

Butte County 2024

Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS)

2024-2045

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Prepared for:

Butte County Association of Governments (BCAG)
326 Huss Dr. Suite 150
Chico, CA 95928

Prepared by:

- ◆ Butte County Association of Governments
- ◆ PlaceWorks
- ◆ Fehr & Peers
- ◆ Geographic Information Center, North State Planning and Development Collective at California State University, Chico



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Executive Summary

The 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a comprehensive transportation investment and land use strategy covering the period between 2024 and 2045, and supports the following:

- Efforts to recover from and adapt to the setbacks and changing local needs resulting from major wildfire events and the global pandemic;
- Access to jobs and economic opportunity, efficient and sustainable transportation options, and affordable housing options for all; and
- Improved air quality, open space and natural resource preservation, and reduced greenhouse gas (GHG) emissions.

The RTP/SCS specifies the policies, projects, and programs necessary over a 20+ year period to maintain, manage, and improve the region's transportation system and is required to be updated every four years. The RTP/SCS is particularly focused on reducing the generation of vehicle miles traveled (VMT) and GHG emissions; this RTP/SCS is working toward a GHG reduction target established for the region by the California Air Resources Board (CARB) of 7 percent per capita below 2005 levels by the year 2035.

2024 RTP/SCS AT A GLANCE

Priorities

The Butte County Association of Government's (BCAG's) priorities for this RTP/SCS are to maintain and fund safety and operational improvements for the State highway and local roadway systems; support regional and local active transportation and public transit projects; and develop the North Valley Rail project. BCAG expects to program future Regional Transportation Improvement Plan (RTIP) funding consistent with these priorities and seek other funding sources, including State and federal grants, to advance the goals of developing a coordinated, balanced, safe, and equitable regional transportation system.

Challenges

The BCAG region faces a variety of challenges in planning for a more integrated and efficient transportation network and land use plan. Chief among these challenges are funding constraints, which have been exacerbated by the impacts of the Oroville Dam failure, Camp Fire, Bear Fire, Dixie Fire, and the COVID-19 global pandemic.

Insufficient funding for needed State highway and local roadway improvements, active transportation projects, and public transit enhancements prevent the region from making necessary improvements to these systems. New funding programs authorized by Senate Bill (SB) 125, SB 145, and others have helped provide new funding for needed public transit and active

transportation improvements, yet there is still a funding deficit, leading to a need for additional funding for infrastructure improvements and public transit advancements in the region.

Impacts to the region from the 2018 Camp Fire and COVID-19 pandemic resulted in demographic and travel behavior shifts in the region. In response, BCAG developed several analyses to better understand the region's evolving transportation needs and behaviors. These analyses have provided information on areas in the region to focus future transportation funding in response to these challenges and resulted in an even greater future funding need for the region.

Goals

The RTP/SCS establishes the following goals and presents specific policies and actions to foster realization of these goals (see Section 2.3), which are further supported by the identified transportation projects and the land use plan.

- Highways, Streets, and Roads: A safe and efficient regional road system that accommodates the demand for movement of people and goods.
- Transit: An efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations, including those in disadvantaged areas of the region and a transition to zero-emissions public transit fleets.
- Rail: A rail system that provides safe and reliable service for people and goods.
- Goods Movement: A transportation system that enables safe movement of goods in and through Butte County.
- Aeronautics: A fully functional and integrated air service and airport system complementary to the countywide transportation system.
- Active Transportation: A connected regional transportation system for bicyclists and pedestrians.
- Intelligent Transportation System (ITS): ITS technologies are integrated in the planning and programming process.
- Energy: Nonrenewable energy resources for transportation purposes are reduced.
- Air Quality: Air quality standards set by the Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) are achieved.
- Land Use: Economical, long-term solutions to transportation problems are achieved by encouraging community designs supportive of walking, transit, and bicycling.
- Transportation Financing: RTP project and strategy implementation is supported by effective financing strategies.
- Outreach and Coordination: BCAG provides a forum for participation and cooperation in transportation planning and facilitates relationships between stakeholders that transcend jurisdictional boundaries to address regional transportation issues.

- Quality of Travel and Livability: A safe, balanced, efficient, and equitable regional transportation system that serves the needs of all community members in the region.
- Sustainability: Sustainable Community Strategies are incorporated into the regional transportation planning process to reduce GHG emissions, improve social equity, and cultivate a healthy environment and prosperous economy.
- Emergency Preparedness: BCAG supports and collaborates on proactive emergency planning and projects. Projects that increase emergency readiness and preparedness include upgrading and maintaining roadways, public transit, or facilities that support emergency situations.
- Housing: BCAG supports and collaborates on proactive efforts to address regional housing needs.

Transportation and Land Use Planning

Transportation Network Planning

As required, the 2024 RTP/SCS is a financially constrained document, meaning BCAG has identified funding for the costs associated with the specific programmed (short-term) and planned (long-term) projects identified in the RTP/SCS. These projects include a variety of projects, including roadway maintenance and expansion, bridge replacements, bike lane extensions, and more. The improvements to the region's transportation network planned for in the 2024 RTP/SCS are summarized as follows:

- **Roadway Network Improvements:** Maintenance, operations, and safety projects. These roadway network changes decrease the total lane miles of freeway and general-purpose roads from 90 to 88 and decrease the total lane miles of arterial/expressway roads compared to the 2020 RTP/SCS.
- **Transit Network Improvements:** Updates to the transit network utilizing the 2023 B-Line Routing Study, which replaces low-performing routes in Chico, Oroville, and Paradise with micro-transit service and plans additional route frequency to support increased ridership and further offsets to driving alone and VMT generation. Initiate implementation of the North Valley Rail project, as identified in the North Valley Passenger Rail Strategic Plan completed in May 2024.
- **Active Transportation Network Improvements:** Improvements to the bike and pedestrian network based on the 2021 Transit and Non-Motorized Transportation Plan, extended bike lane miles, and a new electric bike (e-bike) incentive program.

In addition to these infrastructure projects, the 2024 RTP/SCS supports additional strategies to reduce VMT and/or GHG with plans to establish programs to incentivize electric vehicle charging stations at employment centers and use of electric bikes.

Land Use Planning

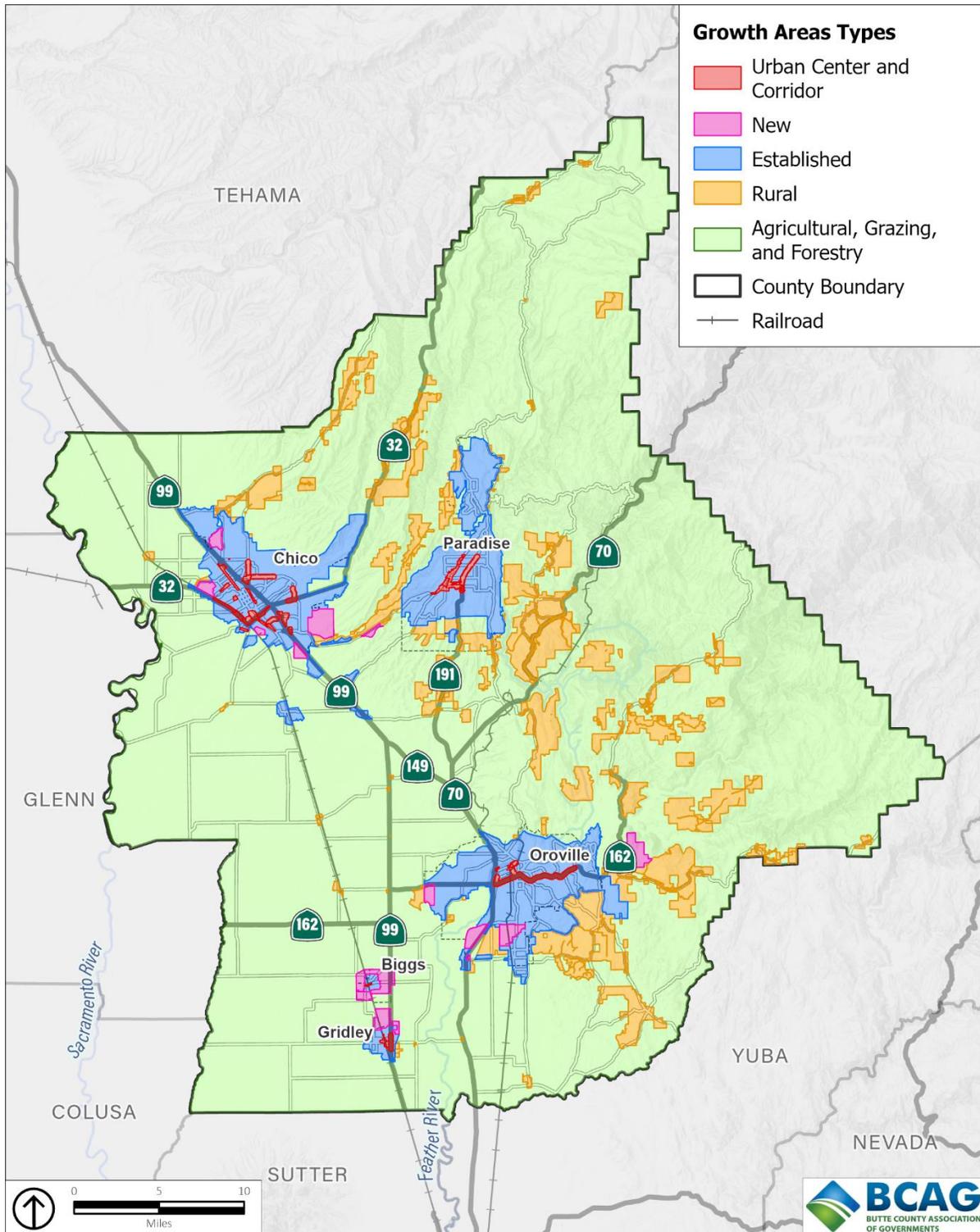
The transportation network enhancements are complemented by the planned development of the region’s land uses. The planned land use pattern directs the majority of future residential and jobs growth to the region’s urbanized areas and surrounding corridors, including a large share along major transportation corridors. The region is also anticipated to see a continuation of recent trends in which a larger share of multifamily homes is developed than in years past.

Table ES-1 summarizes the distribution of future residential and nonresidential growth as planned in the 2024 RTP/SCS, compared to the land use plan of the 2020 RTP/SCS. **Figure ES-1** illustrates the location of the region’s designated Growth Areas, listed in the table, which are described in detail in Section 4.5.

TABLE ES-1 2020 RTP/SCS LAND USE COMPARED TO 2024 RTP/SCS LAND USE

		2020 RTP/SCS	2024 RTP/SCS
Residential	Urban Center Growth Areas	6%	20%
	Established Growth Areas	56%	66%
	New Growth Areas	30%	11%
	Rural Growth Areas	6%	2%
	Agricultural Growth Areas	2%	1%
	Growth to Transportation Priority Project Areas	4%	24%
	Housing Mix - Single Family	68%	58%
	Housing Mix - Multifamily	32%	42%
Non-Residential	Urban Center	26%	31%
	Established	60%	59%
	New	11%	8%
	Rural	3%	2%
	Agricultural	1%	1%
	Growth to Transportation Priority Project Areas	13%	37%

FIGURE ES-1 GROWTH AREAS



These transportation and land use changes make up the strategies of the SCS and are supported by the implementing actions listed in **Table ES-2**.

TABLE ES-2 SCS STRATEGY IMPLEMENTATION ACTIONS

Implementation Actions	SCS Land Use Strategies		SCS Transportation Strategies				
	Residential	Nonresidential	Roadways	Transit	Active	Workplace EV	E-Bike Incentive
SCS-A.1. Manage the California Department of Housing and Community Development - Regional Early Action Planning (REAP) grant funds for the purpose of providing financial and technical assistance to member agencies' land use planning efforts, which are focused on increasing housing production in the region that is consistent the 2024 RTP/SCS; and transportation projects, specifically State Route (SR) 162 and SR 99 bike/pedestrian and North Cedar Street bike/pedestrian projects.	✓		✓		✓	✓	
SCS-A.2. Develop the 7th Cycle Regional Housing Needs Plan (RHNP) consistent with the RTP/SCS and in a manner which better positions member agencies to accelerate infill and affordable housing development.	✓						
SCS-A.3. Monitor the housing and travel outcomes of community members displaced and disrupted by the 2019 Camp Fire and other subsequent fires, to ensure that the BCAG transportation network and housing stock serve the needs of these community members to the extent possible.	✓	✓	✓	✓	✓		
SCS-A.4. Continue to coordinate the update of planning tools (i.e., regional planning datasets, land use allocation model, and travel demand forecasting model) and provide to member agencies for the purpose informing and updating local land use and transportation plans.	✓	✓	✓	✓	✓		
SCS-A.5. Continue to provide technical assistance to applicants of Affordable Housing and Sustainable Communities (AHSC) program funds for the purpose of constructing affordable housing and supportive multimodal transportation projects which are consistent with the land use and transportation strategies included in the 2024 RTP/SCS.	✓			✓	✓		

Implementation Actions	SCS Land Use Strategies		SCS Transportation Strategies				
	Residential	Nonresidential	Roadways	Transit	Active	Workplace EV	E-Bike Incentive
SCS-A.6. Work with local jurisdictions and developers to focus housing and jobs growth within Urban Center and Established Areas. In Chico, focus development particularly in TPPAs.	✓	✓					
SCS-A.7. Work with local jurisdictions and developers to support increased development of compact housing development, particularly multifamily housing, and accessory dwelling units.	✓						
SCS-A.8. Work with local jurisdictions to encourage establishment of policies to require new residential development in TPPAs to achieve at least the midpoint of zoned residential density requirements.	✓						
SCS-A.9. Continue to implement the North Valley Rail project connecting Sacramento to Marysville/Yuba City, Gridley, and Chico.				✓			
SCS-A.10. Implement commuter bus service between Chico and Sacramento, based on the findings of the 2022 Chico to Sacramento Inter-City Transit Strategic Plan.				✓			
SCS-A.11. Continue to use and implement the Regional Long-Range Transit and Non-Motorized Plan, adopted in 2021, as a component of the Post-Camp Fire Study to maximize future transit and active transportation usage. Update the Plan as needed to reflect changing patterns in transit, walking, and biking as the region continues to recover, rebuild, and grow after destructive regional wildfires.				✓	✓		
SCS-A.12. Secure and administer regional Low Carbon Transit Operations Program (LCTOP) funds for the purpose of providing operating and capital assistance to Butte Regional Transit to improve mobility and reduce greenhouse gas emissions, with a priority on serving disadvantaged communities.				✓			

Implementation Actions	SCS Land Use Strategies		SCS Transportation Strategies				
	Residential	Nonresidential	Roadways	Transit	Active	Workplace EV	E-Bike Incentive
SCS-A.13. Pursue funds through the Transit and Intercity Rail Capital Program (TIRCP) for the purpose of expanding and improving transit and rail service in the region and creating connections to the greater passenger rail systems in California, including high-speed rail.				✓			
SCS-A.14. Implement the bus route changes and micro-transit options detailed in the Butte Regional Transit Routing Study to increase ridership and reduce greenhouse gas emissions.				✓			
SCS-A.15. Utilizing the 2023 Butte ZEV Readiness Plan, prepare a framework and/or guidelines for the Workplace EV Charger Incentive Program to ensure successful deployment and effective implementation resulting in reduced GHG emissions. The framework may entail a protocol for conducting a suitability study for installing EV charging in parking structures serving participating employment centers as a requirement for eligibility.						✓	
SCS-A.18. Designate staff and/or work with BCAQMD to oversee implementation of the Workplace EV Charger Incentive Program.						✓	
SCS-A.17. Promote the Workplace EV Charger Incentive Program, including by identifying the largest employers and employment centers in the BCAG region—including CSU Chico, Enloe Hospital, Butte County Sheriff, Gold Country and Feather River and Casinos, Chico and Pleasant Valley High Schools, Federal Express, and others—particularly those furthest from housing, and target these employers for participation in the Program.						✓	
SCS-A.18. Develop a framework for the E-Bike Incentive Program, including any eligibility criteria, application materials, and/or other details, as determined appropriate to support a successful program deployment resulting in a reduction of VMT.							✓

Implementation Actions	SCS Land Use Strategies		SCS Transportation Strategies				
	Residential	Nonresidential	Roadways	Transit	Active	Workplace EV	E-Bike Incentive
SCS-A.19. Designate staff and/or work with Chico Velo Cycling Club to facilitate implementation of the E-Bike Incentive Program.							✓
SCS-A.20. Develop an outreach strategy in coordination with Chico Velo Cycling Club to promote the E-Bike Incentive Program across Butte County. Depending on the framework and any eligibility criteria developed for the Program, promotion may be general or targeted to reach certain populations. Outreach may include leveraging existing partnerships with employers for the Workplace EV Charger Incentive Program to promote the E-Bike Incentive Program.							✓

Greenhouse Gas Reduction Target

When implemented with the supporting actions, the SCS is projected to achieve a 7 percent reduction in per-capita GHG emissions by 2035, meeting the region’s target as established by CARB.

Financial Requirements

The programmed and planned projects of the RTP/SCS are estimated to cost \$1,416,167,000 and are balanced by the projected available funding. An additional \$619,294,000 in estimated costs for the region’s unconstrained project list are unfunded.

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1. Introduction, Background, and Purpose of the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS)

1.1 INTRODUCTION

2024 Regional Transportation Plan / Sustainable Communities Strategy

The Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) specifies the policies, projects, and programs necessary over a 20+ year period to maintain, manage, and improve the region's transportation system. The Butte County 2024 RTP/SCS covers the 20-year period between 2024 and 2045. The RTP/SCS is required to be updated every four years. The RTP/SCS includes an Air Quality Conformity Analysis and Determination, as well as a Program Environmental Impact Report (EIR).

The RTP/SCS is prepared by the Butte County Association of Governments (BCAG) who is the federally designated Metropolitan Planning Organization (MPO) and the State-designated Regional Transportation Planning Agency (RTPA) for Butte County. BCAG has a 10-member Board of Directors, including each of the five Butte County Supervisors and one council person from each of the five incorporated jurisdictions: the cities of Biggs, Chico, Gridley, Oroville, and the Town of Paradise. A current list of the Board members can be found here: <https://www.bcag.org/About-BCAG/Board-of-Directors/index.html>.

RTP/SCS Purpose

The RTP/SCS provides a foundation for transportation decisions by local, regional, and State officials. This foundation is based on a vision of an efficient and environmentally sound multimodal system that works to reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions.

The SCS component of the RTP/SCS integrates sustainable land use practices into the regional transportation planning process. The goal of the SCS is to reduce GHGs from personal vehicle travel, the primary source of GHG emissions in California, through land use policies that locate destinations closer together and transportation policies that provide alternatives to driving. The California Air Resources Board (CARB) sets emissions targets for each region, and the RTP/SCS must demonstrate that the plans, policies, and projects contained within it achieve these targets. For the 2024 SCS, CARB established a per-capita GHG reduction target of 7 percent by 2035 for the BCAG region. In addition, content in the RTP/SCS must meet federal and State requirements for air quality, civil rights, environmental justice, and environmental impacts. Federal and State requirements for the RTP/SCS are described in the subsequent sections.

As an integrated transportation and land use plan working toward a more efficient Butte County, the RTP/SCS also supports the following:

- Improved jobs to housing balance wherein more jobs are in proximity to housing opportunities decreasing the necessity to travel long distances to access work.
- Improved public health outcomes via reduced exposure to pollutants and increased opportunities for active transportation.
- Improved quality of life outcomes via more convenient, accessible communities with less time spent driving, more time spent engaged in active modes of transportation, and better public health.

The RTP/SCS also serves as the foundation for the development of the following programs:

- Federal Transportation Improvement Program (FTIP)
- Regional Transportation Improvement Program (RTIP)
- Interregional Transportation Improvement Program (ITIP) for Butte County

1.2 STATUTORY AND REGULATORY REQUIREMENTS

BCAG, as the Regional Transportation Planning Agency (RTPA) for the Butte County region, is required by State law to prepare the RTP/SCS and transmit it to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) every four years. Federal regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) also require the development and adoption of an RTP/SCS.

The subsequent subsections briefly list and describe federal and State laws governing the RTP/SCS process.

Federal Law

U.S. Code (U.S.C.), Title 23, Sections 134 and 135, et seq., establish federal requirements for regional and State transportation planning agencies, specifically requiring RTPAs and State transportation agencies to develop long-range plans subject to public comment and review under the National Environmental Protection Act of 1969 (NEPA). Long-range plans must foster the safe and efficient management of transportation systems, serve the needs of people and freight, support economic growth, and minimize fuel consumption and air pollution. MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), signed in 2012, added a performance measure-based framework for evaluating the effectiveness of RTPs in terms of GHG reduction and other outcomes.

Clean Air Act and Air Quality Conformity

The Clean Air Act Section 176I (42 U.S.C. 7506 I) and EPA's transportation conformity regulations (40 CFR 93.104(b) and (c)) require MPOs to ensure transportation planning projects in the MPO's region 'conform' to all applicable federal requirements to regulate the emission of harmful air pollutants like ozone and fine particulate matter. Federal air quality requirements and BCAG's current air quality status are detailed in the Action Element – Conclusions section and in **Appendix 1: Air Quality Emissions Analysis and Conformity Determination.**

Title VI of the Civil Rights Act and Environmental Justice

Two federal laws govern civil rights and equity considerations in the RTP/SCS: Title VI of the Civil Rights Act of 1964 and Presidential Executive Order 12898.

Title VI of the Civil Rights Act of 1964 set a standard that authoritatively outlawed discrimination in the conduct of all federal activities. It reads as follows: "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Although considerable progress has been made during the 1990s, individuals both inside and outside government are troubled by the high and adverse environmental impacts of private or governmental actions that fall disproportionately on populations protected by laws such as the civil rights act. The term "environmental justice" was created by people concerned that everyone within the United States deserves equal protection under the country's laws. Executive Order 12898, issued in 1994, responded to this concern by organizing and explaining in detail the federal government's commitment to promote environmental justice. Each federal agency was directed to review its procedures and to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations.

Title VI of the Civil Rights Act stipulates that no government agency or policy discriminates against protected groups. Presidential Executive Order 12898 pertaining to Environmental Justice establishes further consideration for the disproportionate impacts of policies, even if not explicitly discriminatory, and establishes requirements to include and serve historically underrepresented groups in policy and decision-making. There are three fundamental principles at the core of Environmental Justice:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

FHWA and FTA guidance on Environmental Justice requires that the Metropolitan Planning Organization (MPO) ensure that traditionally underrepresented groups are engaged in the regional transportation planning process and demonstrate how their influence and feedback impacted development of the RTP/SCS. Further, the guidance also requires an evaluation of the adopted plan to ensure that there is no disparate negative impact borne by low-income or minority communities. FHWA and FTA have embraced the principles of environmental justice as a means toward improving the transportation decision-making process.

Environmental Justice is applicable at the project level when project sponsors are proposing to build a new project in a local community and federal funds are involved. Unfortunately, neither Title VI nor Executive Order 12898 prescribes the specific methods and process for ensuring environmental justice in transportation planning.

State Law

California Government Code Section 65080 et seq. of Chapter 2.5 directs MPOs to develop the RTP/SCS and contains most regulatory requirements relating to the development process.

BCAG, as the RTPA, is required by State law to prepare the RTP/SCS and transmit it to the CTC and Caltrans every four years. The RTP/SCS is required to contain a Policy, Action, Financial Element, Sustainable Communities Strategy (SCS), and to reference environmental and air quality documents. The RTP/SCS is to be adopted by the BCAG Board of Directors before being submitted to Caltrans and the CTC. State regulations require the SCS be distributed to CARB for approval, once adopted by the BCAG Board of Directors.

California Senate Bill 375

In 2008, California Senate Bill (SB) 375, also known as the Sustainable Communities and Climate Change Act of 2008, was passed as the mechanism to implement passenger vehicle GHG reductions outlined in Assembly Bill (AB) 32 (the California Global Warming Solutions Act of 2006). Under SB 375, BCAG, as the region's MPO, has been designated by the State to prepare the area's "Sustainable Communities Strategy" (SCS) as an additional component of the 2024 RTP. The SCS demonstrates the integration of land use, housing, and transportation for the purpose of reducing GHG emissions from passenger vehicles. In addition, SB 375 amends the California Environmental Quality Act of 1970 (CEQA; California Public Resources Code Sections 21000 et seq.) to provide incentives for residential and residential mixed-use projects that help to implement the 2024 RTP/SCS. The SCS for the Butte County region is included as **Chapter 4** of this document. Additionally, the specific requirements of SB 375, and the locations in which these have been addressed within the 2024 RTP/SCS, are included as **Appendix 11**.

California Senate Bill 391

SB 391 (2009) required Caltrans to prepare the CTP, the State’s long-range transportation plan, in part to reduce VMT and GHG emissions. The plan states that the transportation system must reduce GHG emissions to 1990 levels from current levels by 2020, and 80 percent below the 1990 levels by 2050, as described by AB 32 and Executive Order S-03-05. The CTP 2050 demonstrated how major metropolitan areas, rural areas, and State agencies can coordinate planning efforts to achieve critical statewide goals. It is important to align and implement the goals, policies, and strategies laid out in the CTP 2050, and to continue coordination and collaboration with Caltrans to achieve these goals. The policies, objectives, and actions presented herein work towards aligning the RTP/SCS with the CTP. Unlike the RTP/SCS, the CTP is not a financially constrained plan.

California Environmental Quality Act

BCAG has determined that a supplemental program-level environmental impact report (SEIR) is required for the 2024 RTP/SCS pursuant to the requirements of CEQA. A program EIR is described as an EIR, which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority having generally similar ways. A program-level analysis SEIR will be prepared in accordance with the Public Resources Code sections relevant to CEQA and the CEQA Guidelines. The SEIR informs the decision makers, agencies, and the public of the broad environmental effects of the proposed 2024 RTP/SCS project and will be used to evaluate subsequent projects and activities under the 2024 RTP/SCS.

1.3 BACKGROUND: PHYSICAL SETTING AND LAND USE IN THE REGION

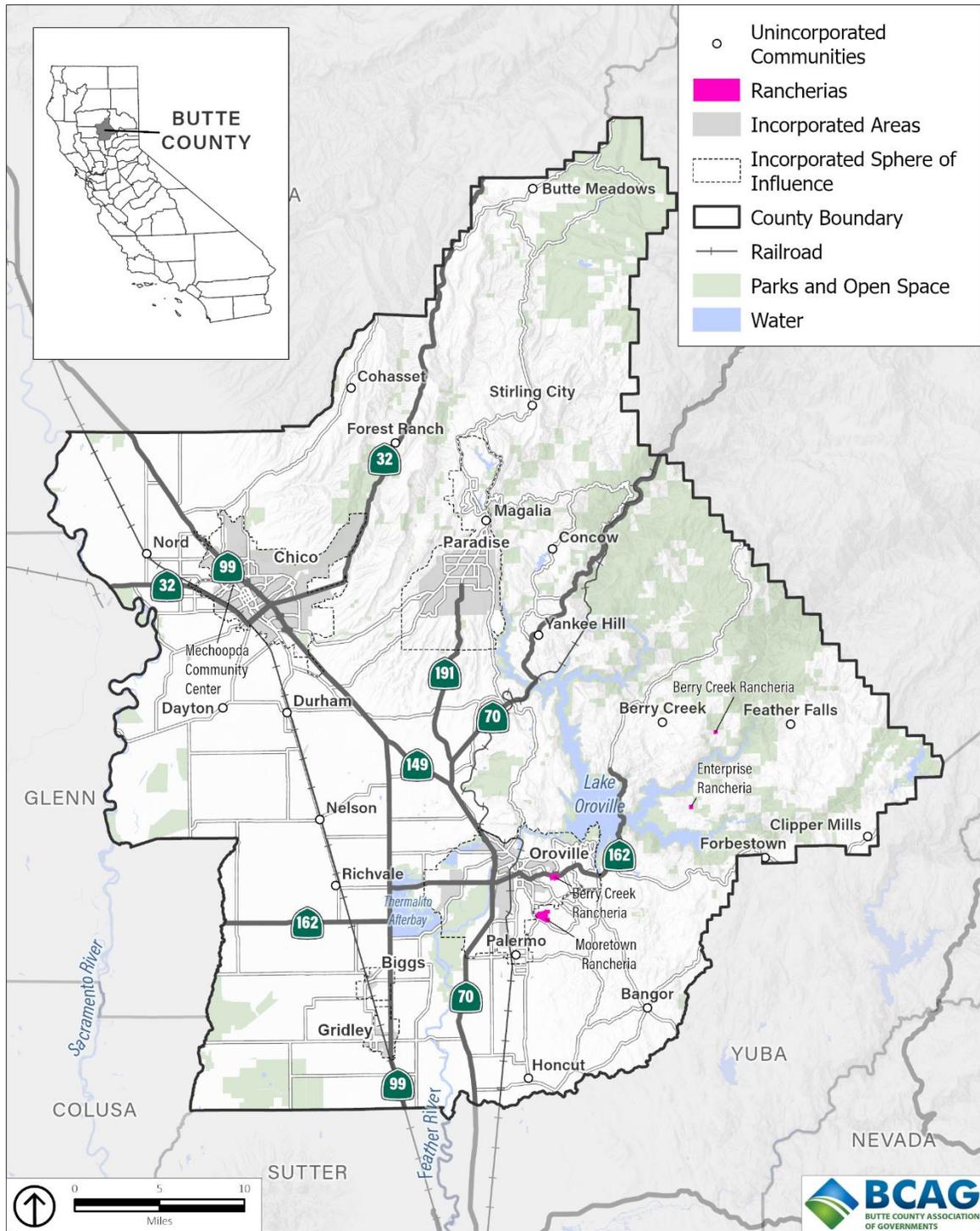
Butte County encompasses approximately 1,665 square miles in north central California, as shown in **Figure 1-1**. The western part of the county is in the northern Sacramento Valley, while the eastern portion extends into the foothills of the Cascade and Sierra Nevada Ranges. Elevations range from 50 feet above sea level at Butte Sink along the Sacramento River at the southwest portion of the county, to 7,087 feet above sea level at Humboldt Peak near the county’s northeastern border.

Butte County has five incorporated jurisdictions, which range from small farming communities to regional urban centers, depicted in **Figure 1-1**. The Cities of Biggs and Gridley are about five miles apart in the valley area in the southwest portion of the county, while the City of Chico is further north in the western valley area. The City of Oroville, the County seat, is located along the Feather River in the southern portion of the county, and the Town of Paradise is in the foothills near the center of the county.

There are numerous other unincorporated communities in Butte County, also depicted in **Figure 1-1**. Feather Falls, Berry Creek, and Brush Creek are in the foothills in the southeastern portion of the county, while Paradise Pines, Magalia, Stirling City, Forest Ranch, Cohasset, and Butte Meadows are in the foothills in the northeastern area. The western portion of the valley includes the communities of Dayton, Durham, Nelson, and Richvale, with Palermo, Honcut, Cherokee, and Forbestown further to the east.

Butte County is home to five local Native American Rancherias. These include Berry Creek Rancheria of Maidu Indians of California, Mechoopda India Tribe of the Chico Rancheria, Enterprise Rancheria Estom Yumeka Maidu, Mooretown Rancheria, and Konkow Valley Band of Maidu Indians. The location of these Rancherias is also shown in **Figure 1-1**.

FIGURE 1-1 BUTTE COUNTY AND LOCATION



Source: BCAG, 2024; Caltrans, 2024; Esri, 2024; PlaceWorks 2024

1.4 CONTEXT OF THE 2018 CAMP FIRE

The 2018 Camp Fire was the deadliest and most destructive wildfire in California history. BCAG first included adjustments to the RTP/SCS responding to impacts of the Camp Fire in the 2020 RTP/SCS. The Policy Element and the SCS Chapter both discuss the 2024 RTP/SCS in the context of the Camp Fire and how the RTP/SCS reflects BCAG's ongoing efforts to better understand the impacts of the Camp Fire, incorporate the fire impacts into regional land use and transportation planning, and support the region in recovering from the Camp Fire through strategies contained in the RTP/SCS.

1.5 RTP/SCS PLAN DEVELOPMENT, CONSULTATION, AND COORDINATION WITH TRIBES AND OTHER AGENCIES, AND PUBLIC ENGAGEMENT

The RTP/SCS is the result of a broad planning process involving many government agencies, as well as private interests and the public. Prior to development of the RTP/SCS, BCAG updated its Public Participation Plan and then started early consultation workshops. BCAG also prepared an Outreach Plan focused on guiding preparation of the SCS. An early consultation outreach effort was made to Caltrans' suggested list of interested agencies, including various State and federal resource agencies, local Tribal Governments, interest groups, and BCAG's advisory committees. All public workshops were noticed in the local newspapers to give ample notice of opportunities to be involved. The RTP/SCS was developed in consultation with BCAG's advisory committees, and presentations were made at the Board of Directors meetings, which are open to the public.

After release of this draft plan, it will be distributed to stakeholders and BCAG will conduct additional outreach. All components of the plan were distributed to the Transportation Advisory Committee (TAC). The TAC includes representatives from each of the cities, the County, and the State, as well as representatives from the public, the air district, and the Native American communities. Various government-to-government participation attempts with the local Rancherias were initiated by BCAG. BCAG also sent correspondence to the surrounding counties, including Tehama County, Glenn County, and the Sacramento Area Council of Governments (SACOG).

The Interagency Consultation Review (ICR) Group is made up of BCAG, the Butte County Air Quality Management District (AQMD), Caltrans, FHWA, FTA, EPA, and CARB. The ICR was contacted via email to agree to the emissions analysis and conformity determination requirements applicable to the RTP/SCS. All pertinent material concerning air quality was reviewed with the ICR group.

BCAG contacted each of the five Rancherias in Butte County concerning the development of the RTP/SCS. In addition, Rancherias that have previously expressed an interest regarding BCAG’s planning and programming activities receive an agenda to the BCAG TAC meetings, which include any RTP/SCS development material. BCAG has also extended several invitations to provide government-to-government at-site workshops concerning the RTP, as well as any other transportation-related workshops. Currently, two Rancheria representatives attend the BCAG TAC meetings.

BCAG also maintains an email distribution list for any individual, agency, or entity wishing to be involved in its various planning, programming, and project development activities.

To engage the public, BCAG held virtual RTP/SCS public workshops beginning in 2022. BCAG also conducted a community-wide survey—available in English, Spanish, and Hmong—which informed the strategies and actions included in the SCS. BCAG promoted the survey and distributed information on the RTP/SCS update in bus ads, on social media, and at public events. The 2024 RTP/SCS was developed in consultation with BCAG member jurisdictions, BCAG’s advisory committees, local Tribal Governments, interested State and federal agencies, and directly with members of the public. **Appendix 3** details the full extent of public participation and consultation with other agencies in the RTP/SCS.

1.6 DOCUMENT ORGANIZATION

1. Introduction, Background, and Purpose of the RTP/SCS

This introduction provides an overview of the purpose and legislative requirements of the RTP/SCS, describes the physical setting of the region, and outlines the rest of the RTP/SCS document.

2. Policy Element

The Policy Element of the RTP accomplishes the following:

- Describes the Butte County regional setting.
- Describes each component of the region’s integrated transportation network, including the regional roadway network, bus and rail transit (including transportation services required by the Americans with Disabilities Act or ADA), active transportation, goods movement (freight), aeronautics/aviation, and Intelligent Transportation Systems (ITS).
- Identifies short-term and long-term transportation needs (in individual sections discussing each component of the transportation system).
- Outlines goals, objectives, policies, and actions of the RTP.

3. Action Element – Analysis

The Action Element – Analysis chapter discusses existing needs, assumptions, and forecasts related to transportation funding in the region needed to implement the Goals, Objectives, and Policies/Actions described in the Policy Element.

4. Sustainable Communities Strategy

The SCS adds the critical component of land use planning to the transportation planning process for the purpose of reducing GHG emissions per SB 375. The SCS demonstrates how BCAG used Regional Growth Projections, land use designations in each BCAG jurisdiction, and results from the Regional Housing Needs Allocation (RHNA) to develop land use strategies that reduce GHG emissions related to travel, while simultaneously housing expected future population growth, preserving farmland, and increasing jobs and the regional economy.

5. Action Element – Conclusions

This chapter describes criteria and methodology for prioritizing projects and lists projects included in the RTP/SCS. This chapter also discusses implementation of projects and project updates since the previous plan.

6. Financial Element

The Financial Element of the RTP identifies revenue sources available to implement the RTP/SCS, and demonstrates fiscal constraint, meaning the expected costs of planned projects in the RTP/SCS do not exceed expected available revenue.

7. Civil Rights and Environmental Justice Communities Analysis

This chapter addresses the requirements of Title VI, analyzing the effects of BCAG's policies, programs, and projects on low-income and non-white communities and populations and determining that the RTP would not result in adverse human health or environmental effects to these communities.

8. Environmental Review

This chapter describes the environmental review process associated with the RTP/SCS.

2. Policy Element

The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP. The Policy Element is a resource for providing input and promoting consistency of action among State, regional and local agencies. It is intended to be consistent with the California Transportation Plan (CTP). California statutes state that each RTP shall (Government Code Section 65080 (b)) include a Policy Element that:

- Describes the region’s desired short-range and long-range transportation goals, and pragmatic objective and policy statements,
- Describes the transportation issues in the region,
- Identifies and quantifies regional needs expressed within both short- and long-range planning horizons, and
- Maintains internal consistency with the Financial Element and fund estimates.

BCAG’s long-range vision is to continue to develop a coordinated, balanced, safe, and equitable multi-modal transportation system in the region.

The following sections describe all existing transportation infrastructure and services in Butte County, followed by **Tables 2-9 to 2-24** articulating the transportation goals, objectives, and policies in the region by mode.

2.1 EXISTING TRANSPORTATION NETWORK, SERVICES, TRENDS, AND KEY ISSUES

This section details the existing facilities and services, findings of recent analyses, and needs pertaining to the region’s:

- Roadway Network
- Bus Transit Network and Service
- Rail Transit Network and Service
- Active Transportation Network
- Goods Movement
- Aeronautics

A discussion of current efforts to expand ITS in the context of these components of the region’s transportation network is also included.

Regional Roadway Network

The network of roadways that facilitates the movement of people and goods in and through the county is an important component of the overall Butte County transportation system. Regionally significant roadways include the entire state highway system, and all roads designated as either

arterial or collector, as classified by each local jurisdiction. In addition, roadways that meet one or more of the following criteria are included as other roads of regional significance:

- Principal roadways connecting Butte County with other regions or counties
- Principal roadways connecting urban areas
- Roadways that provide access to significant recreational, commercial, industrial, or institutional activities
- Roadways that are primary emergency evacuation routes for urban areas

The regionally significant roads in the RTP/SCS are evaluated in the regional transportation demand forecasting model (discussed in more detail in **Chapter 4, Sustainable Communities Strategy** and in **Appendix 9, Regional Land Use Allocation Model**). These roadways are analyzed based on current and future travel demand and provide a basis to identify potential impacts of growth on the regional transportation system.

The primary issue with regards to improving the regional roadway network is availability of transportation funding. Transportation funding needs are discussed in **Chapter 3, Action Element – Analysis. Chapter 5, Action Element – Conclusions**, describes the planned and funded projects that will support the county’s roadway network, including maintenance and rehabilitation projects, comprehensive replacements of dozens of functionally obsolete and low-water crossing bridges, and roadway extension and expansion projects. The Action Element also describes how proposed transportation projects are prioritized based on the region’s goals, objectives, policies, and strategies. The highest-priority projects among these project needs are those with dedicated funding sources, referred to as ‘financially constrained.’ Additional projects that are lower priority and without identified funding sources are referred to as ‘unconstrained projects.’ Both are listed in the 2024 RTP/SCS projects list included as **Appendix 13**.

Bus Transit Network and Service

Public transit in Butte County is primarily provided by the Butte Regional Transit (B-Line) bus service, with limited additional public bus service provided by other agencies and providers. The transit system in Butte County provides an indispensable service to the region, as it provides an alternative to driving for all users, including those with limited or no access to a vehicle, to meet their transportation needs. This section discusses existing service, needs, and related details pertaining to the region’s bus transit network; rail transit is described in a separate section.

Butte Regional Transit (B-Line)

BCAG has been the owner/operator of the B-Line bus service since 2005. B-Line provides regional and local public transit services in Butte County and covers roughly 700 square miles. The current bus fleet consists of 35 fixed-route buses: 29 diesel buses (11 35-foot diesel, 18 40-foot diesel, and 6 32-foot diesel buses). B-Line operates 21 fixed routes, which include 5 regional

routes, 15 local routes, and service to the Chico Regional Airport. Regional routes connect the communities of Biggs, Chico, Gridley, Magalia, Oroville, and Paradise. Local routes serve the Chico urban area and the City of Oroville. B-Line also operates 2 types of paratransit services—ADA Paratransit and Dial-A-Ride. There are 22 gasoline-powered cutaway vehicles (25 feet) that make up the paratransit fleet.

In recent years, there have been multiple natural disasters and public health, socioeconomic, and environmental factors that have impacted Butte County residents, and therefore, ridership patterns of B-Line. In November 2018, the Camp Fire destroyed the Town of Paradise and surrounding areas, greatly reducing ridership and demand for public transit in these areas. A few years later, ridership and commute patterns were greatly impacted by the COVID-19 pandemic. During the pandemic, many residents discontinued commuting to work, and instead, worked at home. B-Line is continuing to see impacts on ridership due to these events and changes in residents' behavior.

As described in subsequent sections of this chapter, B-Line has continued to study rider behavior through multiple planning studies and identify solutions that best meet the needs of Butte County residents. This section details B-Line's services and processes, plans and projects, and a vision for the future of public transit in the county.

ADA Accessibility

The Americans with Disabilities Act (ADA) is civil rights legislation requiring, among other things, that persons with disabilities have equal access to transportation services. In terms of transit, this means that all fixed route transit services must provide complementary paratransit services for those within a three-quarter-mile radius of a fixed-route stop. In addition, transit providers must have wheelchair-accessible vehicles, provide schedules and other information in accessible formats for people with hearing and sight impairments, allow attendants and companions, and meet specific requirements for comparability of fares.

Paratransit services, such as those mandated by the ADA, are significantly more expensive to provide than fixed-route transit services. The act does not provide any funding for these required service improvements. Paratransit services have expanded to a greater area above and beyond that which is required. All routes are posted on the BCAG transit website. Potential

ADA paratransit is for individuals who cannot use the fixed-route system. They must receive Americans with Disabilities Act (ADA) certification to use this service. This certification ensures trips are given priority status.

Dial-a-Ride service is for riders who are age 70 or older. Dial-a-Ride trips are not given priority status should individuals with ADA certification need the service.

customers have indicated they are willing to pay extra for paratransit service, provided they are able to make their required trips.

During the period of this RTP/SCS, BCAG will continue to work to address transit planning and funding issues relative to meeting ADA requirements. B-Line is currently in full compliance with the existing ADA requirements and has previously developed a Human Services Transportation Coordinated Plan for Butte County. BCAG will continue to monitor the regulations, as applicable to Butte County.

Existing Service Schedule

B-Line provides fixed routes that serve the areas of Chico, Paradise, Magalia, Oroville, Gridley, and Biggs. B-Line operations also include paratransit service for qualified senior and disabled passengers. Paratransit does not currently operate between municipalities, but does operate in distinct areas in Chico, Oroville, and Paradise. Each area is made up of a core zone with three supplemental zones with service within three-quarter of a mile of any B-Line fixed route, per ADA requirements.

Table 2-1 provides the current start and end locations and frequency of each B-Line route. Schedules and other detailed information on existing B-Line services and policies, including fares and maps, are available in the two agency brochures: *Schedules & System Maps* (updated in 2023) and *Paratransit Riders Guide* (updated in 2019). This information is also available online at (www.blinetransit.com) and (www.planmyride.blinetransit.com).

TABLE 2-1 B-LINE FIXED-ROUTE SCHEDULE

Route No.	Name	Start/End Location	End/Start Location	Frequency
2	Mangrove	Chico Transit Center	Ceres & Salem, Chico	30/60 minutes
3	Nord / East	Chico Transit Center	North Valley Plaza, Chico	30/60 minutes
4	First / East	Chico Transit Center	North Valley Plaza, Chico	30/60 minutes
5	E. 8 th Street	Chico Transit Center	Forest Ave Transfer (Bank), Chico	60 minutes
7	Courthouse/East	North Butte County Courthouse, Chico	Ceres & Lassen, Chico	60 minutes
8	Nord	Chico Transit Center	W. 8 th & Nord – Chico State Loop	60 minutes
9	Oak/Warner/Cedar	Chico Transit Center	W. 4 th Ave. & N. Cedar (North) / W. 7 th St & Hickory (South) - Chico State Loop	60 minutes
9C	Cedar Loop	Chico Transit Center	W. 4 th Ave. & N. Cedar (Loop), Chico	60/80/120 minutes

Route No.	Name	Start/End Location	End/Start Location	Frequency
14	Park/Forest/MLK	Chico Transit Center	Forest Ave. & Skyway (Loop), Chico	20/60 minutes
15	Esplanade/Lassen	Chico Transit Center	Eaton Rd. & San Miguel Ct., Chico	20/30/60 minutes
16	Esplanade/SR99	Chico Transit Center	Esplanade & Hwy. 99, Chico	60 minutes
17	Park/Fair/Forest	Chico Transit Center	Forest Ave. & Skyway (Loop), Chico	60 minutes
20	Chico – Oroville	Chico Transit Center	Oroville Transit Center	60/120 minutes
24	Thermalito	Oroville Transit Center	14 th Ave & Grand Ave. (Loop), Oroville	60 minutes
25	Oro Dam	Oroville Transit Center	Feather River Cinemas (Loop), Oroville	60 minutes
26	Olive Highway	Oroville Transit Center	Kelly Ridge Rd. & Royal Oaks Dr. (Loop), Oroville	60 minutes
27	South Oroville	Oroville Transit Center	Las Plumas High School, Oroville	60 minutes
30	Oroville – Biggs	Oroville Transit Center	Biggs City Hall	120/240 minutes
32	Gridley-Chico	Chico Transit Center	Biggs City Hall	1 a.m. trip & 1 p.m. trip
40/41	Chico/Paradise/Magalia	Chico Transit Center	Wagstaff Rd. & Clark Rd., Paradise Skyway & Coulter Way, Magalia	Rt. 40 – 2 a.m. & 2 p.m. trips Rt. 41 - 2 a.m. & 3 p.m. trips
52	Chico Airport Express	Chico Transit Center	Ryan Ave. & Cohasset Rd.	60 minutes – 2 a.m. & 3 p.m. trips

Routes start service between 5:30 a.m. and 7:45 a.m. and end the service day between 5:00 p.m. and 10:00 p.m.

Policies maintained in the normal course of service administration and operation include adherence to all required regulations such as the ADA and Title VI. B-Line has also updated the Rider Rules of Conduct to be observed by all riders with potential penalties. All policies and regulation requirements, such as posted policies, complaint forms, and ways to submit any related complaints or comments, are posted on the B-Line website at <https://www.blinetransit.com/Rider-Tools>. All documents and personalized assistance are available in-person at the BCAG office or by request via phone, email, or regular mail correspondence.

Fleet

B-line maintains a fleet of 35 fixed-route service buses and 22 paratransit service buses. For the fixed-route vehicles, 11 are 35-foot Gillig low floor diesel-fueled buses with a maximum passenger capacity of 32. Another 18 vehicles are 40-foot Gillig low floor diesel-fueled buses with a maximum passenger capacity of 38. B-Line recently received six 32-foot Freightliner/Glaval diesel buses with a maximum passenger capacity of 24. All fixed-route vehicles have a wheelchair capacity of two and can carry two or three bicycles via external bicycle racks.

The vehicles used with paratransit services are all 25-foot Ford/E-450 cut-away buses. All are gasoline powered with a seating capacity of eight along with a wheelchair capacity of three.

Annual Expenses and Revenue Sources

B-Line operations are funded by a combination of federal funds, State funds, and fares. [B-Line's Fiscal Year \(FY\) 2023/24 Annual Service Plan and Budget](#) was approved by the Board of Directors on May 23, 2024, and identifies \$12.8 million in total funding requirements for transit operations and \$9.3 million for capital expenditures. The budget is available for download on the B-Line website.

Annual operating grants are funded through the Federal Transit Administration (FTA). As of FY 2024/25, B-Line received COVID relief funds through the American Rescue Plan. B-Line receives 5307, 5311, and 5311(f) funds through FTA. B-Line also applies for other competitive capital federal grants through the FTA on an as-needed basis.

Transportation Development Act (TDA) funds through the State of California provide significant operating and capital support for B-Line. TDA funds include State Transit Assistance (STA) and Local Transportation Funding (LTF), which comes from State fuel tax and a 0.25 cent state sales tax revenue.

Systemwide Performance

Performance Indicators

Performance on both the fixed-route and paratransit systems is tracked continuously and reported to the National Transit Database (NTD) monthly, the BCAG Board of Directors quarterly, and the State annually. The [NTD profile for B-Line](#) provides an overarching view of the public transit system since 2013, with some data going back to its inception in 2005.

When discussing performance indicators, such as revenue miles and revenue hours, it's important to note that those numbers are not static year-to-year. The service level may stay the same, but hours and miles will vary slightly since there is an annual change in the number of weekdays and weekend days in each year. Since B-Line service operates mainly on a Monday

through Saturday schedule, with only one fixed-route and paratransit operating on Sundays, those changes result in a natural fluctuation. **Table 2-2** shows the actual hours and miles expended in FY 2021/22 with the miles and hours projected for 2035. This data is based on the information compiled in the B-Line Routing Study completed in FY 2022/23.

TABLE 2-2 PERFORMANCE INDICATORS

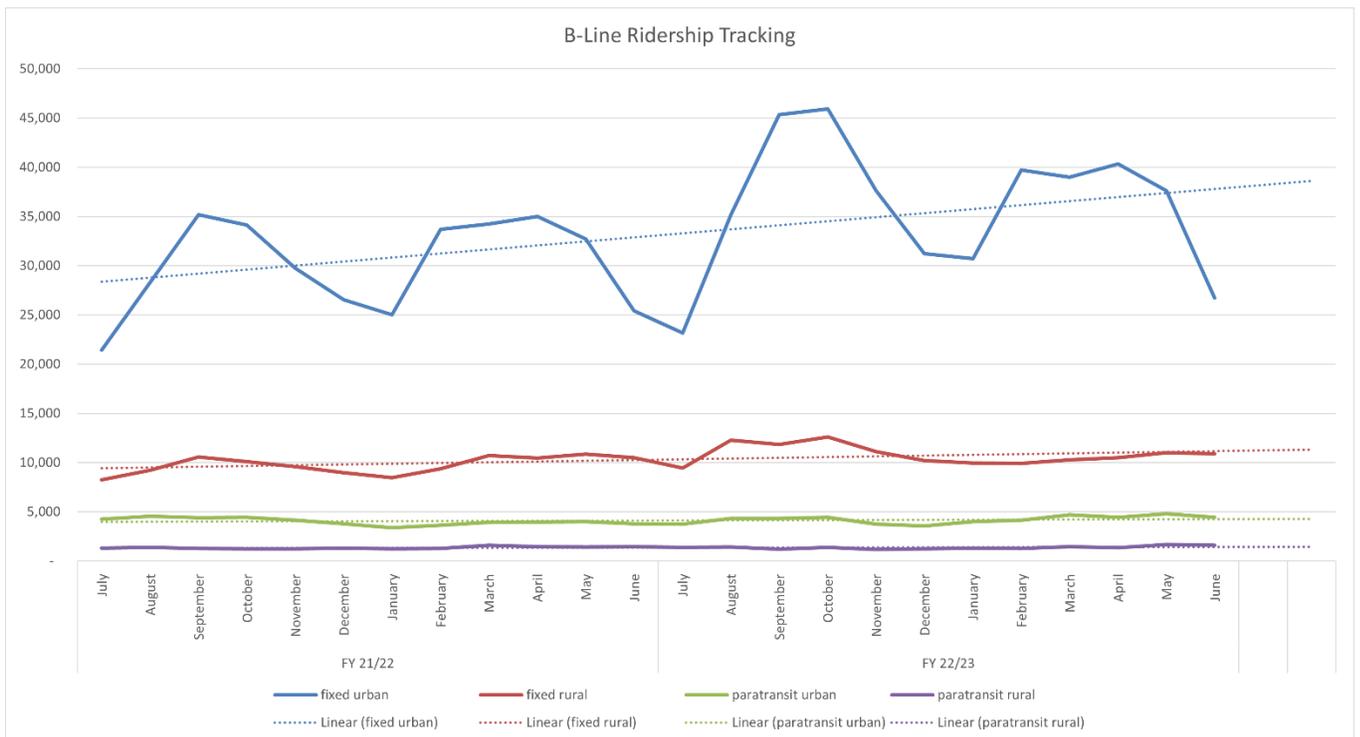
Performance Indicator	FY 2021/22	2035 Projection*	Change
Revenue Hours	66,064	80,102	14,039
Total Hours	73,669	86,510	12,841
Revenue Miles	986,322	1,195,906	209,584
Total Miles	1,156,806	1,358,445	201,639

Source: BCAG, April 28, B-Line Routing Study, FY 2022/23.

*Note: 2035 projections from the B-Line Routing Study are not inclusive of the additional 25 percent increase planned for in the SCS.

Figure 2-1 shows monthly B-Line ridership levels over the past two fiscal years. Trendlines have been included to show that, while there are subtle increases year over year, ridership was relatively stable across the two fiscal years.

FIGURE 2-1 B-LINE RIDERSHIP



Effects of the Camp Fire and COVID-19 Pandemic on System Performance

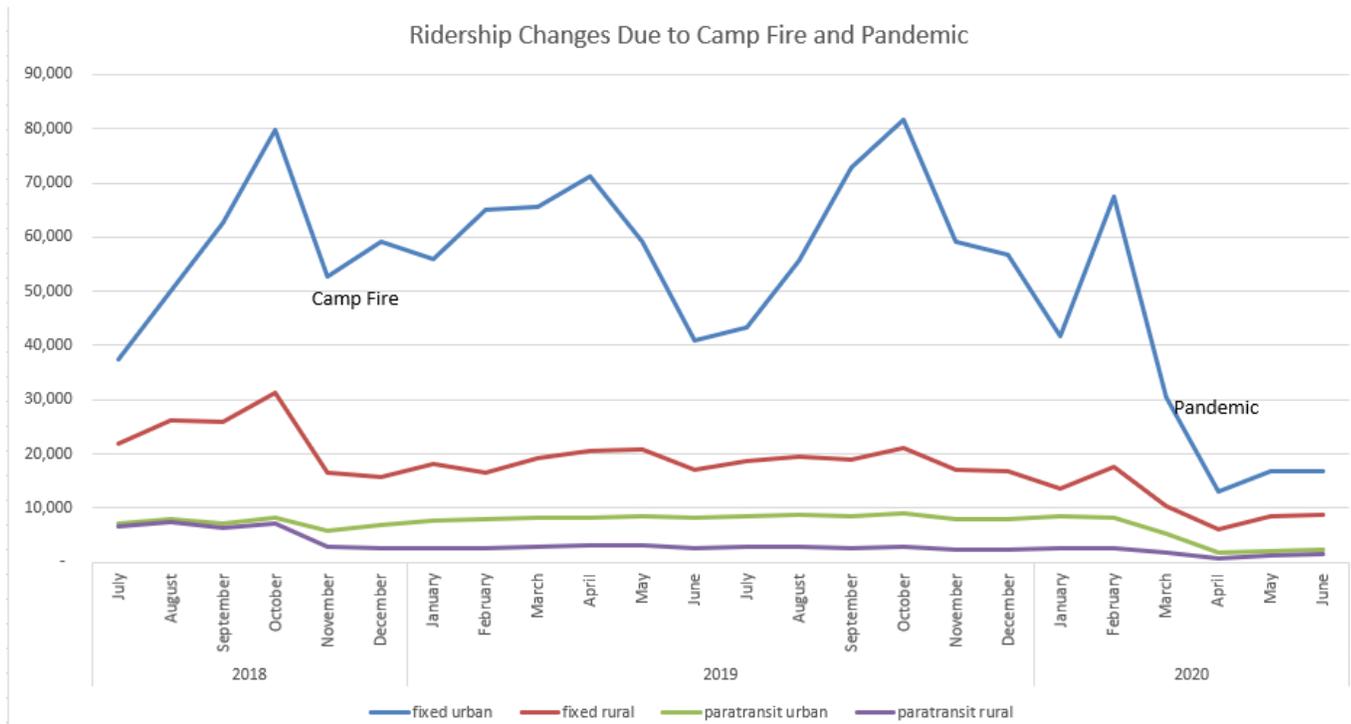
In 2019, B-Line underwent operational changes in response to the 2018 Camp Fire and displacement of residents on the Ridge. Routes 41 and 40, which connect Paradise and Magalia with Chico, were reduced in service to half the number of runs on Monday through Saturday, and Sunday service was eliminated. Route 31, which connected Paradise with Oroville, was eliminated entirely due to the lack of residents on the Ridge needing the service. It was at this time that B-Line also stopped using extra yards in Paradise and Oroville corporate yards for storage of vehicles; all vehicles were consolidated at the Chico Butte Regional Transit Operations Facility yard.

Leading up to the Camp Fire in November 2018, B-Line had stable ridership due, in-part, to partnerships with the local university and college and ridership by commuters who were able to use a park and ride and then use public transit to commute to work in another city. The Camp Fire displaced nearly 30,000 people and caused major disruptions for months. An analysis of the effects of the Camp Fire was completed as part of the [Post Camp Fire Study](#).

B-Line was recovering from the Camp Fire in terms of ridership and performance when COVID-19 shut down much of California. In response to the COVID-19 pandemic, peak time half-hour runs were eliminated for Route 5, which runs along East 8th Street in Chico. This was the only permanent change to B-Line service resulting from the pandemic. To date, fixed-route service continues to be down as many workplaces have permanently relocated to remote environments.

Figure 2-2 shows the change in ridership experienced across all levels of public transit directly following the Camp Fire and then the COVID-19 shelter-in-place order just over one year later.

FIGURE 2-2 RIDERSHIP CHANGES DUE TO THE CAMP FIRE AND PANDEMIC



Other Public and Private Bus Services

Several additional public and private bus services are available in Butte County. In the Gridley/Biggs area, people needing dial-a-ride service may use the Gridley Golden Feather Flyer, with tickets pre-purchased at City Hall. The Feather Flyer is available to persons aged 62 and older or those with proof of a disability, provided in advance to the City Hall office.

Glenn Transit Service (Glenn Ride) is a public transportation service offering a variety of transportation programs to Glenn County residents. Glenn Ride provides several trips per day connecting Glenn County residents with Chico and vice versa at the Downtown Chico transit Center.

The San Joaquin Joint Powers Authority (SJPA) operates the Amtrak Route 3 Thruway Bus service that operates between Chico and Stockton, with stops in Chico and Oroville. This service includes three southbound and three northbound trips per day. Passengers are required to have a valid Amtrak train ticket to board these buses. The Route 3 bus station in Chico is located at the existing Amtrak train station at W. 5th and Orange Streets, and in Oroville at Feather River Boulevard, just south of SR 162. Subsequent bus connections from these routes in Sacramento allow travel to Reno, Yosemite, Las Vegas, Monterey, the San Francisco Bay Area, and throughout southern California. The Redding Area Bus Authority (RABA) operates a bus between

Redding and the Chico Amtrak station with two round trips per day with timed connections with the Amtrak Route 3 Thruway bus. The RABA bus also services the Chico Transit Center.

The only private bus service available in Butte County is Greyhound/Flixbus, a private inter-city bus service. Greyhound/Flixbus also provides inter-city service between Chico and Sacramento with two morning and two evening southbound and northbound buses per day. More information is available on the Greyhound website, www.greyhound.com.

First- and Last-Mile Connections

BCAG considers “first-mile” (access from home to transit) and “last-mile” (access from transit to work, school, etc.) connections in its transit system planning activities. First- and last-mile connections are essential to facilitate transit ridership. A discussion of first- and last-mile connections is included in the Active Transportation section of this Policy Element chapter.

Transit Integration with Highway and Road Projects and Land Use Plans

Integration of transit with highway, street, and road projects and local land use plans that could increase ridership on the local and regional levels is essential to meeting key service goals and reducing VMT and GHG emissions. BCAG takes the needs of transit into consideration when planning for the maintenance and expansion of highway and roadway projects, including locations for new bus stops, bus pull-outs, and adjustments to bus routes. BCAG also coordinates with member jurisdictions when new highway, road, and land use projects are being planned at the local level to ensure that transit is appropriately integrated with these efforts. Further discussion about this is included in the Regional Roadway Network sub-section of this **Policy Element** and **Chapter 4, Sustainable Communities Strategy**. As discussed in the SCS, local and regional land use planning is focused on concentrating jobs and housing near transit opportunities.

Crime and Safety

The perception of crime and safety in the region is an increasing issue affecting ridership of the B-Line transit system. The increase in homelessness occurring throughout California is affecting the BCAG region as well. Transit facilities, including buses, bus stops, and shelters can be perceived as unsafe by community members when stops and shelters are being used as makeshift encampments.

Homeless “Point in Time” counts conducted in Butte County showed 864 homeless in 2019, 1,006 in 2022, and 1,237 in 2023. This reflects a 43 percent increase since the last BCAG RTP/SCS was developed in 2020, with 22 percent of that increase occurring between 2022 and 2023. These conditions can result in fewer people feeling comfortable walking, biking, or taking public transit, complicating BCAG efforts to reduce VMT and resultant GHG emissions.

BCAG member jurisdictions continue to work with a variety of organizations to make progress on this issue, but additional State support is likely needed to improve conditions and maximize the ridership potential of the public transit system. BCAG has limited abilities to address these issues but will seek to coordinate with member jurisdictions and the State where possible to seek further solutions. Without improvement, these conditions could prevent the regional public transit system from seeing anticipated gains in ridership.

Transit Network and Service Gaps, Issues, and Priorities

BCAG recently completed several studies to capture and quantify the changing transportation needs of the Butte County population. The [B-Line Routing Study](#) (Routing Study) and [Non-Emergency Medical Transportation \(NEMT\) Study](#) were both completed in the 2022/23 fiscal year, and the [Unmet Transit Needs Assessment](#) is updated and shared with Caltrans annually.

The Routing Study and NEMT Study both explore specific questions about Butte County's transit system and how to better align the system with modern public transit needs. The NEMT Study specifically looked at the subset of the population in need of rides to and from medical appointments outside their home communities. Both studies recommended improvements to B-Line transit services to improve transit service and address non-emergency medical transportation needs, including adding more flexible transit options to replace certain underutilized routes (e.g., microtransit), modernized options for transit fare purchases, and expanded non-emergency medical transportation options. BCAG's response to these identified needs are discussed in the following section, Future B-Line Transit Initiatives.

The Unmet Transit Needs Assessment is required to assess the current fixed-route system annually and determine if any changes could be made to better accommodate community needs. After consideration of all testimony received, BCAG found that there were no unmet transit needs that are reasonable to meet. As ridership data is gathered and public input is received, BCAG will continue to make route modifications, add bus shelters, and make improvements to better serve the public, especially those who rely on transit. All testimony received is reviewed and considered for improving B-Line Transit regardless of whether or not the testimony fits the definitions used for the unmet transit needs process.

Future B-Line Transit Initiatives

This section discusses B-Line Transit initiatives and operational strategies planned for the current (present to five-years ahead), mid-term (five to 20 years ahead), and long-term (20 or more years ahead) planning periods.

Current initiatives are driven by residual impacts of the Camp Fire and COVID-19 on ridership, findings of recent studies and assessments, required changes in fuel sources for vehicles, and other new State and federal regulations. Mid-term initiatives are also driven by new fuel-type

needs as well as potential benefits of alternative commute options between Chico and Sacramento. Long-term initiatives are driven by the continued need to reduce VMT overall with traditional fuel modes, contributing to continuing reductions in GHG emissions, and ongoing sustainable community development.

Current, mid-term, and long-term initiatives are also informed by the 2008 Coordinated Public Transit-Human Services Transportation Plan. This plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes; provides strategies for meeting these needs; and prioritizes transportation services for funding and implementation. The full plan is available on the BCAG website.

Table 2-3 summarizes the capital finance plans for transit-related projects planned and programmed through the 20-year RTP planning period. Current, mid-term, and long-term operating and capital activities are detailed below.

TABLE 2-3 CAPITAL AND OPERATING FINANCE PLANS

Title	Fund Source	Planned or Programmed	Estimated Funding Total	Target Year
Butte Regional Transit – Capital, Operating, & Planning Assistance	FTA, TDA	Programmed	\$133 million	Ongoing
Zero-Emission Bus Implementation	FTA, TDA, TIRCP/ZETCP	Programmed	\$80 million	Ongoing
Paradise Transit Center	FTA, Local	Programmed	\$2.3 million	2025
Microtransit Services	FTA, TDA	Planned	\$2 million	2025
Nonemergency Medical Transportation Services	FTA, TDA	Planned	\$2 million	2025
Mobile Ticketing Modernization	FTA, TDA	Programmed	\$1 million	2025
High-Frequency Transit Service	FTA, TDA	Planned	\$5 million	2030
Chico to Sacramento Inter-City Commuter Rail Service (E&D)	CMAQ, TDA, TIRCP, LCTOP, Local	Planned	\$11.6 million	2026
Chico to Sacramento Inter-City Commuter Rail Service (E&D)	CMAQ, TDA, TIRCP, LCTOP, Local	Planned	\$26.4 million	2028
Chico to Sacramento Inter-City Commuter Rail Service (E&D)	CMAQ, TDA, TIRCP, LCTOP, Local	Planned	\$50 million	2034

*Current Plans and Projects (2024-2029)***Zero-Emission Bus Implementation**

BCAG completed its [Zero-Emission Bus Rollout Plan](#) that provides the framework to transition to a 100 percent zero-emission fleet by 2040. BCAG plans to deploy a mix of zero-emission technologies, including battery electric and hydrogen fuel. The Plan guides B-Line's implementation of a zero-emission bus fleet and will help staff work through challenges and explore solutions. It also identifies solutions related to electric service, charging systems, scheduling and timing, routing, technologies, maintenance, and other necessary improvements needed to support zero-emission technologies. The analysis also included a redundancy, resiliency, and emergency response assessment to investigate the risks to B-Line's ability to provide service during a power outage or other fuel disruptions.

As of September 2024, B-Line has begun its transition to a zero-emission fleet, with five zero-emission buses on order. B-Line will continue infrastructure planning and design work to support charging infrastructure, coordinate on electric service upgrades for battery electric buses, and design work needed for hydrogen fueling infrastructure including a mobile fueling station. Transitioning to a fully zero-emission fleet is estimated in the Rollout Plan to be roughly \$40 to \$80 million depending on the chosen technology. This magnitude is a significant hurdle for smaller transit agencies like B-Line; therefore, federal and State funds will be imperative to successful implementation of these cleaner technologies.

Paradise Transit Center Construction

B-Line is in the process of completing construction of the Paradise Transit Center at Almond Street between Birch and Cedar Streets. This project involves grading, paving, utilities, demolition, landscaping, and general civil work to construct bus bays, parking lots, pedestrian facilities, lighting, a storm drain system, transit shelters, a storage building, and ancillary improvements for enhanced integration of public transportation in Paradise. The transit center is being funded by the 2021 Coronavirus Response and Relief Supplemental Appropriations Act funds and is anticipated to be complete in FY 2024/25. It is expected to result in improved transit service for the Paradise area and increased ridership.

Microtransit

Recent studies, including the B-Line Routing Study, revealed a need for a more fluid form of public transit that does not solely rely on fixed routes with set timetables. Microtransit provides zones of curb-to-curb service available to the public. These services would be in place of existing low-ridership fixed routes and provide connections to transit hubs in each of those areas. This service is expected to launch by the end of 2025, after the successful upgrade of the on-demand service software and extensive marketing efforts.

Initially, there will be two microtransit zones in Chico, one in Paradise/Magalia, and three in Oroville. The boundaries for these zones will be monitored to assess the need to adjust them. The service day for microtransit will complement the fixed-route service day to allow for rider assistance with last-mile/first-mile connections at the start and end of service. These improvements are also expected to result in improved public transit service and increased ridership.

Nonemergency Medical Transportation

Nonemergency medical transportation is an expansion of B-Line’s paratransit services. BCAG is still working to assess the scope of nonemergency medical transportation needs that could be met by public transit, including connecting ADA paratransit riders with medical appointments outside their home communities.

This program would be available to those who are ADA certified and who live in the ADA boundary for paratransit. It will provide rides connecting northern Butte County (Magalia-Paradise-Chico) and southern Butte County (Biggs-Gridley-Oroville), with the potential of expanding to connect south Butte to north Butte as need requires and funding allows.

Mobile Ticketing Modernization

One of the areas covered in the Routing Study was an examination of B-Line’s current fare structure and purchasing options for riders. The Study identified a need to update the fare payment systems for public transit. As such, a Request for Proposals (RFP) was released in January 2024 to solicit proposals on how to modernize the fare collection system to make it easier and more seamless for transit users. This includes shifting the focus of fare collection away from paper money on board the vehicles and towards the existing app-based ticketing system through Token Transit. B-Line recently simplified its fare structure to make it easier to understand fare costs and where and how to purchase tickets—the current fare structure and purchasing locations can be found on the [B-Line website](#).

On-Demand Software Update

B-Line is updating the software used to store customer profiles, book trips, and monitor the performance of its on-demand service. The current software is outdated and set to be phased out of support by the parent company, TripSpark, in the upcoming years. An RFP was released in January 2024 to solicit recommendations for replacement software that can accommodate paratransit, NEMT, and microtransit trips.

B-Line Mid-Term (2029-2034) and Long-Term Plans and Projects (2034-2045)

Mid-term items presented in this section have the potential for extended timelines. As new transit needs are discovered in the process of implementation, projects to meet these needs may be developed. However, there are no current long-term activities foreseen within the designated timeframe of this RTP.

High-Frequency Transit Service and Intelligent Transportation Systems

During the 2022/23 Routing Study, an additional service plan was developed for possible implementation in the mid-term planning horizon. This assumes that future ridership warrants expansion.

A potentially viable means of enhancing transit quality and generating increased ridership is to provide high-frequency service on high ridership potential corridors connecting key activity centers. This can consist of 15-minute weekday service on some routes from approximately 6:30 a.m. to 6:00 p.m. Providing high-frequency service along the key corridors connecting the Chico Marketplace and Butte College Chico campus area on the south with downtown/California State University Chico (CSUC) and the North Valley Plaza via the Esplanade will improve connections and reduce overall travel times throughout the city. It will also increase the potential for development along the high-frequency corridors that take advantage of the improved accessibility. There is an expected increase in revenue-vehicle hours, which in turn reflects a decrease in VMT by individual commuters, which then addresses the goal of GHG reduction.

BCAG monitors and assesses implementation of ITS elements. BCAG works with local counties and municipalities to monitor and support related local projects with a regional ITS impact.

Commuter Bus Service Between Chico and Sacramento

BCAG is exploring the feasibility of providing a commuter bus service between Chico and Sacramento. [The Chico to Sacramento Inter-City Transit Strategic Plan](#) was completed in 2022 to provide the framework to study a commuter bus service between Chico and Sacramento. The document identified routing and timing plans, operating and capital costs, fare structure, park and ride opportunities, number and type of buses required, and a marketing plan. BCAG continues to assess the opportunity to provide this inter-city service.

Rail Transit Network and Service

Existing Rail Service

The Amtrak Coast Starlight, which runs between Seattle and Los Angeles, is currently the only direct passenger rail service in Butte County. Two trains, one northbound and one southbound, stop in Chico daily. The northbound train arrives at approximately 2:00 a.m. and the southbound train at approximately 4:00 a.m., providing very limited and inconveniently timed service. Additional information on Amtrak Coast Starlight can be found at www.amtrak.com.

Rail Service Needs

California State Rail Plan

The California State Rail Plan is prepared by Caltrans and identifies potential new intercity rail services. The Sacramento to Redding corridor is one of three new routes that Caltrans is proposing in the State Rail Plan. Operation of intercity rail service from Sacramento to Redding would extend State-supported intercity rail service to a fast-growing Northern California area not presently served by the State-supported intercity passenger rail network. The State Rail Plan envisions hourly service in this corridor by the year 2050 by building off the initial service established by the North Valley Rail program.

Amtrak Throughway Route 3 buses currently serve the northern Sacramento Valley and connect to the San Joaquin and Capitol Corridor trains. Buses connect to four of the San Joaquin trains in Stockton, and one in Sacramento, and travel north through Sacramento, Marysville, and Chico. RABA buses then connect Chico to Redding with timed connections. The State Rail Plan identifies a near-term goal of every-two-hour bus service frequency in this corridor.

North Valley Rail—Planned Future Passenger Rail Service

The North Valley Passenger Rail Strategic Plan (Strategic Plan) was completed in May 2024 and identifies a new passenger rail service that would extend existing commuter and intercity passenger trains from Sacramento to Chico called North Valley Rail. North Valley Rail would better connect the North Valley region with the rest of Northern California and the larger statewide rail network, relieving traffic congestion on highways and reducing associated GHG emissions. By providing a new rail service in an underserved market, North Valley Rail would reduce reliance on personal automobiles, encourage more environmentally sustainable travel choices, and support the region's long-term growth and economic development. Low-income and historically disadvantaged communities in the North Valley would also benefit from improved access to housing, jobs, and education. Operational integration between the B-Line transit fleets, both fixed-route and paratransit, and the rail service would occur at two stations in Butte County and connect an additional two stations in Yuba County before continuing to Sacramento County. The Butte County stations would be in Gridley and Chico. B-Line Routes 30 and 32 serve Gridley and many fixed routes serve the proposed station site in downtown Chico. Only slight service modifications would be needed to serve the second proposed Chico station site in the Baber Yard area. Both Chico sites and the Gridley site currently have paratransit service available.

The full Strategic Plan document provides much more detail on the intercity and commuter rail priorities for this project, as well as funding strategies, fare considerations, and additional operational planning details. The full document is available at the following website:

<https://northvalleyrail.org/resources/>.



North Valley Passenger Rail Strategic Plan Background

In 2021, BCAG was awarded grant funds through the Caltrans Sustainable Transportation Planning Grants program to develop the Strategic Plan. Preparation of the Strategic Plan was led by BCAG, in a multiagency partnership with Caltrans; the San Joaquin Regional Rail Commission (SJRR) and San Joaquin Joint Powers Authority (SJJPA) (which manage the Altamont Corridor Express (ACE) and the San Joaquin services, respectively); and Union Pacific Railroad (UP or UPRR), the owner of the rail corridor.

Work on the Strategic Plan built off BCAG’s 1995 Northern Sacramento Valley Intercity Passenger Rail study that explored expanding passenger rail services to Butte County. The Strategic Plan study began in January 2022 and culminated in the publication of the Draft Strategic Plan in December 2023, followed by the Final Strategic Plan in May 2024. The Strategic Plan identified the North Valley Rail service parameters that result in extending existing ACE and Amtrak San Joaquin trains northward from Natomas to Chico.

North Valley Rail Overview

The North Valley Rail project builds on the Valley Rail Program’s Sacramento Extension, which will bring additional passenger rail service into the Sacramento area from the south via a new alignment through Midtown Sacramento, with a terminus in Natomas at Elkhorn Boulevard. The project proposes to extend some of these trains further north from Natomas and into the North Valley, serving four new stations at Plumas Lake, Marysville–Yuba City, Gridley, and Chico (**Figure 2-3**).

The proposed initial “starter” service includes four daily roundtrips tailored to the North Valley’s unique needs, connecting to multiple destinations within the Northern California Megaregion, which includes Sacramento, Stockton, and the San Francisco Bay Area:

- Two of the roundtrips would provide direct, one-seat rides between the North Valley and high-speed rail (HSR), providing timed connections at the future HSR station in downtown Merced and allowing for ongoing connections to Los Angeles and the rest of Southern California via the HSR Early Operating Segment (EOS) to/from Bakersfield.

- An additional third daily roundtrip would provide timed connections in Stockton for continuing travel to/from Merced and HSR, and to/from the San Francisco Bay Area.
- The fourth daily roundtrip would connect the North Valley with the Tri-valley area and Southern Alameda County, terminating at ACE's new planned terminal at Union City Intermodal Station, allowing for direct connections with Bay Area Rapid Transit (BART) and Transbay bus services.

Two of the roundtrips would also be in slots that are well-positioned to serve the commuter and business/leisure day-trip market into Sacramento.

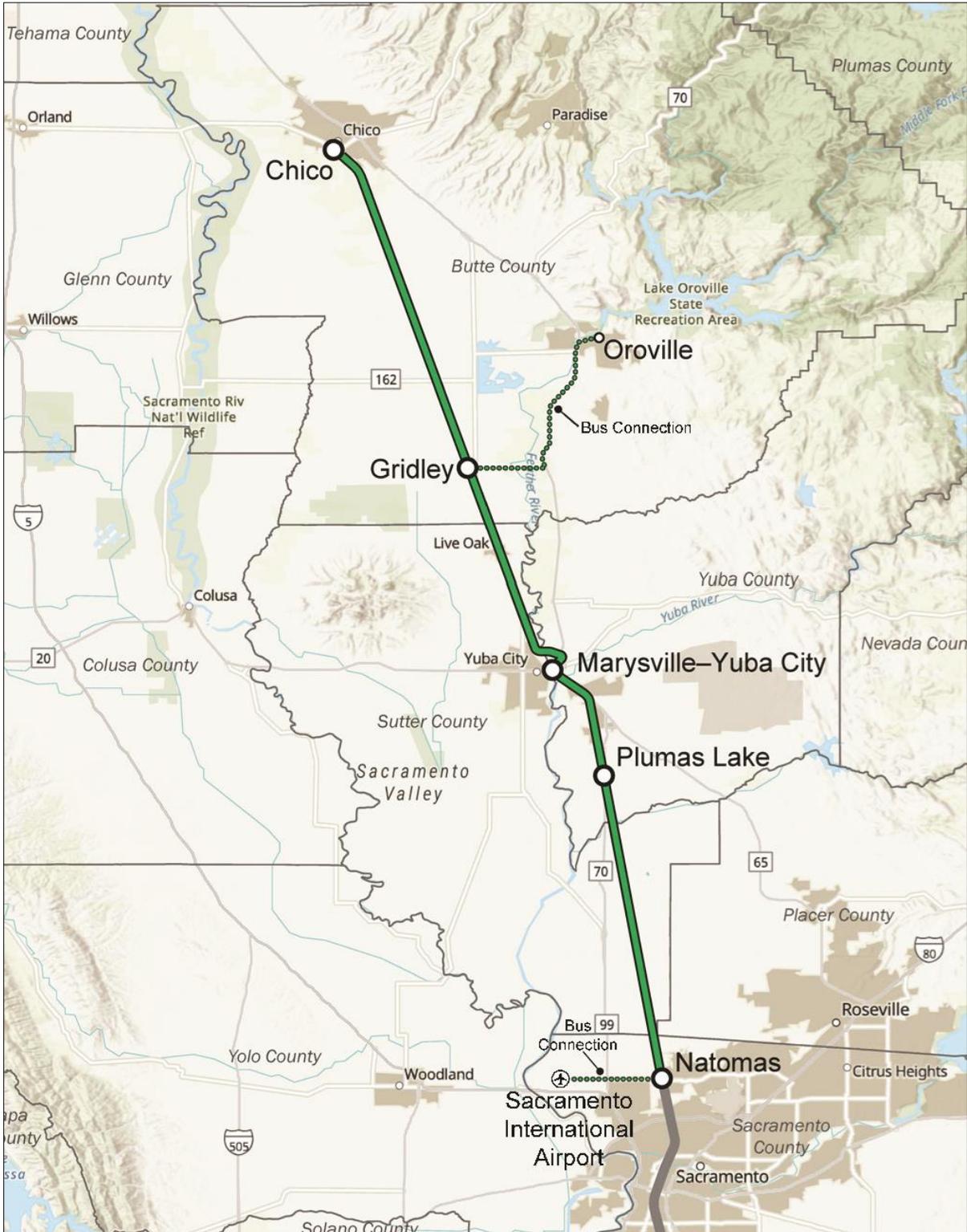
At the Gridley station, buses would provide convenient connections for passengers continuing to/from Oroville, the county seat of Butte County. Bus connections to/from Sacramento International Airport are also planned to be available at the Natomas station, consistent with the Valley Rail Program, allowing for seamless airport connections via public transit for North Valley residents and visitors. With an approximate travel time of 90 minutes between Chico and Sacramento, the service would also be competitive with private automobiles in the key shorter-distance travel market between the North Valley and Sacramento.

While the initial service plan focuses on four daily roundtrips, the project lays the groundwork for potential future service expansion beyond the initial service. Stations and other infrastructure constructed as part of the project will be the critical first step in achieving the long-term service goals envisioned in the Draft 2023 California State Rail Plan, which call for hourly service or better in the North Valley corridor by 2050. The project will also build support for potential future extensions into the North State area (e.g., Red Bluff and Redding) and open other potential avenues for exploration, such as direct service to Sacramento Valley Station, expanded commuter service into Sacramento, and interlining with the Capitol Corridor. Caltrans is currently leading a study to look at opportunities for direct service to Sacramento Valley Station and what might be required to enable this connection.

Project Benefits

The project would improve transit connections for the underserved North Valley by building on planned future expansions of the statewide passenger rail network being implemented as part of or in conjunction with the Valley Rail Program. This would provide direct, one-seat rides to/from Sacramento (a major short-distance market) and other major rail hubs across the Northern California Megaregion. Linking North Valley communities to the Northern California Megaregion and the larger statewide rail network would provide major benefits by reducing traffic congestion, VMT, and GHG emissions; expanding equity through improved access to housing, high-quality jobs, and higher education; and promoting economic development and tourism.

FIGURE 2-3 NORTH VALLEY RAIL CORRIDOR MAP



Expanded Rail Connectivity

By substantially expanding rail service in the North Valley beyond the existing once-daily Coast Starlight, the project will provide an attractive and viable transit alternative in the corridor for a variety of trip purposes and ridership markets, including intercity travelers throughout the Northern California Megaregion; longer-distance intercity travelers to destinations throughout the state through connections to other services such as HSR; commuters and business travelers into Sacramento; and other passengers.

The project is designed to seamlessly integrate and complement existing and planned future rail service, including the following major projects and service improvements being implemented as part of, or in conjunction with, other rail expansion efforts as part of the Valley Rail Program:

- Sacramento extension for ACE and the San Joaquin, from Stockton to Midtown Sacramento and Natomas
- Merced Extension for ACE, from Lathrop to Modesto, Turlock, and Merced
- Union City Extension for ACE, providing a direct connection to BART and Transbay buses
- Timed connections with the HSR EOS (Merced-Bakersfield) in Merced
- Expanded San Joaquin's service with up to 12 daily roundtrips and the new Merced Intermodal Track Connection (MITC) project to bring San Joaquin trains directly to the new HSR station.

Progress Towards Housing and Climate Goals

The project also supports the State's housing and climate goals by providing an environmentally friendly and reliable transit-based travel option within the North Valley. Proposed stations are envisioned to become new transit hubs, creating opportunities for transit-oriented development and downtown revitalization to bolster the State's supply of transit-accessible housing. At the same time, the project is anticipated to induce mode shifts and other changes in travel behavior, promoting independence from automobiles and fossil fuels, taking traffic off roads, and reducing VMT and GHG emissions.

Sites for the four planned stations at Plumas Lake, Marysville–Yuba City, Gridley, and Chico have been carefully selected to maximize connectivity and capitalize on local planning efforts, as detailed below:

- The proposed station in Plumas Lake would provide a new station to service a growing community that is over 30 years in the making. The Plumas Lake Specific Plan, adopted in 1993 by Yuba County, calls for approximately 11,750 dwelling units and supporting retail and commercial uses at full build-out. The project would connect Plumas Lake with Sacramento and the rest of the North Valley and provide enhanced access to key destinations, including the Toyota Amphitheatre and the Hard Rock Hotel & Casino Sacramento at Fire Mountain.

- The proposed stations at Marysville-Yuba City and Gridley would be centrally located in historic downtowns, promoting opportunities for economic development and neighborhood revitalization. These station locations are also surrounded by multiple opportunity sites for transit-oriented development.
- The two potential station sites in Chico include one at the existing Amtrak station in Downtown Chico, within short walking distance of the Chico State campus, and another adjacent to Barber Yard, a major redevelopment site.

Based on preliminary ridership forecasts prepared as part of the Strategic Plan, the project is expected to increase annual ridership for the expanded ACE and San Joaquin systems by approximately 476,200 passengers in the initial years of service with four daily roundtrips. This is equivalent to an annual VMT reduction benefit of approximately 32.92 million VMT.

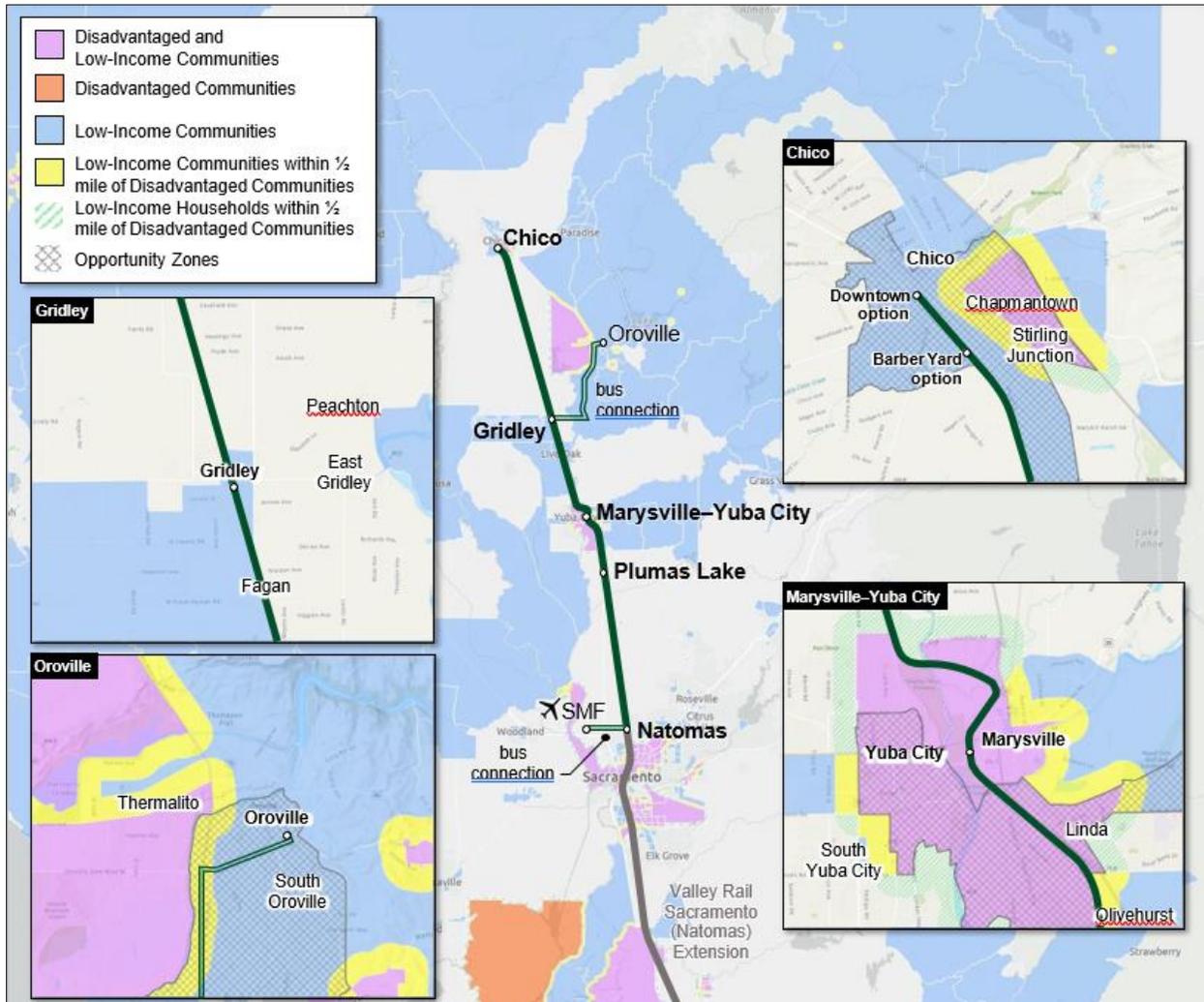
Building on ACE's pioneering milestone of being one of the first passenger rail services in Northern California to fully switch to renewable diesel operations, North Valley Rail is expected to be operated with an environmentally friendly train fleet, in alignment with State goals to decarbonize rail and other transportation.

Greater Equity and Social Mobility

The project focuses on and advances equity and social mobility through transportation investments. As illustrated in **Figure 2-4**, large swaths of the project alignment (route) have been designated as California Climate Investments Priority Populations (Disadvantaged or Low-Income Communities) by CARB, and three of the four stations are in these communities. These residents, and transit-dependent riders in general, would benefit from an environmentally friendly regional and intercity transit solution that takes polluting cars off the road and provides improved access to employment, healthcare, and educational opportunities.

Prospective students across the Central Valley and state would benefit from better access to Chico State University, Butte College, and other higher-education institutions along the expanded future ACE and San Joaquin networks, including California State University, Sacramento, and University of California, Davis. For example, Chico State's enrollment of over 13,000 students comes from all over California and would be able to take full advantage of the new passenger rail service.

FIGURE 2-4 PRIORITY POPULATIONS (DISADVANTAGED AND LOW-INCOME COMMUNITIES)



Source: Priority Populations base mapping from California Air Resources Board.

North Valley Rail Bus Connections

Section 3.7 of the Strategic Plan describes potential improvements to local/regional bus connections that could be explored in conjunction with implementation of North Valley Rail. These recommendations are preliminary and reflect the bus service as it was in early 2022. Since then, BCAG, as the owner and operator of B-Line, has completed a routing study for the system to optimize ridership and service, and many more iterations of service changes will likely take effect before North Valley Rail is in service. The service changes planned in the B-Line Routing Study support the overarching goal of strategically integrating bus and North Valley Rail schedules for convenient timed connections that encourage community members to utilize these systems.

Future Rail Transit Initiatives

BCAG is committed to implementing the North Valley Rail service, its top regional passenger rail priority, to provide enhanced commuter and intercity rail connectivity for the region. In the long-range, additional priorities include coordinating with Shasta Regional Transportation Agency (SRTA) to extend passenger rail services north from Chico to Redding and beyond. The following is a summary of short- and long-range rail projects planned for the region, including projects in support of implementing North Valley Rail.

Short-Range

1. Develop a Preliminary Environmental Assessment Report (PEAR) for North Valley Rail (*BCAG, SACOG, SJJPA, Caltrans*)
2. Seek funding for developmental components of North Valley Rail, including PA&ED, PS&E and ROW. (*BCAG, SACOG, SJJPA, UPRR, Caltrans*)
3. Encourage the expansion of service on the Coast Starlight route to include additional stops at Chico, including daylight hours. (*BCAG, Jurisdictions, Caltrans, Amtrak*)
4. Encourage SJJPA to provide bus-only ticketing on Route 3 Thruway bus (*BCAG, SJJPA, Caltrans*)
5. Explore funding opportunities for implementation of intercity bus service between Chico and Sacramento/Stockton (*BCAG, Jurisdictions, Caltrans, SJJPA*)
6. Continue coordination with partners at Caltrans, SJJPA, and SACOG

Long-Range

1. Continue to work toward implementing North Valley Rail in coordination with SJJPA, UPRR, SACOG, and Caltrans
2. Coordinate with SRTA on expanding passenger rail services northward from Chico to Redding (*BCAG, SRTA, Caltrans, SJJPA, UPRR*)
3. Provide ongoing coordination with Amtrak Coast Starlight route through Butte County to ensure adequate service (*Caltrans, Amtrak*)
4. Continue monitoring other California passenger rail programs and activities
5. Continue coordination with partners at Caltrans, SJJPA, SJRRC, UPRR, and SACOG

Active Transportation Network

Active transportation refers to modes of travel that don't require motorized vehicles. These modes typically include bicycle and pedestrian travel and are important components of a coordinated, balanced, and equitable regional transportation system. Active transportation directly replaces motor VMT, so these modes are effective at reducing vehicle emissions, conserving fuel, and improving individual and public health. Bicycles, electric bikes, wheelchairs, scooters, skateboards, and walking are all forms of active transportation.

BCAG and its member jurisdictions have been proactive over the years in seeking funding to build active transportation infrastructure. This has, in part, resulted in facilities in most jurisdictions that are sufficient for shifting some daily driving trips to active modes of transportation. Local land use and transportation planning within the municipalities has also been consistent over time in providing the attributes necessary to promote and encourage bicycling and walking. Most local jurisdictions require developers to construct sidewalks and contribute toward the construction of bicycle and pedestrian paths.

The passage of SB 743, which requires new land use projects to mitigate the effects of VMT, is expected to continue to increase bike and pedestrian paths throughout the region. High-density mixed land use developments, which include commercial, office, school, and residential areas, are increasing in the region, making bicycling and walking more attractive as a method of travel by decreasing travel distances.

The City of Chico has the most extensive active transportation system in the region. The City has maintained a strong commitment to bicycle transportation over many years and in 1997, it was named the most Bicycle Friendly City in the U.S. by *Bicycling Magazine*. In 2017, the "Where We Ride" report by the League of American Bicyclists ranked Chico 12th overall for the percentage of people who commute by bike and awarded the City a Gold Level Award for 2016-2020. In 2019, Chico was ranked in the top 15 percent of over 500 U.S. cities in their Places for Bikes city ratings. While Chico leads the way in the region in terms of active transportation infrastructure, other local jurisdictions like the City of Oroville have developed substantial active transportation infrastructure as well, and these networks continue to expand.

Active transportation facilities typically include bike routes, lanes, paths, and other bicycle infrastructure, which are collectively referred to as "bikeways." These bikeways are categorized by four different general designations:

- **Class I Bikeway:** Provides a completely separate facility designed for the exclusive use of bicycles and pedestrians with minimal crossflows by motorists. Caltrans standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2-foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway. They are almost always in an exclusive right-of-way.
- **Class II Bikeway:** Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Caltrans standards generally require a 4-foot (1.2 meters) bike lane with a 6-inch (150-mm) white stripe separating the roadway from the bike lane. Bike lanes are areas within paved streets that are identified with striping, stencils, and signs for preferential (semi-exclusive) bicycle use.

- **Class III Bikeway:** Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Also called Class III Bicycle Boulevards, roadways designated as such should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Bike routes are on-street routes intended to provide continuity to the bikeway system and contain signs and pavement markings to make them easy to identify and follow.
- **Class IV Bikeway:** Provides on-street bicycle facilities with a physical barrier such as bollards, curbs, planters, barriers, or on-street parking.

Figures A4-1, A4-2, and A4-3 in Appendix 4 show the existing and proposed bicycle facilities in the various jurisdictions in Butte County.

Existing and Proposed Pedestrian Network Facilities

Pedestrian active transportation facilities generally include sidewalks, walking paths, bridges, and trails. Pedestrian infrastructure is more commonly found in urban centers, though most jurisdictions require developers to construct sidewalks for new developments. Together with Class I shared-use paths, sidewalks form the backbone of the pedestrian network in the region. While sidewalks are present throughout all jurisdictions, they are incomplete or non-existent in many areas. This was highlighted in BCAG's Regional Travel Survey as many respondents noted that a lack of sidewalks poses a barrier to better use of active transportation for area residents. Additional obstructions such as light poles and utility boxes, inaccessible driveway ramps, and outstanding repair needs add further challenges for residents in certain areas. BCAG continues to coordinate with its member jurisdictions and Caltrans on completion of sidewalk gap closure projects; sidewalk extensions; and additional improvements, including crosswalks, lighting, curb ramps, pedestrian signals and rectangular rapid flashing beacons, and accessibility improvements.

Extensive existing pedestrian networks also exist in Bidwell Park in the City of Chico, and along the Feather River in the City of Oroville. These facilities provide area residents with recreational opportunities, and provide key connections between residential areas and retail, commercial, and employment centers in each community. Future expansion and improvement of these facilities can help facilitate increased use of active transportation modes in the region. **Table 2-4** in the Active Transportation Program Approved Funds subsection details the ATP-program funded pedestrian projects (in addition to bicycle projects) for ATP Cycles 1 through 6.

Existing and Proposed Bicycle Network Facilities

The following is a summary of existing and proposed bicycle infrastructure in each jurisdiction in the county.

City of Biggs

In June 2011, the City of Biggs updated their Bicycle Transportation Plan. The City of Biggs plans bikeways within its sphere of influence. The City is responsible for the development of bikeways within its incorporated limits, while the County is responsible for the remainder of the urban area.

Existing

The City of Biggs has two bike paths: one along Rio Bonito Road east of 2nd Street and another at the City's northeastern limits with a connection to 2nd Street. Bike lanes exist on E Street/Rio Bonito Road between 8th Street and 2nd Street, 6th Street between B Street and E Street, and 8th Street between B Street and E Street. Biggs has bike routes on 2nd Street, 5th Street, C Street, Aleut Street, and Trent Street.

Proposed

Proposed bicycle facilities in the City of Biggs include a bike path following the Hamilton Slough between Biggs Gridley Road and B Street, and a regional bike path beginning south of B Street and following the railroad tracks south towards Gridley. Bike lanes and sidewalks are proposed on B Street and E Street associated with a REAP 2.0 funded project. Additional bike routes are proposed on 5th Street and C Street.

City of Chico

The City of Chico updated its ATP in 2023 after extensive community input. The plan identifies the first Class IV bikeway facilities in the region and is available on the City's website, chico.ca.us, under the Engineering page.

Several large active transportation projects are currently underway in Chico, expanding on the already significant network of bikeways. These include a signature bikeway bridge over E. 20th Street along the SR 99 Bikeway Corridor to better connect residential areas with retail/commercial development and the Butte Community College Chico Campus, and the extension of the Class I bikeway along the Esplanade to downtown, providing a continuous facility stretching from downtown Chico to the Chico Regional Airport through the heart of town. Numerous sidewalk improvement projects have recently been completed as well to extend sidewalks within the formerly unincorporated portions of the city.

Existing

Class I Bike Paths: The City of Chico has an extensive network of Class I bikeways. Bicycle paths are present alongside or parallel to several major arterial streets, including Nord Avenue, Cohasset Road, SR 99, Park Avenue and Midway, Bruce Road, and Manzanita Avenue. The city also has several bike paths that follow waterways or abandoned railroad tracks. For example, Bidwell Park features several bike paths that serve as connections between other facilities north

and south of the park. An additional Class I bikeway connects the Chico Regional Airport to central Chico, with an expansion project underway extending this path to downtown Chico.

Class II Bike Lanes: East Avenue, Nord Avenue, Warner Street, Manzanita Avenue, Eaton Road, the Esplanade, 20th Street, Notre Dame Boulevard, Forest Avenue, and Skyway Road are all corridors featuring Class II bike lanes along at least a portion of their route. Bike lanes are not available on all roadways; some simply feature a wide shoulder.

Class III Bike Routes: Several major arterials and collectors in Chico have been designated as Class III bike routes, with the majority concentrated in downtown and just north of downtown in the vicinity of CSU Chico. Bike routes also exist throughout the residential neighborhood immediately northwest of Bidwell Park, along Lassen Avenue, and along a portion of Dr. Martin Luther King Junior Parkway.

Class IV Bike Routes: There are no existing Class IV bikeways.

Proposed

The City of Chico has identified numerous improvements to its network of bicycle infrastructure in its recently updated ATP that is available on the City of Chico website on the Engineering page. Components of the proposed network include:

- Construction of the first Class IV bikeways in the region.
- Construction of bike paths along the railroad right-of-way between the 9th Street/Walnut Street intersection in downtown and the City's southern limits, following the Sacramento River tributary between SR 32 and Cohasset Road, along the future Eaton Road between its existing terminus and Nord Avenue, and continuing along the railroad tracks between Lindo Avenue and the Sacramento River Tributary.
- Construction of bike lanes along sections of several roadways, including Sacramento Avenue, Nord Avenue, Chico River Road, Eaton Road, the Esplanade, Cussick Avenue, Bruce Road, and Honey Run Road.
- Reconstruction of N. Cedar Street to provide sidewalks, Class II bikeway, and improved transit access associated with a REAP 2.0 funded project.
- Designation of bike routes on numerous city streets, focusing especially on downtown Chico and the neighborhoods to the north of CSU Chico.
- Comprehensive bike and pedestrian improvements to and through downtown with better access to Bidwell Park.

City of Gridley

The City of Gridley adopted their Bicycle Plan in 2011. The completion of the plan enabled the City to pursue funding for projects identified in the plan. The City of Gridley intends to update their plan to comply with new ATP requirements.

Existing

The City of Gridley does not currently have any Class I bikeways. Bike lanes exist on Spruce Street between Biggs Gridley Road and SR 99, on Gridley Road between Vermont Street and Washington Street, on Hazel Street between Virginia Street and the street's eastern terminus, and along the entire length of Washington Street. Gridley has not designated any streets as bike routes.

Proposed

The City of Gridley and Caltrans are developing a Class I bikeway along the east side of SR 99 through Gridley. Gridley has also proposed adding bike lanes to several north-south and east-west streets within its roadway grid. Construction is expected to begin soon on the SR 99 Class I project that is funded with REAP 2.0, Congestion Mitigation and Air Quality (CMAQ), Regional Improvement Program, and Caltrans State Highway Operation and Protection Program (SHOPP) funds. Additionally, a proposed regional bike path between Biggs and Gridley will be accessible in Gridley near the Washington Street/Spruce Street intersection.

City of Oroville

In 2010, the City of Oroville completed their Bicycle Transportation Plan. The City of Oroville has also included an extensive system of bikeways and trails in the Oroville General Plan. Currently, there are two Class I bike paths and one Class II bike lane in the City of Oroville, with the Bicycle Transportation Plan identifying several bikeways for future construction. In addition, a 41-mile bicycle trail loops around the Feather River and large portions of the city limits.

Existing

Within the City of Oroville, there is one Class I bikeway that connects Riverbend Park and SR 70 along the banks of the Feather River and continues east toward the Table Mountain Boulevard bridge. Bike lanes are present on sections of Grand Avenue, Orange Avenue, and Foothill Boulevard. The City of Oroville has not designated any streets as bike routes.

Proposed

Oroville's network of proposed bicycle facilities calls for bike lanes on several of the city's long north-south and east-west corridors. Bike paths are proposed following the Feather River, parallel to Lincoln Boulevard, and following the paths of two high-tension power line easements to the east of downtown. The network proposal designates two corridors in downtown Oroville as bike routes. There is also a major project currently under construction by the City and Caltrans to add comprehensive bicycle, pedestrian, and transit improvements along the SR 162 corridor through a significant portion of Oroville. This project is funded by REAP 2.0, CMAQ, ATP, and SHOPP programs.

Town of Paradise

In 2022, the Town of Paradise developed the Transportation Master Plan document that includes an ATP. This includes recommendations for 18 active transportation infrastructure projects at an estimated cost of \$200 million. The backbone of the Paradise bikeway system is the Paradise Memorial Trailway, an abandoned railroad right-of-way through town converted to pedestrian and bikeway usage. After the Camp Fire on November 8, 2018, it should be noted that the Town's ongoing priority is to address the safety and operational concerns on their local roadway system. However, the Town remains steadfast in completing ATP projects identified in the Master Plan, including some bike projects that could be used for emergency access.

Existing

The Paradise Memorial Trailway is the Town of Paradise's major Class I bikeway and currently connects the Neal Road/Skyway Road intersection with the Pentz Road/Skyway Road intersection. The trail parallels Skyway Road for its length. A short bike lane exists on Pearson Road between Recreation Drive and Clark Road. In 2016, a bike path was completed for a portion of Pearson Road.

Proposed

The Town of Paradise's current plan calls for the addition of bike lanes along several roadway corridors, including Pentz Road, Wagstaff Road, Bille Road, Sawmill Road, Pearson Road, and Neal Road. Bike routes have been proposed on Pentz Road south of Pearson Road, Clark Road, and segments of Wagstaff Road and Nunnelley Road. A bike path that would connect Chico and Paradise has been proposed adjacent to Skyway Road. Additionally, a study is underway to implement sewer service to the downtown area that is currently reliant solely on septic systems. This project funded by the REAP 2.0 program will allow for higher-density, mixed-use development and improve active transportation use in the area. In addition, as Roe Road is constructed, it will include Class II bikeway and pedestrian improvements.

Unincorporated Butte County

Butte County adopted their Bikeway Master Plan in 2011. The plan recommends projects, programs, and policies to encourage use of bicycle transportation in the unincorporated portions of the region and includes an emphasis on regional connectivity to the communities of Biggs, Chico, Gridley, Oroville, and the Town of Paradise, as well as gap closures.

Existing

From Chico, the Chico-Durham Class I bikeway continues south along Midway to Jones Avenue in Durham. Additionally, several multiuse trails serve the area north and west of Oroville, continuing north along SR 149 to the Butte College campus on Clark Road.

Proposed

An extensive network of bike paths, bike lanes, bike routes, and multiuse trails is proposed for the unincorporated areas of Butte County. Bike paths are proposed between Chico and Paradise along Skyway Road, and between Biggs and Gridley along the railroad right-of-way. Bike lanes are proposed on several state highways and county roadways. Bike routes are proposed on segments of Humboldt Road, Skyway Road, Pentz Road, and Jones Avenue. South Oroville is a priority area for the county in which several grant funds have been approved recently, including HSIP, CMAQ, RIP, and ATP funding near the congregation of local schools. Additionally, a study is underway to implement sewer services to the Magalia area that is currently reliant solely on septic systems. This will allow for higher-density mixed-use development consistent with the award-winning Upper Ridge Community Plan and improve active transportation use in the area.

Active Transportation Program Approved Projects

Table 2-4 lists the recently funded projects from Active Transportation Plan (ATP) Cycle 1 through 6. Over the six cycles, the BCAG region has received a total of \$91,333,000 in ATP funds, including \$48,461,000 from the Small Urban & Rural Pot of Funds and \$42,872,000 from the Statewide Pot of Funds.

Many of these funded projects utilized Congestion Mitigation and Air Quality (CMAQ) funds for the preliminary engineering component. This table highlights the region’s past success in securing active transportation funding with over \$91 million over the last six ATP cycles. As such, the 2024 RTP includes an assumption of an additional 10 percent, or 18.2 miles, of additional Class I, II, and IV bikeways above the baseline funding projections. These past results support these assumptions and BCAG will continue to coordinate closely with State, federal, and member jurisdiction staff to ensure these assumptions are realized.

TABLE 2-4 AWARDS FOR THE ACTIVE TRANSPORTATION PROGRAM FOR CYCLES 1 – 6

Cycle	Source	Agency	Funded Project	ATP Funds	Total Project Cost
1	Statewide	Paradise	Pearson Road Safe Routes to Schools Connectivity Project	\$1,388,000	\$1,388,000
1	Small Urban & Rural	Paradise	Maxwell Drive Safe Routes to Schools Project	\$968,000	\$968,000
1	Small Urban & Rural	Biggs	Safe Routes to Schools Sidewalk Improvements	\$860,000	\$860,000
2	Statewide	Paradise	Almond St Multi-Modal Improvements	\$3,429,000	\$3,905,000
2	Statewide	Paradise	Memorial Trailway Class I Enhancements	\$1,356,000	\$1,391,000

Cycle	Source	Agency	Funded Project	ATP Funds	Total Project Cost
2	Small Urban & Rural	Biggs	B Street & 2nd Street Safe Routes to Schools Project	\$809,000	\$819,000
2	Small Urban & Rural	Chico	State Route 99 Bikeway Project – Phase 4	\$800,000	\$1,786,000
2	Small Urban & Rural	Paradise	Ponderosa Elementary Safe Routes to Schools Project	\$1,504,000	\$1,736,000
2	Small Urban & Rural	Paradise	Downtown Equal Mobility Project	\$539,000	\$553,000
2	Statewide	Butte County	South Oroville Safe Routes to Schools Project	\$1,516,000	\$1,716,000
3	Statewide	Chico	Esplanade Corridor Safety and Accessibility Improvements	\$7,241,000	\$7,661,000
3	Statewide	Oroville	Oroville SR 162 Ped/Bike/Disabled Mobility & Safety Improvements	\$3,451,000	\$3,951,000
3A	Small Urban & Rural	Paradise	ATP Gap Closure Complex	\$3,787,000	\$4,995,000
4	Statewide	Butte County	Butte County Safe Routes Resource Center and 5 Community Projects	\$985,000	\$1,140,000
4	Statewide	Chico	Little Chico Creek Pedestrian/Bicycle Bridge Connection at Community Park	\$1,497,000	\$2,142,000
4	Small Urban & Rural	Chico	Bikeway 99 Phase 5 - 20th Street Pedestrian/Bicycle Overcrossing	\$12,356,000	\$15,464,000
6	Statewide	Paradise	Go Paradise: Pentz Student Pathway	\$22,009,000	\$23,293,000
6	Small Urban & Rural	Butte County	South Oroville Bike and Pedestrian Connectivity Project	\$7,786,000	\$9,286,000
6	Small Urban & Rural	Paradise	Go Paradise: Neal Gateway Project	\$12,348,000	\$13,068,000
6	Small Urban & Rural	Paradise	Go Paradise: Skyway Link Project	\$6,704,000	\$6,810,000
ATP Funding and Project Cost Totals				\$91,333,000	\$111,644,000

The active transportation planning efforts listed for each BCAG jurisdiction and the ATP-funded projects shown in **Table 2-4** demonstrate the BCAG region’s commitment to closing gaps in the region-wide active transportation network and improving active transportation connections both within and between jurisdictions in the region.

The following subsections describe issues and emerging opportunities related to active transportation and how these issues are reflected in the RTP/SCS.

Active Transportation Network Gaps and Complete Streets

BCAG is committed to working with its member jurisdictions to ensure active transportation projects continue to be a top regional priority. While many gains have been made over prior years, as evidenced by the discussion in the previous section, much still needs to be done for the region to fully maximize its active transportation network. Many of the rural and unincorporated communities still lack adequate sidewalks for pedestrian and bike travel, a deficiency noted by many respondents to BCAG’s Regional Travel Survey (**Appendix 8**). Additionally, despite the extensive existing bicycle facilities in the region, additional safe, accessible, and convenient bikeways will be needed to better connect communities for bicycle travel. **Table 2-12** in section 2.3.4 of this document lists BCAGs Objectives, Policies, and Actions for the 2024 RTP. Three of the policies/actions in **Table 2-12** are ‘complete streets’ policies, aimed at enabling safe transportation options for all users. Policy/Action 4.1.2 directs BCAG staff to support local efforts to develop complete streets projects. Policy/Action 4.3.3 directs BCAG staff to close non-contiguous sidewalk gaps, specifically responding to community feedback gathered from the regional travel survey. And Policy/Action 4.3.2 directs BCAG to encourage installation of ‘complete streets’ improvements like sidewalks and bike lanes for new development.

By closing gaps and expanding bikeways into and within key destinations, such as downtowns, shopping and retail centers, active transportation networks can be better utilized. Many communities outside of the region already have more advanced active transportation networks in place and these can serve as examples of what our communities can achieve if active transportation continues to be a top priority in the region.

Crime and Safety

An increasing concern and issue with the use of active transportation facilities by community members is crime and safety. As mentioned in the Bus Transit Network and Service section, the increase in homelessness occurring throughout California is affecting the BCAG region as well. Bike and pedestrian facilities can be perceived as unsafe by community members when encampments are set up on these facilities, or they are frequented by unsheltered individuals.

BCAG member jurisdictions continue to work with a variety of organizations to make progress on this issue, but additional State support is likely needed to improve these conditions and maximize the use of these facilities. BCAG has limited abilities to address these issues but will seek to coordinate with member jurisdictions and the State where possible to seek further solutions. Without improvement, these conditions could prevent active transportation use from being maximized in the region.

While BCAG has limited authority to impose or enforce rules for the appropriate use of active transportation facilities in each jurisdiction, BCAG can provide planning assistance and help secure funding for new infrastructure, like lighting, to improve safety conditions along bike and pedestrian trails. Objective 4.5 in **Table 2-12** directs BCAG to work with local agencies and the State to address safety issues along the region’s active transportation network.

Improving Transit Access—First- and Last-Mile Connections

Improving walking and bicycling access to transit centers, stops, and routes can increase transit ridership and support a safe, balanced, efficient, and equitable multi-modal transportation system. BCAG continues to coordinate with its member jurisdictions to improve and enhance infrastructure that serves “first-mile” (access from home to transit) and “last-mile” (access from transit to work, school, etc.) connections. Work has focused on areas that have high housing, population, and job density, and a diverse mix of land use, areas with dense roadway networks, and areas near transit stops with high ridership. Enhancing infrastructure in these areas is expected to increase transit ridership over time by improving active transportation connectivity.

BCAG has relied on data from its Transit Non-Motorized Transportation Plan (TNMTP) to identify areas most suitable for such improvement projects. The TNMTP includes a transit access score calculated for every B-Line stop in Butte County that is based on the average regional suitability score within a quarter mile of the stop (which accounts for housing, population, job density, diversity of land uses, roadway network density, and the stop’s number of weekday bus boardings and alightings). The transit access score evenly weights the average regional suitability score and weekday bus boardings and alightings.

The transit access score identifies the transit stops where investments in active transportation infrastructure are most likely to improve transit access. This has been key in working with member jurisdictions to nominate projects that achieve the greatest impact. Comparisons can be made between stops both on a regional scale (for example, comparing stops in Chico to stops in Oroville) or on a local scale (for example, comparing stops within Oroville to each other). The TNMTP is available online on BCAG’s webpage and shows the transit access score for each stop.

Objective 4.1 and the associated policies/actions listed in **Table 2-12** encourage active transportation improvements that specifically connect to transit. BCAG will continue to seek improved connectivity between active transportation and transit to enhance and better integrate these important modes of travel.

Micromobility and Electric Bikes

Micromobility, or shared micromobility, refers to fleets of fully or partially human-powered vehicles, including manual bikes, electric bikes (e-bikes), and electric scooters (e-scooters) that

individuals can access for short-term use. Micromobility options fill a gap in needs for single segment or one-way trips, allowing users to avoid the costs of purchasing, maintaining, and storing a bike. E-bikes can be a low-cost alternative to vehicle ownership and are appealing due to the reduced effort required to travel longer distances or over hilly terrain, compared to standard bikes. Micromobility options present another way to close first- and last-mile gaps by providing a more affordable, accessible, and equitable way for individuals to get to and from public transit options. To realize maximum benefits, a dedicated network of sidewalks, bike lanes, bike paths, overpasses, crosswalks, and bike racks is necessary to ensure people can get where they need to go safely and efficiently.

Shared micromobility fleets are typically found in higher-density urban areas, though micromobility systems exist in communities of various sizes. Users can access bikes through web- or app-based platforms and pay through membership plans or by individual rides. Memberships and payment schedules usually encourage many short trips instead of fewer long trips to minimize bicycle downtime. When a user completes a trip, they either return the bike or scooter to a docking area or, in certain dockless systems, can leave it where their trip ends.

This emerging opportunity to encourage non-auto trips and improve first- and last-mile connections between destinations and transit is addressed in the SCS chapter. BCAG plans to initiate a program to incentivize the purchase of e-bikes in the region as a strategy to decrease the share of trips made by personal vehicle and reduce GHG from auto travel. Despite excitement for micromobility options by BCAG and member jurisdiction staff, area local governments have expressed concern that existing facilities are not yet sufficient to introduce micromobility options in their communities, citing safety issues as a primary concern. BCAG staff will continue coordination efforts with member jurisdictions to address safety concerns, per the discussion above, and to bring micromobility options to the region.

Goods Movement

Background

Goods movement covers all transportation methods by which freight, commodities, and other goods are transported into and out of Butte County. The most common methods include rail, air, and truck transport. Developing, operating, and maintaining a robust goods movement transportation system is vital to the region's economy, and is in the public interest because of the potential benefits to the regional economy, environment, public health, and community well-being. A seamless, efficient, low-emitting, and well-maintained multi-modal transportation system is vitally important to the region's economic strength and its residents' quality of life.

According to the Butte County General Plan 2030, the county generates most of its economic vitality through agriculture directly through crop revenue and indirectly through industrial, manufacturing, transportation, warehousing, and on-to-sale sector jobs like construction,

wholesale, and retail. The county produces rice, walnuts, prunes, and plums. According to the United States Department of Agriculture (USDA) 2017 Census of Agriculture, Butte County is one of the largest producers of walnuts, almonds, and plums in the nation. As such, goods movement of agricultural products is of highest importance in the region.

The movement of freight and goods in the region is generally expected to expand through the horizon year of this RTP, commensurate with population growth and continued economic expansion. As such, the region must make necessary improvements to ensure the continued safe and efficient movement of goods in Butte County.

Goods Transport

Rail Transport

Butte County is served by the UPRR. UPRR maintains a total of 100.4 miles of mainline track through Butte County, with two mainlines in the western and eastern portions of the county. UPRR is responsible for maintaining all rail facilities and providing necessary improvements over time. The 2023 California Freight Mobility Plan identifies both mainlines as major freight facilities in the state.

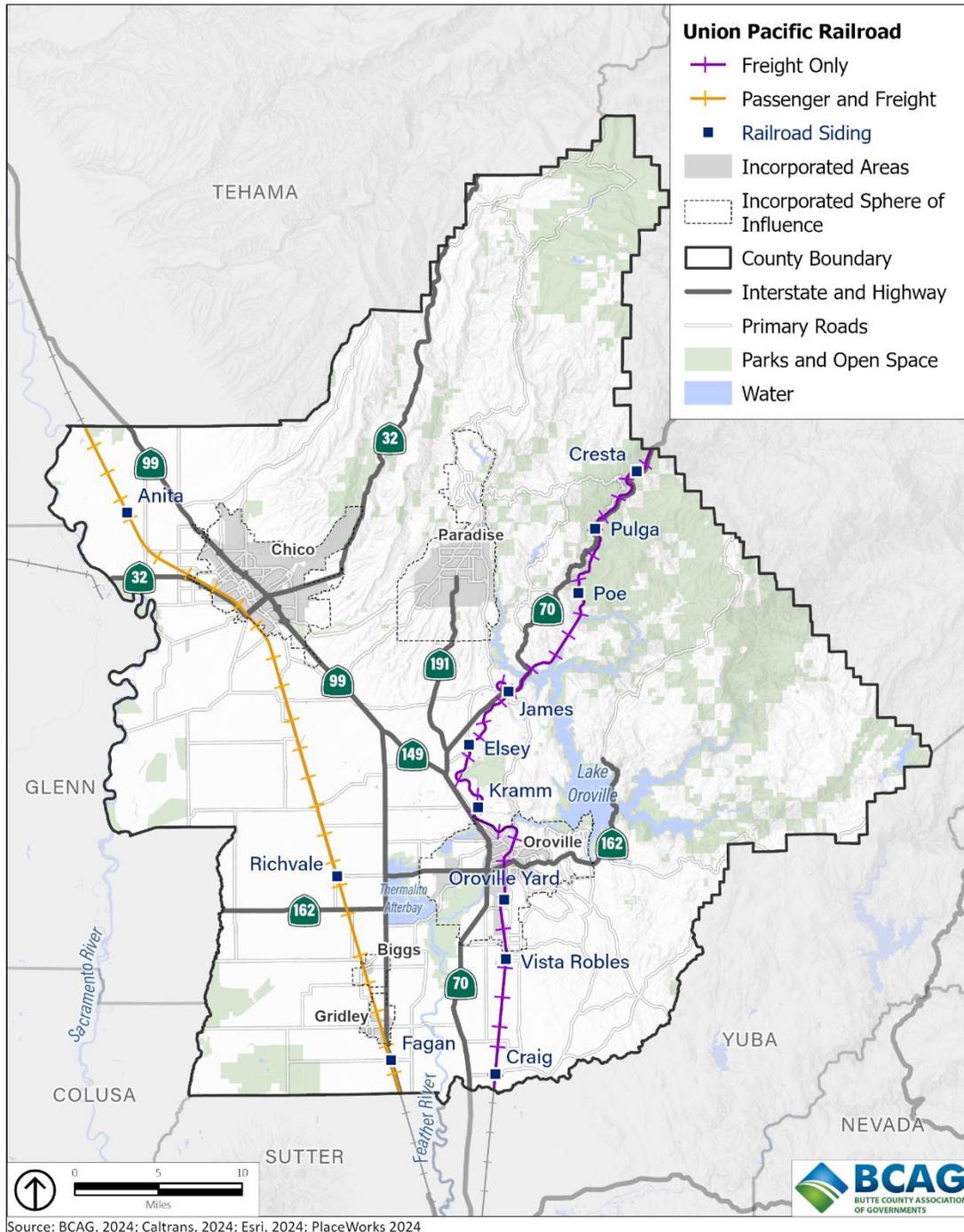
The western mainline extends through the county from the Sutter County line to the Tehama County line and comprises 45.6 miles of mainline track in the county (**Figure 2-5**). Sidings are in Fagan (near the Butte-Sutter County border), Gridley, Biggs, Richvale, Chico, and Anita (northwest of Chico). On an average day, approximately 18 to 24 trains move through Butte County on this segment of the UPRR tracks.

The eastern mainline of the UPRR extends through the county from the Yuba County line to the Plumas County line via Oroville for a total of 54.8 miles. North of Oroville, the rail line follows the Feather River canyon along the "Feather River Route," which was built and operated by the Western Pacific Railroad. It was constructed between 1906 and 1909, and connects the cities of Oakland, California, and Salt Lake City, Utah. The line was built to compete with the Central Pacific Railroad (and later Southern Pacific Railroad), which at the time held a nearly complete monopoly on Northern California rail service. UPRR now owns and operates the portion of the route in Butte County.

There are a number of sidings and spur tracks in Butte County. Some are used by various manufacturers, some are used as passing sidings, and others have been abandoned. The Craig siding and Adelaide spur, both south of Oroville, serve several lumber mills, while several sidings in the Chico and Oroville areas are currently in use by various manufacturers. The Kramm and Eley sidings just north of Oroville are both passing sidings with some limited use for commercial enterprise, and the James and Pulga are passing sidings in the Feather River Canyon. On an average day, approximately 24 to 50 trains move through Butte County on the UPRR

tracks. Much of the cargo shipped by rail includes bulky items, such as grains, rice, vehicles, lumber, and fuel.

FIGURE 2-5 FREIGHT RAIL MAP



While transport by rail is generally less expensive than air or truck transport, rail is limited by speed and the location of fixed-rail track. Rail transport provides the option of specialized rail cars, such as flatbeds, refrigerated box cars, fuel tankers, and piggyback cars. These specialized rail cars allow rail transport to move a large variety of goods, giving it an advantage over other modes of transportation.

Air Transport

Air transport is the fastest way to move goods. However, because of the higher cost per pound, air transport is most practical for small, lightweight items such as mail, business documents, medical supplies and services, and small packages of higher value.

The Chico Regional Airport (CIC) is the primary airport for air cargo service in Butte County, and serves the needs of Glenn, Tehama, and Plumas Counties. Paradise Skypark has been historically used by commercial cargo carriers as a reliever airport when Chico Airport is fogged in during winter months.

The Chico Airport Master Plan reports air cargo through the airport. CIC moved 178,174 pounds (89 tons) of outbound cargo in calendar year 2019, equivalent to 0.04 tons daily. **Table 2-5** documents the outbound cargo in tons. **Table 2-6** describes the cargo aircraft departures year groups. For more information on air transport, see the Aeronautics chapter.

TABLE 2-5 CHICO MUNICIPAL AIRPORT OUTBOUND AIR CARGO

Chico Municipal Airport – Outbound Air Cargo		
Year	Annual	Daily
2000	980	3.77
2010	246	0.95
2020	163	0.63

TABLE 2-6 CHICO MUNICIPAL AIRPORT AIR CARGO AIRCRAFT DEPARTURES

Year	Chico Municipal Airport – Air Cargo Aircraft Departures									
	Cessna 208		Twin Cessna 402		Piper Cherokee PA 32		Beech 99		TOTAL	
	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily
1998	700	3	240	1	380	1.5	390	1.5	1,710	7.0
2000	700	3	240	1	380	1.5	500	2	1,820	7.5
2010	1,200	5	800	3	620	2.5	720	3	3,340	13.5
2019*	350	2	240	1	0	0	0	0	590	3

Source: Chico Airport Master Plan. Table 2-7. 2019 Data Source, City of Chico

Truck Transport

Truck transport is the primary method of transporting goods into and through the Butte County region. SR 70 and SR 99 are identified as Primary Truck Routes in the 2023 California Freight Mobility Plan and are considered key corridors for the movement of freight and people. They also support the local manufacturing economy by providing access to the Sacramento and Oakland ports.

SR 70 traverses Sutter, Yuba, and Butte Counties, totaling approximately 81 miles. The route begins 14 miles north of the City of Sacramento, at the junction of SR 99 and SR 70 in Sutter County. It continues north, bisecting the City of Marysville in Yuba County, the City of Oroville in Butte County, and then continues northeast through the Lake Oroville State Recreation Area and Lassen National Forest in Butte County, ultimately terminating at the junction of US 395 in Plumas County. SR 70 provides the long-distance movement of people and goods and is a California Highway Freight Network Tier 3 facility as designated by the 2023 California Freight Mobility Plan. SR 70 is also the primary east-west route over the Sierra Nevada when Interstate 80 is closed.

SR 99 is several hundred miles long and begins at the junction of Interstate 5 near Bakersfield and continues north to Red Bluff where it terminates at the SR 99/Interstate 5 interchange. SR 99 is a critical north-south interregional freight corridor and a vital highway for California’s economy. This corridor serves as a significant farm-to-market route for most agricultural products from the Central Valley, including Butte County.

SR 32, SR 191, and SR 162 provide direct connections to BCAG member jurisdictions and are important routes for truck transport both within and outside the county. SR 32 connects the region to Interstate 5, the main north-south truck transport route in the Central Valley. SR 149 is an essential connector between SR 70 and SR 99 and is a designated Terminal Access route

(Surface Transportation assistance Act [STAA] of 1982), along with SR 99, SR 70, SR 191, and portions of SR 32 and SR 162.

Rural two-lane highways in the region are also important goods movement routes, and harbor significant traffic safety issues due to high traffic volumes and narrow roadways. Butte County is a major agricultural production county, and agriculture-related truck traffic, combined with narrow lanes and high traffic volumes, have led to numerous accidents on rural highways resulting in numerous fatalities that exceed the state averages.

Goods Movement Assessment: Rail

At-Grade Crossings

The two UPRR corridors bisect four urban areas in Butte County, including the Cities of Oroville, Biggs, Gridley, and Chico. Oroville has only grade-separated crossings, eliminating the potential for conflicts between trains and vehicles. Biggs, Gridley, and Chico straddle the UPRR tracks and have zero grade-separated crossings.

The at-grade crossings in these communities present a safety hazard for both vehicles and pedestrians. Additionally, as a result of the passing trains in Chico and Gridley, traffic congestion occurs as the passing trains block the flow of traffic, including freight-hauling trucks. This also causes delay and disruption of emergency response vehicles who are unable to access various parts of the city to respond to emergencies. The conflict between rail and community uses has become most acute along the railroad tracks adjacent to the California State University, Chico, campus due to the large student population and extensive housing developments being located on the opposite side of the tracks from the university campus.

The congestion resulting from these delays also results in increased vehicle emissions, hindering the region's ability to meet air quality attainment standards and GHG reduction targets. Both the cities of Gridley and Chico have expressed a need to make improvements to resolve these issues by constructing over or under-crossings at key crossings.

Biggs, Gridley, and Chico continue to explore funding programs administered by the Public Utilities Commission and Caltrans for grade crossing projects. The City of Chico has identified a potential project for West 8th Avenue, which also intersects SR 32, while the City of Gridley has identified a potential over-crossing for Little Street in Gridley. However, the significant expense and environmental impacts of these major construction projects, along with the required coordination with UPRR, complicate the use of this alternative.

Rail freight transport is expected to increase commensurate with population growth in the region per the regional growth forecasts. Climate and environmental justice impacts, including air, light, and noise on underserved communities associated with this increase, are expected to

be minimal due to minimal existing disproportionate impacts on these populations with existing rail freight transport volumes.

North Valley Rail

In 2024, BCAG completed the North Valley Passenger Rail Strategic Plan, which identified a new extension of passenger rail service from Natomas northward to Chico with stops in Gridley, Yuba City/Marysville, and Plumas Lakes. North Valley Rail trains will be operated by SJJPA and SJRRC and will operate on UPRR's Sacramento and Valley subdivisions. Because these passenger trains will share the tracks with UPRR freight trains, coordination will be required to prevent disruption to UPRR train operations. BCAG has established a positive working relationship with UPRR staff and expects to coordinate as the development of the North Valley Rail project moves forward to ensure appropriate improvements are made to the Sacramento and Valley subdivisions allowing freight trains to maintain or improve their on-time performance.

In the future, the transition to zero-emission locomotives will be necessary to ensure the region can meet GHG reduction targets and improve air quality in the region's disadvantaged populations. Both SJJPA and SJRRC are committed to meeting State requirements for transitioning to cleaner technologies.

Goods Movement Assessment: Trucking

Along with the state highways, two-lane rural highways are the venue for most of the goods moved in and out of the region. On these rural highways, trucks share the road with automobiles, farm equipment, school buses, delivery vehicles, etc. Because the rural roadways must serve a wide spectrum of transportation needs, capacity is reduced, and trucking operations impeded. Safety improvement projects are needed in these areas to improve safety and reduce accidents.

Recent improvements to SR 70 south of Oroville have improved truck transport conditions by providing a safer roadway with a higher posted maximum speed limit. However, dangerous roadway conditions still exist on SR 99 south of SR 149 to the county line, on SR 32 from Chico to both county lines, and on SR 70, SR 191, and SR 162 in the more mountainous eastern portion of the county. BCAG will continue to coordinate with Caltrans and other agencies to develop improvement projects using RIP, STIP, SHOPP, and other appropriate funding sources.

Truck transport is expected to increase commensurate with population growth in the region, per the regional growth forecasts. Climate and environmental justice impacts, including air, light, and noise, on underserved communities associated with this increase are expected to be minimal due to minimal existing disproportionate impacts on these populations with existing truck transport volumes.

ITS/Advanced Technology

A variety of ITS and advanced technology applications can be used to maximize operational efficiencies of goods movement while minimizing emissions in the region. Recently, electronic message boards were installed along SR 70, SR 149, and SR 99 in Butte County, providing timely information regarding road closures, emergencies, evacuation routes, and other information pertinent to the traveling public. Additionally, ramp metering at the SR 99/Skyway and SR 99/E. 20th Street northbound onramps recently became operational and have helped improve traffic flow during peak periods. These types of improvements will continue to benefit the movement of truck traffic in the region by improving the safety and efficiency of roadways, maximizing operational efficiencies, and disseminating important information regarding roadway conditions that can allow trucks to make informed decisions regarding the most efficient and safe routes of travel in the region. This is particularly important with climate change resulting in increased natural disasters in Butte County, including more severe floods, wildfires, and droughts.

In the future, expanding these and other technologies will lead to improved conditions for goods movement in the region and further enhance the efficiency and safety of the regional transportation system while reducing emissions. ITS and other Advanced Technology that may become more common in the future include the transition to zero-emission trucks, autonomous and connected vehicles, expanded use of artificial intelligence to optimize routes and reduce transportation costs, and the use of drones for last-mile delivery of small packages, especially in remote or congested areas.

Goods Movement Assessment: Air

The Chico Regional Airport (CIC) provides a full complement of cargo service to the north state area. The air cargo service currently includes West Air, Redding Aero Enterprises, and Federal Express. These operators generally carry the freight to major hubs, including Sacramento International Airport. The major air cargo operators, such as UPS, Federal Express, and Amazon, will not establish hub operations in an area that does not have major air cargo demands, such as San Francisco or Los Angeles. Typical cargo aircraft serving CIC are small, such as Cessna 208s and Cessna 402s. These cargo aircraft operate from the existing aircraft parking apron on the east side of the aircraft parking apron.

Air cargo transport is expected to increase commensurate with population growth in the region per the regional growth forecasts. Climate and environmental justice impacts, including air, light, and noise on underserved communities associated with this increase are expected to be minimal due to implementation of the airport land use compatibility plans associated with each airport and minimal existing disproportionate impacts on these populations with existing air services.

With the proximity of CIC to the other airports in Butte County, very little air cargo is transported to Oroville Municipal Airport or other surrounding airports. Most air cargo arriving in Chico is then transported by ground to its destination. Other northern California options include Grass Valley and Auburn. Air Cargo forecasts for these two smaller airports are expected to be minimal due to the proximity to CIC. They can, however, handle a significant increase in capacity should the need arise.

For more information on air transport, refer to the Aeronautics section.

Goods Movement Coordination and Demand Projections

BCAG has not developed projects for future freight demand which may be more appropriate for regions with a port or major rail yard. BCAG will continue to consult with Caltrans' Office of Technical Freight and Project Integration, as appropriate, to support regional goods movement.

Goods Movement Action Plan

The Regional Roadway Network section earlier in this chapter identifies the specific list of projects on Butte County's State Highways that result in improvements in the efficient and safe transport of goods and support GHG reductions. The following are short-range and long-range strategies to further support improvements to the county's goods movement system.

Short Range

1. Provide rail-highway crossings and protective devices at various locations to minimize rail-highway conflicts. *(Butte County, Caltrans, FHWA, UPRR)*
2. Work towards completing construction of a continuous four-/five-lane roadway between Chico and Marysville by completing the final one-mile segment in Marysville. *(BCAG, City of Marysville, Caltrans)*
3. Act as a resource to local jurisdictions for interrelationship of industrial land use and transportation planning. *(BCAG)*
4. Identify obstacles that prevent or impede goods movement. *(BCAG, Jurisdictions, UPRR)*
5. Encourage industry to maximize use of rail and air for the transportation of goods. *(BCAG, Jurisdictions)*
6. Support the development of grade separations of railroad tracks where necessary, including in the Cities of Biggs, Gridley, and Chico. *(BCAG, Jurisdictions, Caltrans, UPRR)*
7. Support the designation of hazardous waste routes by federal and State regulators. *(BCAG, Caltrans, Jurisdictions)*
8. Coordinate with UPRR to ensure the North Valley Rail project maintains or improves freight train on-time performance. *(BCAG, Caltrans, Jurisdictions, UPRR, SJPA)*

9. Work with member jurisdictions to seek funds to improve deteriorated roadways on critical rural freight routes and incorporate wider shoulders for added cyclist and pedestrian safety. *(BCAG, Jurisdictions)*

Long Range

1. Continue to implement the actions outlined in the short-range action plan.
2. Continue to seek funding for construction of grade separation projects and improvements to key freight routes. *(BCAG, Caltrans, UPRR, Jurisdictions)*
3. Continue to coordinate with UPRR to ensure the North Valley Rail project maintains or improves freight train on-time performance and safety.
4. Coordinate with SJJPA and SJRRC to meet State requirements for transition to zero-emission locomotives *(BCAG, SJJPA, SJRRC)*
5. Work with partners to remove gaps in the transportation system. *(Jurisdictions, Caltrans, UPRR)*
6. Seek funds to expand the use of ITS to improve safety and enhance early warning and real-time information. *(BCAG, Caltrans, Jurisdictions)*
7. Encourage truck climbing lanes where feasible and practical. *(BCAG, Jurisdictions, Caltrans)*

Aeronautics

Aeronautics facilities in Butte County include both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire, and agricultural needs. There are two publicly owned public-use airports, Chico Regional Airport (CIC) and Oroville Municipal Airport; two privately owned public-use airports, Paradise Skypark Airport and Ranchoero Airport; three privately owned airports, Butte Creek Hog Ranch Airport, Jones Airport, and Richvale Airport; one publicly owned seaplane landing site on Lake Oroville; two privately owned private-use heliports at Enloe Hospital and Oroville Hospital; and one publicly owned private-use airport for the Butte County Sheriff's Department. In addition, there are several agricultural and private-use airports in the county. There is currently no commercial passenger air service available in the county. Funding for improvements at airports is typically coordinated by airport staff.

Regional Airports and Facilities

Chico Regional Airport, Chico, California

The Chico Regional Airport (CIC) (previously named the Chico Municipal Airport) is the largest and busiest airport serving Butte County, occupying approximately 2.3 square miles on the northern edge of the City of Chico. The airport is north of the City of Chico along Cohasset Road. Its functional class is Primary Non-Hub Regional-Business/Corporate. It serves a variety of aeronautic uses, including commercial, business/corporate, military, agricultural, and general

aviation. The 1,475-acre airport facility has two runways; the primary runway 13L/31R is 6,724 feet long by 150 feet wide and is used for air carrier, agriculture, medical, aerial firefighting, cargo, and military operations. The primary runway, 13L/31R, incorporates the use of high-intensity lighting GPS/VOR/ILS and Precision Approach Path Indicators (PAPI) in conjunction with other navigational aids to assist pilots. The Runway Protection Zones for runway 13L/31R are 1,000 feet by 2,500 feet and 2,500 feet long.

The secondary runway, 13R/31L, is the general aviation runway. It is located some 700 feet center to center distance west of the instrument runway. This runway is 3,005 feet long and 60 feet wide. The Runway Protection Zone for this runway is 250 feet by 450 feet and 1,000 feet long. This runway consists of an overlay over an asphalt concrete mat that was constructed during World War II by the U.S. Army Air Corps. There are 103 T-hangars, 5 custom private, and 4 large conventional hangars, with an additional estimated 40 transient spaces in the apron area.

The Chico Regional Airport was dedicated in 1935 and is a modern integrated air facility capable of accommodating air carriers, air taxis, charter, military, firefighting, and general aviation planes. The airport has one full service Fixed-Base Operator (FBO) to provide such services as refueling, plane servicing, air charter, maintenance, and flight training. The air traffic control (ATC) tower is open from 7 a.m. until 7 p.m. seven days a week. The tower and all other navigational aids are maintained and operated by the Federal Aviation Administration (FAA). The tower is staffed by Serco, Inc. personnel. All communication runs through the tower or UNICOM, which is operated by the FBO Northgate Aviation. The airport is a key air base for regional wildfire suppression and provides refueling and Phos-Chek supply to aid in suppression of wildfires from late spring to early winter.

The Chico Regional Airport ceased commercial passenger service in 2014 due to airlines cancelling service citing declining ridership and revenue. The City of Chico continues to seek funding to reestablish commercial passenger service to the airport in part through the establishment of a revenue guarantee fund.

As of September 2024, B-line public transit serves the airport via route 52 (Chico Airport Express). The airport is directly served by a Class I bike path linking the airport into central Chico. An extension of this bike path is currently underway and will provide a direct Class I bikeway connection from the Chico Regional Airport to downtown Chico.

Oroville Municipal Airport, Oroville, California

Oroville Municipal Airport is a general aviation airport with a functional class of Regional and is owned by the City of Oroville. This 877-acre facility is approximately 2.5 miles west of the remainder of the city along SR 162. Although the city's sphere of influence extends a mile west of the airport, only the airport property and some private land to the north and west are currently within the city boundary. The surrounding unincorporated area includes the

community of Thermalito situated northeast of the airport. To the southwest and southeast lie State-owned water project and wildlife refuge lands. An airport has existed on the present site since 1936 when the City of Oroville acquired the original 188 acres. During World War II, the U.S. Army took temporary control of the airport. The Army made various improvements, including establishing the basic runway configuration, which remains today. Since reverting control back to the City in 1947, the City has acquired additional land and has made numerous improvements to the facility.

There are two asphalt runways; the primary runway 02/20 is 6,020 feet long by 100 feet wide while runway 13/30 is 3,540 feet long by 100 feet wide, with a parallel taxiway running the length of each runway. The Runway Protection Zones for runway 01/19 are 500 feet by 1,010 feet, by 1,700 feet beginning 200 feet from the runway end. There are 72 T-hangars, 67 tie downs, and 30 transient spaces. The two primary points of ground access to the Oroville Municipal Airport are via SR 162 and Larkin Road. SR 162 connects the airport with SR 70 and the City of Oroville to the east and to SR 99 to the west, while Larkin Road connects the airport to Gridley and Live Oak to the south.

Several improvements have been made to SR 162 to improve capacity between SR 70 and the airport. These improvements include reconstruction of the Feather River Bridge and adding a continuous left-turn lane. There are no public transit routes serving the airport, but Class II bike lanes connect the airport to central Oroville and the Thermalito area. BCAG continues to assess the viability of serving the Oroville Airport with B-line fixed-route or microtransit service and will continue coordinating with Oroville staff in the future to determine if service can become feasible.

Paradise Skypark Airport, Paradise California

Paradise Skypark Airport is situated 3 miles south of the Paradise town center and is a special-use privately owned airport providing general aviation access to the community of Paradise along SR 191. Historically, this airport has functioned as an inclement weather alternate when the larger airports located in lower elevations are fogged in during the winter. Because this is a private airport, prior permission is required before use. The airport is located along a narrow ridge south of town at approximately 1,300 feet above sea level and occupies 35 acres of property. Due to its geographic location, the airport is both physically and operationally constrained.

Runway 17/35 is 3,017 feet long by 60 feet wide and was rebuilt in 1999 with parking spaces for 50 aircraft. A parallel taxiway runs the length of the runway. Five T-hangars and one conventional hangar, and 67, tie downs are also provided. Ground access to the Paradise Skypark Airport is via SR 191 (Clark Road). No public transit service is currently provided at the airport, but several taxi services are available.

Ranchaero Airport, Chico, California

Ranchaero Airport is a 23.5-acre facility located on the west side of Chico. A privately owned special-use general aviation airport, Ranchaero has one asphalt runway 14/32 is 2,156 feet long by 30 feet wide. This airport serves a combination of recreational, flight training, agricultural, and limited business functions. Because this is a privately owned airport, prior permission is required for use. The runway has a full-length parallel taxiway. There are 19 T-hangars and one conventional hangar, with 22 tie downs. Ground access to Ranchaero Airport is via Oak Park Avenue and Santa Clara Avenue. Traffic on these roads is limited to very light local residential traffic, as well as those traveling to the airport itself.

Lake Oroville Seaplane Landing Site

Lake Oroville provides a seaplane-landing site over 1,460 acres in the center of the main body of the lake. Caltrans Division of Aeronautics revoked its permit on December 26, 2012. Pilots may continue to use the Lake Oroville Seaplane Landing Site (SLA) without a State permit but must adhere to federal and any other associated guidelines. There is no runway per se, but a landing area on the water spanning 9,000 feet long by 9,000 feet wide. There are no airport facilities, such as hangars, nor are there any based aircraft. The Division will continue to work with the California State Parks as requested to enhance the safety of the SLA.

Butte County Sheriff's Office, Oroville, California

The Butte County Sheriff's Office has a parking lot heliport at its jail complex on County Center Drive in Oroville. The landing pad measures 70 feet by 70 feet, and perimeter lighting is planned. While the Sheriff's Office owns one helicopter and leases another for the busy summer months, these crafts are based at the Oroville Municipal Airport. Use of the heliport is restricted to authorized law enforcement agencies.

Enloe Hospital Heliport, Chico, California

Enloe Hospital has a rooftop heliport at its acute care medical facility located at W. 5th Avenue and the Esplanade in Chico. The landing pad measures 75 feet wide by 66 feet long, and perimeter lighting is provided. There is one primary helicopter based at the facility, which is used for emergency medical transportation to and from outlying areas.

Oroville Hospital Heliport, Oroville, California

Oroville Hospital has a heliport located in a parking lot at its acute care medical facility on Olive Highway in Oroville. The landing pad measures 48 feet in diameter, and perimeter lighting is provided. There are no based aircraft. The heliport is used for emergency medical transportation to and from outlying areas.

Forecasts and Trends

Air Passenger

Commercial passenger service at CIC ended in December 2014 due to airlines cancelling service citing declining ridership and revenue. The City of Chico continues to seek funding to reestablish commercial passenger service to the airport in part through the establishment of a revenue guarantee fund. Recently, progress was made on a financial package to facilitate the start of the service. The City has also applied for grants to renovate the terminal and rejuvenate the runway. SkyWest Charter has sent a letter of interest to bolster that effort. The City seeks to raise \$1 million to establish the revenue guarantee fund required by the airlines to reestablish service and expects to fund this through a \$500,000 federal grant combined with community donations. Aside from commercial passenger service, CIC is used extensively for the business and general aviation serving the Chico and Central Sacramento Valley areas and this trend is expected to continue. If and when passenger air travel is re-introduced in the region, BCAG will explore opportunities to support multimodal connections to CIC, including transit.

Air Cargo

CIC provides a full complement of cargo service to the north state area. Air cargo service currently includes West Air, Redding Aero Enterprises, and Federal Express. These operators generally carry the freight to major hubs, including Sacramento International Airport. The expansion of air cargo operation out of the CIC is difficult to forecast. The major air cargo operators such as UPS, Federal Express, and Amazon, will not establish hub operations in an area that does not have major air cargo demands such as San Francisco or Los Angeles. Typical cargo aircraft serving CIC are small, such as Cessna 208s and Cessna 402s. These cargo aircraft operate from the existing aircraft parking apron on the east side of the aircraft parking apron.

Air cargo transport is expected to increase commensurate with population growth in the region. Environmental justice impacts, including air, light, and noise on underserved communities associated with this increase are expected to be minimal due to implementation of the airport land use compatibility plans associated with each airport and minimal existing disproportionate impacts on these populations with existing air services.

With the close proximity of CIC to the other airports in Butte County, very little air cargo is transported to Oroville Municipal Airport or other surrounding airports. Most air cargo arriving in Chico is then transported by ground to its destination. Other northern California options include Grass Valley and Auburn. Air Cargo forecasts for these two smaller airports are expected to be minimal due to the proximity to CIC. They can, however, handle a significant increase in capacity should the unlikely need arise.

Capacity Analysis

CIC is the largest and busiest airport in Butte County. When originally developed by the military during World War II, the facility was several miles from the edge of the city. Over the past 50 years, urban expansion has extended toward the airport. Land use surrounding the airport will continue to be an issue. Industrial uses are planned adjacent to both the east and west sides of the airport. The Airport Master Plan proposes extending CIC's primary runway, Runway 13L-31R currently 6,724 feet long to 8,600 feet to be able to adequately service turbo jet aircraft in the future, such as the Boeing 737, Airbus A320, Boeing 717, McDonnell Douglas DC-9, and MD-80. Though currently not an issue at this time, it is prudent to consider the protection and reservation of the needed land to the north to allow for the runway extension in the future as well as allowing the Runway Protection Zone moved to the north the same distance.

Other capacity considerations identified in the Chico Airport Master Plan propose widening and extending Runway 13R-31L to be used by CalFire operations and commercial service when the main runway is closed for maintenance, reconstruction, or due to an accident. Additional capacity considerations are included in the Chico Airport Master Plan, Chapter 3.

The Oroville Municipal Airport, on the other hand, is situated next to a golf course on the west, grazing land on the south and north, and a protected wildlife refuge to the east. Due to the relatively lower number of operations of this airport, there are no immediate capacity issues currently.

The Paradise Skypark Airport is restricted by its physical geographical location in the foothills. This airport currently does not face any immediate capacity issues and can handle double its current operations according to its airport manager.

The smaller Ranchoero Airport is restricted by its surrounding agricultural orchards and the residential development. Operations are projected to remain somewhat constant. For the future, no significant issues are anticipated. The City of Chico's urban development boundary and the Butte County "green line" both preclude extension of urban uses into the agricultural lands west of the city.

Aeronautics Action Plan – Planned Improvements

Aeronautics Capital Improvement Plan

The Aeronautics Capital Improvement Plan (CIP) is a 10-year planning document that is published by Caltrans every odd year. The Aeronautics CIP encompasses capital improvement and planning projects in California's publicly owned airports. To be eligible for a State-funded Airport Improvement Program (AIP) matching grant or Acquisition and Development (A&D) grant, an airport project must be listed in the most current Aeronautics CIP. The last Aeronautics

CIP was completed in June 2023 for 2023-2032. **Tables 2-7** and **2-8** list the projects programmed for the Chico Municipal and Oroville Municipal Airports.

TABLE 2-7 CHICO MUNICIPAL AIRPORT PROGRAMMED CAPITAL IMPROVEMENT PROJECTS

Project Name	Project Type	Program Year	FAA Grant Amount	State Grant	Local Match	Totals
Reconstruct Runway 13L-31R (Construction)	AIP	2023	\$12,840,188	\$642,009	\$784,678	\$14,266,875
Replacement of Rotating Beacon (Design)	AIP	2024	\$61,425	\$3,071	\$3,754	\$68,250
Reconstruct Aircraft Parking Apron, Phase 4 (Design)	AIP	2025	\$6,153,840	\$307,692	\$376,068	\$6,837,600
Reconstruct Aircraft Parking Apron, Phase 5 (Design)	AIP	2026	\$581,175	\$29,059	\$35,516	\$645,750
Terminal Facility Development Plan	AIP	2027	\$217,350	\$10,868	\$13,283	\$241,500
Rehab Apron A1b,A3b,A4a, & Hanar Taxilanes	AIP	2027	\$889,321	\$44,466	\$54,347	\$988,134
Reconstruct Aircraft Parking Apron Phase 5 (Construction)	AIP	2027	\$1,194,008	\$59,700	\$72,967	\$1,326,675
EA for Terminal & Auto Parking Lot Expansion	AIP	2028	\$122,850	\$6,143	\$7,508	\$136,500
Pave Pres Rwy 13%-31L; Rehab Apron A1a & A3a	AIP	2028	\$686,108	\$34,305	\$41,929	\$762,342
Design Auto Parking Lot Expansion	AIP	2029	\$140,400	\$7,020	\$8,580	\$156,000
Design Terminal Expansion	AIP	2029	\$742,500	\$37,125	\$45,375	\$825,000
Environmental Assessment – Land Acquisition	AIP	2030	\$216,000	\$10,800	\$13,200	\$240,000

Project Name	Project Type	Program Year	FAA Grant Amount	State Grant	Local Match	Totals
Engineering Design – Rwy 13R-31L Reconstruct and Expand	AIP	2030	\$711,000	\$35,550	\$43,450	\$790,000
Construct Automobile Parking Lot Expansion	AIP	2030	\$1,221,300	\$61,065	\$74,635	\$1,357,000
Terminal Expansion Construction	AIP	2030	\$10,710,000	\$535,500	\$654,500	\$11,900,000
West Side Access Road	LFP	2030	-	-	\$4,596,000	\$4,596,000
Acquire West Side Land	AIP	2031	\$3,816,000	-	\$424,000	\$4,240,000
EA for Runway 13L-31R Extension	AIP	2031	\$162,000	\$8,100	\$9,900	\$180,000
ALP Narrative including ALP Updated Plans	AIP	2031	\$189,000	\$9,450	\$11,550	\$210,000
Security Development – Design/Construct	AIP	2031	\$439,200	\$21,960	\$26,840	\$488,000
North Hangars & Apron A1	AIP	2031	\$2,430,900	\$121,545	\$148,555	\$2,701,000
Update PMMP	AIP	2032	\$121,500	-	\$13,500	\$135,000
Engineering Design – Nested Hangars	AIP	2032	\$652,500	-	\$72,500	\$725,000
Acquire Land – Approach and Safety Area Protection	AIP	2032	\$3,690,000	-	\$410,000	\$4,100,000
Apron 2 Rehabilitation (Design & Construction)	AIP	2032	\$105,300	\$5,265	\$6,435	\$117,000
Runway 13R/31L Extension (Design)	AIP	2032	\$743,400	\$37,170	\$45,430	\$826,000
Chico Municipal Airport Totals			\$48,837,265	\$2,027,863	\$7,994,500	\$58,859,626

TABLE 2-8 OROVILLE MUNICIPAL AIRPORT PROGRAMMED CAPITAL IMPROVEMENT PROJECTS

Oroville Municipal Airport	Project Type	Program Year	FAA Grant Amount	State Grant	Local Match	Totals
ALP Updated Narrative and Plans with Aero Study	AIP	2023	225,000	\$11,250	\$13,750	\$250,000
Design/Construct – Crack Seal Apron and Taxi lanes	AIP	2024	\$335,700	\$16,785	\$20,515	\$373,000
Design – Reconstruct and Realign Taxiway S and Apron	AIP	2026	\$108,000	\$5,400	\$6,500	\$120,000
Design/Construct – Develop New Tee Hanager Taxi lane Site – C	AIP	2026	\$633,600	\$31,680	\$38,720	\$704,000
Construct – Reconstruct and Realign Taxiway S and Apron	AIP	2027	\$856,800	\$42,840	\$52,360	\$952,000
Design – Rehabilitate Runway 2-20 and Runway Lighting System	AIP	2028	\$371,700	\$18,585	\$22,715	\$413,000
Construct Rehab. Runway 2-20 and Runway Lighting System	AIP	2029	\$4,419,000	\$220,950	\$270,050	\$4,910,000
Acquire Airport Zero Emissions Vehicle (ZEV)	AIP	2030	\$90,000	\$4,500	\$5,500	\$100,000
Des./Cons.: Construct New Above Ground Fuel Farm Facility	AIP	2030	\$1,267,200	\$63,360	\$77,440	\$1,408,000
ALUPC Update	AIP	2031	\$135,000	\$6,750	\$8,250	\$150,000
Oroville Municipal Airport Totals			\$8,442,000	\$422,100	\$515,800	\$9,380,000

Conclusion

BCAG will continue to work with Caltrans and local airport managers to help secure funding for the local airports and to assist the City of Chico in bringing back passenger air service.

Intelligent Transportation Systems Programs

ITS involves the application of electronics, computers, and technology to more efficiently manage transportation systems and assets. The main purpose of an ITS architecture is to ensure that the involved transportation agencies plan, develop, and deploy their systems in a coordinated and consistent manner to increase efficiency, safety, and level of service. Other

equally important purposes are to eliminate duplication of efforts, to stretch funding dollars, and to ensure that ITS deployed is coordinated with ITS in adjacent regions in California.

In 2005, BCAG completed development of an ITS Regional Architecture and Strategic Deployment Plan (SDP) conforming to the requirements of Title 23 of the Code of Federal Regulations (CFR) Parts 655 and 940 for Butte, Glenn, and Colusa Counties. The plan, called the North Valley Regional ITS Architecture Plan (or NVR ITS Plan), was developed in partnership with Glenn County, Colusa County, Caltrans, and FHWA, with the assistance of a consultant to serve as the ITS Coordinator. Butte, Glenn, and Colusa Counties, as well as Caltrans and FHWA, did not have the resources to develop the required plan individually. All aspects of the NVR ITS Plan development have been posted at www.iteris.com/northvalleyits.

The NVR ITS Plan details how various systems (transportation, including passenger and goods movement, and emergency agencies, such as fire and police) and agencies connect, both within the three counties and with external entities. This plan also assists in developing agency roles and responsibilities, systems functional requirements, a list of required interagency agreements, and project sequencing.

The project goals included: (a) a more cohesive approach to ITS implementation in the three North Valley counties leading to multi-region support to the statewide ITS framework; (b) implementation of ITS technologies in the multi-region, including improvements in data collection, distribution, system operation, and other areas; and (c) better integrated development and implementation of State and regional transportation plans, projects, and services.

ITS elements are already in place in the three-county region with more planned over the horizon of the RTP/SCS. It is expected that within the horizon of the RTP/SCS, ITS strategies will become commonplace in project development together with increased application efficiencies of developing technologies. BCAG will make every effort to seek out and apply these technologies that will make sense and provide an overall cost efficiency to the increased development of our local transportation needs.

BCAG recognizes the significant role of ITS in the transportation planning and programming process. As such, as the regional architecture is further developed and implemented, the RTP/SCS will be updated to ensure consistency with the NVR ITS Plan.

Upstate California Regional ITS Master Plan Development

During the 2016/17 fiscal year Caltrans, led the development of the Upstate California ITS Master Plan (Master Plan), which was completed in 2018. The Master Plan is a roadmap for integration of ITS strategies into the North State Super Region's (Super Region's) transportation system over the next 10 years. A map of the Super Region can be viewed at

www.superregion.org. The Master Plan was developed through a cooperative effort by Caltrans, FHWA, and the Super Region's transportation planning and operating agencies in the following counties: Butte, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Nevada, Plumas, Shasta, Sierra, Siskiyou, Tehama, and Trinity.

The Master Plan addresses ITS subsystems, as well as those planned for development over the next 10 years and provides a framework that includes the entire transportation network down to individual transportation projects. Each ITS project can be viewed as an element of the overall ITS network that will be implemented over time. The expectation is to achieve a shared vision of how each agency's systems will work together in the future, sharing information and resources to provide a safer, more efficient, and more effective transportation system for travelers utilizing the transportation system network.

The Master Plan is viewed as a living document that will require regular updates by Caltrans staff to ensure that it maintains an accurate representation of the Super Region's ITS elements. The key is to plan for technology deployment in a cooperative environment among stakeholders in a sensible manner to promote the efficiency of project deployment and stakeholder resources. Based on the vision for the Plan and the specific needs of Caltrans Districts and our partners, this effort has identified all applicable ITS concepts that could be applied to each corridor based on their unique characteristics. It has also identified quantitative and qualitative performance criteria for the strategies consistent with FHWA's guidance on regional ITS architecture plans.

2.2 TRANSPORTATION SYSTEMS MANAGEMENT

The terms *Transportation Systems Management* (TSM), *Transportation Control Measures* (TCMs), and *Travel Demand Management* (TDM) are often used interchangeably to describe a series of techniques designed to maximize the efficiency of the existing transportation system by reducing dependence on single-occupant vehicles. The common goals of TSM, TCMs, and TDM are to reduce traffic congestion, improve air quality, and reduce or eliminate the need for new and expensive transportation infrastructure. Techniques are generally low-cost measures to reduce travel demand or improve the utilization of existing transportation facilities.

The differences between the three concepts are subtle. Each contains alternative transportation measures, such as carpooling, transit, active transportation, vanpooling, compressed workweeks, and telecommuting. TSM places emphasis on reducing traffic congestion by increasing the person-trip capacity of existing transportation systems. As such, TSM techniques also include restriping roadways for channelization, ramp metering, and establishment of freeway auxiliary lanes. TDM emphasizes reducing the demand for single-occupant vehicle travel through techniques such as teleconferencing and advanced communication technology. TCMs focus on reducing air pollution through techniques such as alternative fuel vehicles.

Since 1981, the FHWA and the FTA have required that TSM be part of the regional transportation planning and programming process. Specifically, the RTP must have a TSM element that describes how the region intends to deal with the movement of people and goods by improving the efficiency and effectiveness of the total transportation system.

TSM Strategies

Following are descriptions of common TSM strategies, included here to document techniques for consideration by local jurisdictions in efforts to encourage TSM strategies as part of the project implementation process. TSM strategies are necessary to assist in reducing congestion, improving traffic flow, and providing alternatives to traditionally designed projects.

Traffic Flow Improvements

As traffic on highways and primary arterials increases, so will congestion and air quality problems. Traffic flow improvements, such as ramp metering, changeable message signs, and closed-circuit traffic surveillance, may be considered for use to maximize the capacity of existing roadways. All these techniques are currently in use in major urban areas of California.

Ramp metering is a technique that spaces the entrance of vehicles onto the freeway. Cars are stopped on the on-ramp by a traffic light, which then allows one vehicle to enter the freeway each cycle. This technique makes merging smoother and reduces traffic backups due to platoons of cars trying to merge onto the freeway at the same time.

Changeable message signs advise drivers of traffic problems ahead. This technique allows motorists to anticipate traffic slowdowns and weather conditions, leading to fewer accidents, or to take alternative routes. Changeable message signs have been used for many years on Interstate 80 to advise travelers of road conditions and closures to prevent travelers from being caught unprepared for snowy weather over the summit of the Sierra Nevada.

Transit

Public transit service is the most widely used TSM measure in Butte County serving residents who depend on transit for commuting to work, school, shopping, medical, and leisure. The Transit chapter provides a comprehensive overview of transit in Butte County. ITS types of projects include real-time bus arrival using Double Map Transit App. Each transit bus is equipped with AVL/GPS technology. Efforts to modernize the transit system are ongoing.

Ridesharing

The purpose of ridesharing is to encourage the use of alternative transportation modes for traveling to work, school, personal trips, and recreation. The benefits of ride sharing are reduced single-occupancy travel and improved air quality. Rideshare promotes all forms of alternative transportation, including carpooling, vanpooling, transit, biking, and walking. Butte County

residents can enter their commute information in a regional database to try to find carpooling partners.

Transit Incentive Programs

Under agreement with CSU, Chico's Associated Students, Butte Regional Transit (B-Line) provides free transit trips to the students, faculty, and staff of CSU, Chico. This program has been successful in generating additional ridership for the public transit system and reducing driving among this population.

Student Shuttle

During the academic year, B-Line has continued the operations of a shuttle for students, faculty, and staff of CSU, Chico. The shuttle has two routes that connect the university with the largest student housing areas.

Pedestrian and Bikeway Facilities

By making these facilities safer and more convenient, pedestrian and bikeway facilities make active transportation modes more attractive as alternatives to the automobile. Most schools and many shopping areas and employers provide racks for bicycle parking. A complete description of existing and future pedestrian and bikeway facilities within Butte County is included in Section 2.1 of **Chapter 2, Policy Element**.

Park-and-Ride Lots

The purpose of park-and-ride lots is to provide a central meeting place adjacent to major travel routes where commuters can congregate and form carpools or catch buses for the remainder of the commute trip. Caltrans presently operates two park-and-ride lots in Butte County, with a total of 154 paved spaces available. The largest lot, located at the intersection of SR 99 and SR 32 in Chico, has 124 parking spaces. A B-Line bus stop on Fir Street serves these riders. An additional park-and-ride lot is located at the intersection of Nelson Avenue and SR 70 in Oroville and has 30 spaces.

The City of Oroville developed an additional park-and-ride facility with Proposition 116 funds at the corner of Montgomery and Oak Streets with space for 34 vehicles. In addition, the Town of Paradise operates a park-and-ride lot on the Skyway in central Paradise with space for 36 vehicles.

2.3 RTP GOALS, OBJECTIVES, POLICIES, AND ACTIONS

This section describes the RTP’s land use and transportation goals, objectives, policies, and actions. These goals, objectives, policies, and actions are derived from consultation with other governments and agencies, public engagement activities, and from analyzing existing transportation networks and service issues and gaps, as described elsewhere in this document. Many policies and actions are carried forward from the 2020 RTP or have minor modifications to modernize or ensure ongoing relevance. Where noted, some policies and actions are more significantly updated or entirely new to this RTP to address the region’s changing needs.

1. Highways, Streets, and Roads

Goal: A safe, efficient, and equitable regional road system that accommodates the demand for movement of people and goods.

TABLE 2-9 HIGHWAYS, STREETS, AND ROADS OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
1.1. Strive to improve safety and operations of the local and state highway system.	1.1.1. Fund and implement projects identified on the Tier 1 priority list in the Action Element of the RTP.	BCAG and member jurisdictions
	1.1.2. Pursue discretionary State & federal funding such as IIP, SHOPP, HBP, HSIP, etc.	BCAG and member jurisdictions
1.2. Identify and prioritize improvements to the regional road system.	1.2.1. Review and update evaluation criteria for prioritizing regional road projects identified to improve the overall transportation system in the region. (Modified)	BCAG
	1.2.2. Evaluation criteria will evaluate how the projects achieve the following objectives: A) An integrated, equitable and balanced road system; B) Improvement in traffic flow and safety, including during evacuations; C) Minimized environmental effects; and D) Minimized adverse impacts on agricultural land. (Modified)	BCAG
	1.2.3. Use Regional Improvement Program funds to finance the prioritized regional improvements.	BCAG
	1.2.4. Use BCAG Travel Demand Model performance measures as appropriate to quantify project benefits.	BCAG

2. Bus Transit Network and Service

Goal: An efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations, including those in disadvantaged areas of the region.

TABLE 2-10 BUS TRANSIT NETWORK AND SERVICE POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
2.1. Meet all transit needs that are reasonable to meet. ¹	2.1.1. Provide complementary dial-a-ride transit services for the elderly, handicapped, and those residents not served by a fixed route service within the service area.	B-Line
	2.1.2. Continue to improve the fixed route system to better serve community members and provide an overall efficient transit network. (Modified)	B-Line, BCAG and member jurisdictions
	2.1.3. Maintain the locally developed Human Services Coordinated Transportation Plan.	BCAG
2.2. Make improvements to the regional public transit system to improve service, increase ridership, and achieve a zero-emission fleet.	2.2.1. Implement the B-Line Routing Study as necessary to expand and diversify transit services to increase overall ridership. (New)	B-Line, BCAG and member jurisdictions
	2.2.2. Support Intelligent Transportation System (ITS) projects which improve transit operations.	B-Line, BCAG and member jurisdictions
	2.2.3. Work with larger employers (i.e. University) for transit incentive programs.	B-Line, BCAG and member jurisdictions
	2.2.4. Continue to evaluate fixed route system, e.g. through the B-Line Routing Study, and identify best methods for increasing ridership, as needed. (Modified)	B-Line, BCAG
	2.2.5. Explore “best practices” in other regions to learn from and consider for increased ridership and customer satisfaction for transit.	B-Line, BCAG
	2.2.6. Coordinate as necessary with State and local agencies to improve safety of public transit system and associated facilities. (New)	B-Line, BCAG and member jurisdictions
	2.2.7. Deploy a zero-emission bus fleet, including a mix of battery electric and hydrogen buses, by the year 2040. (New)	

¹ Reasonable to Meet includes all the following factors:

- 1) Cost Effectiveness: The cost to provide the service will meet the minimum farebox recovery ratio.
- 2) Economy: The project can be implemented at reasonable cost.
- 3) Community Acceptance: Support exists as indicated through the public hearing process.
- 4) Operational Feasibility: The service must be safe to operate.

Objective	Policy / Action	Implementation Responsibility
	2.2.8. Implement new microtransit zones in Chico, Paradise/Magalia, and Oroville. (New)	B-Line
	2.2.9. Modernize mobile ticketing by implementing and improving app-based and credit card-based systems. (New)	B-Line
	2.2.10. Provide high frequency service on high ridership potential corridors connecting key activity centers. (New)	B-Line
2.3. Promote community participation and education in transit planning and operations.	2.3.1. Include Social Services Transportation Advisory Council and Coordinated Transportation Working Group in the regional transit planning process.	BCAG
	2.3.2. Use the BCAG newsletter, website, email distribution lists, press releases, and social media platforms for transit education, information, and outreach. (Modified)	B-Line, BCAG and member jurisdictions
2.4. Maintain a safe and reliable transit system.	2.4.1. Monitor contractor for timely transit operations reporting.	B-Line
	2.4.2. Conduct Preventative Maintenance Inspections for transit fleet.	B-Line
	2.4.3. Coordinate, as necessary, with local agencies and the State to address crime and safety issues affecting the transit system. (New)	B-Line, BCAG, member jurisdictions

3. Rail Transit Network and Service

Goal: A rail system that provides safe and reliable service for people and goods.

TABLE 2-11 RAIL TRANSIT NETWORK AND SERVICE OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
3.1. Maintain and expand passenger service through Butte County.	3.1.1. Monitor the activities of Amtrak Coast Starlight to assure passenger rail services in Butte County improve over time.	BCAG
	3.1.2. Implement North Valley Rail project to extend passenger rail services northward from Natomas to Chico to increase passenger rail opportunities in the region. (New)	BCAG and participating member jurisdictions, San Joaquin Regional Rail Commission, San Joaquin JPA, Caltrans, UPRR, other participating local governments

Objective	Policy / Action	Implementation Responsibility
	3.1.3. Pursue State and federal grant funding for rail safety projects.	BCAG and participating member jurisdictions, San Joaquin Regional Rail Commission, San Joaquin JPA, Caltrans, other participating local governments
	3.1.4. Coordinate with SJJPA, SJRRC and Caltrans to meet State requirements for transition to zero emission locomotives. (New)	BCAG, SJJPA, SJRRC, Caltrans

4. Active Transportation

Goal: A connected regional transportation system for bicyclists and pedestrians.

TABLE 2-12 ACTIVE TRANSPORTATION OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
4.1. Work with local agencies to implement active transportation projects including those that connect to and improve access to transit facilities.	4.1.1. Support the construction of active transportation facilities, particularly those that improve first mile/last mile access to transit, as designated in local active transportation plans and BCAG’s Transit and Non-Motorized Plan. (Modified)	BCAG in coordination with local jurisdictions
	4.1.2. Assist local jurisdictions in pursuing active transportation related funding.	BCAG in coordination with local jurisdictions
	4.1.3. Support projects and policies for bicycles on the fixed route transit system (bike racks, etc.).	BCAG in coordination with local jurisdictions
	4.1.4. Support local efforts in developing complete streets projects that achieve active transportation project enhancements.	BCAG in coordination with local jurisdictions
4.2. Assist local jurisdictions in pursuing grant funding.	4.2.1. Assist, as requested, in developing local active transportation plans.	BCAG in coordination with local jurisdictions
	4.2.2. Participate in local bicycle advisory committees.	BCAG

Objective	Policy / Action	Implementation Responsibility
4.3. Focus on urban infrastructure improvements that contribute to interconnectivity and safety for active transportation users. (New)	4.3.1. Improve active transportation facilities on primary commute routes to major employment centers in the region. (New)	BCAG, Caltrans, local jurisdictions
	4.3.2. Encourage installation of sidewalks and paths at all major commercial developments and higher density residential neighborhoods in the region. (New)	BCAG, local jurisdictions
	4.3.3. Close gaps on non-contiguous sidewalk segments to achieve continuity (New)	BCAG, local jurisdictions
4.5. Work with local agencies and the State to address crime and safety issues. (New)	4.5.1. Coordinate as necessary with local agencies and the State to address crime and safety issues that result in decreased use of active transportation facilities. (New)	BCAG in coordination with local agencies and the State
4.6. Facilitate regional connectivity to improve inter-regional active transportation utilization. (New)	4.6.1. Develop projects, programs, and policies to encourage multi-modal trips that link walking, bicycling and public transit. (New)	BCAG, Caltrans, local jurisdictions
	4.6.2. Develop facilities that facilitate utilizing active modes for longer distance travel, such as bike lockers, freeway crossings, and multi-modal transportation hubs. (New)	BCAG, Caltrans, local jurisdictions

5. Goods Movement

Goal: A transportation system that enables safe movement of goods in and through Butte County.

TABLE 2-13 GOODS MOVEMENT OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
5.1. Provide an adequate regional road system for goods movement. (New)	5.1.1. Seek funding to improve the safety and efficiency of State highways and regional road network, including rail crossings, in the region. (New)	BCAG and member jurisdictions, Caltrans, Union Pacific
	5.1.2. Address safety issues of local roads that serve critical agricultural transportation needs. (New)	BCAG and member jurisdictions
	5.1.3. Pursue State and federal grant funding for rail safety projects. (New)	BCAG and participating member jurisdictions, San Joaquin Regional Rail Commission, San Joaquin JPA, Caltrans, other participating local governments
	5.1.3. Encourage industry to maximize use of rail and air for the transportation of goods. (New)	BCAG and member jurisdictions, Caltrans, Union Pacific
	5.1.4. Support the designation of hazardous waste routes by federal and State regulators. (New)	BCAG and Caltrans
	5.1.5. Coordinate with Union Pacific to ensure North Valley Rail project maintains or improves freight train on-time performance. (New)	BCAG and Union Pacific
	5.1.6. Work with member jurisdictions to seek funds to improve deteriorated roadways on critical rural freight routes and incorporate wider shoulders for added cyclist and pedestrian safety. (New)	BCAG and member jurisdictions
	5.1.7. Seek funds to expand the use of ITS to improve safety and enhance early warning and real-time information. (New)	BCAG

6. Aeronautics

Goal: A fully functional and integrated air service and airport system complementary to the countywide transportation system.

TABLE 2-14 AERONAUTICS OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
5.1. Maintain daily commercial airline service to the Bay Area.	5.1.1. Support the acquisition of commercial airline service in Butte County.	BCAG and member jurisdictions with airports, Butte County Airport Land Use Commission, and local airport authorities
5.2. Work with local agencies to ensure compatible land uses around existing airports to reduce noise conflicts.	5.2.1. Support the Butte County Airport Land Use Commission and local airports in their efforts to ensure compatible land uses around airports.	
	5.2.2. Support the local airports in their attempts to acquire the land surrounding the airports and funding for needed projects.	
5.3. Ensure Airport Master Plans are updated and revised as necessary and required.	5.3.1. Support projects that integrate air transport facilities with other modes of transportation such as active transportation and transit.	

7. Transportation Financing

Goal: RTP project and strategy implementation is supported by effective financing strategies.

TABLE 2-15 TRANSPORTATION FINANCING OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
11.1. Develop and adopt policies that will provide adequate funding resources for all transportation modes and strategies.	11.1.1. Provide technical assistance to local jurisdictions in the development of transportation financing mechanisms.	BCAG in coordination with local jurisdictions
	11.1.2. Consider cost efficiency / cost benefit ratio in project evaluation criteria.	BCAG, Caltrans, local jurisdictions
11.2. Work with cities, towns, and the County on development of a	11.2.1. Work with cities, town and county to identify potential options for funding transportation system maintenance, complete streets projects, and improvements on the regional road network.	BCAG in coordination with local jurisdictions

Objective	Policy / Action	Implementation Responsibility
regional road network fee program.	11.2.2. Develop funding shortfall needs assessment for state highways, local streets, and roads for Butte County.	BCAG, Caltrans, local jurisdictions

8. Energy

Goal: Nonrenewable energy resources for transportation purposes are reduced.

TABLE 2-16 ENERGY OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
8.1. Increase public transit, carpooling/vanpooling, and active transportation modes. (New)	8.1.1. Increase transit services to maximize ridership and reductions in vehicle travel where feasible. (Modified)	B-Line
	8.1.2. Support passage of ordinances that provide for vanpooling and carpooling programs.	BCAG
	8.1.3. Support development and implementation of park and ride lots and active transportation infrastructure.	BCAG

9. Air Quality

Goal: Air quality standards set by the Environmental Protection Agency (EPA) and the California Air Resources Board are achieved.

TABLE 2-17 AIR QUALITY OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
9.1. Coordinate transportation planning with air quality planning at the technical and policy level.	9.1.1. Assist, as requested by the Butte County Air Quality Management District, in developing the transportation-related portions of the State Implementation Plan for air quality.	BCAG
	9.1.2. Provide technical assistance to local jurisdictions in developing air quality analysis as needed for projects.	BCAG in coordination with local jurisdictions

Objective	Policy / Action	Implementation Responsibility
	9.1.3. Support projects that provide air quality benefits, e.g., by reducing gas-powered vehicle travel. (modified)	BCAG
9.2. Implement transportation requirements established by Assembly Bill (AB) 32.	9.2.1. Work with State to identify emissions budget for Butte County.	BCAG
	9.2.2. Develop transportation projects that reduce GHG emissions.	BCAG, local jurisdictions, Caltrans
	9.2.3. Implement the SCS, including policies and actions, to achieve GHG reduction target. (New)	BCAG, local jurisdictions

10. Quality of Travel and Livability

Goal: A safe, balanced, efficient and equitable regional transportation system that serves the needs of all community members in the region.

TABLE 2-18 QUALITY OF TRAVEL AND LIVABILITY OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
<p>13.1. Assist in efforts which enhance mobility for the region. The system should be optimized to maximize its productivity and provide convenient travel options for people and goods. The system should reduce both the time it takes to travel as well as the total costs of travel.</p>	<p>13.1.1. Tailor transportation improvements to better connect people with jobs and other activities, such as smart mobility concepts, to increase system efficiencies and strive to reduce GHGs.</p>	<p>BCAG, Caltrans, local jurisdictions</p>
	<p>13.1.2. Provide convenient travel choices including transit, driving, ridesharing, walking, and biking.</p>	<p>BCAG, local jurisdictions</p>
	<p>13.1.3. Preserve and expand options for regional freight movement.</p>	<p>BCAG, local jurisdictions, Caltrans, in coordination with Union Pacific</p>
	<p>13.1.4. Increase the use of transit, ridesharing, and active transportation in major corridors and communities.</p>	<p>B-Line, BCAG, local jurisdictions</p>
	<p>13.1.5. Provide transportation choices to better connect the Butte County region with neighboring counties and tribal nations.</p>	<p>B-Line, BCAG, local jurisdictions</p>
<p>13.2. Assist in efforts which enhance reliability for the region. The system should be reliable so travelers can expect relatively consistent travel times from day-to-day for the same trip by mode(s).</p>	<p>13.2.1. Employ new technologies to make travel more reliable and convenient.</p>	<p>B-Line, BCAG, local jurisdictions</p>
	<p>13.2.2. Manage the efficiency of the transportation system to improve traffic flow and connections between modes.</p>	<p>B-Line, BCAG, Caltrans, local jurisdictions</p>
<p>13.3. Assist in preserving the transportation system and safety. The public’s investment in transportation should be protected by maintaining the system to preserve it and ensure a safe system.</p>	<p>13.3.1. Work towards keeping the region’s transportation system in a good state of repair.</p>	<p>B-Line, BCAG, Caltrans, local jurisdictions</p>
	<p>13.3.2. Work towards reducing bottlenecks and increase safety by improving operations.</p>	<p>BCAG, Caltrans, local jurisdictions</p>
	<p>13.3.3. Improve emergency preparedness within the regional transportation system.</p>	<p>B-Line, BCAG, Caltrans, local jurisdictions</p>

11. Land Use

Goal: Economical, long-term solutions to transportation problems are achieved by encouraging community designs supportive of walking, transit, and bicycling.

TABLE 2-19 LAND USE OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
10.1. Implement innovative land use policies that connect the community and make it easier to travel without a vehicle. (Modified)	10.1.1. Provide technical assistance and make the BCAG Travel Demand Model available as a tool for assessing the road network and identifying potential traffic solutions. (Modified)	BCAG in coordination with local jurisdictions
	10.1.2. Assist as requested in evaluating land use strategies.	BCAG in coordination with local jurisdictions
10.2. Plan future roads to accommodate land uses at a regional level.	10.2.1. Assist member jurisdictions in taking a regional approach to land use and transportation decisions. (Modified)	BCAG in coordination with local jurisdictions
	10.2.2. Encourage all jurisdictions to actively participate in the RTP/SCS update process.	BCAG in coordination with local jurisdictions
10.3. Encourage and support development of complete streets and active transportation projects that are pedestrian friendly and encourage bicycle trips and the use of public transit. (Modified)	10.3.1. Assist member jurisdictions in developing and implementing strategies and design criteria that make new commercial and residential developments friendly to transit users, pedestrians and bicyclists.	BCAG
10.4. Preserve productive farmland and land that provides habitat for rare, endangered or threatened species.	10.4.1. Consider and minimize impacts of transportation and development projects on prime farmland and areas that support protected wildlife. (Modified)	BCAG, Caltrans, local jurisdictions
	10.4.2. Encourage implementation of RTP/SCS transportation and land use strategies. (New)	BCAG in coordination with Caltrans and local jurisdictions
10.5. Ensure Goals and Policies are consistent at both the regional and local levels.	10.5.1. Assist the Cities, Town and County during their General Plan updates to ensure that the plans are consistent with the RTP/SCS.	BCAG in coordination with local jurisdictions

12. Sustainability

Goal: Sustainable Community Strategies are incorporated into the regional transportation planning process to reduce greenhouse gas emissions, improve social equity, and cultivate a healthy environment and prosperous economy.

TABLE 2-20 SUSTAINABILITY OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
14.1. Work towards a transportation system that is designed to provide an equitable level of transportation services for all populations.	14.1.1. Create equitable transportation opportunities for all populations regardless of age, ability, race, ethnicity, or income.	B-Line, BCAG, Caltrans, local jurisdictions
	14.1.2. Ensure access to jobs, services, and recreation for populations with fewer transportation choices.	B-Line, BCAG, Caltrans, local jurisdictions
14.2. Work towards a transportation system that complements and fosters efficient development patterns and that optimizes travel. (Modified)	14.2.1. Develop transportation improvements that respect and enhance the environment and encourage future infill growth that improves transit ridership and active transportation utilization. (Modified)	BCAG, Caltrans, local jurisdictions
	14.2.2. Work towards reducing greenhouse gas emissions from vehicles and continue to improve air quality in the region.	B-Line, BCAG, Caltrans, local jurisdictions
	14.2.3. Work towards making transportation investments that result in healthy and sustainable communities.	B-Line, BCAG, Caltrans, local jurisdictions
14.3. Make transportation decisions and investments that support a prosperous economy and ensure that the transportation system plays a significant role in raising the region’s standard of living.	14.3.1. Maximize the economic benefits of transportation investments.	B-Line, BCAG, Caltrans, local jurisdictions
	14.3.2. Enhance the goods movement system to support economic prosperity.	BCAG, Caltrans, UPRR

13.Housing

Goal: BCAG supports and collaborates on proactive efforts to address regional housing needs.

TABLE 2-21 HOUSING OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
16.1. Coordinate with cities, town and county on development of Regional Housing Needs Plan (RHNP) updates. (NEW)	16.1.1. Develop RHNP update every eight years in cooperation with BCAG member jurisdictions. (New)	BCAG in consultation with local jurisdictions and housing stakeholders
	16.1.2. In allocating RHNP housing units within the region, seek to concentrate housing units in areas with suitable infill housing capacity, high transit connectivity, and quality active transportation infrastructure. (New)	BCAG in consultation with local jurisdictions and housing stakeholders
	16.1.3. In allocating RHNP housing units within the region, concentrate housing near employment centers to achieve jobs-housing balance to encourage use of transit and active transportation infrastructure and reduce VMT and GHGs. (New)	BCAG in consultation with local jurisdictions and housing stakeholders
	16.1.4. Consider additional factors in allocating RHNP housing units including wildfire risk, prime agricultural lands and forest preserves, HCD/TCAC opportunity maps, childhood poverty, and others. (New)	BCAG in consultation with local jurisdictions and housing stakeholders
16.2. Work with cities, town and county to implement BCAG’s RHNP. (New)	16.2.1. Work with jurisdictions/developers to encourage implementation of BCAG’s RHNP in a manner consistent with the plan objectives. (New)	BCAG in consultation with local jurisdictions, developers
	16.2.2. Work with jurisdictions to seek State and federal grant funding sources that supplement affordable housing development projects with bike and pedestrian improvements, particularly bike and pedestrian facilities that improve access to transit. (New)	BCAG in coordination with local jurisdictions
	16.2.3. Encourage transit-oriented development including more housing and jobs in high frequency transit areas. (New)	BCAG in coordination with local jurisdictions and developers
	16.2.4 Encourage projects that include a balance of housing, jobs, services, amenities and diverse transportation options including complete streets design concepts. (New)	BCAG in coordination with local jurisdictions and developers

Objective	Policy / Action	Implementation Responsibility
16.3. Work with cities, town and county on efforts to develop housing in locations where jobs, services, amenities and transit and active transportation infrastructure already exist.	16.3.1. Identify preferred areas of development which foster increased active transportation mode trips. (Modified)	BCAG in coordination with local jurisdictions and developers
	16.3.2. Encourage infill development to minimize environmental footprint and decrease VMT and GHG emissions. (Modified)	BCAG in coordination with local jurisdictions and developers
	16.3.3. Seek to improve the jobs-housing balance in the region by locating projects in areas that improve such balance. (Modified)	BCAG in coordination with local jurisdictions and developers

14. Emergency Preparedness

Goal: BCAG supports and collaborates on proactive emergency planning and projects. Projects that increase emergency readiness and preparedness include upgrading and maintaining roadways, public transit or facilities that support emergency situations.

TABLE 2-22 EMERGENCY PREPAREDNESS OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
15.1. Work with the cities, town, and county on development of a regional road network that facilitates emergency response and emergency evacuations.	15.1.1 Work with Cities, Town and County to identify potential options for funding transportation system maintenance and improvements on the regional road network.	BCAG in coordination with local jurisdictions
	15.1.2. Develop funding shortfall needs assessment for State highways, local streets and roads for Butte County.	BCAG in coordination with Caltrans, local jurisdictions
15.2. Actively assist local jurisdictions with pursuit of grant funding for projects that enhance emergency preparedness.	15.2.1. Pursue federal and State grant funding opportunities and assist local jurisdictions with their own potential grant applications.	BCAG in coordination with local jurisdictions

15. Outreach and Coordination

Goal: BCAG provides a forum for participation and cooperation in transportation planning and facilitates relationships between stakeholders that transcend jurisdictional boundaries to address regional transportation issues.

TABLE 2-23 OUTREACH COORDINATION OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
12.1. Assist jurisdictions in local transportation planning.	12.1.1. Evaluate transportation impacts of land use and development proposals as requested.	BCAG in coordination with local jurisdictions
	12.1.2. Provide technical assistance in the preparation of transportation financing mechanisms as requested.	BCAG in coordination with local jurisdictions
	12.1.3. Assist in the preparation of local general plans.	BCAG in coordination with local jurisdictions
12.2. Promote consistency among all levels of local transportation planning.	12.2.1. Involve the local, State, and federal agencies and elected officials in the transportation planning process.	BCAG in coordination with local jurisdictions, State agencies, federal agencies, elected officials
	12.2.2. Promote consistency between the Regional Transportation Plan and local and State level plans.	BCAG in coordination with local jurisdictions, State agencies,
12.3. Promote community member participation and education in transportation planning. (Modified)	12.3.1. Use the BCAG newsletter, website, social media platforms, email distribution lists, and press releases for transportation planning outreach and education.	BCAG
	12.3.2. Conduct virtual and in-person community workshops and information sessions for transportation planning and projects.	BCAG
	12.3.3 Continue to include citizen representatives on the BCAG Transportation Advisory Committee and Social Services Transportation Advisory Committee.	BCAG
	12.3.4 Follow BCAG's Public Participation Plan procedures.	BCAG

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3. Action Element – Analysis

The Action Element of the RTP is divided into two chapters, **Chapter 3, Action Element – Analysis** (this chapter), and **Chapter 5, Action Element - Conclusions**. This chapter, the Analysis chapter, first presents an overview of the existing transportation funding issues in the region, then summarizes the analyses in the RTP/SCS, including:

- Air quality analysis
- The land use model, which is an input to evaluating GHG impacts of future regional growth strategies and transportation investments
- The Transportation Demand Forecasting (TDF) model, which is an input to evaluating VMT and GHG impacts of future regional growth strategies and transportation investments
- Performance measure analysis related to evaluating RTP/SCS implementation
- Title VI and Environmental Justice analysis
- Environmental Analysis related to the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA)

Chapter 5, Action Element – Conclusions comes after the SCS and addresses the data and findings from the RTP/SCS by listing and discussing all transportation improvement projects for the 2024 RTP/SCS.

BCAG’s priorities for this RTP/SCS are to maintain and fund safety and operational improvements for the State highway systems and regional roadway network; support active transportation and public transit projects; and complete the North Valley Rail project. BCAG expects to program future Regional Transportation Improvement Plan (RTIP) funding consistent with these priorities and seek other funding sources, including grants, to advance the goals of developing a coordinated, balanced, safe, and equitable regional transportation system. Each of these areas of investment are described in detail in Section 2.1 of the Policy Element, reflected in the **Financial Element (Chapter 6)**, and briefly summarized below.

Transportation Improvement Funding

Funding for transportation continues to be a challenge and a need in the Butte region, as with other regions in the state. Insufficient funding for needed street and local roadway improvements, active transportation projects, and public transit enhancements prevent the region from making necessary improvements to these systems. New funding programs authorized by SB 125, SB 145, and others have helped provide new funding for needed public transit and active transportation improvements, but there is still a funding deficit, leading to a need for additional funding for infrastructure improvements and public transit advancements in the region.

Impacts to the region from the 2018 Camp Fire and COVID-19 pandemic resulted in demographic and travel behavior shifts in the region; BCAG responded by developing the Post Camp Fire Study, Transit Non-Motorized Plan, and Regional Travel Survey. These analyses have provided information on areas in the region to focus future transportation funding to respond to these challenges and resulted in an even greater future funding need for the region.

BCAG's primary funding for major infrastructure improvements is the Regional Transportation Improvement Program (RTIP) via the State Regional Transportation Improvement Program (STIP). As part of the 2024 STIP cycle, which covers fiscal years 2024/25 through 2029/30, BCAG's fund estimate was \$8,433,000. With an unfunded (unconstrained) need of approximately \$619,294,000 in the 2024 RTP, additional funding is needed to support BCAG's efforts to maintain safe road and active transportation networks, enhance public transit systems, reduce per-capita GHG emissions, and ensure equitable transportation funding decisions.

Funding for State Highways

In previous cycles, the RTP/SCS prioritized funding for a continuous four-lane facility to Chico. This work is now nearing completion with the final segment under construction in Marysville, allowing BCAG to address new priorities. One new focus for the BCAG region going forward will be to work with Caltrans and other partners to maintain the state highway systems and fund safety and operational improvements on these facilities.

Funding for Local Roads

A backlog of local roadway rehabilitation and safety improvements continue to be a major concern in Butte County. The cities and County will continue to be required to make the most of other resources available, such as the Regional Surface Transportation Program, the Transportation Enhancement Activity Program, Congestion Mitigation and Air Quality Program, and gas and sales tax revenues to address the rehabilitation needs of local roads. The rural areas are also in need of adequate emergency access. The Oroville Dam crisis of 2018, Camp Fire of 2018, North Complex Fire of 2020, and Dixie Fire of 2021 have all highlighted the limitations of the local road system in emergency evacuation situations. The Post Camp Fire Study, Transit Non-Motorized Plan, and Regional Travel survey have shed light on changes to travel patterns and preferences in the region and identified important areas in the region to focus additional transportation funding in the future.

Funding for Public Transit

The transit component of Section 2.1 of the RTP describes the Butte Regional Transit (B-Line) system challenges and planned improvements through the horizon of the RTP. The Post Camp Fire Study, B-Line Routing Study, and Transit and Non-Motorized Transportation Plan identified recommendations for transit system changes to both respond to changed demographics due to

the Camp Fire and COVID-19 pandemic, and to increase ridership through implementation of increased headways on key routes and the implementation of micro-transit in several areas. These strategies are reflected in transit projects included in the RTP.

The extension of intercity and commuter rail service from Sacramento to Chico was identified in the 2024 North Valley Passenger Rail Strategic Plan. This service, named North Valley Rail, would include stops in Plumas Lake, Marysville/Yuba City, Gridley, and Chico, with key transit and active transportation connections at each station. The project is identified in the California State Rail Plan as a mid-term project and is expected to be completed within 10 years, providing a new public transit backbone in the region and opportunities for transit-oriented development and less reliance on vehicles for the region's transportation needs. Funding for the developmental components of the North Valley Rail project is within the financial projections of this RTP/SCS, with funding expected to be provided by several sources. The construction component of North Valley Rail continues to be an unfunded need, and BCAG expects to coordinate with its partners to secure State and federal funds for this final phase of the project.

Funding for Active Transportation

The same funding limitations for local roads apply to active transportation improvements in the region; however, to the extent feasible, active transportation projects continue to be a priority for funding, with the Transit and Non-Motorized Plan providing guidance for the most appropriate locations and types of projects in the region. BCAG member jurisdictions' ATP provide additional guidance and prioritized project lists for funding consideration, including the City of Chico's 2023 ATP update, which identifies the first potential Class IV bikeways in the region. BCAG has been very successful in acquiring funding for active transportation projects in the region, and this is expected to continue as reflected in the SCS and project funding list.

Air Quality Conformity

With each update and amendment of the RTP/SCS, BCAG is required to demonstrate transportation air quality conformity under the federal Clean Air Act (Section 176(c) (42 U.S.C. 7506 (c))). The purpose of this demonstration is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements and that the projects contained within the RTP do not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS).

Air Quality Conformity Determination

The results from the 2025 FTIP and 2024 RTP emissions analysis show that current and future emissions of the ozone precursors reactive organic gases (ROG) and oxides of nitrogen (NO_x) 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

(Section 51.464 and Sections 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 2024 RTP and 2025 FTIP conform to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule. Air quality and Butte County’s designations are discussed in more detail 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 2025 FTIP is scheduled for adoption by the BCAG Board in September 2024. The air quality demonstration in the 2025 FTIP will be consistent with the 2024 RTP/SCS.

16. Intelligent Transportation Systems

Goal: ITS technologies are integrated in the planning and programming process.

TABLE 3-1 ITS OBJECTIVES AND POLICIES/ACTIONS

Objective	Policy / Action	Implementation Responsibility
7.1. Maintain the North Valley Regional ITS Architecture Plan. (Modified)	7.1.1. Encourage the use of ITS technologies in the project development process.	BCAG in coordination with local jurisdictions, Caltrans, and developers
	7.1.2. Encourage the State to provide resources to manage and update ITS planning in the north state.	BCAG
7.2. Apply Transportation Systems Management (TSM) strategies to projects where appropriate.	7.2.1. Assist local agencies in evaluating the impacts of TSM strategies.	BCAG in coordination with local jurisdictions
	7.2.2. Seek funding for additional ITS projects in the region to enhance the regional multi-modal transportation system. (New)	BCAG

Regional Modeling

In each RTP/SCS update cycle, BCAG is required under federal and State regulations to utilize the latest-available estimates and assumptions of population, housing, employment, land use, and travel. BCAG utilizes both a regional travel demand forecasting model and regional land use model, in conjunction with regional growth forecasts, to meet these requirements.

Regional Land Use Model

In 2010, BCAG worked with California State University, Chico, and the University of California, Davis, to develop a regional land use allocation model to assist in preparing the 2012 RTP/SCS. The model is rule based and allocates future residential and employment growth while considering the region’s existing land use plans, growth forecasts, and development attractions

(e.g., transportation and infrastructure) and discouragements (e.g., resource areas, farmland, and floodplains). Outputs of the model are used to inform the regional travel demand forecasting model.

The 2016 RTP/SCS update of the land use allocation model included the addition of five new job categories, new K-12 school enrollment forecasts, an occupancy adjustment of residential and nonresidential land uses, and a process of normalizing the data to State sources.

In preparing the 2020 RTP/SCS, the land use allocation model was used to generate the base year (2018) and update the preferred land use scenarios developed as part of the 2016 RTP/SCS for the forecast years 2035 and 2040. The model was updated to include the latest regional growth forecasts, local general plan information, and planned projects.

For the 2024 RTP/SCS, the land use allocation model was again used to generate the base year (2022) and update the preferred land use scenarios developed as part of the 2024 RTP/SCS for the forecast years 2028, 2035, and 2045. The model has been updated to include the latest regional growth forecasts, local general plan information, and planned projects. In addition, the model continues to include an adjustment to account for the loss and rebuilding of housing units and nonresidential structures associated with the Camp Fire.

All future-year allocations were developed in coordination with local jurisdiction's planning staff and are based on land use information from the area's local land use plans, planned development projects, reasonable assumptions regarding infill and redevelopment, regional growth forecasts, and a review of development attractions (i.e., motorized and non-motorized transportation networks, existing development, service areas, etc.) and discouragements (i.e., resource areas and farmland, public lands, areas exceeding 25 percent slope, etc.). The general plan and specific plan development activities occurring in the county by the local jurisdictions are reflected in the future year land use assumptions, which are generally representative of the best available information.

Appendix 9 includes the complete documentation for the regional land use allocation model and associated forecasted land uses by analysis year.

Regional Travel Demand Forecasting Model

BCAG maintains the regional Travel Demand Forecasting (TDF) model to support long-range transportation planning efforts and to provide a mechanism for evaluating the potential effects of future land development and transportation improvement projects. In 2010, the model received extensive updates to support the development of the new SCS required under SB 375. For development and analysis of the 2024 RTP/SCS, BCAG's TDF model was updated with the latest-available data and several new features were added for the purpose of increasing its

sensitivity to changes in land use and transportation inputs. **Appendix 10** includes the complete documentation for the regional TDF model.

Regional Performance Measures

Performance measures are used to evaluate and analyze the performance and effectiveness of the transportation system, government policies, programs, and strategies presented in the RTP. Recent legislation, such as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and SB 375, have placed greater emphasis on performance-based planning. In addition, federal code 23 CFR 450.324 (f)(4) is a recent requirement for MPOs to prepare a System Performance Report with each update of the RTP and SCS, which evaluates the condition and performance of the transportation system with respect to the performance targets mandated in MAP-21. **Appendix 12** includes the performance report for the 2024 RTP/SCS.

Title VI and Environmental Justice

The RTP is required to seek out and consider the needs of those traditionally underserved by the existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services.

BCAG has determined that the transportation and land use changes identified in the RTP do not result in disparate impacts to minority communities and populations or adverse human health or environmental effects as a result of the projects, programs, or policies. In addition, BCAG complies with Title VI requirements and Environmental Justice requirements because the RTP/SCS does not result in a disproportionately high and adverse effect on human health and environment.

On the contrary, much of BCAG's success in the ATP was the direct result of disadvantaged community involvement in the planning process. This has resulted in over \$90 million in ATP projects being funded in the region through cycles 1 through 6. Per capita, Butte County has one of the highest success rates for securing these funds. The SR 99 Corridor Bikeway Bridge Project in Chico and the South Oroville Safe Routes to Schools Project are two examples of the region attempting to revitalize and improve community mobility. Direct outreach to minority communities is conducted via participation at numerous diverse community events, coordination with agencies such as the African American Cultural and Family center in Oroville and Hmong Cultural Center of Butte County in Thermalito, as well as occasional Facebook live interviews on Radio Mexican con Juan Villagrana, which targets the Hispanic communities in Butte County.

Chapter 7 introduces and **Appendix 5** details the definition and analysis BCAG used to capture investments made in Title VI and Environmental Justice areas. A map superimposes low-income boundaries to facilitate making informed and equitable planning and programming decisions.

BCAG attempts to engage underserved communities in the RTP/SCS development process by going out to specific neighborhoods and posting outreach material and talking with residents, social media, live interviews in Spanish, and opportunities to participate in virtual workshops. Notices are placed in English, Spanish, and Hmong on the entire transit fleet informing the community about RTP/SCS workshops and availability of translators if needed. BCAG staff is also bilingual, which provides improved interaction with non-English speaking residents.

Environmental Issues

BCAG recognizes the importance of addressing environmental issues early in the planning process. Each project is required to undergo its own environmental review and clearance process as part of the project development process and prior to the allocation of any right-of-way or construction dollars. A supplemental program-level EIR is included with the 2024 RTP/SCS as well.

With regard to air quality, based on the analysis provided in the air quality conformity section of the RTP/SCS, Butte County continues to demonstrate conformity. Nonexempt projects are required to demonstrate conformity twice, once in the RTP/SCS and again once the project is programmed in the FTIP. Each project essentially demonstrates conformity twice, once for the RTP/SCS and once for the FTIP. In addition, once programming occurs, each project is required to comply with NEPA and CEQA as appropriate. This process ensures that the transportation project impacts moving forward will be adequately analyzed.

Alternatives

Transportation improvement alternatives are developed from the data analysis for each project that is ultimately funded. A requirement for the identification of projects in the RTP/SCS is that they be specifically identified or be consistent with the goals, policies, and objectives of their respective jurisdiction's general plan. As part of the project development process, each project is required to undergo its own environmental clearance. Through 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. As part of the RTP SEIR process, three alternatives have been considered, including a no project alternative (2020 RTP/SCS), financially constrained alternative, and a transit investment plus alternative.

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4. Sustainable Communities Strategy

4.1 INTRODUCTION AND BACKGROUND

Personal vehicle trips are the primary source of GHG emissions in California, contributing an estimated 27 percent of the state's total GHG emissions according to CARB. Air travel, heavy-duty trucking, maritime travel, rail, and transit collectively make up 11 percent by comparison. As described in **Section 1.2, Statutory and Regulatory Requirements**, the California Global Warming Solutions Act of 2006 (AB 32) establishes GHG emissions reductions targets for the State, and the California Sustainable Communities and Climate Change Act of 2008 (SB 375) prescribes actions that CARB and MPOs like BCAG must take to reduce GHG emissions. At the core of SB 375 is the understanding that land use planning has a significant influence on GHG emissions from vehicle trips, and that land use policies that shorten trips and make it easy for people to travel without a personal vehicle can reduce GHG emissions. In this way, the SCS adds the land use planning component that is integrated with the long-range transportation planning policies, programs, and projects in the RTP.

One of CARB's responsibilities prescribed by SB 375 is setting the GHG reduction targets for each MPO region in California. Each MPO must then demonstrate in the RTP/SCS how the transportation and land use plans, policies, and projects work together to achieve the reduction target while still accommodating the region's expected population, housing, and job growth. MPOs, including BCAG, typically use land use and transportation modeling software to evaluate the total expected VMT per capita in the future year of analysis (or horizon year), based on expected growth, and assumptions from the land use and transportation policies included in the RTP/SCS.

The RTP/SCS must be updated by MPOs every four years. CARB sets emissions targets for each MPO every eight years, with the option to re-evaluate the targets every four years. According to CARB's most recent update in 2018, the 2024 BCAG RTP/SCS must demonstrate that the plans, policies, and projects within it will result in a total region-wide per-capita reduction in GHG emissions from passenger vehicles of 7 percent below the 2005 countywide total passenger vehicle emission level by 2035. AB 32 was passed in 2006, so 2005 is the baseline year CARB uses to calculate the reduction targets, which are expressed in GHG per capita.

BCAG uses the Regional Land Use Model, Travel Demand Forecast Model, and EMFAC Emissions Model to test the effect, in terms of GHG reduction, of the land use and transportation policies contained in the RTP/SCS. The results are expressed and reported to CARB in terms of GHG per capita for the year 2035.

BCAG evaluates the results of the various land use and transportation scenarios, or a mix of policies and programs, to determine the Preferred Scenario, or the preferred set of land use and transportation policies that is feasible for the region to achieve and that meets all requirements, including the GHG reduction target. Evaluating multiple scenarios also enables BCAG to test the performance of the enhanced regional travel demand forecasting model to ensure it is responding appropriately to changes in land use, by testing it on current and past scenarios with known results. **Section 4.5, SCS Preferred Scenario and Alternatives**, summarizes each of the scenarios evaluated in the 2024 SCS.

If the SCS is unable to meet the regional GHG target within the required State and federal constraints for RTP development, then the MPO must prepare an Alternative Planning Strategy (APS). The APS must identify how GHG targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies and can include financially unconstrained measures, meaning that an Alternative Planning Strategy does not need to demonstrate financial feasibility with existing resources.

The 2024 RTP/SCS achieves the established emissions reduction target of 7 percent (6.59 percent rounded up, as required by current guidelines) per capita below 2005 levels by 2035, thereby fulfilling BCAG's requirements and negating the need to prepare an APS.

4.2 CALIFORNIA GOVERNMENT CODE SCS REQUIREMENTS

California Government Code Section 65080(b) directs the MPO to prepare the SCS with a set of specific requirements. Each of these requirements, as well as Government Code requirements for the RTP, are listed in **Appendix 11**, with a brief description of where in the RTP/SCS the requirement is met.

4.3 RELATED PLANNING EFFORTS

BCAG has prepared numerous plans and programs that are foundational to, supportive of, and/or related to this 2024 RTP/SCS. The most relevant of these are listed and briefly described below. Additional details and full documents are available on the BCAG website, bcag.org.

2020 RTP/SCS

The 2020 RTP/SCS is the BCAG region's RTP/SCS immediately preceding this 2024 document. The 2024 RTP/SCS carries forward many elements of the 2020 document where still relevant and understood to be effective, while also informing where revisions are necessary to better support implementation and achievement of BCAG's GHG reduction target. The emissions reduction targets for the 2024 RTP/SCS are the same as the reduction targets for the 2020 RTP/SCS: 6 percent below 2005 levels by 2020 and 7 percent below 2005 levels by 2035.

Post Camp Fire Study (2021)

The Post Camp Fire Study assessed pre- (2018) and post- (2019/20) Camp Fire data on population, housing employment, and traffic. BCAG used the findings from this study to adjust population forecast estimates for 2025, 2035, and 2045 to inform regional planning.

Regional Housing Needs Plan (2022)

As required by State law, the Regional Housing Needs Allocation (RHNA) is the process by which the California Department of Housing and Community Development (HCD) assigns each region in California a quantity of housing units by housing affordability level (very low-, low-, moderate-, and above moderate-income) that the regions must then plan to accommodate within the next eight-year cycle. HCD determines each region's RHNA based on estimated population growth, regional area median income, and other demographic factors of each region within the eight-year RHNA period. MPOs, in partnership with member jurisdictions, must then distribute RHNA units to each member jurisdiction according to a formula using various land use and demographic factors and weights. The formula methodology and results are codified in the Regional Housing Needs Plan (RHNP).

The overall (not by income level) distribution of housing in the 2022 RHNP is partially based on the following factors which directly align with the goals of the RTP/SCS: transit connectivity, number of jobs in the jurisdiction, the share of land in the jurisdiction occupied by agricultural and forest land preserves (an indication of rural development patterns suggesting the jurisdiction should build fewer housing units). The RHNP's distribution of housing units by income level further support the goals of the RTP/SCS by planning for lower-income housing developments to be in centralized areas of communities, thereby increasing access to transit and related amenities for transit-dependent households.

In addition, the 2022 RHNP uses findings from the 2021 Post-Camp Fire Study on the number and location of housing units lost in the Camp Fire, and of displaced residents to allocate rebuild units to member jurisdictions, namely the Town of Paradise and unincorporated Butte County, in shares proportional to units lost in each jurisdiction, and to accommodate additional needs of displaced residents, many of whom were living in temporary shelters throughout the county at the time the RHNP was developed.

Regional Growth Forecast (2022)

BCAG prepares an updated regional growth forecast every four years that projects population, housing, and jobs growth over a 20+ year period. The Regional Growth Forecast is foundational to the SCS, because it provides the population, housing, and job growth forecasts that BCAG uses to model regional transportation demand and associated GHG emissions. The regional

growth forecast is also used to prepare the RHNP, the Regional Travel Demand Forecasting Model that informs the RTP/SCS, and the Air Quality Conformity Determination.

The regional growth forecast is developed by BCAG in consultation with its Planning Directors Group, which consists of representatives from each of BCAG’s member local jurisdictions and the Butte Local Agency Formation Commission (LAFCO). Forecasts are based on the latest-available California Department of Finance (DOF) population projections and California Employment Development Department (EDD) job estimates. Each of the local jurisdictions provides input regarding anticipated development and related growth in their respective planning areas to inform the forecast.

The population, housing, and employment forecasts for the 2024 RTP/SCS are based on the “medium scenario” contained in the Butte County Long-Term Regional Growth Forecasts 2022-2045, developed by BCAG in 2023. It represents the most realistic growth scenario for the region, based on available information. A summary of the forecasts is included in **Table 4-1**.

TABLE 4-1 2022 REGIONAL GROWTH FORECASTS

Year	Jobs	Population	Housing Units
2022	77,000	201,608	91,549
2025	82,394	210,797	95,807
2035	92,400	241,939	110,000
2045	92,887	249,169	113,277

Source: BCAG, 2023.

The growth forecast indicates that between 2022 and 2045 the population in the BCAG region is expected to grow by approximately 48,000 people (+24 percent), 22,000 housing units (+24 percent), and 16,000 jobs (+21 percent). By comparison, the 2020 RTP/SCS planned for growth rates of 17 percent for population, 16 percent for housing units, and 11 percent for jobs. However, the region has not yet recovered from population, housing units, and jobs lost as a result of the 2018 Camp Fire and the greater growth rate projections are at least partially attributable to fire recovery efforts. The full 2022 – 2045 Butte County Regional Growth Forecast is included as **Appendix 6**.

Regional Travel Survey (2023)

In recognition of the vast impacts to the region’s demographics and travel patterns resulting from the 2018 Camp Fire, 2020 North Complex Fire, and COVID-19 Pandemic, BCAG prepared a study of the latest demographic trends, current travel insights and preferences from community members and employers, travel patterns and changes for automobiles and bikes, and transit ridership patterns. The Travel Survey provides a comprehensive report of community travel

preferences, automobile and bicycle travel patterns based on cellular data, and trends in transit ridership. The report characterizes regional needs and opportunities to inform transportation and land use strategies that the region may take to further reduce GHG emissions from personal vehicle travel.

B-Line Routing Study (2023)

The B-Line Routing Study details the systemwide performance of the B-Line transit system and ridership trends by route, outlines gaps and needs within the system, and provides a plan to improve effectiveness of regional transit by shifting services to better meet current demands and needs. B-Line ridership had seen a slight decline even before the Camp Fire, but the Camp Fire and the COVID-19 pandemic further reduced regionwide ridership significantly. The Routing Study assessed existing ridership levels to identify opportunities for routing and other system changes to help increase ridership address unmet needs. The Routing Study and resulting changes to the B-Line system are discussed in more detail in **Section 2.2, Transportation Systems Management**.

Transit and Non-Motorized Plan (2021)

The Transit and Non-Motorized Plan is a detailed plan for improving transportation networks across Butte County for people who walk, bike, or take transit. The Plan is informed by analyses of existing conditions, demographics, and trends, and recommends short-term changes and enhancements, as well as long-term improvements to address anticipated needs resulting from projected growth.

Local Jurisdictions' General Plans

The land use assumptions in the SCS are based on the General Plans and Housing Elements of each local jurisdiction in the region: the Cities of Biggs, Chico, Gridley, and Oroville; the Town of Paradise; and County of Butte. These are integrated into the 'Growth Areas' framework discussed in this SCS, ensuring that it is based on the latest planning assumptions.

4.4 AGENCY CONSULTATION AND PUBLIC ENGAGEMENT FOR THE SCS

In preparation for development of the 2024 SCS, BCAG prepared an engagement strategy specifically for the SCS and related Regional Early Action Planning (REAP) 2.0 transportation and housing funding program (included in **Appendix 3**). Following the planned approach, BCAG facilitated the following activities to engage the community in preparation of this SCS:

- Held informational community and stakeholder workshop providing details of the plans to update the RTP/SCS and opportunities to engage in the process.

- Conducted a community and employer survey of travel patterns and preferences as part of the Regional Travel Survey document. The community survey was conducted in English, Spanish, and Hmong and was advertised to the community via social media and multilingual flyers, postcards, and bus ads.
- Attended community events throughout the region, including disadvantaged communities, to disseminate information on the RTP/SCS update and indicate ways to review information and provide input.
- Conducted a community survey that requested input on preferred geographic distribution of jobs and housing growth by growth area (e.g., urban center versus rural), and preferred GHG and VMT reduction strategies to be included in the SCS. The survey led to inclusion of the EV-Bike Incentive Program strategy in this SCS. This survey was conducted in English, Spanish, and Hmong. Survey results and promotional materials are included in **Appendix 3**.
- Provided periodic updates and draft documents for review and comment to the BCAG Board, made up of elected officials representing BCAG's member jurisdictions, including all Butte County incorporated communities and the County.

4.5 SCS PREFERRED SCENARIO AND ALTERNATIVES

BCAG prepared four alternative land use and transportation scenarios for the region's future development and evaluated the GHG emissions reduction potential of each to inform selection of a preferred scenario. Each scenario alternative is differentiated by various land use and transportation parameters. The scenarios are designed to illustrate the effects of different development patterns and transportation network investments on the regional transportation system and the associated GHG emissions resulting from the combined patterns and investments. Specifically, the purpose of evaluating multiple scenarios is to:

- Establish a baseline and evaluate the performance of land use and transportation strategies, policies, and projects against that baseline in terms of passenger vehicle-related GHG emissions reductions.
- Establish a high- and low-end range of plausible growth frameworks for the region that can be tested in terms of their GHG emissions reductions outcomes.
- Choose the preferred scenario based on the resulting GHG emissions reductions and other outcomes of each scenario evaluated.

The four scenarios are as follows:

- **Scenario 1, 'No Project,'** duplicates the 2020 RTP/SCS preferred scenario but with updated socioeconomic and travel-related assumptions for the base year (2022).

- **Scenario 2, '2020 RTP/SCS Updated,'** carries forward the development patterns and transportation investments of Scenario 1 but applies new regional growth forecasts and 2023 B-Line Routing Study findings.
- **Scenario 3, 'Latest Trends and Transit Oriented Development'**, further centralizes future development compared to Scenarios 1 and 2 and applies an updated transportation project list.
- **Scenario 4 (Preferred Scenario), 'Latest Trends and Transit Oriented Development+'** builds from Scenario 3 and further centralizes future development along with additional strategies to achieve greater VMT and GHG reductions.

The following sections describe the distinguishing land use and transportation attributes of each scenario.

Alternatives Distinguishing Factors—Land Use Strategies

The land use-based differences between the four scenarios reflect the differing assumptions about where and how population and job growth will be distributed across the region in the future. Specifically, the land use alternatives are distinguished based on the following factors:

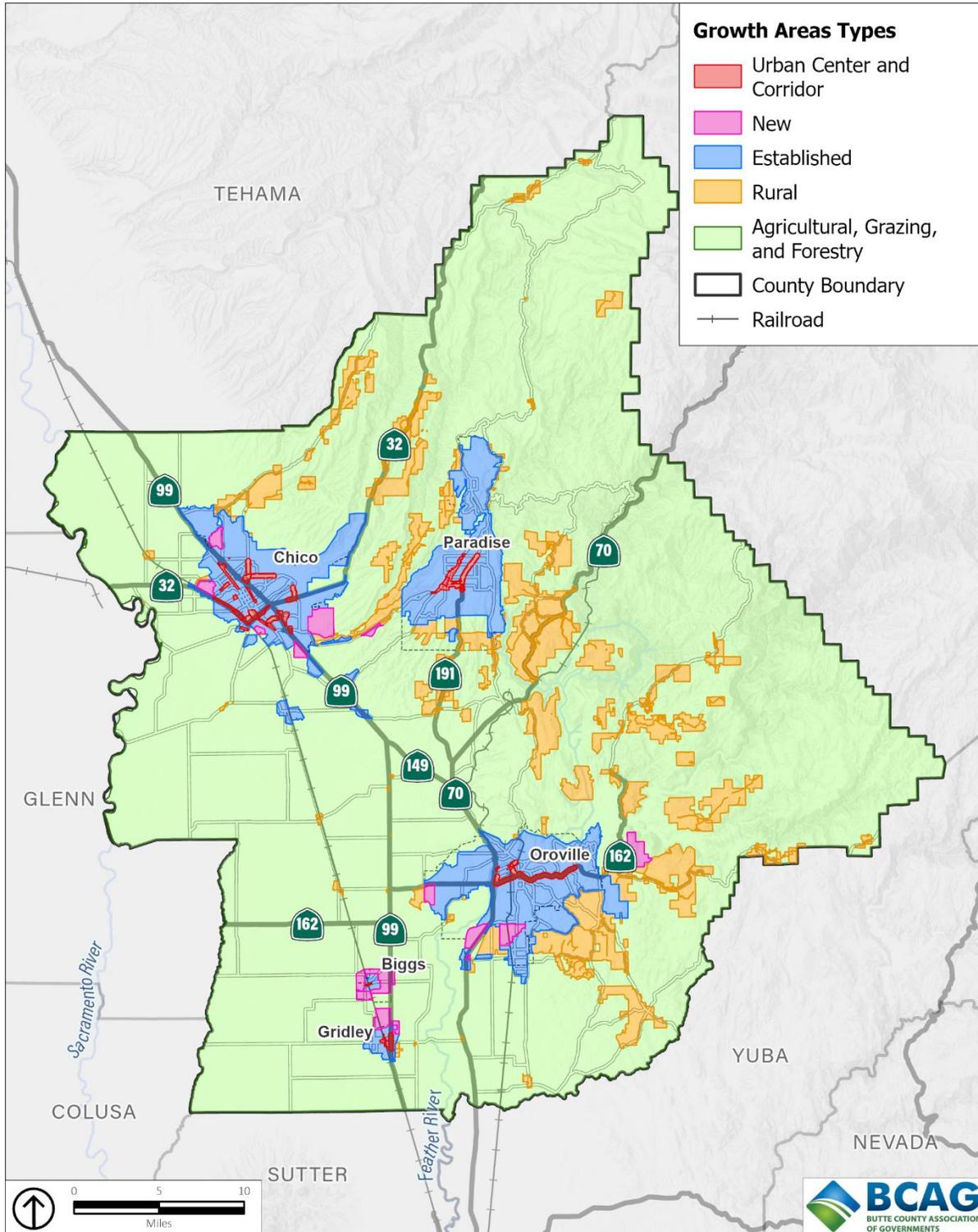
- Where growth is distributed between designated Growth Areas,
- What share of growth is planned to occur in identified Transit Priority Project Areas or TPPAs
- The source of regional growth forecast data, and
- The mix of housing types—single-family and multifamily housing units.

These factors are described in the following sections along with an overview of how each scenario is shaped by the different factors.

Growth Areas

The 2024 SCS continues use of the “Growth Area” framework for describing projected growth and change across the BCAG region throughout the horizon of the SCS. This framework categorizes all land in the county as one of five growth area types, based on how the area is treated in local land use plans (i.e., adopted and proposed general plans, specific plans, master plans, corridor plans, etc.). Growth Areas are a way of standardizing and simplifying the various land use designations applied by each local land use plan in the county. These Growth Areas are described below and depicted in **Figure 4-1**.

FIGURE 4-1 GROWTH AREAS FIGURE



- **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 that are more supportive of walking and bicycling. Future growth in these areas consists of compact infill developments on underutilized lands, or redevelopment of previously 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 Center and Corridor Areas 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 in these areas is typically concentrated in 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 in 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 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 only 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 in 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.

Table 4-2 indicates how housing and jobs growth is distributed between Growth Areas in each scenario. Scenarios 1 and 2 follow the same distribution, based on the 2020 RTP/SCS. Compared to Scenarios 1 and 2, Scenario 3 plans for significantly more housing growth in Urban Center and Corridor Areas (20 percent versus 6 percent), moderately more growth in Established Areas (60 percent versus 56 percent), significantly less growth in New Areas (17 percent versus 30 percent), and moderately less growth in Rural Areas and Agricultural, Grazing, and Forestry Areas (2 percent and 1 percent versus 6 percent and 2 percent, respectively). The Preferred Scenario increases growth in the Established Areas (66 percent) and decreases in New Areas (11 percent) when compared to Scenario 3.

TABLE 4-2 RTP/SCS SCENARIOS' GROWTH BY GROWTH AREA

Growth Area	Scenario 1 2020 RTP/SCS		Scenario 2 2020 RTP/SCS Updated		Scenario 3 Latest Trends and Transit-Oriented Development		Preferred Scenario Latest Trends and Transit-Oriented Development +	
	Housing	Jobs	Housing	Jobs	Housing	Jobs	Housing	Jobs
Urban Center and Corridor Areas	6%	26%	6%	26%	20%	31%	20%	31%
Established Areas	56%	60%	56%	60%	60%	58%	66%	59%
New Areas	30%	11%	30%	11%	17%	9%	11%	8%
Rural Areas	6%	3%	6%	3%	2%	2%	2%	2%
Agricultural, Grazing, and Forestry Areas	2%	1%	2%	1%	1%	1%	1%	1%

Transit Priority Project Areas

Transit Priority Areas (TPPAs) are areas within one-half mile of an existing or planned major transit stop or high-quality transit corridor, if the planned stop/corridor is scheduled to be completed within the planning horizon of the RTP.² State law allows for certain projects within TPPAs to be exempted from environmental review.³

The RTP/SCS identifies the following two TPPAs in the Chico Service Area, depicted in **Figures 4-2** through **4-4**, based on the 2021 Butte County Transit and Non-Motorized Plan and the 2023 B-Line Routing Study.

- The 'Mid-Term' TPPA covers the half-mile area surrounding B-Line Routes 3 and 14, as described in the 2023 B-Line Routing Study. The 'Mid-Term' TPPA also includes the half-mile area surrounding future North Valley Rail stations in Chico (2) and in Gridley (1).
- The 'Long-Term' TPPA covers the half-mile area surrounding the Downtown Chico Transit Center and B-Line Route 15, as described in the 2021 Butte County Transit and Non-Motorized Transportation Plan (TNMP).

Since the 2020 RTP/SCS TPPAs were established, both Routes 14 and 15 have been revised as part of the 2023 B-Line Routing Study. The Downtown Chico Transit Center and the area surrounding the Cohasset Road/Esplanade and Cohasset Road/Highway 99 intersections are within both the Mid-Term and Long-Term TPPAs.

Transit priority project areas

(TPPAs) are areas within one-half mile of a major transit stop or high-quality transit corridor that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program or applicable regional transportation plan.

A **major transit stop** is a site containing any of the following:

- An existing rail or bus rapid transit station
- A ferry terminal served by either a bus or rail transit service.
- The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

A **high-quality transit corridor** is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

California PRC Sections 21099(7), 21064.3, 21155(b)

² California PRC Section 21099(7)

³ California PRC Section 21155.4

FIGURE 4-2 TRANSIT PRIORITY PROJECT AREAS (TPPAs): REGION-WIDE

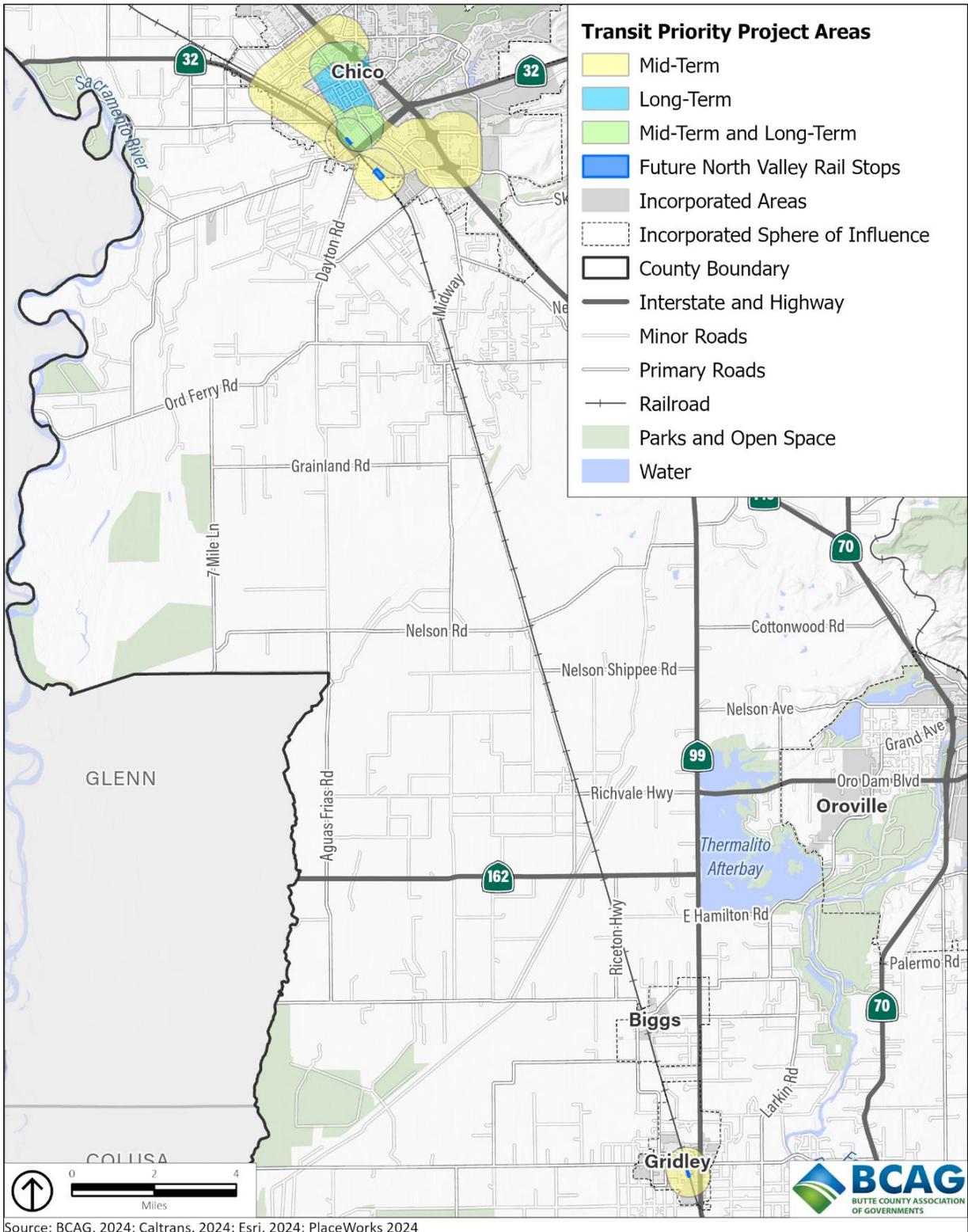


FIGURE 4-3 TRANSIT PRIORITY PROJECT AREAS (TPPAs): CHICO

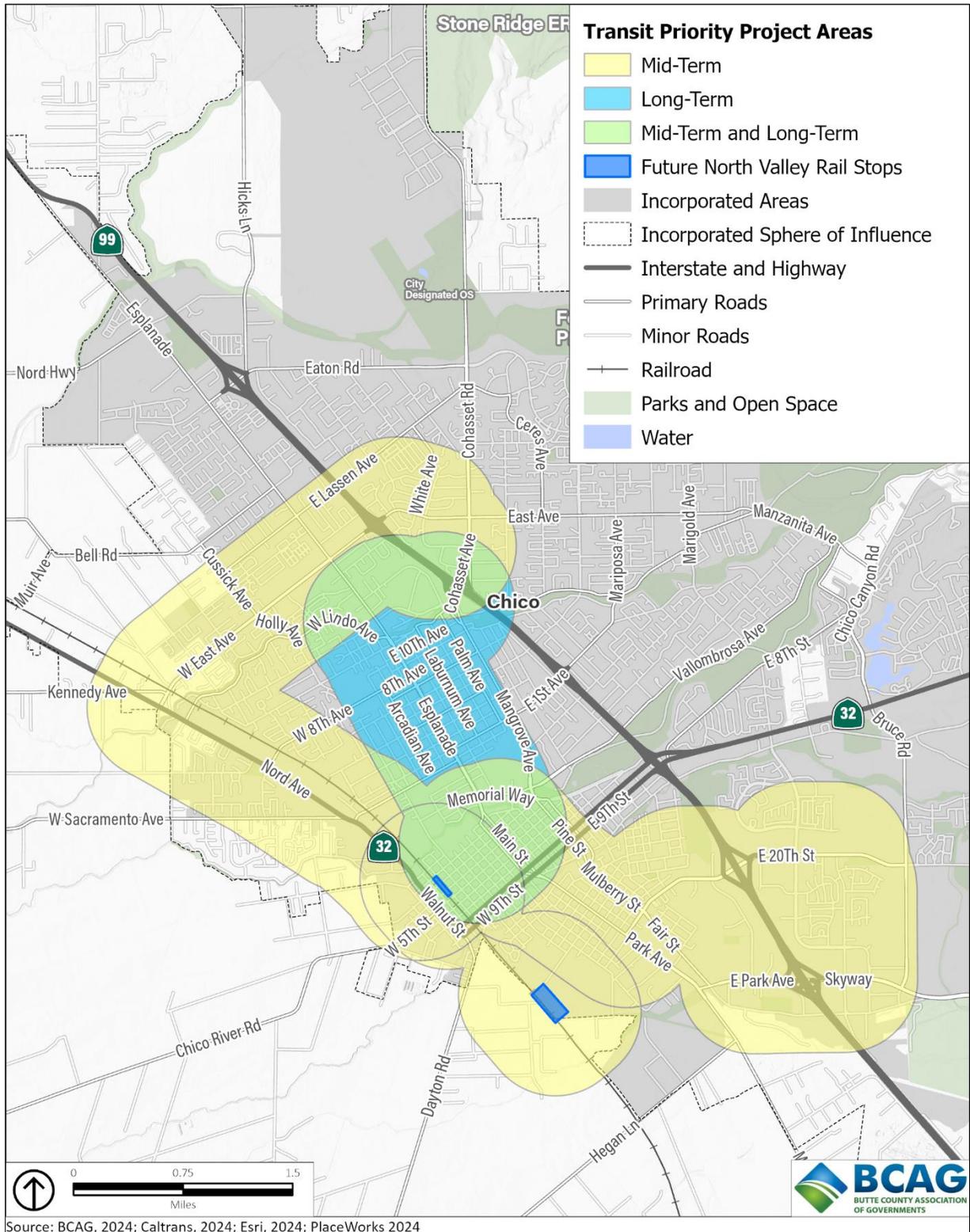
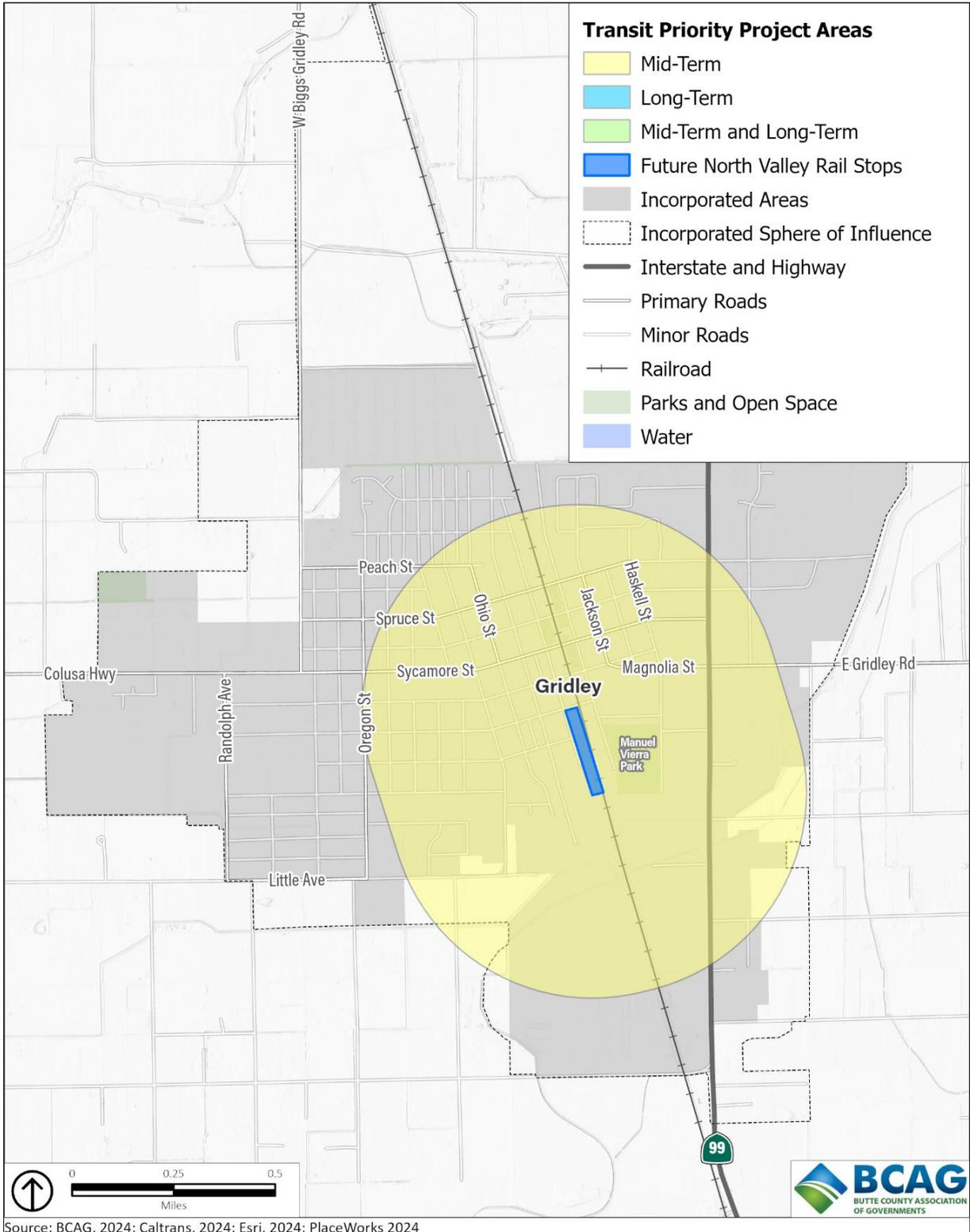


FIGURE 4-4 TRANSIT PRIORITY PROJECT AREAS (TPPAs): GRIDLEY



Source: BCAG, 2024; Caltrans, 2024; Esri, 2024; PlaceWorks 2024

TPPAs are primarily located in Urban Center and Corridor Areas and Established Areas, with some overlap in New Areas. Development opportunities in the TPPAs are primarily infill and redevelopment, designed as mixed-use, higher-density projects creating both employment and housing.

Table 4-3 provides a summary of the share of overall housing and employment growth that would be concentrated in the TPPAs (as defined in the 2020 RTP/SCS) under each scenario. Consistent with the 2020 RTP/SCS, Scenario 1 plans for 4 percent of housing units and 13 percent of jobs to be in a TPPA. Because the TPPAs expanded significantly as part of the 2024 RTP/SCS in comparison to the geographic scope of TPPAs in the 2020 RTP/SCS, Scenario 2 plans for considerably more growth in TPPAs than Scenario 1 (23 percent and 37 percent of housing and jobs growth, respectively). Scenario 3 and the Preferred Scenario plan for slightly more housing growth in TPPAs than Scenario 2 (24 percent) because they plan for more development in Urban Center Areas, while jobs growth in Scenarios 3 and 4 is equal to Scenario 2 (37 percent).

TABLE 4-3 RTP/SCS SCENARIOS’ SHARE OF OVERALL GROWTH CONCENTRATED IN TPPAS

	Scenario 1 2020 RTP/SCS		Scenario 2 2020 RTP/SCS Updated		Scenario 3 Latest Trends and Transit Oriented Development		Preferred Scenario Latest Trends and Transit Oriented Development +	
	Housing	Jobs	Housing	Jobs	Housing	Jobs	Housing	Jobs
Development in TPPAs	4%	13%	23%	37%	24%	37%	24%	37%

Regional Growth Forecasts

As previously discussed in **Section 4.3, Related Planning Efforts**, the Regional Growth Forecast provides the population, housing, and job growth forecasts that BCAG uses to model regional transportation demand and associated GHG emissions.

In comparison to the forecast prepared by BCAG in 2021 for the Post Camp Fire Study, the 2022 Regional Growth Forecast (**Appendix 6**) shows a marginal change (-0.12 percent) in the population’s compound annual growth for the period following the Camp Fire but shows a significant decrease in base-year population—201,608 persons for base year 2022, compared to 210,291 in base year 2020, according to DOF data. As described in the forecast, the population decline is believed to be attributed to “several factors including the Camp Fire, North Complex Fire, and declining enrollment at California State University, Chico.” The

latest forecast continues to project the greatest growth in population and housing units in the City of Chico, followed by the unincorporated areas of Butte County, the Town of Paradise, and the City of Oroville. The 2022 forecast also shows a decline in jobs and jobs-to-housing unit ratio (0.84 achieved for 2022, compared to the 0.88 - 0.92 projected).

Scenario 1 continues to use the previous 2018-2040 Regional Growth Forecast while Scenarios 2, 3, and the Preferred Scenario are based on data from the updated 2022-2045 Regional Growth Forecast.

Housing Types

As discussed in the Related Planning Efforts section, every eight years, BCAG is required by State law to work with HCD to forecast the region's future housing need by income level (very low-, low-, moderate-, and above moderate-income) and then prepare the RHNP to allocate anticipated housing growth between the county's five incorporated jurisdictions and the unincorporated county, also by income level. BCAG's current RHNP covers the planning period of December 2021 to June 2030.

Various local and regional planning documents must be consistent with the RHNP, including the housing elements of local jurisdictions' general plans and the RTP/SCS. Local housing elements must identify where all units allocated to the jurisdiction will be located, including by identifying a sufficient number of multifamily housing units to accommodate its allocated very low- and low-income units—the State uses multifamily housing units as the marker of affordability of a planned housing unit. To demonstrate consistency with the RHNP, the RTP/SCS must plan for housing growth distribution to be consistent with the RHNP and, at a minimum, plan for a sufficient number of multifamily housing units in each jurisdiction to meet the identified very low- and low-income housing needs. The share of single-family versus multifamily housing units is significant to the RTP/SCS because residents in multifamily housing units generally produce fewer GHG-emitting VMTs than residents of single-family homes. This trend is attributed to a variety of factors, including that multifamily housing units tend to be developed in more compact areas with better proximal access to goods, services, and transit so residents are therefore less dependent on single-occupant vehicles to get around and meet their daily needs.

Table 4-4 shows the split of single-family and multifamily housing units planned for under each scenario. Consistent with the 2020 RTP/SCS, Scenarios 1 and 2 plan for 68 percent of future homes to be single-family units versus 32 percent multifamily units. Scenario 3 supports a smaller share of single-family units compared to multifamily (61 percent single-family and 39 percent multifamily). The Preferred Scenario increases the percentage of multifamily to 42 percent.

TABLE 4-4 RTP/SCS SCENARIOS' SHARE OF SINGLE-FAMILY VERSUS MULTIFAMILY HOUSING UNITS

	Scenario 1 2020 RTP/SCS		Scenario 2 2020 RTP/SCS Updated		Scenario 3 Latest Trends and Transit Oriented Development		Scenario 4 Latest Trends and Transit Oriented Development +	
	SF	MF	SF	MF	SF	MF	SF	MF
Scenario Share of Housing Type	68%	32%	68%	32%	61%	39%	58%	42%

SF = single family; MF = multifamily

Alternatives Distinguishing Factors – Transportation

The transportation-based differences between the four scenarios are the planned transportation network changes over the horizon of the RTP/SCS. Specifically, the transportation alternatives are distinguished based on improvements or other changes to the BCAG region’s roadway, transit network, and active transportation network. These are described in the subsequent sections.

Road Network

Scenarios 1 and 2 use the same roadway network planned for in the 2020 SCS (described in Section 2-1 of the Policy Element chapter and detailed in **Appendix 10**). Scenario 3 and the Preferred Scenario incorporate an updated list of roadway network improvement projects (capacity expansion projects and maintenance, operations, and safety projects), as planned for the 2024 RTP/SCS cycle. These projects are discussed in The Action Element – Conclusions Chapter (**Chapter 5**) of the RTP/SCS and listed in **Appendix 13**. The roadway network in Scenarios 3 and 4 overall decreases the total lane miles of freeway and general-purpose roads from 90 to 88 and decreases the total lane miles of arterial/expressway roads from 775 to 772, when compared to the 2020 RTP/SCS.

Transit Network

Scenario 1 is based on the same transit network used in the 2020 RTP/SCS. Scenarios 2 and 3 incorporate updates to the transit system, as planned in the 2023 B-Line Routing Study, which replaces low-performing routes in Chico, Oroville, and Paradise with microtransit service. The Preferred Scenario also uses the updated B-Line Routing Study but assumes additional route frequency to support increased ridership and further offsets to driving alone and VMT generation.

Active Transportation Network

Scenarios 1 and 2 feature the same active transportation network used in the 2020 RTP/SCS. Scenario 3 is based on a revised active transportation network that incorporates improvements to the bike and pedestrian network from the 2021 Transit and Non-Motorized Transportation Plan, which is discussed in the Foundational Sustainable Planning Efforts section of the SCS. The Preferred Scenario also uses the revised active transportation network, with additional plans to extend bike lane miles and includes a new electric bike (e-bike) incentive program.

Additional Strategy

The Preferred Scenario is further distinguished by an additional strategy to support electric vehicle charging stations at employment centers with an incentive program. This strategy is discussed in more detail later in the section.

Table 4-5 summarizes the difference between each of the four scenarios.

TABLE 4-5 LAND USE AND TRANSPORTATION SCENARIO COMPARISON

		Scenario 1: 2020 RTP/SCS No Project	Scenario 2: 2020 RTP/SCS Preferred	Scenario 3: Latest Trends/TOD	Scenario 4: Latest Trends/TOD+
Residential	Urban Center	6%	6%	20%	20%
	Established	56%	56%	60%	66%
	New	30%	30%	17%	11%
	Rural	6%	6%	2%	2%
	Agricultural	2%	2%	1%	1%
	Growth to TPPAs	4%	23%	24%	24%
	Housing Mix - Single Family	68%	68%	61%	58%
	Housing Mix - Multifamily	32%	32%	39%	42%
Nonresidential	Urban Center	26%	26%	31%	31%
	Established	60%	60%	58%	59%
	New	11%	11%	9%	8%
	Rural	3%	3%	2%	2%
	Agricultural	1%	1%	1%	1%
	Growth to TPPAs	13%	37%	37%	37%
Transportation	Road Network	2020 RTP/SCS	2020 RTP/SCS	Revised - Local Project List	Decreased the number of forecasted freeway/ expressway/ arterial lane miles.
	Transit Network	2020 RTP/SCS	2023 BCAG Routing Study	2023 BCAG Routing Study	2023 BCAG Routing Study (with improved frequency/service)
	Bike Network	2020 RTP/SCS	2020 RTP/SCS	Revised - Local Project List & 2021 Transit & Non-Motorized Plan	Increased lane miles for Class I, II, and VI bikeways.

		Scenario 1: 2020 RTP/SCS No Project	Scenario 2: 2020 RTP/SCS Preferred	Scenario 3: Latest Trends/TOD	Scenario 4: Latest Trends/TOD+
	Investment Policies	2020 RTP/SCS	2020 RTP/SCS	2020 RTP/SCS	Focus investments in active transportation, transit, roadway maintenance, and emergency evacuation projects.
	Workplace Electric Vehicle Charger Incentive Program	NA	NA	NA	Increase electric vehicle charger availability at employment centers
	E-Bike Incentive Program	NA	NA	NA	Increase E-Bike ownership and use as an alternative to driving

SCS Strategies and Implementation Actions

BCAG has identified several land use and transportation strategies and implementing actions for the Preferred Scenario, described below.

Strategies

The land use and transportation strategies of the Preferred Scenario listed in **Table 4-5** are briefly described below.

Land Use Strategies

Housing – Revised from 2020 SCS

The 2024 SCS supports increased housing growth in urban, centralized areas where goods, services, jobs, and amenities are more readily accessible and transit and active transportation networks are better developed, reducing the necessity of longer auto trips, thereby minimizing VMT. Compared to the 2020 SCS, the 2024 SCS Preferred Scenario housing strategy does the following:

- Increases the mix of single-family/multifamily new housing from 68/32 percent to 58/42 percent.
- Increases the distribution of new housing to the Urban Center Areas (6 to 20 percent) and Established Areas (56 to 66 percent)
- Incorporates the latest housing elements from local jurisdictions
- Factors in the development of accessory dwelling units in the Chico area
- Increases the percentage of growth allocated to the Chico area following the Camp Fire
- Increases the regional net residential density (dwelling units/acre) from 1.40 to 1.45

Employment—Revised from 2020 SCS

The 2024 SCS supports increased housing growth in urban, centralized areas where housing for workers is more concentrated and transit and active transportation networks are better developed, reducing the necessity of longer auto trips by employees, thereby minimizing VMT. Compared to the 2020 SCS, the 2024 SCS Preferred Scenario employment strategy increases the distribution of new employment to the Urban Center (from 26 to 31 percent).

Transportation Strategies

Roadways—Revised from 2020 SCS

Compared to the 2020 SCS, the 2024 SCS Preferred Scenario roadways strategy does the following:

- Decreases the total lane miles of freeway and general-purpose roads from 90 to 88
- Decreases the total lane miles of arterial/expressway roads from 775 to 772

Transit—Revised from 2020 SCS

The 2024 SCS supports increased development in transit-connected areas, improves transit connections, and increases the frequency of key bus routes making transit easier to access and more convenient overall to support increased ridership. Compared to the 2020 SCS, the 2024 SCS Preferred Scenario transit strategy does the following:

- Increases the percentage of total housing and jobs in a TPPA from 4/13 percent to 24/37 percent
- Replaces low-performing routes with micro-transit
- Increases average fixed-route transit headways from 51.8 to 35.9 minutes

Workplace Electric Vehicle Charger Incentive Program—New to SCS 2024

This new strategy works to increase the amount of electric-powered VMT and decrease the amount of gas-powered VMT by plug-in hybrid electric vehicles (PHEV) drivers in the region to reduce GHG emissions. This strategy goes above and beyond State efforts to increase electric vehicle (EV) use by providing funding for 100 new workplace EV chargers and specifically targeting PHEV drivers.

Bike and Pedestrian Network—Revised from 2020 SCS

Compared to the 2020 SCS, the 2024 SCS Preferred Scenario bike network strategy does the following: Increases Class I, II, and IV lane miles from 165 to 197.

E-Bike Incentive Program—New to SCS 2024

E-bikes support greater rates of substituting driving than standard bicycles, including for longer-distance trips. This new strategy will provide funding incentives for 500 new e-bikes to reduce VMT by replacing vehicle trips with bike trips.

Implementing Actions

The implementing actions of the Preferred Scenario are listed in **Table 4-6**, which describes the status of the actions in the 2024 SCS as new, revised, or carried forward from the 2020 SCS and indicates which strategy or strategies the actions serve to implement.

These actions and the strategies they work to implement, combined with the Policies and Programs of the RTP, serve to increase housing growth and density around transit (particularly in TPPAs), bridge first- and last-mile connections to access transit with active forms of transportation via infrastructure improvements and the E-bike Incentive Program, improve transit connectivity via implementation of the B-Line Routing Study and other bus frequency and route enhancements, and reduce GHG emissions via the Workplace EV Charger Incentive Program. Combined, these activities are projected to result in the region achieving its established GHG reduction target. All components of the SCS are factored into and consistent with the financially constrained funding programs of this RTP/SCS.

SCS Strategy Implications for Communities Impacted by the Camp Fire

Land use strategies included in the SCS support increased housing and job development in fire-impacted communities by incorporating the housing and job growth assumptions of the RHNP, which in turn is reflected in each jurisdiction's General Plan Housing Element identifying suitable development sites. The SCS uses the General Plan Housing Element assumptions to inform the growth assumptions for the RTP/SCS.

In addition to fire rebuild assumptions being built into the land use strategies evaluated in the SCS preferred scenario, the supporting implementation strategies support housing development throughout the county, including in areas impacted by the Camp Fire, and in areas close to transit and other amenities, like Chico and Oroville, where a substantial number of residents displaced by the Camp Fire relocated from Paradise according to the 2021 Post Camp Fire Study. Transportation strategies included in the SCS improve mobility throughout the region, particularly for first- and last-mile connections (like the E-Bike Incentive Program), which encourage alternatives to driving, even in more rural areas like Paradise and Magalia, where residents must travel farther to access transit. Transit improvements in Chico and Oroville support displaced former residents of Paradise and the unincorporated county that moved to these areas, while the North Valley Rail project and Chico to Sacramento commuter bus service project support the large share of displaced residents who moved to Sacramento County according to the 2021 Post Camp Fire Study.

TABLE 4-6 SCS STRATEGY IMPLEMENTATION ACTIONS

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
<p>SCS-A.1. Manage the California Department of Housing and Community Development - Regional Early Action Planning (REAP) grant funds for the purpose of providing financial and technical assistance to member agencies' land use planning efforts, which are focused on increasing housing production in the region that is consistent the 2024 RTP/SCS; and transportation projects, specifically SR 162 and SR 99 bike/ped and North Cedar Street bike/ped projects.</p>	<p>Carried forward from 2020 SCS with updated date</p>	✓		✓		✓	✓	
<p>SCS-A.2. Develop the 7th Cycle Regional Housing Needs Plan (RHNP) consistent with the RTP/SCS and in a manner which better positions member agencies to accelerate infill and affordable housing development.</p>	<p>Carried forward from 2020 SCS, revised to denote that it will be the 7th Cycle RHNP, which should take effect in June 2030. The year of the RTP/SCS has been removed as it is anticipated that the 2028 RTP/SCS will be in effect when the 7th Cycle RHNP is prepared.</p>	✓						

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
SCS-A.3. Monitor the housing and travel outcomes of community members displaced and disrupted by the 2019 Camp Fire and other subsequent fires, to ensure that the BCAG transportation network and housing stock serve the needs of these community members to the extent possible.	Updated from the 2020 SCS action, which directed BCAG to prepare a Post Camp Fire Regional Population and Transportation Study. The study was completed in 2021.	✓	✓	✓	✓	✓		
SCS-A.4. Continue to coordinate the update of planning tools (i.e., regional planning datasets, land use allocation model, and travel demand forecasting model) and provide to member agencies for the purpose informing and updating local land use and transportation plans.	Updated from the 2020 SCS action to say ' <i>continue to coordinate...</i> ' instead of ' <i>coordinate...</i> ' to reflect ongoing efforts.	✓	✓	✓	✓	✓		
SCS-A.5. Continue to provide technical assistance to applicants of Affordable Housing and Sustainable Communities (AHSC) program funds for the purpose of constructing affordable housing and supportive multi-modal transportation	Updated from the 2020 SCS action to say ' <i>continue to provide...</i> ' instead of ' <i>provide...</i> ' to reflect ongoing efforts, and to include the current vintage of the RTP/SCS.	✓			✓	✓		

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
projects which are consistent with the land use and transportation strategies included in the 2024 RTP/SCS.								
SCS-A.6. Work with local jurisdictions and developers to focus housing and jobs growth within Urban Center and Established Areas. In Chico, focus development particularly in TPPAs.	New to the 2024 SCS.	✓	✓					
SCS-A.7. Work with local jurisdictions and developers to support increased development of compact housing development, particularly multifamily housing, and accessory dwelling units.	New to the 2024 SCS.	✓						
SCS-A.8. Work with local jurisdictions to encourage establishment of policies to require new residential development in TPPAs to achieve at least the midpoint of zoned residential density requirements.	New to the 2024 SCS.	✓						

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
SCS-A.9. Continue to implement the North Valley Rail project connecting Sacramento to Marysville/Yuba City, Gridley, and Chico.	Updated from the 2020 SCS action to reflect progress on the North Valley Rail project.				✓			
SCS-A.10. Implement commuter bus service between Chico and Sacramento, based on the findings of the 2022 Chico to Sacramento Inter-City Transit Strategic Plan.	Updated from the 2020 SCS action, which directed BCAG to prepare the now completed Chico to Sacramento Inter-City Transit Strategic Plan.				✓			
SCS-A.11. Continue to use and implement the Regional Long-Range Transit and Non-Motorized Plan, adopted in 2021, as a component of the Post-Camp Fire Study to maximize future transit and active transportation usage. Update the Plan as needed to reflect changing patterns in transit, walking, and biking as the region continues to recover, rebuild, and grow after destructive regional wildfires.	Updated from the 2020 SCS action, which directed BCAG to update the Regional Long-Range Transit and Non-Motorized Plan as a component of the Post-Camp Fire Study.				✓	✓		

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
SCS-A.12. Secure and administer regional Low Carbon Transit Operations Program (LCTOP) funds for the purpose of providing operating and capital assistance to Butte Regional Transit to improve mobility and reduce greenhouse gas emissions, with a priority on serving disadvantaged communities.	Carried forward from 2020 SCS with minor revisions to language.				✓			
SCS-A.13. Pursue funds through the Transit and Intercity Rail Capital Program (TIRCP) for the purpose of expanding and improving transit and rail service in the region and creating connections to the greater passenger rail systems in California, including high-speed rail.	Carried forward from 2020 SCS.				✓			
SCS-A.14. Implement the bus route changes and microtransit options detailed in the Butte Regional Transit Routing Study to increase ridership and reduce greenhouse gas emissions.	Updated from the 2020 SCS action, which directed BCAG to prepare the Butte Regional Transit Routing Study. The B-Line Routing Study was completed in 2024.				✓			

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
SCS-A.15. Utilizing the 2023 Butte ZEV Readiness Plan, prepare a framework and/or guidelines for the Workplace EV Charger Incentive Program to ensure successful deployment and effective implementation resulting in reduced GHG emissions. The framework may entail a protocol for conducting a suitability study for installing EV charging in parking structures serving participating employment centers as a requirement for eligibility.	New to the 2024 SCS.						✓	
SCS-A.18. Designate staff and/or work with BCAQMD to oversee implementation of the Workplace EV Charger Incentive Program.	New to the 2024 SCS.						✓	
SCS-A.17. Promote the Workplace EV Charger Incentive Program, including by identifying the largest employers and employment centers in the BCAG region-- including CSU Chico, Enloe Hospital, Butte	New to the 2024 SCS.						✓	

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
County Sheriff, Gold Country and Feather River and Casinos, Chico and Pleasant Valley High Schools, Federal Express, and others--particularly those furthest from housing, and target these employers for participation in the Program.								
SCS-A.18. Develop a framework for the E-Bike Incentive Program, including any eligibility criteria, application materials, and/or other details, as determined appropriate to support a successful program deployment resulting in a reduction of VMT.	New to the 2024 SCS.							✓
SCS-A.19. Designate staff and/or work with Chico Velo Cycling Club to facilitate implementation of the E-Bike Incentive Program.	New to the 2024 SCS.							✓

Implementation Actions	Status in the 2024 SCS	SCS Land Use Strategies		SCS Transportation Strategies				
		Residential	Nonresidential	Roadways	Transit	Active Transportation Network	Workplace EV Charger Incentive Program	E-Bike Incentive Program
<p>SCS-A.20. Develop an outreach strategy in coordination with Chico Velo Cycling Club to promote the E-Bike Incentive Program across Butte County. Depending on the framework and any eligibility criteria developed for the Program, promotion may be general or targeted to reach certain populations. Outreach may include leveraging existing partnerships with employers for the Workplace EV Charger Incentive Program to promote the E-Bike Incentive Program.</p>	<p>New to the 2024 SCS.</p>							✓

Results Summary: GHG Reduction Potential

The four scenarios were evaluated in the travel demand forecasting model and subsequently the EMFAC emissions model to compare the GHG reduction performance of each. **Table 4-7** shows the per-capita passenger vehicle GHG emissions reductions of each scenario compared to the 2005 baseline GHG emissions. As shown in the table, the Preferred Scenario achieves a reduction of 6.59 percent,⁴ rounded to 7 percent, as required in the SCS Guidelines, thereby meeting the region’s 2035 target.

TABLE 4-7 FORECASTED 2035 EMISSIONS REDUCTIONS (% REDUCTION FROM 2005 BASE YEAR EMISSIONS) BY SCENARIO

	Scenario 1 2020 RTP/SCS	Scenario 2 2020 RTP/SCS Updated	Scenario 3 Latest Trends and Transit Oriented Development	Preferred Scenario Latest Trends and Transit Oriented Development +
Forecasted GHG Emissions Reduction	-0.35%	-3.58%	-4.44%	-6.59%

Appendix 9: Regional Land Use Allocation Model, includes a summary of GHG emissions reductions results from each scenario.

⁴ Under State law, all reductions quantifications are considered preliminary until approved by CARB.

5. Action Element – Conclusions

The RTP/SCS is a financially constrained document, meaning BCAG has identified funding for the costs associated with the specific programmed and planned projects identified in the RTP/SCS. The land use and transportation strategies of the SCS are complemented by the RTP's list of financially constrained improvements to the regional transportation system that serve the transportation needs of the region by investing in highways, local streets and roads, transit, aviation, rail, and active transportation infrastructure. Projects that are beyond the financial projections are included as unconstrained and provided for informational purposes only.

Programmed projects are either exempt from transportation conformity or have been specifically included as nonexempt, which could indicate the project is a capacity-increasing project. Planned projects are those that are beyond the FTIP or RTIP period and within the financial projections of the RTP/SCS. The FTIP and RTIP periods are four- and five-year programming cycles respectively. Identifying unconstrained projects indicates that 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 SEIR. Financially constrained projects include:

- **Programmed Projects** represent short-term investments for projects programmed in the FTIP and/or RTIP. The 2025 FTIP covers fiscal years 2024/25 through 2027/28 and was adopted at the September 2024 BCAG Board of Directors meeting. The 2024 RTIP was adopted at the December 2023 meeting and covers fiscal years 2024/25 through 2029/30.
- **Planned Projects** represent the long-term investments for projects that are not yet programmed but are included in the financial projections.
- **Unconstrained Projects** are included for information purposes and indicate the unfunded need in the region.

5.1 CRITERIA AND METHODOLOGY USED TO PRIORITIZE PROJECTS

Each funding source has its own criteria for project eligibility requirements and each federal performance measure has its own objectives. Performance Measure 1 (Safety) aims to identify projects that reduce fatalities and injuries. The criteria are defined within each fund source requirement in 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, etc., which may address a safety concern and still be within the parameters of the program. Projects are typically prioritized for the regional STIP or the RTIP program. In this case, the priority is determined by BCAG staff working with the TAC to reach consensus, with final approval coming from the BCAG Board of Directors. BCAG also works within its advisory committee process to identify competitive

projects with the implementing agency to pursue grant funding as a method to prioritize projects.

Performance Measure 1 (Safety) typically includes safety projects on State highways and the regional roadway network. BCAG works with its member jurisdictions through the TAC to prioritize projects for recommendation to the BCAG Board of Directors for approval.

Performance Measure 2 (Pavement and Bridge Condition) typically includes maintenance projects. BCAG relies on its local member jurisdictions to use their own Pavement Management System to vet through the process and prioritize projects for funding. From this, BCAG staff recommends projects to the BCAG Board for approval.

Performance Measure 3 (Freight, Congestion, and Reliability) are typically transit and CMAQ projects that aim to reduce congestion. BCAG relies on its annual Unmet Transit Needs Process and 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. For CMAQ, projects are reviewed with the BCAG TAC and recommended for approval 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 that includes specific criteria which works towards meeting a performance measure.

5.2 PROJECTS INCLUDED IN THE 2024 RTP/SCS

Tables showing the complete list of constrained and unconstrained projects are included in **Appendix 13** and posted on the BCAG website. The electronic posting of the Excel table enables community members or other interested agencies to query the data as needed. In addition, should amendments be necessary to the RTP in the future, adjustments can be made quickly and easily.

Project cost summaries for the 2024 RTP/SCS are shown in **Table 5-1** and include \$702,522,000 in programmed projects and \$713,645,000 in planned projects within funding constraints, for a total of \$1,416,167,000 in total programmed and planned projects. Unconstrained projects total \$619,294,000 which, when added together with the programmed and planned projects, results in \$2,035,461,000 in total.

TABLE 5-1 2024 RTP/SCS PROJECT SUMMARY

Project Categories	Project Cost
Total Programmed (Short Term)	\$702,522,000
Total Planned (Long Term)	\$713,645,000
Total Programmed and Planned	\$1,416,167,000
Total Unconstrained	\$619,294,000
Combined Total	\$2,035,461,000

Implementation

A function of the RTP/SCS is to lay out the framework for developing the RTIP for the STIP cycle and the FTIP. This will also facilitate discussions and future partnerships in programming jointly funded projects with Caltrans, SACOG, or the SJJPA.

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

State highway and local roadway projects are included in the financial projections of the RTP and reflect roadway needs partially associated with travel behavior changes identified in the Post Camp Fire Study and Regional Travel Survey. Limited funding restricts the number of projects that can be identified, and because the RTP project list must be financially constrained, those projects that did not fall within the anticipated funding projections have been identified separately as un-funded needs in the Financial Element.

Project Updates Since the Previous Plan

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 safety projects which is now nearly complete. In addition, the Butte region has secured over \$91.3 million for bicycle and pedestrian projects in the ATP through the CTC for Cycles 1 through 6. With the SR 70 safety project nearly complete, BCAG's focus has now shifted to maintaining the regional road network, improving the Butte Regional Transit service, programming active transportation projects, and moving the North Valley Rail project through the project development phases.

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6. Financial Element

6.1 INTRODUCTION AND BACKGROUND

The Financial Element identifies the current and anticipated revenue sources and financing techniques available to fund the planned transportation investments described in **Chapter 5, Action Element – Conclusions**. The intent of the Financial Element is to define realistic transportation financial constraints and opportunities with current available data. Discussion will center on three main topics: current funding revenues, transportation expenditures, and potential funding sources for the future.

The purpose of the Financial Element is to:

- Identify financial forecasts for funding through BCAG
- Estimate the costs and revenues to implement the projects
- Identify funding shortfalls
- List the candidate projects if funding becomes available

6.2 FUNDING SOURCES AND PROJECTED REVENUES AND EXPENDITURES

Financial Assumptions

This section describes anticipated revenues over the next 21 years. The cost estimates for implementing the projects identified in the RTP/SCS reflect “year of expenditure dollars” and consider inflation rates. Note that funding sources have varying years of expenditure and therefore inflation is calculated differently, depending on the expected expenditure year.

This section also discusses the potential for other revenue sources. To determine the level of available funding for each project mode and type, several assumptions were made. Assumptions regarding available funds are moderate and clearly identified. There are three primary funding sources for implementing the projects and programs: federal, State, and local funds.

BCAG used current and past RTIP and FTIP documents funding levels as a reference and to be consistent with the five-year STIP (Fund Estimate adopted by the CTC for the 2024 cycle). Thus, it was assumed that State, federal, and local funding programs and levels would remain constant at current funding levels over the 21-year horizon.

All projects identified in the 2024 RTP/SCS are within the financial projections through the horizon of the plan. All projects are consistent with the Goals, Objectives, and Policies/Actions identified in **Chapter 2, Policy Element**, of this RTP/SCS.

Federal Funding Sources

Federal funds are used for all modes, including highways and transit projects. These funds normally require a nonfederal match of between 11.47 and 20 percent for road projects, and up to a 50 percent match for transit projects. However, in certain instances, such as safety projects, they may not require a dollar from local sources and be funded at 100 percent by federal funds. BCAG also uses the federal Toll Road Credit Program to fulfill the local match requirement as permitted depending on the federal fund source. BCAG uses this program to alleviate the local match burden to the local agencies. The federal Highway Bridge Program (HBP), Congestion Mitigation and Air Quality, or earmark programs typically utilize toll credits to fulfill the match requirements.

The Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, to replace the Fixing America’s Surface Transportation (FAST) Act for transportation funding for fiscal years 2022 through 2026. The IIJA authorized \$567 billion in spending authority for all transportation programs over five years, an increase of \$274 billion (more than 48 percent) above FAST Act baseline spending levels. In addition, the bill broadened eligibility criteria for many existing programs and established within the U.S. Department of Transportation (USDOT) alone at least two dozen new formula and discretionary (competitive) grant programs targeting key priorities, including, but not limited to, resiliency, sustainability, equity, and safety. Such programs that are applicable to the BCAG region are described below. The expansion of discretionary funding represents a significant shift from the past two transportation authorization bills. The 2012 law, Moving Ahead for Progress in the 21st Century, had taken the opposite approach, consolidating various targeted funds into large core formula programs with broad eligibility and flexibility for states to prioritize individual needs. The 2015 FAST Act largely preserved that approach.

Table 6-1 lists the various federal funding sources available.

TABLE 6-1 FEDERAL FUNDING SOURCES

Acronym	Program	Eligible Applicants	21-Year 2024 RTP/SCS Horizon Funding Estimate
CDBG	Community Development Block Grant	Cities/County	
CDBG-DR	Community Development Block - Grant Disaster Relief	Cities/County	
CMAQ	Congestion Mitigation & Air Quality	Cities/County/BCAG/B-Line	\$44.5 million
CPFCDs	Community Project Funding - Congressionally Directed	Cities/County	

Acronym	Program	Eligible Applicants	21-Year 2024 RTP/SCS Horizon Funding Estimate
CRP	Carbon Reduction Program	Cities/County	\$2.05 million
FTA	Federal Transit Administration	BCAG/B-Line	\$133 million
HBP	Highway Bridge Program	Cities/County	\$87.3 million
HSIP	Highway Safety Improvement Program	Cities/County	\$1 million (for this FTIP cycle)
HUD	Housing and Urban Development	Cities/County	\$145 million
SS4A	Safe Streets for All - Fed.	Cities/County	\$2 million
STGB	Surface Transportation Block Grant Program	Cities/County	

Community Development Block Grant (CDBG): The CDBG Program under the federal Housing and Urban Development Department (HUD) supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities vary and may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, etc. The City of Chico was successful in securing CDBG funds for various local roads. To date, the City has secured \$7 million for local roads.

Community Development Block Grant Disaster Recovery Funds (CDBG-DR): Also under HUD, the CDBG-DR provides funds to help cities, counties, and states to recover from Presidentially declared disasters. Due to the 2018 Camp Fire that Paradise is still recovering from, the Town of Paradise is planned to secure \$78 million in these funds.

Congestion Mitigation and Air Quality Program (CMAQ): The purpose of the CMAQ program is to fund transportation-related projects to help improve the region’s air quality. Projects are programmed through a competitive call-for-projects application process. CMAQ funds are made available for programming at the discretion of the BCAG Board of Directors based on programming capacity availability. Based on current estimates provided by Caltrans as part of the development of the 2025 FTIP, BCAG may expect to receive approximately \$2 million per year or roughly \$44.5 million through 2045.

All CMAQ funds received will be programmed throughout the nonattainment areas in Butte County. All projects must demonstrate a reduction in emissions for the respective non-attainment pollutant. Caltrans maintains a CMAQ website at:

http://www.dot.ca.gov/hq/transprog/federal/cmaq/Official_CMAQ_Web_Page.htm.

Community Project Funding/Congressionally Directed Spending (CPFCDs): In November 2021, the IIJA, or Bipartisan BIL, was passed into law. With the passage of IIJA, the Community Project Funding / Congressionally Directed Spending (CPFCDs) program was created, to support specific community projects as part of the annual appropriations process. For every year of funding, the CPFCDs projects are solicited and selected by the members of the U.S. Congress and U.S. Senate. Once selected, the individual scope and funding amount for each of the selected CPFCDs projects is then written into law via the Annual Appropriations bill. Butte County was successful in securing \$4 million for one project in Butte County as a result of the North Complex Fire of 2020.

Carbon Reduction Program: The (IIJA) created the Carbon Reduction Program (CRP) to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources. California receives annual apportionments of CRP over five years. CRP funds must be invested in alignment with the [Carbon Reduction Strategy](#). Annual apportionments to the region are about \$400,000 per year for a total of \$2.05 million over the period of IIJA. It is not known if this program will continue after reauthorization. A competitive call-for-projects application process similar to CMAQ is required for programming.

Federal Transit Administration Funding

- **Section 5307:** Under this section, funds are provided on a formula basis for capital and operating expenses for small urban transit systems. BCAG currently receives funding from this program to support the urban area of Chico transit service on Butte Regional Transit, also known as B-Line. In fiscal year 2024/25, BCAG will receive approximately \$3.9 million to fund transit capital and operations. BCAG can expect to receive approximately \$88.2 million over the period of the RTP/SCS. Funding in the early years has received an increase due to the federal CARES Act, which augmented Section 5307 apportionments. This is not expected to be an ongoing revenue source.
- **FTA Section 5311:** Under this section, funds are provided to nonurbanized transit systems. Funds are provided on a formula basis for capital and operating expenses. BCAG is the designated recipient of these funds as the operator of B-Line serving the non-urbanized areas of Butte County. During the horizon of the RTP/SCS, it is anticipated that Butte County will receive approximately \$27.4 million for operating and capital expenses. Within the Section 5311 program, BCAG is now participating in the 5311(f) subset program for intercity transit subsidies. Because this program is grant driven and not by apportionment, the regional estimate for the timeframe of the RTP/SCS is \$3.1 million.

- **FTA Section 5310:** This program provides discretionary grants to private, nonprofit organizations for capital expenses in transporting the elderly and disabled. Social service transportation providers in Butte County, such as the Work Training Center, regularly apply for and receive Section 5310 grants to purchase accessible vehicles. BCAG will also be applying for these funds for paratransit vehicles. While Caltrans administers the program, the approval is made by the CTC. Projects for 5310 funds are required to be included in a Coordinated Human Services Transportation Plan. The estimate for the 21-year horizon of the plan is approximately \$7.6 million.

Collectively, BCAG expects to receive \$133 million in FTA funding over the next 21 years.

Highway Bridge Program (HBP): This funding provides for construction and maintenance of bridges. Based on feedback from the local agencies in consultation with Caltrans, Butte County can expect to receive approximately \$87.3 million over the horizon of the RTP/SCS. These funds are not apportioned. Local cities and counties are required to prepare grant application packages to Caltrans for funding consideration. Caltrans manages the program and typically amends the HBP statewide list twice a year.

Highway Safety Improvement Program (HSIP): This program provides funds to correct safety problems on roadways in the federal-aid system, as well as rural minor collectors and local roads. Projects are nominated for funding by local jurisdictions and selected by Caltrans. These funds are spent on local streets and roads. These are competitive grants in which a target of funds cannot be determined. However, the region has received an HSIP grant every couple of years. Within the timeframe of the FTIP, BCAG will receive \$1 million. Caltrans manages the program and typically amends the HSIP statewide list twice a year.

Housing and Urban Development (HUD): Within HUD, funding is made available for transportation projects with a nexus to housing and development. Due to the Paradise Camp Fire and extensive rebuilding efforts, the Town of Paradise has been very successful in securing various sources of federal aid. Within the period of the RTP/SCS, the Town is anticipated to receive \$145 million in federal HUD aid for the Roe Road Extension Project.

Safe Streets and Roads for All (SS4A): The [Bipartisan Infrastructure Law](#) (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years: 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The region may expect to receive \$2 million during the 21-year period of the plan.

Surface Transportation Block Grant Program (STBG): This funding pot guarantees counties 110 percent of their allocation under the old Federal Aid Urban/Federal Aid Secondary (FAU/FAS) program. These funds may be spent on streets and roads projects; however, jurisdictions may also use the funds for bikeway, pedestrian, transit, safety, ridesharing, traffic management, parking, environmental enhancements, and transportation control measure projects.

Counties with urbanized areas less than 200,000 are considered “rural” counties (such as Butte). BCAG is eligible to exchange these federal dollars for State dollars to Caltrans. This process is known as “Regional STBG Exchange.” The advantage to this fund exchange is that federal monies have more stringent requirements, including a 20 percent local match, while State monies do not require any local match. In total, Butte County can expect to receive approximately \$61 million in STBG exchange funds during the 21-year period of the plan with an average of \$2.9 million per year.

STBG funds are apportioned back to each of the cities, town, and county, generally for road maintenance. All RSTP funds exchanged for State-only funds will be spent on any eligible use as allowed under Article XIX of the State Constitution.

State Funding Sources

State funds are generated by license fees, truck fees, sales and fuel taxes, and other State-apportioned funds in the State budget. **Table 6-2** lists the various State funding sources available.

TABLE 6-2 STATE FUNDING SOURCES

Acronym	Program	Eligible Applicants/ Recipients	21-Year 2024 RTP/SCS Horizon Funding Estimate
AHSC	Affordable Housing & Sustainable Communities	Cities/County	\$2 million
ATP	Active Transportation Program	All	\$239 million
ITIP	Interregional Transportation Improvement Program (a component of the State Transportation Improvement Program)	Caltrans	\$32 million
LTCAP	Local Transportation Climate Adaptation Program	Cities/County	\$71 million
REAP	Regional Early Action Planning Grants	Cities/County	\$5.9 million
RTIP	Regional Transportation Improvement Program (a component of the State Transportation Improvement Program)	All	\$33.9 million

Acronym	Program	Eligible Applicants/ Recipients	21-Year 2024 RTP/SCS Horizon Funding Estimate
SHOPP	State Highways Operation & Protection Program	Caltrans	\$266 million
TDA- LTF	Local Transportation Fund- Transportation Development Act Funds	Cities/County	\$262 million
TDA - STA	State Transit Assistance- Transportation Development Act Funds	BCAG/Gridley	\$63 million
TIRCP	Transit and Intercity Rail Capital Program	BCAG	\$168 million

Affordable Housing and Sustainable Communities (AHSC) Program: California’s Strategic Growth Council (SGC) promotes sustainability, health, and equity across the State of California. Butte County has been working towards securing \$2 million through the AHSC program and is expected to receive grant funds within the short-term period of the RTP/SCS for a bicycle/pedestrian project.

Active Transportation Program (ATP): The ATP Program was created by SB 99 to encourage increased use of active modes of transportation, such as walking and biking. The ATP consolidated various transportation programs into a single program from a combination of State and federal funds. The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve GHG reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users, including disadvantaged communities.

In 2017, the Legislature passed, and the Governor signed SB 1, also known as the Road Repair and Accountability Act. SB 1 directs \$100 million annually from the Road Maintenance and Rehabilitation Account to the ATP, significantly augmenting the available funding for this popular program.

Through the past six cycles of ATP, since ATP Cycle 1 began in 2014, the region has secured \$91.3 million. The region can reasonably expect to secure approximately \$239 million over the next 21 years.

Interregional Transportation Improvement Program (ITIP): Caltrans has the discretion for programming “interregional” funds, which constitute 25 percent of the STIP. Projects are no longer focused on the SR 70 Corridor in Butte County. BCAG and Caltrans are working on the development of a new major multi-modal park and ride at SR 99 and SR 32. The region can

anticipate receiving \$32 million for Caltrans' share of the project in the long-term period of the RTP/SCS.

Local Transportation Climate Adaptation Program (LTCAP): This program was created by SB 198 to make the State's transportation infrastructure resilient to climate hazards. The primary objective of this program is to provide competitive grants to local agencies for the development and implementation of capital projects adapting local transportation infrastructure to climate changes. The Town of Paradise has been successful as part of their rebuilding efforts to secure LTCAP funds. The Town is expected to receive \$71 million in LTCAP funds within the short-term period of the plan.

Regional Early Action Planning (REAP): REAP "2.0" builds on the success of [REAP 2019](#), but expands the program focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructural investments that support infill development, which facilitates housing supply, choice, and affordability. While the funds are flexible, several transportation projects are programmed over the short-term period of the plan. The relatively new State program has been well received and is expected to continue with future grant cycles. BCAG anticipates four additional grant cycles over the next 21 years for a total of \$5.9 million for transportation and housing-related projects.

Regional Transportation Improvement Program (RTIP): RTIP funds are made available to the Regional Transportation Planning Agencies like BCAG, and make up 75 percent of the STIP with the remaining 25 percent from Caltrans' ITIP. Regions have the discretion to select and program transportation improvement projects on State highways, local roads, and for transit, bike lanes, etc. in the region. Projects for RTIP funding are identified in the RTIP document. The CTC is required to adopt the entire regional program or reject it in its entirety.

The STIP projections prepared are based on the most current 2024 STIP Fund Estimate. Over the next 21 years, Butte County can expect to have a programming capacity of approximately \$33.9 million. Future projects are required to be in alignment with the SCS.

State Fuel Tax and SB 1: The State fuel tax to local cities and county is derived from the State Controller's Office (SCO) Report for Local Streets and Roads. The SCO Transportation and Community Development funds broken down by subcategory for 2022 identifies \$51.4 million for the operating and maintenance costs for the local agencies in Butte County.

SB 1, Chapter 5, Statutes of 2017, created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on the State Highway System and the local street and road system, and the Road Maintenance and Rehabilitation Account (RMRA) for the deposit of various funds for the program. SB 1 dedicated approximately \$1.5 billion per year in new formula revenues apportioned by the State Controller (Controller) to cities and counties for basic

road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

Local agencies are projected to receive approximately \$231 million over the next 21 years. Previous apportionments averaged about \$11 million per year. Previous allocations are posted at the CTC website [here](#).

State Highway Operations and Protection Program (SHOPP): The 2024 SHOPP is the State Highway System's "fix-it-first" program that funds the repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System (SHS). In addition to the adopted 2024 SHOPP list of projects, BCAG consulted Caltrans District 3 for projects on the SHOPP projects list included in the RTP. All SHOPP projects are in the short-term period of the plan for a total of \$266 million.

Transportation Development Act

- **Local Transportation Fund (LTF):** One quarter of a percent of the sales tax is returned to the county in which it was generated for use in local transit. Under strict provisions of how the funds may be allocated and spent, the RTPA annually allocates these funds to jurisdictions for transit. The law also permits local agencies to use LTF on local streets and roads, provided that all unmet transit needs that are found reasonable to meet are funded. Each year, BCAG performs the annual unmet transit needs process with extensive public outreach. The quarter percent share split to the originating county has not ever been changed nor updated since its inception in 1971. For fiscal year 2024/25, Butte County's apportionment is expected to be \$12.9 million in LTF funds. Projected over the 21-year planning period, the total funding estimated to be available for LTF is \$262 million. Transit is now funded off the top and apportioned back to the cities and county for non-transit purposes, such as bicycle and pedestrian projects or local streets and roads.
- **State Transit Assistance (STA):** In the annual State budget process, additional transit funding may be made available. Under Public Utilities Code Section 99313, funding is apportioned to jurisdictions on a per-capita basis, while Section 99314 funding is apportioned to transit operators based on farebox revenues. SB 1 infused funding dedicated to transit utilizing the STA apportionment process to transit agencies. For the Butte Region, STA apportionments doubled to approximately \$3 million per year. The annual apportionments are assumed to remain constant with no significant increases. STA funding is specifically for transit purposes. The 21-year projection for STA is \$63 million.

The total TDA for the 21-year planning period of the 2024 RTP/SCS is projected to be \$325.5 million.

Transit and Intercity Rail Capital Program and Zero-Emission Transit Capital Program (SB 125 Transit Program): SB 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in general fund monies through the [Transit and Intercity Rail Capital Program](#) (TIRCP) on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations. BCAG has received \$11.6 million for Years 1 and 2 of the program for the North Valley Rail Project and Butte Regional Transit Zero Emission Deployment Project. BCAG can reasonably expect to receive \$168 million in population apportionment distribution and through the competitive TIRCP process.

Local Funding Sources

Traffic Mitigation/Impact Fees: This category includes the various types of local assessments on new development projects, which, because of their construction, are expected to generate additional traffic. Criteria and location of impact areas are set by the local jurisdictions. Most jurisdictions employ some type of traffic or transportation impact fee. Fees may be assessed area-wide, only in target sections of the jurisdiction, on a project-by-project basis as dictated by project impacts, or a combination of these. Several impact fee programs are currently in effect in Butte County, including those covering the Chico Urban Area, the Thermalito area, and the west side of Paradise.

City of Chico Measure H Funds: The City of Chico estimates Measure H funds raise approximately \$24 million per year in new local revenue for use in the city. Funds generated are placed in the City's general fund, are not restricted, and may be used for any City general fund purposes, including for maintaining/repairing streets, storm drains, sidewalks, and fixing potholes.

General Funds: Local jurisdictions may choose to use general fund monies to help finance transportation projects or services, including airport operations, or as local matching funds for transportation grants. Because of the impacts of the recession and Proposition 13 on local government general fund budgets, this is neither a popular nor commonly used option.

6.3 MAINTAINING BUTTE COUNTY’S TRANSPORTATION SYSTEM

Table 6-3 identifies the functional classification of the federal aid system in Butte County by total miles followed by the Highway Performance Monitoring System (HPMS) for maintained miles. The BCAG region includes a total of 2,155.74 urban and rural roadways.

Typically, gas tax revenue is used to operate and maintain the system and reported to the State Controller’s Office.

Table 6-4 details the urban and rural roadway miles by jurisdiction and the cost to maintain.

Table 6-5 summarizes BCAG’s projected fiscally constrained funding available over the 21-year RTP/SCS planning period. These tables show that the total estimated cost of \$1,394,989,000 is exceeded by the total estimated funding availability of \$1,959,613,000.

TABLE 6-3 FUNCTIONAL CLASSIFICATION FOR FEDERAL AID SYSTEM

Rural Functional Classification	Miles	Urban Functional Classification	Miles	Total Rural and Urban Miles
Interstate	0.00	Interstate	0	
Other Principal Arterial	55.03	Other Freeways and Expressways	12.04	
Minor Arterial	84.00	Other Principal Arterial	53.94	
Major Collector	166.64	Minor Arterial	85.88	
Minor Collector	125.70	Collector	155.04	
Local	961.43	Local	456.04	
Total Rural Miles	1,392.80	Total Urban	762.94	2,155.74

TABLE 6-4 HIGHWAY PERFORMANCE MONITORING SYSTEM—BUTTE COUNTY MAINTAINED MILES

Agency	Rural	Urban	Total	Annual Cost	21-Year Cost to Maintain (\$1,000s)
Biggs	9.58	0	9.58	181	3,801
Chico		274.93	274.93	10,003	210,063
Gridley		20.77	20.77	1,150	24,150
Oroville		81.07	81.07	2,829	59,409
Paradise	0.48	103.07	103.55	1,363	28,623
Bureau of Indian Affairs	8	0	8	105	2,211
County Unincorporated	888.27	350.79	1239.06	35,895	753,795
State Highway	128.78	52.45	181.23	13,130	275,720
State Park Service	24.88	3	27.88	367	7,707
US Forest Service	102.62	4.14	106.76	1,405	29,510
Totals	1,162.61	890.22	2,052.83	66,428	1,394,989

State Controller's Office Transportation and Community Development funding broken down by subcategory for 2022 and Caltrans 2024 SHOPP

TABLE 6-5 BCAG REGION FISCALLY CONSTRAINED FUND SUMMARY

Fund	Description	Fund Recipient Agency	Short-Term 2024-2035 (11 Years) (\$1,000's)	Long-Term 2035-2045 (10 Years) (\$1,000's)	Totals (\$1,000's)	Projection (\$1,000's)	Federal, State, or Local
AHSC	Affordable Housing & Sustainable Communities	Public Health	2,000		2,000	2,000	State
ATP	Active Transportation Program	All	147,530	32,000	179,530	239,749	State
CDBG	Community Development Block Grant	Chico	7,000		7,000	7,000	Federal
CDBG-DR	Community Development Block Grant – Disaster Relief	Paradise	78,000		78,000	78,000	Federal
CMAQ	Congestion Mitigation & Air Quality	All	25,150	5,000	30,150	14,039	Federal
CPFCDs	Community Project Funding – Congressionally Directed	County	4,000		4,000	4,000	Federal
CRP	Carbon Reduction Program	All	2,000		2,000	6,563	Federal
FTA	Federal Transit Administration	BCAG	91,013	82,530	173,543	173,543	Federal
HBP	Highway Bridge Program	Cities/County	80,151	7,200	87,351	87,351	Federal
HSIP	Highway Safety Improvement Program	Cities/County	1,078		1,078	1,078	Federal
HUD	Housing & Urban Development	Paradise		145,000	145,000	145,000	Federal
ITIP	Interregional Transportation Improvement Program	Caltrans		32,000	32,000	32,000	State
Local	Local Funds	Cities/County	105,169	100,710	205,879	205,879	Local
LTCAP	Local Transportation Climate Adaptation Program	Paradise	71,000		71,000	71,000	State
REAP	Regional Early Action Planning Grants	Cities/County	1,480		1,480	5,920	State
RTIP	Regional Transportation Improvement Program	All	16,344		16,344	33,986	State

Fund	Description	Fund Recipient Agency	Short-Term 2024-2035 (11 Years) (\$1,000's)	Long-Term 2035-2045 (10 Years) (\$1,000's)	Totals (\$1,000's)	Projection (\$1,000's)	Federal, State, or Local
SHOPP	State Highway Operation and Protection Program	Caltrans	266,009		266,009	266,009	State
SS4A	Safe Streets for All	Public Health	985		985	985	Federal
STBG	Surface Transportation Block Grants	Cities/County				60,965	State
TDA	Transportation Development Act	Cities/County				213,237	State
TDA	Transportation Development Act	BCAG	250		250	112,263	State
TIRCP	Transit & Intercity Rail Capital Program	BCAG	129,905	38,095	168,000	168,000	State
Totals			1,029,064	442,535	1,471,599	1,959,613	

6.4 FISCAL CONSTRAINT

The funding identified demonstrates and reflects that the RTP/SCS is a fiscally constrained plan with reasonably anticipated revenues to fund the costs identified for the specific projects included. **Table 6-6** lists the unfunded regional projects. In sum, nearly \$785 million has been identified as needed improvement without a dedicated fund source. These projects are included for information only.

TABLE 6-6 UNFUNDED REGIONAL PROJECTS SUMMARY

Number (BCAG use only)	Implementing Agency	Project Type	Title	Project Description	Project ID	Cost Estimate - All components (1,000s)
110	BCAG	Passenger Rail	Chico to Sacramento Inter-City Commuter Rail Service	New inter-city commuter rail serving Chico, Gridley, Marysville-Yuba City, Plumas Lake and Sacramento.	BCAG-TRANSIT-TBD-2020-11	462,000
401	Caltrans	Maintenance, Operations, and Safety	SR 99. Reconstruct E. Biggs Rd Intersection for ADA Improvements	Construct auxiliary lanes at intersection to allow slower vehicles to move over to enable vehicles to pass slow moving vehicles. (Similar to SR 65 at Rio Oso Rd. Short 4 lane segments at intersections)	CT-MOS-NOFUND-2024-2	8,000
402	Caltrans	Maintenance, Operations, and Safety	SR 99. Reconstruct Richvale Rd Intersection for ADA improvements	Construct auxiliary lanes at intersection to allow slower vehicles to move over.	CT-MOS-NOFUND-2024-3	8,000
420	Caltrans	Capacity Increasing	Widen Eaton Rd Interchange	Widen the Eaton interchange	CT-CAPC-NOFUND-2024-21	22,000
573	Chico	Capacity Increasing	W Eaton Rd	From SR 32 to Catherin Ct. Construct new alignment. 2 lane expressway and bridge - RR crossing. Nexus 604	CHICO-BRIDGE-NOFUND-2020-74	53,700
574	Chico	Capacity Increasing	W Eaton Rd	Catherine Ct to Esplanade. New road connection. Nexus 605	CHICO-BRIDGE-NOFUND-2020-75	6,200

Number (BCAG use only)	Implementing Agency	Project Type	Title	Project Description	Project ID	Cost Estimate - All components (1,000s)
580	Chico	Capacity Increasing	Fair Street / Park Avenue Connection	From Fair St to Park Ave. Extend E. 23rd St. /Silver Dollar Pkwy thru "wedge" to connect to Commerce Ct. Connection. Nexus 611	CHICO-CAPC-NOFUND-2020-81	970
581	Chico	Capacity Increasing	Holly Avenue / Warner Avenue Connection	From Capshaw Ct. to Fuchsia Way. Construct new 2 lane connector. Nexus 612	CHICO-CAPC-NOFUND-2020-82	2,580
582	Chico	Capacity Increasing	Ivy Street	From Hazel St to Meyers St. Construct new 2 lane connector. Nexus 613	CHICO-CAPC-NOFUND-2020-83	7,130
585	Chico	Capacity Increasing	Silver Dollar Way Extension	From MLK Parkway to Fair St. Connect exist road stubs. Nexus 616	CHICO-CAPC-LOCAL-2020-86	2,760
596	Chico	Maintenance, Operations, and Safety	Manzanita/ Madrone	Roundabout (within existing ROW). Nexus 630	CHICO-MOS-LOCAL-2020-97	4,040
601	Chico	Capacity Increasing	West Park Extension	Extension from Midway to Otterson Dr (Bridge at creek). Nexus 635	CHICO-CAPC-NOFUND-2020-102	9,390
603	Chico	Maintenance, Operations, and Safety	Eaton Rd/ Ceanothus Ave	1-Lane Roundabout. Nexus 637	CHICO-MOS-LOCAL-2020-104	1,160
606	Chico	Capacity Increasing	SR 99 Auxiliary Lanes	From Skyway to E. 20th Street. Construct auxiliary lanes to the outside. Nexus 701	CHICO-CAPC-NOFUND-2020-107	11,500

Number (BCAG use only)	Implementing Agency	Project Type	Title	Project Description	Project ID	Cost Estimate - All components (1,000s)
607	Chico	Capacity Increasing	SR 99 Auxiliary Lanes	E. 20th to SR 32. Construct auxiliary lanes to the outside. CP 18057. Nexus 702	CHICO-CAPC-NOFUND-2020-108	11,000
608	Chico	Capacity Increasing	SR 99 Auxiliary Lanes	E. 1st to Cohasset Rd. Construct auxiliary lanes to the outside. Nexus 703	CHICO-CAPC-NOFUND-2020-109	40,000
611	Chico	Bicycle & Pedestrian	SR 32 (Nord Avenue) Improvements	From W. Lindo Ave to W. 1st Street. Corridor Improvements (traffic flow improvements, bike lanes, ped crossings) per specific plan. Nexus 708	CHICO-BIKE-NOFUND-2020-112	15,000
612	Chico	Maintenance, Operations, and Safety	SR 32 (W. 8th St) at UPRR	Overpass, highway over railroad with reinforced earth retaining walls. Nexus 709	CHICO-MOS-NOFUND-2020-113	25,000
615	Chico	Maintenance, Operations, and Safety	SR 99 / 20th Street Interchange and 20th Street Corridor	From West of MLK to East of Forest Ave. Reconfigure / reconstruct ramps to increase capacity. Includes roadway improvements / roundabouts on East 20th Street from west of MLK to east of Forest. Nexus 713	CHICO-MOS-NOFUND-2020-116	19,000
616	Chico	Maintenance, Operations, and Safety	SR 99 at Garner, Esplanade and Hicks complex	Intersection improvements and/or I/Cs, connector road from Hicks to SR 99, improvements on SR 99, Esplanade, Hicks, and Garner. Nexus 716	CHICO-MOS-NOFUND-2020-117	2,000

Number (BCAG use only)	Implementing Agency	Project Type	Title	Project Description	Project ID	Cost Estimate - All components (1,000s)
617	Chico	Capacity Increasing	SR 99 Southgate Complex (I/C and connector roads)	I/C and connector roads (Player, Fair Street, Midway Connection, Notre Dame, Speedway, West Southgate, East Southgate, Midway). Preliminary Engineering Only. Planning and Technical Studies to determine feasibility. Nexus 717	CHICO-CAPC- NOFUND-2020-118	4,000
922	Paradise	Capacity Increasing	Neal Road Widening - Emergency Evacuation Route	Widen Neal Road to facilitate emergency evacuation. Provides a critical alternative to SR 191 and Skyway	PARADISE-CAPC- NOFUND-2024-23	20,000
928	Paradise	Maintenance, Operations, and Safety	Pentz Road Widening	Widen Pentz from Pearson Road to Skyway, to include a 12-foot center turn lane, to facilitate emergency evacuation	PARADISE-MOS- NOFUND-2024-29	25,000
929	Paradise	Capacity Increasing	Upper Clark Widening	Widen Clark Rd from Wagstaff Rd to Skyway to facilitate emergency evacuation	PARADISE-CAPC- NOFUND-2024-30	15,000
931	Paradise	Capacity Increasing	Forest Service Road Improvements	The Forest Service Road Improvements project improves and extends Forest Service Road connecting Clark Road to Skyway. Forest Service Road will be converted from a private road into a public roadway.	PARADISE-CAPC- NOFUND-2024-32	2,000

Financial Element



Number (BCAG use only)	Implementing Agency	Project Type	Title	Project Description	Project ID	Cost Estimate - All components (1,000s)
932	Paradise	Capacity Increasing	Elliott/Nunneley Road Extension	Road extension to Pentz to provide alternate ingress/egress for the neighborhood as well as interconnectivity between primary evacuation routes within Town.	PARADISE-CAPC-NOFUND-2024-33	7,500
					Total Unfunded Need	784,930

Other Funding Sources

The following are examples of some additional methods of enhancing the revenues available for transportation.

Resource and Farmland Transportation Incentive Fund

Per SB 375, California Government Code Section 658080(b)(4)(C) states that *"The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs.*

The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities."

While this language indicates the MPO shall consider financial incentives, SB 375 does not identify a new source of funding to establish a financial incentive for those agencies that have policies in place to direct growth specifically to cities. Should a new source of funding occur and should local agencies have specific policies to direct growth in the cities, thus protecting resource areas or farmlands, the MTP should be amended to identify the criteria and mechanism for the incentive.

Regional Impact Fee

Growth and development pressures continue in Butte County. Planning an efficient and affordable transportation system to alleviate existing traffic congestion and support future development in the region will need a new revenue source. Leveraging regional funds for other State and federal funds, such as the STIP, has increasingly become more important.

Could regional development impact fees be used to finance regional facilities? Such a system could integrate infrastructure provision and tax policy to create equity both across jurisdictions and between the different levels of government.

There are examples of regional impact fees in California and Nevada. The Cities of the Coachella Valley (Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella) and Riverside County have collected impact fees on new development since 1986 to protect endangered wildlife. The fee is \$600 per acre. The Coachella Valley has also collected regional impact fees for transportation since 1988. This Transportation Uniform Mitigation Fee (TUMF) is tied to a half-cent sales tax approved by voters. That proposition included a "return to source" concept, where the TUMF fees are to be split between the cities (35

percent), the region (40 percent), and regional transit (25 percent). Funding is revoked for cities in the region that do not require regional impact fees.

In Placer, Solano, Stanislaus, San Joaquin, and Yuba Counties, the County and some or all of the Cities have instituted joint county facilities fees. The Cities collect the fees and pass them on to the County, where they are used for new construction and expansion of regional facilities, including regional transportation, habitat preserves, and county facilities such as jails. The Regional Transportation Commission of Washoe County (Reno, Nevada) has the authority for regional transportation impact fees. Regional impact fees outside of Reno are about 15 percent higher than those inside the city. Inside Reno, regional transportation impact fees range from \$500/1,000 square feet for manufacturing, to \$3,700/1,000 square feet for large box retail.

Sales Tax Increase

The State legislature has given local jurisdictions the ability to increase the retail transaction use tax, or sales tax, up to 1 percent, which can be earmarked for specific purposes. A majority vote is required on such an increase. A number of California counties, including Sacramento, San Francisco, Contra Costa, Santa Clara, Santa Cruz, Mendocino, and Lake Counties have voted to increase the sales tax by half-percent to finance specific transportation improvements. In Sacramento County, this half-percent sales tax is expected to raise \$920 million over 20 years. In 2007, 19 counties in California have special transportation taxes. These counties are referred to as “self-help” counties.

Fuel Tax Increase

With the passage of SB 1, it is unlikely the voters of California would approve another fuel tax increase. With overall revenues declining, the CTC is looking at alternative fund source methods to replace the fuel tax. As electric vehicles become more frequent in numbers and new vehicles become more efficient, the fuel tax revenues will continue to decline.

Traffic Mitigation Fees

Currently used in several areas of Butte County, traffic mitigation fees can be a means to fund roadway, transit, bicycle, and other improvements through assessment of trip-end fees on new development. A capital improvement program is developed based on needs established for future development. A per-trip fee is then calculated based on the total trip generation of new development.

Chico and Butte County use a similar system to fund transportation improvement needs in the Chico Urban Area. A fee is charged to each housing unit based on the land use density capacity at buildout divided into the transportation improvements required at buildout. This Street Facilities Fund then finances the improvements, as they are needed.

Air Quality Mitigation Fees

Similar to traffic mitigation fees, air quality mitigation fees are assessed on new residential and commercial construction based on the amount of pollutants expected to be generated. The Tahoe Regional Planning Agency (TRPA) currently combines traffic and air quality mitigation fees based chiefly on the number of trips expected to be generated by a development, using one method to mitigate both the congestion and air quality degradation that may be expected as a result of additional vehicle trips. These fees are then claimed by jurisdictions for transit and roadway capital improvement programs.

Motor Vehicle Fee

The State currently charges a fee on those who own and operate vehicles in the State of California, for registration and for licensing. Two special programs have been authorized to assess special fees on the motor vehicle tax; \$1 is assessed to fund freeway call box systems and up to \$4 is assessed for air quality programs. Counties are not currently authorized to impose a vehicle registration fee; enabling legislation would need to be enacted by the State legislature to allow such a program.

Parking Fee/Tax

A parking fee is charged for vehicles to park in a particular space and can be effectively used for on-or-off street parking. The fee could be linked with the transportation-system impact of persons using those parking spaces. A parking tax is a levy on the use of off-street commercial or employer provided parking spaces. The tax is typically collected as a percentage of the total parking charge paid by the motorist and forwarded to the agency (e.g., city) by the parking lot owner or operator.

Counties are not presently authorized to levy parking taxes; however, cities in California may implement a tax under their individual charters. For a county to levy a parking tax, State-enabling legislation would have to be passed. A two-third voter approval is then needed before such a tax could be implemented in a jurisdiction to be used specifically for transportation improvements.

In general, a parking fee would not provide as much revenue as parking taxes due to the need to directly link costs and benefits. A fee may not require a public vote but would need to be adopted by each of the city and town councils where it is implemented. The fee or tax, while raising additional funds, has secondary benefits for transportation systems. The imposition or increase of parking charges creates a disincentive to the use of single occupancy vehicle by increasing the cost of driving versus other forms of transportation. As a result, public transportation becomes a more attractive substitute for driving.

Joint Development

Joint development describes an improvement that results from the cooperative efforts of a private company and public agency. Examples of joint development include the private development of a public facility, cooperative financing of public facilities, transfer of development rights, and density bonuses. The legal basis for joint development depends on the circumstances of the agreement. In general, however, the authority to require dedication of land or exactions as a condition of development derives from the agency's police power to protect public interests.

Peak-Hour Congestion Pricing

This is a fee charged to those using transportation facilities during the peak period. As a user charge, it is neither a tax nor a toll, and therefore not subject to State or federal tax restrictions.

Congestion pricing, while raising additional funds, has secondary benefits for transportation systems. The imposition of such charges creates a disincentive to the use of transportation systems during peak periods through increased cost. This provides financial motivation for transportation system users to spread their use to non-peak hours. As a result, the system's demand is more evenly distributed, thus creating greater efficiency of use.

Bond Measures

Cities and counties may issue general obligation bonds payable through increased property taxes by a two-third majority vote of the general electorate. These bonds may be used to fund government services, such as transportation improvements.

7. Civil Rights and Environmental Justice Communities Analysis

Both federal and State law require that each MPO plan for and implement transportation system improvements that will provide a fair share of benefits across the entire region while recognizing and addressing historically unequal distributions of transportation investments among both geographic and demographic communities. Title VI of the federal Civil Rights Act of 1964 explicitly prohibits discrimination by race, ethnicity, or nationality in any federal law, policy, or program or in any law, policy, or program that receives federal funding (effectively including any State and local laws, policies, and programs). California has adopted similar policies under Government Code Section 11135.

The concept of Environmental Justice, codified in federal Law by Presidential Executive Order (EO) 12898 in 1994, recognizes that low-income communities experience disproportionate exposure to environmental hazards and related health burdens due to lower housing costs in areas near hazardous uses or clean-up sites, and that indigenous communities and racial minorities are also disproportionately exposed to environmental hazards and experience related health burdens due to historic discrimination in housing and economic markets.

BCAG staff used U.S. Census and American Community Survey (ACS) data to identify areas in the region with particularly high shares of non-white residents (per Title VI), and/or with particularly high shares of residents living on low incomes, and/or who are disproportionately exposed to environmental or health hazards (per EO 12898 and SB 1000, which took effect in 2018).

BCAG has determined that the policies, programs, and projects identified in the RTP do not result in disparate impacts to non-white communities and populations (Title VI), or adverse human health or environmental effects (Environmental Justice).

In accordance with BCAG's Public Participation Plan and following an outreach plan developed to support the 2024 RTP/SCS in an effort to authentically engage all segments of the community, BCAG led the following to inform and engage the community in the 2024 RTP/SCS update:

- Held virtual informational workshop at the outset of the project to inform the community and stakeholders about the project and future opportunities to be involved—an additional workshop is planned to present this Draft RTP/SCS to the community.
- Provided periodic updates to BCAG's Board of Directors, made up of elected representatives from each of BCAG's member jurisdictions, to keep them informed of project updates and engagement opportunities, and provide an opportunity to give input on behalf of their representative communities.

- Conducted a comprehensive community survey in English, Spanish, and Hmong, to gather input on community priorities for the 2024 SCS Preferred Scenario, with a focus on strategies that should be pursued to reduce single-occupancy vehicle trips. The survey was promoted through Facebook and bus ads.
- Attended various community events throughout the region to inform the public of the project, disseminate project information, and receive input on various project components.

Appendix 3 details the public outreach process, including targeted outreach to low-income communities and communities primarily speaking Spanish and Hmong. **Appendix 5** details the process of identifying Title VI and Environmental Justice communities as well as the process by which BCAG analyzed the impacts of the RTP/SCS on these communities. **Figure A5-1** in **Appendix 5** shows a map of Title VI and Environmental Justice communities.

8. Environmental Review

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Appendix

Appendix 1: Air Quality Emissions Analysis and Conformity Determination

Appendix 2: RTP Checklist and Consultation with LAFCO in the 2024 RTP/SCS

Appendix 3: Public Participation in the RTP-SCS

Appendix 4: Existing and Future Bike Facilities

Appendix 5: Civil Rights and Environmental Justice

Appendix 6: Regional Growth Forecasts

Appendix 7: Regional Housing Needs Plan

Appendix 8: Regional Travel Survey

Appendix 9: Regional Land Use Allocation Model

Appendix 10: Transportation Demand Model and Greenhouse Gas Emissions Reductions

Appendix 11: SB 375 Requirements and Checklist

Appendix 12: Plan Performance: Measures, Targets, and Indicators

Appendix 13: Action Element Projects

Appendix 14: Environmental Review



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