Forecasted Housing Units
Urban Center and Corridor Areas	8,561	2,427	10,988
Established Areas	74,211	22,855	97,066
New Areas	432	12,331	12,763
Rural Areas	7,810	2,631	10,441
Agricultural, Grazing, and Forestry Areas	6,365	932	7,297
Region Total	**97,379**	**41,337**	**138,716**

The percentage of new housing units being allocated to each growth area is nearly unchanged in comparison to the 2012 SCS. Figure 4-3 below, illustrates the comparison of the two plans new housing unit allocations by growth area.

Figure 4-3



In line with the update land use housing forecasts, the employment forecasts indicate that the majority of new jobs, approximately 60%, will be allocated to the Established growth area. However, the Urban Center and Corridor growth areas will see the second largest growth of employees with a 26% share. This is reflective of the existing infill opportunities available in these areas, which are primarily retail and office uses with secondary housing uses. Table 4-4 summarizes the employment in the RTP/SCS by Growth Area Type.

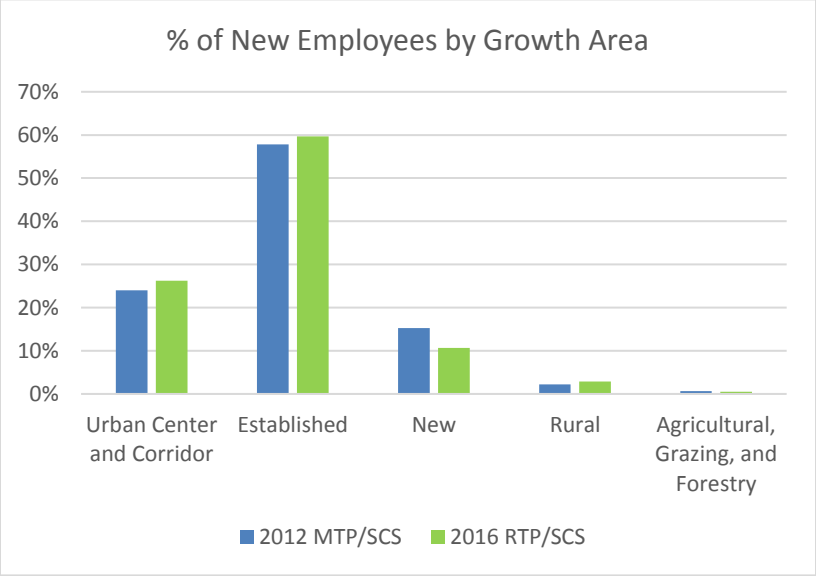
Table 4-4

Summary of Employment Forecasted in RTP/SCS by Growth Area

Growth Area Type	2014 Existing Employees	2014 - 2040 New Employees	Total 2040 Forecasted Employees
Urban Center and Corridor Areas	29,125	8,949	38,075
Established Areas	40,511	20,345	60,856
New Areas	1,159	3,644	4,803
Rural Areas	1,979	974	2,954
Agricultural, Grazing, and Forestry Areas	1,325	186	1,511
Region Total	**74,100**	**34,098**	**108,198**

Future employment distribution is similar to that included in the 2012 plan, with minor changes in the New, Urban and Center, and Established growth areas in response to the reduced overall development. Figure 4-4 below, illustrates the comparison of the two plans new employee allocations by growth area.

Figure 4-4



Housing

Providing a variety of housing types, including apartments, townhouses, condominiums, and single family homes, creates opportunities for the variety of people living in the region. For the purpose of preparing the forecasted development pattern of the SCS, BCAG has categorized housing into one of two categories:

- Single Family units are detached homes built at densities ranging anywhere from 13 units per acre in the urban areas to 1 unit per 160 acres in timber and agricultural areas.

- Multi-Family units are attached or detached homes built at densities ranging from 13 to 50 units per acre. Multi-family homes generally consist of duplexes, triplexes, lofts, apartments, condominiums, townhouses, row houses, etc.

A demographic study prepared by the Sacramento Area Council of Governments, "Changing Demographics and Demand for Housing Types, January 2011", indicates the evolving demographics and preferences held by specific demographic groups, or generational cohorts are driving a change in the housing stock. The study finds that on the demand side, the aging of the baby boom generation and the preferences of Generation Y (those born between 1978 and 1994) will have the greatest effect. These groups are expected to produce greater demand for apartments and small housing units (i.e. multi-family housing) into the future.

As did the 2012 plan, the 2016 RTP/SCS estimates that there will be an increased demand for multi-family housing. Regionally, 28% of the new housing in the forecasted development pattern is multi-family and 72% is single family. This demonstrates a moderate shift in the housing mix from the current estimate of 25% multi-family and 75% single family.

The greatest shift in housing mix will be within the Urban Center and Corridor Growth area and the New Growth area. It is estimated that 73% of the new housing in the Urban Center and Corridor Growth areas will be multi-family and 32% of the new housing in the New Growth areas will be multi-family housing, by 2040. The distributions for all growth areas are summarized in Table 4-5.

Table 4-5
Summary of Housing Unit Mix by Growth Area

Growth Area Type	2014 Existing Housing Units		2014 - 2040 New Housing Units	
	Single Family	Multi-Family	Single Family	Multi-Family
Urban Center and Corridor Areas	42%	58%	27%	73%
Established Areas	74%	26%	74%	26%
New Areas	99%	1%	68%	32%
Rural Areas	100%	0%	100%	0%
Agricultural, Grazing, & Forestry Areas	97%	3%	100%	0%
Region Total	**75%**	**25%**	**72%**	**28%**

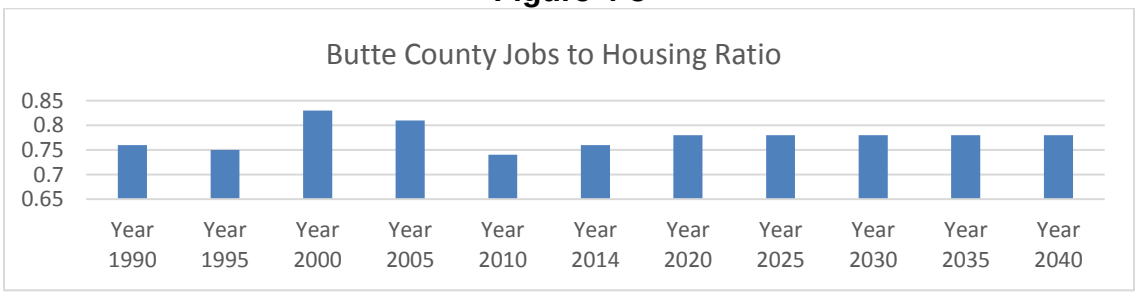
Jobs Housing Balance

At the regional level, a jobs-housing balance can be discussed as a point in which the areas jobs and households are balanced so that neither jobs nor housing have to be imported or exported. An imbalance in a region's jobs-housing ratio can increase travel by causing workers to commute out of their residence area (in areas with few jobs) or workers commuting into a region (in areas with more jobs).

Traditionally, the Butte County region has been an area in which housing has been greater than employment, with local residents commuting out of the area to find employment. With the last downturn in the economy this "imbalance" in housing and jobs had increased, peaking with a year 2011 jobs (non-farm) per housing unit of 0.72. In 2014, a rebound in the economy shows the areas ratio at 0.76 jobs (non-farm) per housing unit.

The 2016 RTP/SCS includes a forecasted increase in the existing 2014 ratio of jobs to housing, as included in the Butte County Long-Term Regional Growth Forecasts 2014-2040. The long-term forecasts estimate that the region will return to historic levels of 0.78 jobs per housing unit by the years 2020 and continue this trend into 2040. Figure 4-5 illustrates the historical, current, and forecasted jobs to housing ratios for the Butte County region.

Figure 4-5



Accommodating the Regional Housing Need Allocation

BCAG is required by state law to complete a Regional Housing Needs Plan (RHNP) to determine the region's housing needs in four income categories - very low, low, moderate, and above moderate. This process occurs before each housing element cycle. (Note: SB 375 changed the update cycle from a four to eight-year period).

In the past, the RHNP was completed separately from the RTP. SB 375 now links the RHNP and RTP processes to better integrate housing, land use, and transportation planning. Integrating both processes helps ensure that the state's housing goals are met.

In 2013, the BCAG Board of Directors approved the latest RHNP (Appendix 6-4) which covers the 7 ½ year period from January 1, 2014 to June 15, 2022. The RHNP distributes the state determination of the Regional Housing Needs Allocation, as provided by the California Department of Housing and Community Development (HCD). The HCD determination includes a total of 10,320 housing units. Of these, about 4,200 units are considered low or very low income.

The SCS land use pattern accommodates the projected housing growth included in the Butte County Long-Term Regional Growth Forecasts (Appendix 6-2). The projected housing growth over the period of this plan is 41,337 units, well beyond the 10,320 units required in the RHNP. In addition, 28% of these units, about 11,500, are included in the projected SCS land use pattern as multi-family (see Table 4-4) and meet the HCD density requirements for low and very income housing.

Transit Priority Project Area

As established by SB 375, a Transit Priority Project (TPP) area is defined as a location within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the RTP/SCS. A high-quality transit corridor is defined by the State as a corridor with fixed route bus service intervals no longer than 15 minutes during peak commute hours. Certain projects within a TPP area are eligible for CEQA streamlining benefits.

The RTP/SCS has identified three (3) Transit Priority Project Areas within the Chico service area (Figure 4-6) based on the recently completed Butte County Transit and Non-Motorized Plan (see Chapter 8 – Non-Motorized Transportation). The three TPP areas are described below.

- Area "A" - covers the Downtown Chico Transit Center and the area surrounding B-Line Route 15S, as described in the Butte County Transit and Non-Motorized Plan (TNMP). The new route is included in the TNMP short term (2016) plan for this corridor.

- Area "B" – expands on area "A" and combines B-Line Routes 15S and 15N to form the Route "1" transit corridor. The new combined route is included in the TNMP mid-term (2017-2027) plan for this corridor.

- Area "C" – further expands on areas "A" and "B" with the addition of two new transit corridors along East Avenue and Warner Street, pending increased development (or redevelopment) within the existing built-up areas. The new expanded corridors are included in the TNMP long-term (2040) plan.

New development within the Chico TPP areas consist mainly of infill and redevelopment opportunities. Mixed use, higher density, development, creating both employment and housing, is the primary allocation of new growth within the Chico TPP areas. Table 4-6 provides a summary of housing and employment forecasted to occur within the Chico TPP areas.

Figure 4-6

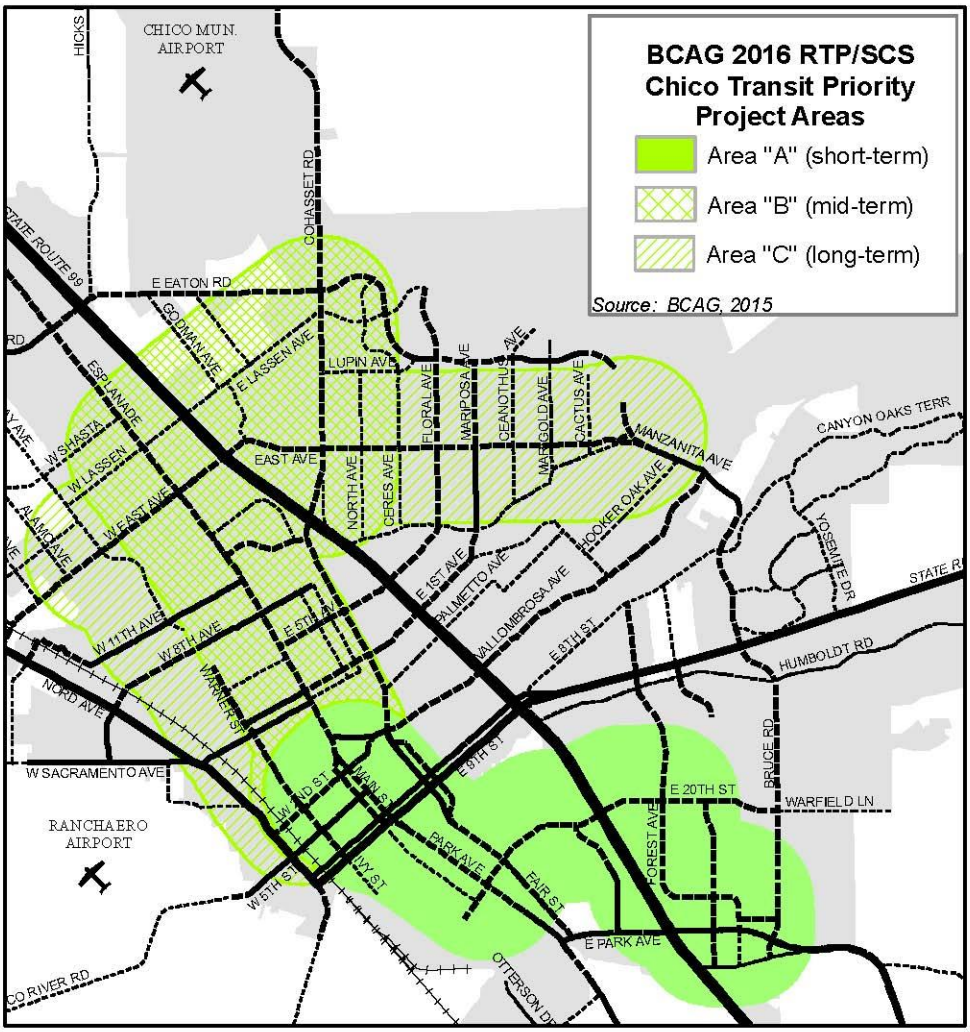


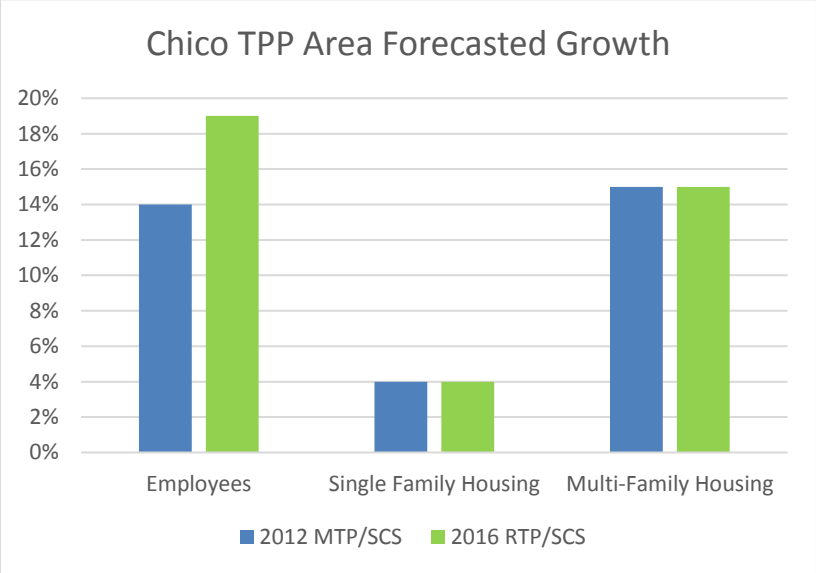
Table 4-6

Summary of RTP/SCS New Employment and Housing within Chico TPP Areas

Location	2014 - 2040 New Employees	2014 - 2040 New Housing	
		Single Family	Multi-Family
Within Chico TPP Areas	19%	4%	15%
Outside Chico TPP Areas	81%	96%	85%
Region Total	100%	100%	100%

The percentage of new single and multi-family housing units being allocated to the new Chico TPP Areas are unchanged in comparison to the 2012 SCS. However, the percentage of new employees has increased from 14% in the 2012 plan to 19% in the 2016 SCS. This change is due to the expansion of the Chico TPP Area, which now covers an additional forecasted employment center near Cohasset Rd and East Ave. Figure 4-7 below, illustrates the comparison of the Chico TPP Area included in the 2012 plan and the 2016 SCS in terms of new housing and employment.

Figure 4-7



Resource Areas and Farmlands Considerations

In developing the RTP/SCS land use forecast and transportation system, BCAG considered the region's latest information regarding resource areas and farmland, as required by Senate Bill 375. Appendix 6-5 includes a complete description of the datasets considered and the estimated impacts to farmlands, recreation and open space, habitat and natural resources, and flood control lands.

Regional Modeling

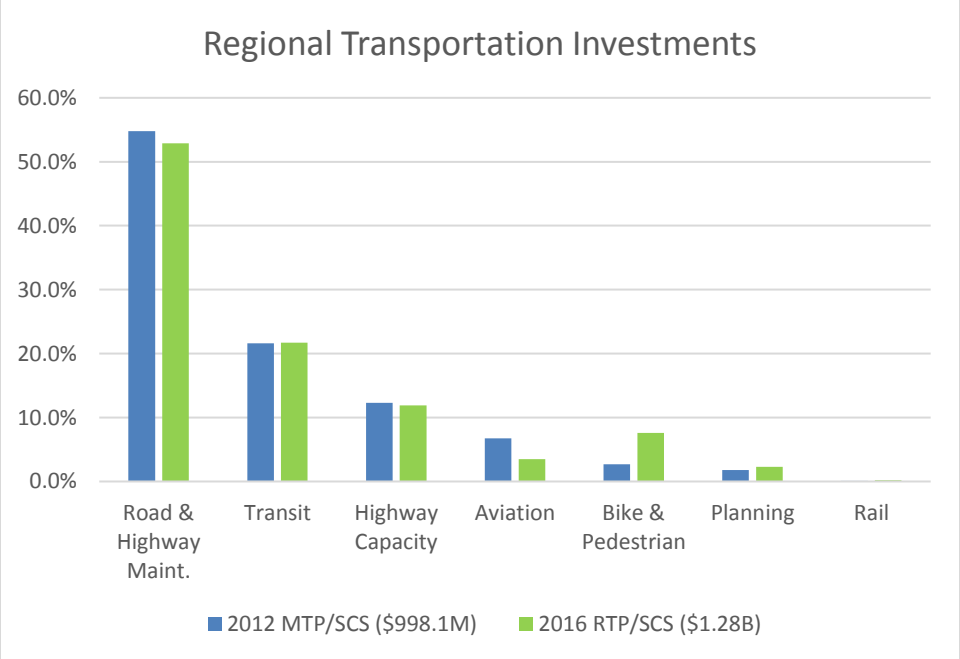
In preparing the regional growth forecasts and land use patterns for the SCS, BCAG utilized modeling tools developed with grant funding, obtained in 2010, from the California Strategic Growth Council (SGC) and Caltrans. These tools have allowed BCAG to look at land use on a micro level and determine their relation to the transportation system. Several improvements were made to the models for the 2016 SCS update. Details regarding the tools and BCAG's transportation forecasting for the RTP/SCS are available in Appendix 6-6.

Regional Transportation Investment and the SCS

The SCS is based upon a financially constrained regional transportation system which services the transportation needs of the region by investing in highways, local streets and roads, transit, aviation, rail, and non-motorized transportation (bike and pedestrian). Each of these areas of investment are described in detail in Chapters 6 through 11. This forecasted transportation system, when combined with the land use forecasts in the RTP/SCS, contributes to meeting the region's greenhouse gas reduction targets.

Included in Figure 4-8 is a summary of the regional transportation investments included in the 2012 MTP/SCS and the 2016 RTP/SCS. In comparison, minor changes have occurred with the percentage of Roadway & Highway Maintenance funds, which made up 55% of the 2012 MTP/SCS investments, falling to 53% in the new plan. This is reflective of the overall reduction of State Transportation Improvement Program (STIP) funds. Aviation related funds have also seen a decrease, largely due to the loss of commercial passenger air service at the Chico Municipal Airport. Bike & Pedestrian related funds have seen the greatest movement, increasing from 2.7% of funds in the 2012 MTP/SCS to 7.6% of the 2016 RTP/SCS, with the implementation of the Alternative Transportation Program (ATP) at the state level.

Figure 4-8



SCS Planning Partners and Public Outreach

In 2010, BCAG partnered with the cities of Biggs, Chico, Gridley, Oroville, the Town of Paradise, County of Butte and the Local Agency Formation Commission to develop the forecasted development pattern for the 2012 SCS. This partnership included the exchange of planning assumptions, review and comments regarding the information to be considered, and the development of land use scenarios. This partnership has continued with the 2016 SCS update. These partners were active in the review of the revised growth forecasts and provided the latest available land use information.

Additional public and stakeholder participation in the development of the SCS and forecasted development pattern were implemented through the BCAG Public Participation Plan (PPP). The BCAG PPP was amended by the BCAG Board of Directors in March 2010 to implement the required outreach efforts contained in SB 375 and reaffirmed by the Board in 2015. The PPP provides direction for public involvement activities conducted by BCAG and contains the procedures and strategies used by BCAG. A complete summary of BCAG's SCS public involvement efforts are contained in Appendix 6-7.