

# 2026 Regional Transportation Improvement Program

**For Butte County**

**Fiscal Years 2026/2027 – 2030/2031**

(July 1, 2026 through June 30, 2031)

**Scheduled Adoption: December 11, 2025**

**Prepared by:**

**Butte County Association of Governments**

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December 12, 2025

Ms. Tanisha Taylor, Executive Director  
California Transportation Commission  
Attention: Ms. Kacey Moore-Gutierrez  
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Sacramento, CA 95814

Ms. Sudha Kodali, Chief  
Division of Financial Programming  
Office of STIP  
Department of Transportation  
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Subject: Butte County 2026 RTIP Submittal

Ms. Moore-Gutierrez, Ms. Kodali:

Enclosed for programming consideration for the 2026 State Transportation Improvement Program (STIP) is the Butte County Association of Governments' (BCAG) 2026 Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors adopted this RTIP at their December 11, 2025, Board meeting.

The attached 2026 RTIP reflects BCAG's commitment to program projects that are in alignment with:

- Climate Action Plan for Transportation Infrastructure (CAPTI)
- Federal Performance Measures including transit
- SB 375 for Greenhouse Gas Reductions

The proposed projects are included in BCAG's adopted Regional Transportation Plan/Sustainable Communities Strategy. The RTIP has been developed in an open and transparent process in accordance with BCAG's adopted Public Participation Process.

Projects are recommended to be funded with BCAG's Regional Improvement Program to further BCAG's commitment to complete the projects already programmed in the STIP which further the goals by the State.

**2026 RTIP Recommendations**

**TABLE 1**

<b>PROJECTS RECOMMENDED FOR THE 2026 RTIP / STIP</b>	
<b>Agency &amp; Project</b>	<b>RIP Funding Recommendation</b>
Chico – Eaton Rd / SR 99 Roundabout	<b>\$3,264,000</b>
BCAG - Planning, Programming & Monitoring	<b>\$339,000</b>
<b><u>Totals</u></b>	<b><u>\$3,603,000</u></b>

RIP Recommendations = **\$3,603,000**

2024 RTIP Fund Estimate = \$3,603,000

**Difference = \$0**

BCAG’s 2026 RTIP demonstrates the region’s commitment to be in alignment with CAPTI, combat climate change and promote mode shift. The following table highlights the funding and percentages by project type proposed:

<b>Project Type</b>	<b>Funding</b>	<b>Percent</b>
Planning (PPM) – Planning, Programming & Monitoring	<b>\$339</b>	<b>9%</b>
Highways (Safety and Operations) – SR 99 /Eaton Roundabout (Existing 24 STIP Project)	<b>\$3,264</b>	<b>91%</b>
<b><u>Totals</u></b>	<b><u>\$3,603</u></b>	<b><u>100%</u></b>

It is important to note that 100% of the STIP programming capacity is to address cost increases primarily associated with cost escalations due to inflation.

This document has been posted on BCAG's website at: <http://www.bcag.org/Planning/RTIP/index.html> should additional copies be necessary. In addition, staff has emailed all RTIP electronic files including the electronic Project Programming Request (ePPR) data sheets to Caltrans and Commission staff. The ePPRs have been developed in CalSMART.

Should you have any questions, please do not hesitate to call me or Mr. Iván García, Programming Director for BCAG at 530-809-4603.

Sincerely,



Andy Newsum  
Executive Director

Attachments:

- (1) Butte County 2024 RTIP Documents – CTC
- (1) Butte County 2024 RTIP Documents – Caltrans Office of STIP
- (1) Butte County 2024 RTIP Documents - Caltrans District 3, Mr. Sergio Aceves

# 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2026 RTIP)

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

This 2026 RTIP addresses cost increases to a current 2024 STIP project for the City of Chico Eaton Rd and State Route 99 Roundabout Project and to program PPM funds. The lack of RIP programming capacity prohibits BCAG from addressing other needed regional improvement projects. BCAG’s Fund Estimate for the 2026 STIP is \$3.603 million.

## **Section 2. General Information**

- **Regional Agency Name**  
Butte County Association of Governments (BCAG)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

**Regional Agency Website Link:**            [www.bcag.org](http://www.bcag.org)  
**RTIP document link:**                        [www.bcag.org/rtip](http://www.bcag.org/rtip)  
**RTP link:**                                        [www.bcag.org/rtp-scs](http://www.bcag.org/rtp-scs)

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name                        Andy Newsum  
Title                         Executive Director  
Email                        anewsum@bcag.org  
Telephone                530-809-4616

- **RTIP Manager Staff Contact Information**

Name                        Ivan Garcia  
Title                         Programming Director  
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City/State/Zip            Chico, CA 95928  
Email                        igarcia@bcag.org  
Telephone                530-809-4616

- **California Department of Transportation Headquarter Contact Information**

Name                        Sudha Kodali  
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- **California Transportation Commission (CTC) Contact Information**

Name Kacey Moore-Gutierrez  
Title Associate Deputy Director  
Address 1120 N Street, Mail Station 52  
City/State/Zip Sacramento, CA 95814  
Email [Kacey.Moore-Gutierrez@catc.ca.gov](mailto:Kacey.Moore-Gutierrez@catc.ca.gov)

**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20-to-25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

BCAG's approach in developing the RTIP is to ensure the programming document and projects are in alignment with the adopted Regional Transportation Plan/Sustainable Communities Strategy and the Climate Action Plan for Transportation Infrastructure (CAPTI). Communication with the Board of Directors, advisory committees and public is critical to ensure regional support in the development of the RTIP. Alignment with the RTP/SCS and awareness of BCAG's air quality goals and federal performance goals continue to be a major factor in approaching development of the RTIP. In addition, transparency and access for public participation, Caltrans coordination and communication with Commission staff ensures the RTIP represents local, regional, and state interests. The approach for this RTIP unfortunately was to ensure project delivery by addressing cost increases primarily associated with cost escalations.

**Section 4. Completion of Prior RTIP Projects (Required per Section 78)**

Two Projects were programmed in the 2024 RTIP/STIP. The first, the City of Chico's Eaton Road Southbound Roundabout is underfunded and therefore this 2026 RTIP augments the programming to ensure the project is delivered. This project was programmed for construction in the 25/26 fiscal year. Due to design changes recommended by Caltrans and cost escalations for construction items, this project will be delayed for one fiscal year. The second project by the County for the Palermo Safe Routes to Schools project also experienced project delays due to limited County staff which were forced to address various emergency relief projects associated with various natural disasters including fires. A 20-month time extension was approved by the CTC for the R/W component with a new deadline of February 2027. RTIP funds programmed for both projects are for the construction component.

Project Name	Fund Type	Funds Programmed*	Funds Allocated	Funds Expended
Eaton Road/State Route 99 Southbound Roundabout	RIP	\$6,300	0	0
Palermo Safe Routes to School	RIP	\$2,625	0	0

\*For projects with a total cost of \$50 million or greater or a total STIP programmed amount (in right-of-way and/or construction) of \$15 million or greater, the reports shall also include a discussion of the project benefits that were anticipated before construction, compared to an estimate of the actual benefits achieved.

## **Section 5. RTIP Outreach and Participation**

### **A. RTIP Development and Approval Schedule**

Action	Date
BCAG Transportation Advisory Committee & Board of Directors – Initiate 2026 RTIP Development	March 2026
BCAG Call for Projects & Public Workshop	August 7, 2025
CTC adopts Fund Estimate and Guidelines	August 14-15, 2025
BCAG Board of Directors – RTIP Development	August 28, 2025
Project Nominations Due – ePPRs	September 4, 2025
Caltrans identifies State Highway Needs	September 15, 2025
BCAG Board – Draft RTIP Recommendations	September 25, 2025
Caltrans submits draft ITIP	October 15, 2025
BCAG Board – Draft RTIP Document	October 23, 2025
CTC ITIP Hearing, North	October 30, 2025
CTC ITIP Hearing, South	November 7, 2025
BCAG adopts 2026 RTIP	December 11, 2025
Regions submit RTIP to CTC	December 15, 2025
Caltrans submits ITIP to CTC	December 15, 2025
CTC STIP Hearing, North	January 28, 2026
CTC STIP Hearing, South	February 5, 2026
CTC publishes staff recommendations	February 27, 2026
CTC Adopts 2026 STIP	March 19-20, 2026

### **B. Community Engagement**

BCAG followed its adopted Public Participation Process in developing the 2026 RTIP. Community engagement for the RTIP is tied to the extensive outreach process of BCAG's RTP/SCS. BCAG has steadily increased its public outreach and community engagement efforts. BCAG continues to offer office and in person meetings, zoom participation, but has found better community engagement at community events. BCAG makes a good faith effort to attend various farmers market events, celebratory cultural events such as Black History month and Dia De Los Muertos, Salmon Fest, Pioneer Days and other events where they may be a larger public turnout. BCAG also holds in person public workshops and provides a zoom link for

those who may be interested in learning and participating in the planning and programming process. This outreach effort is in addition to e-newsletters, advisory and board of director's meetings which are all open to the public. In addition, the RTIP is developed in consultation with the BCAG Transportation Advisory Committee (TAC). The TAC includes representatives from each of the local cities, Butte County, AQMD, Caltrans, Chico Velo Cycling Club, Public Health, Mechoopda Indian Tribe of the Chico Rancheria and members of the public. Presentations were made to the TAC, Board, community events and organizations. The public was informed of the funding opportunity and the significance of tying projects to the RTP/SCS. In addition, new projects were encouraged to be consistent with the goals and guidance of the Climate Action Plan for Transportation Infrastructure (CAPTI) built from the Governors Executive Orders (EO) EO N-19-19 and N-79-20. In addition, applicants were encouraged to consider BCAG's Federal Performance Measures for PM 1, 2, 3 & Transit to FHWA and to CARB under SB 375 for achieved GHG reductions. Comments received from the public were positive in nature with excitement that some prior RTIP projects were going to be completed. The negative comments received were regarding how long projects took to get completed and the project costs.

C. Consultation with Caltrans District (Required per Section 20)

Caltrans District: 3

*Provide narrative on consultation with Caltrans District staff in the text field below as is required per Section 20 of the STIP Guidelines.*

BCAG consulted with Caltrans District 03 on projects for the 2026 RTIP and ITIP. In doing so, Caltrans engaged in working with the City of Chico in addressing solutions to bring down the costs of the City of Chico's Eaton Rd at SR 99 Southbound Roundabout Project. Caltrans District 3 supported this recommendation with BCAG that the project is in alignment with the objectives of CalSTA. Caltrans District 3 is also a standing member on BCAG's Transportation Advisory Committee.

## **B. 2026 STIP Regional Funding Request**

### **Section 6. 2026 STIP Regional Share and Request for Programming**

A. 2026 Regional Fund Share Per 2026 STIP Fund Estimate

The 2026 STIP Fund Estimate for Butte County is \$3,603,000.

B. Advance Project Development Element (APDE) – *Identify any proposals for the APDE share, if identified in the fund estimate, by including "(APDE)" after the project name and location. Identify requests to advance future county shares for a larger project by including "(Advance)" after the project name and location. (See Section 42-47)*

**There is no APDE capacity identified for the 2026 STIP.** [Click here to enter text.](#)



## **Section 8. Interregional Transportation Improvement Program (ITIP) Funding and Needs**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

*If requesting ITIP funding, provide narrative on your request in the text field below. Or state that no ITIP funding was requested.*

No ITIP is requested

*Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region. See Section 24(g).*

Rural two-lane highways is a significant interregional highway concern for Butte County and other northern North State Super Region counties. Emergency evacuation and access as well as the safe transport of people and goods is a concern associated with rural highways. For Intercity needs, BCAG is postponing the North Valley Rail Project due to financial realities and instead pursuing intercity transit to connect Chico to Sacramento. BCAG will likely pursue TIRCP funds for this work effort in the latter part of fiscal year 25/26 or early fiscal year 26/27.

## **Section 9. Projects Planned within Multi-Modal Corridors**

*Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 24(e) of the STIP Guidelines.*

BCAG may be pursuing intercity transit from Chico to downtown Sacramento providing up to 9 round trips per day. This effort is currently being studied, and no commitments have been made. The impact will reduce VMT and GHGs while providing a new travel option for the public. This project is planned and identified in the BCAG RTP/SCS. This project is not proposed to be programmed in the STIP.

## **Section 10. Highways to Boulevards Conversion Pilot Program**

*Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program. See Section 24(g).*

There are no state routes that might be a potential candidate for highways to boulevards conversions in the RTIP.

## **11. Complete Streets Consideration (per Section 26)**

Consistent with Caltrans' Complete Streets Action Plan, regions should consider incorporating complete streets elements in all highway projects proposed for funding in the STIP.

For local road improvements, regions should consider incorporating complete streets elements as part of their projects proposed for funding in the STIP.

*Please describe any complete streets considerations (optional).*

BCAG considers complete streets in its planning and programming recommendations. The SR 99 Eaton Rd Roundabout Project will provide a safer passage for bicycle and pedestrian travel across the Eaton Rd Interchange. This project will mirror the improvements already completed on the east side of the interchange. Full operational improvements for the overcrossing will be realized with the completion of this project and be safer for the bicycle, pedestrians and motorists.

## **C. Relationship of RTIP to RTP/SCS and Benefits of RTIP**

### **Section 12. Regional Level Performance Evaluation (per Section 22A of the guidelines)**

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 22A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

Regions outside a MPO shall include any of the measures listed in Table B1 (below) that the region currently monitors. A region outside a MPO (or a small MPO) may request, and Caltrans shall provide, data on these measures relative to the state transportation system in that region.

As an alternative, a region outside a MPO (or a small MPO) may use the Performance Monitoring Indicators identified in the Rural Counties Task Force's Rural and Small Urban Transportation Planning study dated June 3, 2015. These include: Total Accident Cost, Total Transit Operating Cost per Revenue Mile, Total Distressed Lane Miles, and Land Use Efficiency (total developed land in acres per population).

The evaluation of overall performance shall include a qualitative or quantitative assessment of how effective the RTIP or the ITIP is in addressing or achieving the goals, objectives and standards which correspond to the relevant horizon years within the region's RTP or Caltrans ITSP that covers the 5-year STIP period. Caltrans' evaluation of the ITIP shall also address ITIP consistency with the RTPs.

In addition, each region with an adopted Sustainable Communities Strategy (SCS) shall include a discussion of how the RTIP relates to its SCS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS and also identify any challenges the region is facing in implementing its SCS. In a region served by a multi-county

transportation planning organization, the report shall address the portion of the SCS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

BCAG's fund estimate for the 2026 STIP cycle is \$3.603 million in which 2 projects are proposed, one of which is PPM. With these limited funds, over \$17 million in total transportation investments is realized with local, regional and state funds. Each project is included in the RTP/SCS and furthers the goals of CAPTI.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Use the following Table B1 to indicate quantitatively the overall regional level performance of your RTP. For regions outside a MPO, a second Table B1(a) may be used as a replacement to Table B1. Table B1(a) is included on the next page.

<b>Table B1</b>			
<b>Evaluation – Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita	22.9	21 (2045)
	Percent of congested VMT (at or below 35 mph)	0	0
	Commute mode share (travel to work or school)	Auto = 91.7% All Other (transit & non-motorized) = 8.3%	Auto = 87.4% All Other (transit & non-motorized) = 12.6%
Infrastructure Condition	Percent of distressed state highway lane-miles		
	Pavement Condition Index (local streets and roads)	55	Increase (2045)
	Percent of highway bridges by deck area classified in Poor condition	0%	Maintain (2045)
	Percent of transit assets that have surpassed the FTA useful life period	29%	Decrease (2045)
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)		
Safety	Fatalities and serious injuries per capita	8.9	Decrease (2045)
	Fatalities and serious injuries per VMT	2.0	Decrease (2045)
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Housing = 0% Jobs = 0%	Housing = 24% (2045) Jobs = 37% (2045)
	Mean commute travel time (to work or school)	Auto = 10.47 minutes	Auto = 10.59 minutes (2045)
Environmental Sustainability	Change in acres of agricultural land	239,876 acres of important farmland avoided	238,079 acres of important farmland avoided (2045)
	CO <sub>2</sub> emissions reduction per capita	(2005)	7% (2035)

<b>Table B1(a)</b>			
<b>Evaluation – Rural Specific Regional Level Performance Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (indicate timeframe)</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita, area, by facility ownership, and/or local vs tourist		
	Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Commute mode share (travel to work or school)		
Transit	Total operating cost per revenue mile		
Infrastructure Condition	Distressed lane-miles, total and percent, by jurisdiction		
	Pavement Condition Index (local streets and roads)		
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)		

If STIP Project Fact Sheet (STIP Guidelines Appendix A), and Table B1 or B1(a) are insufficient in indicating how progress towards attaining goals and objectives contained in each RTP is assessed and measured, include the following information:

- List your performance measures.
- Provide a quantitative and/or qualitative analysis (include baseline measurement and projected program or project impact).
- State the reason(s) why selected performance measures are accurate and useful in measuring performance. Please be specific.
- Identify any and all deficiencies encountered in as much detail as possible

For qualitative explanations, state how progress towards attaining goals and objectives contained in each RTP, SCS, and, where applicable, the ITSP is assessed and measured.

BCAG is attempting to fulfill its commitment to a prior STIP project by programming all of its programming capacity to one project to address cost increases. Project delivery is a top priority for the region.

### **Section 13. Regional and Statewide Benefits of RTIP**

Provide qualitative narrative on the Regional and Statewide benefits of RTIP in text field below.

The Eaton Rd/SR 99 Roundabout project addresses safety and operations. In addition, the project improves the safety aspects for bicycle and pedestrian travel by improving how traffic moves through the interchange. Traffic flow will be improved, thereby reducing some congestion and reducing accidents while maintaining a slow steady flow of travel. The metrics provided in the table represent those from BCAG's RTP/SCS in which all projects are derived from. In addition, specific project benefits are included in the ePPRs and Project Study Reports.

## D. Performance and Effectiveness of RTIP

### Section 14. Evaluation of Cost Effectiveness of RTIP (Required per Section 22B)

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

<b>Table B2</b>			
<b>Evaluation – Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure (per thousand dollars invested)</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement (indicate timeframe)</b>
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT		
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Reduce mean commute travel time (to work or school)		
Environmental Sustainability	Change in acres of agricultural land		
	CO <sub>2</sub> emissions reduction per capita		

Per Section 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

<b>Table B3</b>			
<b>Evaluation – Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to the Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
State Highway	New general-purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	1 new bike/ped facility as part of roundabout	Improved safety, slower traffic through interchange
	Operational improvements	.1 – new 4 leg roundabout	Reduced congestion, improved GHG and safety improved
	New or reconstructed interchanges	.1 – new 4 leg roundabout. Includes SB SR 99 Off and On Ramps	Reduced congestion, improved GHG and safety improved
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles		
	Operational improvements		
	New or reconstructed bridges		

**Section 15. Project Specific Evaluation (Required per Section 22C and 22D)**

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on Section 22C and 22D of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change), including a description of any actions taken to protect the state’s most vulnerable populations. The evaluation shall be conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

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## **E. Detailed Project Information**

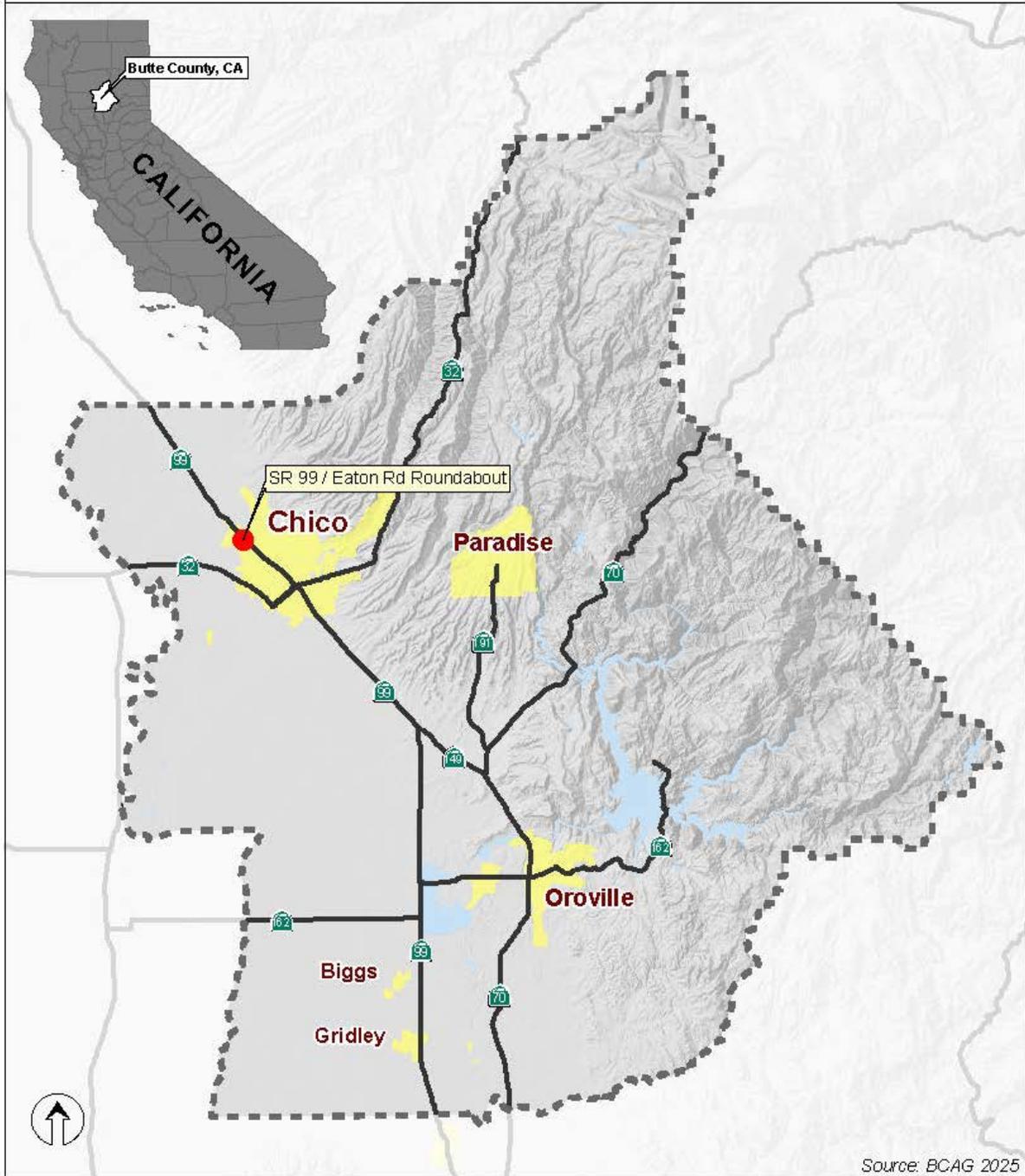
### **Section 16. Overview of Projects Programmed with RTIP Funding**

*Provide project information per Section 48 of the STIP Guidelines.*

	Agency and Project	RTIP RIP Recommendations	Prior RIP/STIP	SHOPP	Local	Total
1	Chico- Eaton Rd/ SR 99 Roundabout	3,264	6300	500	7132	<b>17,196</b>
2	BCAG - PPM	339				<b>339</b>
	<b>Totals</b>	<b>3,603</b>	<b>6,300</b>	<b>500</b>	<b>7,132</b>	<b>17,535</b>
	<b>BCAG Fund Estimate</b>	3,603				
	<b>RTIP/RIP Recommendations</b>	3,603				
	<b>Over/Under</b>	0				

2024 Regional Transportation Plan / Sustainable Communities Strategy Nexus						
Is the Project in the RTP/SCS (Yes/No)	Title	Project Description	Project Number	CTIPS ID	Y Coordinate	X Coordinate
Yes	Eaton Road/State Route 99 Southbound Roundabout	Construct new 4 leg roundabout at SR 99 and Eaton Rd	Project # 622	10200000249	39.7738087	-121.87444

# 2026 STIP Project Location



## **F. Appendices**

### **Section 17. Projects Programming Request Forms–**

- Project 1: Eaton Road/State Route 99 Southbound Roundabout  
Nominating Agency: City of Chico  
RIP Request \$3.264 million  
Comments: This project is currently programmed in the 2024 STIP.  
This request is to address cost escalations
- Project 2: Planning, Programming & Monitoring (PPM)  
Nominating Agency: Butte County Association of Governments (BCAG)  
RIP Request \$0.339 million  
Comments: Programs 5% maximum limit

<b>Amendment</b> (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO				Date	10/07/2025 16:11:18
<b>Programs</b> <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03			2309	City of Chico	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte County	99	R 36.486	R 36.128		
				MPO	Element
				BCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
David Giongco			530-879-6902	david.giongco@chicoca.gov	
Project Title					

**Eaton Road/State Route 99 Southbound Roundabout**

Location (Project Limits), Description (Scope of Work)

**In the City of Chico, convert the existing intersection of the State Route 99 southbound off- and on-ramps at Eaton Road into one four-leg, multi-lane roundabout.**

Component	Implementing Agency
PA&ED	City of Chico
PS&E	City of Chico
Right of Way	City of Chico
Construction	City of Chico

Legislative Districts			
Assembly:	3	Senate:	4
		Congressional:	1
Project Milestone	Existing	Proposed	
Project Study Report Approved			
Begin Environmental (PA&ED) Phase	12/01/2023	12/01/2023	
Circulate Draft Environmental Document	08/30/2024	11/26/2025	Document Type (ND/MND)/CE
Draft Project Report	08/30/2024	11/26/2025	
End Environmental Phase (PA&ED Milestone)	10/31/2024	05/29/2026	
Begin Design (PS&E) Phase	11/01/2023	11/01/2023	
End Design Phase (Ready to List for Advertisement Milestone)	01/31/2025	06/01/2026	
Begin Right of Way Phase	11/01/2024	05/29/2026	
End Right of Way Phase (Right of Way Certification Milestone)	03/31/2025	08/28/2026	
Begin Construction Phase (Contract Award Milestone)	07/01/2025	03/01/2027	
End Construction Phase (Construction Contract Acceptance Milestone)	01/31/2027	06/30/2028	
Begin Closeout Phase	03/01/2027	07/31/2028	
End Closeout Phase (Closeout Report)	07/30/2027	09/29/2028	

Date 10/07/2025 16:11:18

Purpose and Need

The purpose of the project is to improve circulation at the intersection by reducing vehicle delay, lowering air quality emissions, minimizing collision frequency and severity, and removing barriers to active transportation. Currently, the intersection operates at an unacceptable level of service and experiences collisions due to improper turning, unsafe speed, and failure to yield.

NHS Improvements <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	1
Operational Improvement	Ramp modifications	EA	2
Active Transportation	Crosswalk	EA	2

Additional Information

**The City will request an allocation extension of FY25/26 RIP funds to combine with new FY26/27 RIP funds**

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	1	-1

District	County	Route	EA	Project ID	PPNO
03	Butte County	99			2309
Project Title					

**Eaton Road/State Route 99 Southbound Roundabout**

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+		Total
E&P (PA&ED)		626						626	City of Chico
PS&E		1,035						1,035	City of Chico
R/W SUP (CT)			104					104	City of Chico
CON SUP (CT)									City of Chico
R/W			104					104	City of Chico
CON				7,300				7,300	City of Chico
<b>TOTAL</b>		<b>1,661</b>	<b>208</b>	<b>7,300</b>				<b>9,169</b>	
Proposed Total Project Cost (\$1,000s)								Notes	
E&P (PA&ED)		626						626	
PS&E		1,035		350				1,385	
R/W SUP (CT)			104					104	
CON SUP (CT)					2,038			2,038	
R/W			104					104	
CON				6,800	6,139			12,939	
<b>TOTAL</b>		<b>1,661</b>	<b>208</b>	<b>7,150</b>	<b>8,177</b>			<b>17,196</b>	

Fund #1:	Local Funds - City Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)		626						626	City of Chico
PS&E		1,035						1,035	
R/W SUP (CT)			104					104	
CON SUP (CT)									
R/W			104					104	
CON				500				500	
<b>TOTAL</b>		<b>1,661</b>	<b>208</b>	<b>500</b>				<b>2,369</b>	
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)		626						626	
PS&E		1,035		350				1,385	
R/W SUP (CT)			104					104	
CON SUP (CT)					2,038			2,038	
R/W			104					104	
CON					2,875			2,875	
<b>TOTAL</b>		<b>1,661</b>	<b>208</b>	<b>350</b>	<b>4,913</b>			<b>7,132</b>	

Fund #2:		RIP - National Hwy System (Committed)							Program Code	
		Existing Funding (\$1,000s)							20.XX.075.600	
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)									Butte County Association of Governm	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				6,300				6,300		
TOTAL				6,300				6,300		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				6,300				6,300		
TOTAL				6,300				6,300		
Fund #3:		Other State - State Cash (Committed)							Program Code	
		Existing Funding (\$1,000s)							SHOPP	
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency	
E&P (PA&ED)									Caltrans HQ	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				500				500		
TOTAL				500				500		
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON				500				500		
TOTAL				500				500		

Fund #4:	RIP - State Cash (Uncommitted)								Program Code
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
Existing Funding (\$1,000s)									
E&P (PA&ED)									Butte County Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					3,264			3,264	
TOTAL					3,264			3,264	

Complete this page for amendments only				Date <b>10/07/2025 16:11:18</b>	
District	County	Route	EA	Project ID	PPNO
<b>03</b>	<b>Butte County</b>	<b>99</b>			<b>2309</b>

SECTION 1 - All Projects  
 Project Background

**N/A**

Programming Change Requested

Reason for Proposed Change  
**Additional time and funding (Local and RIP) are required to update the project design to align with Caltrans' future plans for the overcrossing.**

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only  
 Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**N/A**

Approvals  
**I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.**

Name (Print or T type)	Signature	Title	Date

SECTION 3 - All Projects

- Attachments  
 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency  
 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	10/07/2025 21:14:43
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03			0L16	Butte County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte County					
				MPO	Element
				BCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Ivan Garcia			530-879-2468	igarcia@bcag.org	
Project Title					
Planning, Programming and Monitoring					

Location (Project Limits), Description (Scope of Work)
Planning, programming and monitoring

Component	Implementing Agency				
PA&ED					
PS&E					
Right of Way					
Construction	Butte County Association of Governments				
<b>Legislative Districts</b>					
Assembly:	2,3	Senate:	4	Congressional:	2,4
Project Milestone			Existing	Proposed	
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					
Circulate Draft Environmental Document	Document Type				
Draft Project Report					
End Environmental Phase (PA&ED Milestone)					
Begin Design (PS&E) Phase					
End Design Phase (Ready to List for Advertisement Milestone)					
Begin Right of Way Phase					
End Right of Way Phase (Right of Way Certification Milestone)					
Begin Construction Phase (Contract Award Milestone)					
End Construction Phase (Construction Contract Acceptance Milestone)					
Begin Closeout Phase					
End Closeout Phase (Closeout Report)					

Date 10/07/2025 21:14:43

**Purpose and Need**

Funding is needed to support BCAGs PPM activities

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total

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**Additional Information**

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Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
03	Butte County				0L16

Project Title  
Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)								Implementing Agency	
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Butte County Association of Governm
R/W									
CON									Butte County Association of Governm
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)								Notes	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,434		85	85	85	84		2,773	
<b>TOTAL</b>	2,434		85	85	85	84		2,773	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Governm
PS&E									\$35 CON voted 07/16/98
R/W SUP (CT)									\$68 CON voted 07/01/99
CON SUP (CT)									\$41 CON voted 07/01/00
R/W									\$55 CON voted 08/23/02
CON									\$55 CON voted 02/26/04
									\$63 CON voted 03/03/05
									\$63 CON voted 07/20/06
<b>TOTAL</b>									\$150 CON voted 09/20/07
Proposed Funding (\$1,000s)								Notes	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,434							2,434	
<b>TOTAL</b>	2,434							2,434	

Fund #2:	RIP - State Cash (Committed)								Program Code
Component	Prior	26-27	27-28	28-29	29-30	30-31	31-32+	Total	Funding Agency
Existing Funding (\$1,000s)									
E&P (PA&ED)									Butte County Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
									Notes
E&P (PA&ED)									ppm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			85	85	85	84		339	
TOTAL			85	85	85	84		339	

**Section 18. Board Resolution or Documentation of 2026 RTIP Approval**



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO 2025/26-04**

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**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS APPROVING  
THE ADOPTION OF THE 2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
(RTIP)**

**WHEREAS**, the Butte County Association of Governments is the designated Regional Transportation Planning Agency for Butte County in accordance with Government Code Section 29532; and California Governments Code Section 65080 requires Butte County Association of Governments as the Regional Transportation Planning Agency to prepare, adopt and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission, pursuant to sections 65080.5; and

**WHEREAS**, the 2026 Regional Transportation Improvement Program for Butte County identifies project recommendations to be funded utilizing Regional Improvement Program / State Transportation Improvement Program (STIP) funds approved for BCAG programming by the CTC and other state, federal fund or local funds;

**WHEREAS**, the 2026 RTIP identifies projects which at the time of adoption may require modifications to the Project Programming Request datasheets by BCAG staff prior to the adoption of the STIP by the California Transportation Commission;

**WHEREAS**, the 2026 RTIP is consistent with the current approved Regional Transportation Plan and Sustainable Communities Strategies;

**WHEREAS**, BCAG certifies the 2026 RTIP is consistent with the goals, objectives and policies included in the adopted 2024 RTP/SCS;

**NOW THEREFORE BE IT RESOLVED** that the Butte County Association of Governments has prepared the 2026 Regional Transportation Improvement Program for Butte County in accordance with California Government Code 65080 and Chapter 622 of the Statutes of 1997 (SB 45) and the adopted STIP Guidelines and authorizes staff to make any necessary changes to the RTIP to ensure its timely submittal and approval to the California Transportation Commission for adoption into the STIP.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 11<sup>th</sup> day of December 2025 by the following vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**APPROVED:**

\_\_\_\_\_  
BILL CONNELLY, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

\_\_\_\_\_  
ANDY NEWSUM, EXECUTIVE DIRECTOR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**Section 19. Fact Sheet (1-2 pages) (See Section 50) –**

**2026 RTIP For Butte County – Fact Sheet**

Summary

BCAG’s 2026 RTIP continues a history of programming projects that are in alignment with local, regional and state priorities. Programming is focused on projects that better utilize the existing infrastructure in place and recognizing other needs such as equitable access and promoting infill development thru transportation. The project recommendations meet the requirements identified in the 2026 STIP Guidelines and are in alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted by California State Transportation Agency (CalSTA) in July 2021.

BCAG is submitting one project for programming consideration to address cost increases on an existing STIP project and one PPM project. BCAG’s 2026 RTIP demonstrates the region’s commitment to project delivery. BCAG’s Fund Estimate is \$3.603 million. The total 2026 RTIP represents \$17.196 million with local, regional and state funds in the 2024 RTIP.

Significant Benefits

The Eaton Rd and State Route 99 Roundabout project further the goals of the RTP/SCS, Caltrans, CAPTI and are in alignment with Caltrans ITSP goals and objectives. The projects proposed address safety and operations, bicycle and pedestrian improvements, and projects that reduce GHGs, Congestion and improve air quality. The project completes the roundabouts on State Route 99 for both sides of the highway. This will significantly improve the flow of traffic in a slower and safer manner.

<b>PROJECTS RECOMMENDED FOR THE 2026 RTIP / STIP</b>	
<b>Agency &amp; Project</b>	<b>RIP Funding Recommendation</b>
Chico – Eaton Rd / SR 99 Roundabout	<b>\$3,264,000</b>
BCAG - Planning, Programming & Monitoring	<b>\$339,000</b>
<b><u>Totals</u></b>	<b><u>\$3,603,000</u></b>