

2022 Regional Transportation Improvement Program

For Butte County

D R A F T

Fiscal Years 2022/2023 – 2026/2027
(July 1, 2022 through June 30, 2027)

Scheduled Adoption: December 9, 2021

Prepared by:
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December XX, 2021

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California Transportation Commission
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Division of Financial Programming
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Subject: Butte County 2022 RTIP Submittal

Ms. Favila, Mr. Bavirisetty:

Enclosed for programming consideration into the 2022 State Transportation Improvement Program (STIP) is the Butte County Association of Governments' (BCAG) 2022 Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors adopted this RTIP at their December 9, 2021 Board meeting.

The attached 2022 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 / STIP shares, and funding made available by Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief / CRRSAA) funds.

2022 RTIP Recommendations
 (Dollars x 1,000)

AGENCY	PROJECT RECOMMENDATIONS	RIP Funds	CRRSAA Funds	Local Funds	SHOPP Funds	TOTALS
BCAG (Planning)	Planning, Programming & Monitoring (PPM) - Rail Strategic Plan Development & BCAG Planning, Programming & Monitoring.	\$333	\$900			\$1,233
Butte Regional Transit (Transit)	B-Line Rollout Program - Purchase two Zero Emission Buses and Equipment.	\$ 1,326	\$1,174			\$2,500
Chico (Planning)	2023 Active Transportation Plan – Update Bicycle Plan to new ATP Plan		\$150			\$150
Chico (Bike/Ped)	Esplanade Widening Project – Fund Bike/Ped Portion of project to include separated 8' Multi-Use Paths on both sides of road	\$5,000		\$7,200		\$12,200
Gridley (Bike/Ped)	Gridley SR 99 SHOPP Project - Fund Bike/Ped Portion of project to include separated 8' Multi-Use Paths on east side of highway	\$3,100		\$400	\$16,720	\$20,220
Biggs (Bike/Ped)	2nd Street Bicycle/Pedestrian Improvements - Safe routes to school project near schools		\$500	\$260		\$760
Caltrans	SR 32 at Meridian Rd Signalization Project. New signal to address safety	\$500			\$2,800	\$3,300
TOTAL 2022 RTIP RECOMMENDATIONS		\$10,659	\$2,324	\$7,860	\$19,520	\$40,363

BCAG's 2022 RTIP demonstrates the region's commitment to combat climate change and promote mode shift. The following table highlights the funding and percentages by project type proposed:

Programming by Project Type (Dollars in thousands)

Funding	Project Type	Percent
\$1,383	Planning	11%
\$2,500	Transit - Capital	19%
\$8,600	Bicycle & Pedestrian	66%
\$500	Highway Safety	4%
\$12,983	Total	100%

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, Transportation Programming Specialist for BCAG at 530-809-4603.

Sincerely,



Jon A. Clark
Executive Director

Attachments:

- (2) Butte County 2022 RTIP Documents – CTC
- (2) Butte County 2022 RTIP Documents – Caltrans Office of STIP
- (2) Butte County 2022 RTIP Documents - Caltrans District 3, Mr. Amarjeet Benipal

2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2022 RTIP)

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A. Overview and Schedule

Section 1. Executive Summary

The BCAG Board of Directors adopted the 2022 Regional Transportation Improvement Program (RTIP) at their December xx, 2021 Board meeting. This RTIP is BCAG’s first programming document without the State Route 70 Corridor which has been under development since 1988. The 2022 RTIP reflects local, regional and state commitments to deliver practical projects which work towards achieving the Climate Action Plan for Transportation Infrastructure (CAPTI) and the Regional Transportation Plan/Sustainable Communities Strategy goals. The 2022 RTIP recommends funding for mode shift and safety projects. A total of seven projects totaling \$12.9 million leverage \$27.38 million in other transportation funds for a total of \$40.36 million. This document and supporting documentation have been posted on BCAG’s website at <http://www.bcag.org/Planning/RTIP/index.html>.

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).**

Regional Agency Website Link: <http://www.bcag.org/index.html>

RTIP document link: <http://www.bcag.org/Planning/RTIP/index.html>

RTP link: <http://www.bcag.org/Planning/RTP--SCS/index.html>

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

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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 is responsible for developing goals, objectives and priorities that includes consideration of the overall performance of the transportation system consistent with federal and state planning requirements. The 2022 Butte County RTIP is BCAG’s first RTIP without the programming of the State Route 70 Corridor in over 20 years. The goals and objectives of the RTIP are consistent and in alignment with the adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This 2022 RTIP represents a new beginning for new priorities. With the completion of the Climate Action Plan for Transportation Infrastructure (CAPTI) and other required state and federal reporting requirements, the RTIP aims to work towards achieving progress on those goals. New project proposals are consistent with the CAPTI and the goals in the adopted RTP/SCS. This RTIP represents those programming actions which BCAG can control.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

Since the 2020 RTIP was prepared, one new project has been completed. The SR 70 Passing Lane Project (Segment 2) was completed in November 2021. In addition, BCAG utilized its PPM funds as proposed to support planning, programming, and monitoring activities. The table below describes the completed project.

Project Name and Location	Description	Summary of Improvements/Benefits
SR70 Passing Lanes (Segment 2). Location: Just south of Oroville in Butte County.	On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Roadway widening.	The project will improve traffic safety by providing safe passing lanes which reduce the possibility of

		fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley.

Section 5. RTIP Outreach and Participation

A. RTIP Development and Approval Schedule

Action	Date
RTIP Development Public Notices in Local Newspapers	July 24, 2021
BCAG Transportation Advisory Committee	August 5, 2021
CTC adopts Fund Estimate and Guidelines	August 18, 2021
BCAG Board of Directors – Call for Projects	August 26, 2021
Caltrans identifies State Highway Needs	September 15, 2021
BCAG RTIP Development Public Workshop - Zoom	September 27, 2021
Caltrans submits draft ITIP	October 15, 2021
CTC ITIP Hearing, North	November 1, 2021
CTC ITIP Hearing, South	November 8, 2021
Regional Agency adopts 2022 RTIP – BCAG Board	December 9, 2021
Regions submit RTIP to CTC (postmark by)	December 15, 2021
Caltrans submits ITIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC STIP Hearing, South	February 3, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopts 2020 STIP	March 23-24, 2022

B. Public Participation/Project Selection Process

BCAG followed its adopted Public Participation Process in developing the 2022 RTIP. BCAG began the process by initiating a public notice in each of the local newspapers on July 24, 2021. The next step was a presentation to the BCAG Transportation Advisory Committee (TAC). The TAC was informed that all projects must be derived from or consistent with the adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy. In addition, new projects were encouraged to be consistent with the goals 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. Each construction project is derived from the adopted RTP/SCS. Projects were evaluated on metrics which worked towards achieving the goals in the adopted RTP/SCS. The RTP/SCS takes over three years to complete and has its own extensive public involvement process. It was important that projects selected for programming originated from the long-range plan.

C. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 3

BCAG consulted with Caltrans District 03 on projects that could be jointly funded. For the interregional program, it was the consensus between District 3 and BCAG that there are not any current projects ready to be programmed. In regards to the regional program, two projects which are predominately SHOPP funded have been included in which regional funds will be used to augment the scope of those projects to add bicycle and pedestrian improvements and for a safety project. Based on consultation with Caltrans District 3, BCAG has proposed to augment the SHOPP funds for a project in Gridley to add bicycle and pedestrian improvements, and the second project is to add a new signal on State Route 32 east of Chico to address safety concerns. BCAG has a long history of a positive working relationship with District 3. Caltrans is also a standing member on the Transportation Advisory Committee in which development of the RTIP is presented.

2022 STIP Regional Funding Request

Section 6. 2022 STIP Regional Share and Request for Programming

A. 2022 Regional Fund Share Per 2022 STIP Fund Estimate

Every two years, Caltrans prepares a “Fund Estimate” (FE) identifying the amount of funding available to regions for new project programming in there RTIPs, in addition to new project funding for the Caltrans Interregional Transportation Improvement program (ITIP) The 2022 FE also identified funding provided by the 2021 Coronavirus Response and Relief Supplemental Appropriations Act Based on the 2022 FE, BCAG’s total 2022 RTIP/STIP new programming capacity is as follows:

- STIP/RTIP \$10,887,000 Delivery under STIP guidelines
 - CRSAA (STIP) \$1,262,252 Delivery through CRRSAA/STIP guidelines
 - CRRSAA (Non-STIP) \$1,061,606 Delivery through CRRSAA/STIP guidelines
- \$13,210,858 Total through FY 26/27 to Butte County

B. Summary of Requested Programming

Project Name and Location	Project Description	Requested RIP Amount	Requested CRRSAA STIP	Requested CRRSAA Non STIP
B - Line Rollout Program, Butte	Purchase two Zero Emission Buses and	\$1,326,142	\$1,173,858	

County	Equipment.			
Planning, Programming & Monitoring, Butte County	Planning, Programming and Monitoring	\$333,000		\$900,000
2023 Active Transportation Plan, Chico	Develop new 2023 Active Transportation Plan			\$150,000
Esplanade Widening Project, Chico.	Bike/Ped portion of project. Construct separated paths on both sides of roadway between Nord Highway and Eaton Rd.	\$5,000,000		
Caltrans SR 99 SHOPP Project, Gridley	Augmenting \$16.7m SHOPP project to include new separated 8' Multi-Use Path on East side of Highway from Hollis to Just north of Ford Ave.	\$3,100,000		
2 nd Street Bicycle/Pedestrian Improvements, Biggs	Safe routes to school project from C to H Streets in Biggs.	\$400,000	\$88,394	\$11,606
SR 32 at Meridian Signalization Project, Chico	Construct new signal at SR 32 at Meridian Rd just west of Chico	\$500,000		
Totals		\$10,659,142	\$1,262,252	\$1,061,606

Section 7. Overview of Other Funding Included With Delivery of Regional Improvement Program (RIP) Projects

This section provides a narrative on other funding included with the delivery of projects included in the RTIP. Other funds included with RIP funds include the CRRSAA and SHOPP funds. These other funds will require Commission approval.

1. **Butte Regional Transit - B-Line Zero Emission Bus Rollout Project.** Butte Regional Transit (B-Line) is requesting FY 2022/23 RIP funds to purchase two zero-emission buses and charging equipment to replace aging diesel buses that are reaching the end of their useful life. The zero-emission buses will reduce energy consumption, harmful emissions, and direction carbon emissions in disadvantaged and low-income communities in Butte County. The requested funds will achieve the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), while implementing the policies set forth in BCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy. The buses will begin on routes in Chico and be expanded to other jurisdiction as technology/range permits. Other funds which also require Commission approval are CRRSAA as identified:

STIP: \$1,326,142

CRRSAA STIP: \$1,173,858

Total Requested Funds: \$2,500,000

2. **Butte County Association of Governments (BCAG) – Planning, Programming and Monitoring (PPM).** BCAG is requesting to program PPM funds with STIP and CRRSAA. Funds. During the 2021/22 fiscal year, BCAG will begin the development of the North Valley Passenger Rail Strategic Plan (NVPRSP) in which \$500,000 in Strategic Partnership funds have already been secured through Caltrans. BCAG is requesting \$900,000 in CRRSAA Non STIP funds to augment the PPM funds. The North Valley Passenger Rail Strategic Plan is a high priority for BCAG, SJRRC, and SJJA resulting from several years of collaboration and is consistent with related planning efforts including BCAG's RTP/SCS and SJJPA Business Plan with steps already underway to add the project to the California State Rail Plan. The project is also consistent with the goals and objectives of CAPTI. The priority for the planning funds is to be used to ensure the Strategic Plan is adequately funded and put BCAG in a strong position for future grant funding opportunities for operating and capital needs. To ensure flexibility with the use of funds, the request for the "project" is PPM. Funds may also be used for BCAG's RTP/SCS and other planning requirements consistent with PPM eligible activities. CRRSAA funds also require Commission approval. Funds are requested for the 2022/23 fiscal year.

Requested CRRSAA Non-STIP funds: \$900,000

Requested STIP funds: \$333,000

Total BCAG Planning, Programming and Monitoring Request: \$1,233,000

3. **City of Chico – 2023 Active Transportation Plan** – The City of Chico is proposing to develop a new Active Transportation Plan (ATP). The 2023 ATP will ensure updated state and federal guidance has been address and be in alignment with CAPTI objectives. The new ATP plan will help guide future grant applications for state and federal funding opportunities. Funding for CRRSAA requires Commission approval.
Requested CRRSAA Non STIP Funds: \$150,000
4. **City of Chico – Esplanade Road Widening Project (Bike/Ped)**. The City of Chico will be widening the Esplanade from Eaton Road to Nord Highway from 1 lane per direction to 2 lanes. The STIP request is to install sidewalks and buffered bike lane gap closure improvements along both the north and south bound lanes to increase safety along the project limits. The City will be contributing \$7.2 million for the road widening elements of the project. The STIP funds will be used for the non-motorized elements of the project.
Requested STIP Funds: \$5,000,000
5. **City of Gridley – State Route 99 SHOPP Project (Bike/Ped)**. Caltrans has programmed a Capital Maintenance project in Gridley from Hollis Lane to north of Ford Avenue in the 2020 SHOPP Program. The STIP request of \$3,100,000 is to augment the \$16.7 million in SHOPP funds to construct a continuous and separated 8' bike/ped path along the east side of SR 99. Caltrans District 3 has agreed to include the additional non-motorized elements and scope into their original project. As part of the SHOPP project, Caltrans will be rehabilitating the pavement and drainage system and update the Transportation Management System (TMS) elements along the corridor. With the STIP funds requested, Caltrans will also upgrade the lighting and construct a new bike and ped facility to Americans with Disabilities Act (ADA) standards. STIP funds will be used for the construction component. The City of Gridley will be contributing \$400,000 in local funds.
Requested STIP Funds: \$3,100,000
SHOPP Funds: \$16,720,000 (already programmed)
6. **City of Biggs – 2nd Street Bicycle and Pedestrian Improvements Project**. This project is located on 2nd Street from C Street to H street adjacent to Biggs High School. The scope of the project is to construct new pedestrian & bike facilities to connect Ped/Bike traffic to existing routes in the city. Biggs will be contributing \$100,000 in local funds. The project connects high school students to nearby housing.
Requested STIP Funds: \$500,000
7. **Caltrans District 03 – State Route 32 at Meridian Rd Signalization Project**. The purpose of this project is to construct a new signal at SR 32 and Meridian Rd just west of Chico to address safety concerns. Caltrans District 03 has requested \$500,000 in RIP funds to be used with SHOPP funds. The total estimate for the new signal is \$3,300,000.
Requested STIP Funds: \$500,000
SHOPP Funds: \$2,800,000 (will be programmed as a safety project by Caltrans)

Proposed 2022 RTIP	Total RTIP	Other Funding					Total Project Cost
		ITIP	SHOPP	CRRSAA STIP	CRRSAA Non STIP	Fund Source 3	
B - Line Rollout Program	\$1,326,142			\$1,173,858			\$2,500,000
Planning, Programming & Monitoring (PPM)	\$ 333,000				\$900,000		\$1,233,000
2023 Chico Active Transportation Plan	\$150,000						\$150,000
Esplanade Widening Project	\$5,000,000					\$7,200,000	\$12,200,000
Caltrans SR 99 SHOPP Project	\$3,100,000		\$16,720,000			\$400,000	\$20,220,000
2nd Street Bicycle/Pedestrian Improvements	\$400,000			\$88,394	\$11,606	\$260,000	\$760,000
SR 32 at Meridian Rd. Signalization Project	\$500,000		\$2,800,000				\$3,300,000
							-
Totals	\$10,659,142	-	\$19,520,000	\$1,262,252	\$1,061,606	\$7,860,00	\$40,363,000

Notes: [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 prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. 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.

BCAG is not requesting ITIP funds for the 2022 STIP cycle.

BCAG is thankful that the SR 70 Corridor between Oroville and Marysville is fully funded and programmed. This corridor represented BCAG's top regional priority since 1988. BCAG's next long-term regional priority is to bring passenger rail to Butte County to connect to the Sacramento / San Joaquin rails system in Natomas. BCAG is recommending as part of this RTIP to program \$900,000 of CRRSAA funds for PPM activities which will fund the work necessary to adequately prepare a Rail Strategic Plan for the region. BCAG is bringing a multi-modal approach to reduce GHGs and promote mode shift goals to the region that work towards the objectives in the adopted RTP/SCS, CAPTI and federal performance measures.

Other highway needs however, include capacity on the rural highways that are prone to head on collisions, serve as emergency evacuations or detour routes.

Section 9. Projects Planned Within Multi-Modal Corridors

The 2022 RTIP does not impact any projects planned or underway within the corridor.

Section 10. Highways to Boulevards Conversion Pilot Program

There are no state highways that could be converted to boulevards at this time.

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 11. Regional Level Performance Evaluation (per Section 19A of the guidelines)

BCAG's 2022 RTIP directly furthers the goals of BCAG's adopted 2020 RTP/SCS. Of the funds programmed, 66% is directed to bicycle and pedestrian projects; 19% to transit; 11% to planning and 4% to highway safety projects. The RTIP projects proposed are direct projects from the RTP/SCS and are in alignment with the goals of the CAPTI and federal performance measures for Butte County. BCAG has included the *2020 Regional Transportation Plan and Sustainable Communities Strategy Performance Report* as an attachment to the RTIP. Section

E described later, identifies a project summary table followed by another table referencing the direct link of the proposed RTIP/STIP projects to the adopted RTP/SCS.

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

The following values provided are from the BCAG’s RTP/SCS Performance Report. The complete report has been attached to the RTIP as an appendix.

Table B1			
Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	21.4	20.8 (2040)
	Percent of congested VMT (at or below 35 mph)	0	0 (2040)
	Commute mode share (travel to work or school)		
Infrastructure Condition	Percent of distressed state highway lane-miles		
	Pavement Condition Index (local streets and roads)	60	increase
	Percent of highway bridges by deck area classified in Poor condition	34%	Decrease (2040)
	Percent of transit assets that have surpassed the FTA useful life period	8.62	Decrease (2040)
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)		
	Accessibility and on-time performance for rail and transit		
Safety	Fatalities and serious injuries per capita		
	Fatalities and serious injuries per VMT	Rate per 100M Annual VMT: Fatalities 1.96 Serious Injuries 10.3	Decrease (2040) Decrease (2040)
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service		
	Mean commute travel time (to work or school)		
	Farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land	237,438 acres	233,729 (LU GIS)

	CO ₂ emissions reduction per capita		
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Table B1(a)			
Evaluation – Rural Specific Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled 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)	60	Increase (CA SR 2018)
Safety	Total accident cost per capita and VMT		
Environmental Sustainability	Land Use Efficiency (total developed land in acres per population)	.31 per capita	.31 per capita (LU GIS)

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Section 12. Regional and Statewide Benefits of RTIP

The 2022 RTIP is complete shift from the programming of previous RTIPs for the region. The RTIP represents a commitment to work towards the goals and targets in the adopted 2020 RTP/SCS which document BCAG is able to its GHG, VMT and air quality targets for the region. The RTIP recommends 7 projects for a total of \$12.9 million in RIP & CRRSAA funds to leverage an additional \$27.38 million for a regional investment of \$40.36 million within the timeframe of the 2022 STIP. Of the \$12.9 million recommended for programming, the 7 projects are summarized by type of project as follows:

- | Project Type | Percent of Regional Programming |
|--------------------------------------|---------------------------------|
| • Transit Projects | 19% |
| • Planning..... | 11% |
| • Bicycle and Pedestrian Projects... | 66% |
| • Highway Safety Project..... | 04% |

These project directly work towards achieving the goals of the adopted 2020 RTP/SCS and represents are under the discretion of BCAG. The reduction of GHG, promoting mode shift and addressing safety are direct benefits to the state.

D. Performance and Effectiveness of RTIP

Section 13. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B 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 or B2a below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2			
Evaluation – Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate timeframe)
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	21.4	20.8 (2040 – TDF)
	Reduce Percent of congested VMT (at or below 35 mph)	0	0 (2040 - TDF)
	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	Rolling Stock – 8.62% Facilities – 0% Equipment – 0%	15% (2040) 1% (2040) 1% (2040)
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
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)		
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land		
	CO ₂ emissions reduction per capita		

Table B2(a)			
Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist		
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction		
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)		

Per Section 19C 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.

Table B3			
Evaluation – Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	1.9 miles of new bike/ped facilities	Reduced VMT, GHGs
	Operational improvements	New Signal	Reduced accidents
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles	2 new zero emission buses	Reduced emissions
	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	1.83 miles of new bike/ped facilities	Reduced VMT, GHGs
	Operational improvements		
	New or reconstructed bridges		

Section 14. Project Specific Evaluation (Required per Section 19D)

BCAG does not have any projects which fit the criteria for project level evaluation.

E. Detailed Project Information

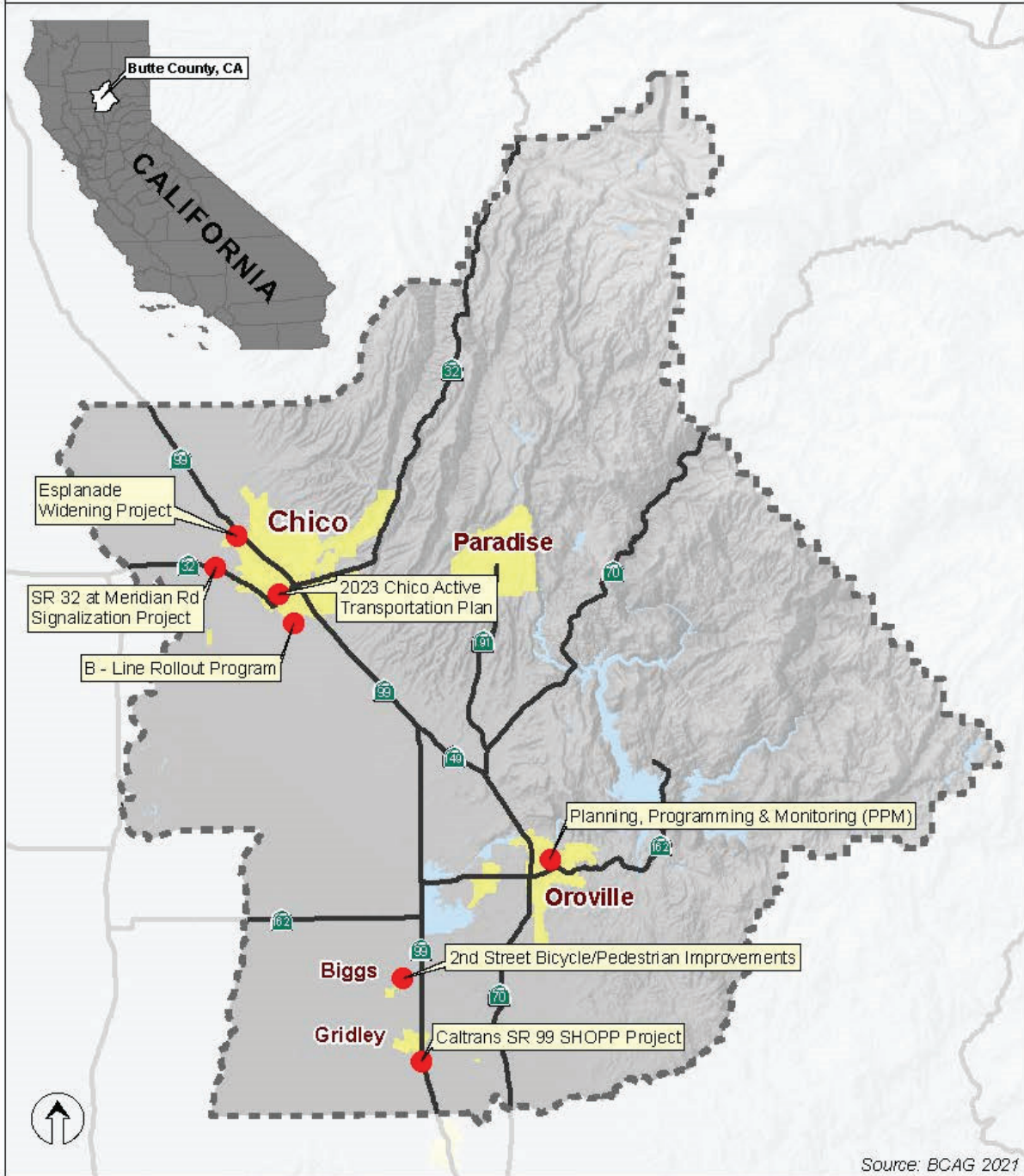
Section 15. Overview of Projects Programmed with RIP Funding

The following tables summarizes the 2022 RTIP followed by a table which directly ties each project to the adopted 2020 RTP/SCS. BCAG has also attached PDF copies of the ePPR for each project.

2022 RTIP Project Recommendations for Butte County									
Agency	RTIP/STIP Recommendation	RIP	CRRSAA	CRRSAA	Local	SHOPP	TOTALS	Project Type	Percent of Pgrm
		Funds	STIP	Non STIP	Funds				
B-Line	B - Line Rollout Program. Purchase two Zero Emission Buses and Equipment.	1,326,142	1,173,858				2,500,000	Transit	0.19
BCAG	Planning, Programming & Monitoring (PPM). Rail Strategic Plan Development & BCAG Planning, Programming & Monitoring.	333,000		900,000			1,233,000	Planning	0.11
Chico	2023 Chico Active Transportation Plan. ATP will update the City's Bicycle Transportation Plan to current requirements for grant funding.			150,000			150,000		
Chico	Esplanade Widening Project - Bike/Ped portion of project to construct separated paths on both sides or roadway between Nord Highway and Eaton Rd.	5,000,000			7,200,000		12,200,000	Bike/Ped	0.66
Gridley	Caltrans SR 99 SHOPP Project – Augmenting \$16.7m SHOPP project to include new separated 8' Multi-Use Path on East side of Highway from Hollis to Just north of Ford Ave.	3,100,000			400,000	16,720,000	20,220,000		
Biggs	2 nd Street Bicycle/Pedestrian Improvements. Safe routes to school project from C to H Streets	400,000	88,394	11,606	260,000		760,000		
Caltrans	SR 32 at Meridian Rd. Signalization Project. Construct new signal to address safety concerns.	500,000				2,200,000	2,700,000	Road - Safety	0.04
TOTALS		10,659,142	1,262,252	1,061,606	7,860,000	18,920,000	39,763,000		1.00
Balance		227,858	0	0					
		RIP/STIP							
Total Funding Available		13,210,858							
New Programming RIP & CRRSAA		12,983,000							
Unprogrammed Balance		227,858							

2020 RTP/SCS Nexus						
RTP/SCS	ID	Y Coordinate	X Coordinate	Project No.	RTP/SCS	Project Description in RTP/SCS
Yes / NO					Project Title	
Yes (Short Term)	2020000200	39.70508	-121.82174	1	Butte Regional Transit - Capital and Operating Assistance	Federal Transit Administration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit. (Fixed Route and Paratransit)
Yes (Long Term)	BCAG-TRANSIT-TBD2020-2	39.512621	121.552084	19	Chico to Sacramento InterCity Commuter Rail Service	New inter-city commuter rail serving Oroville, Marysville, and Sacramento.
Yes (Goals)						
Yes (Long Term)	Nexus 608	39.774761	-121.879392	143	Esplanade Widening	Shasta Avenue to Nord Highway. Widen to 4 lanes with median
Yes (Short Term)	CA-MAINT-SHOPP2020-2	39.347997	-121.68777	90	SR 99 Pavement Rehab	SR 99 - In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 1H140)
Yes (Short Term)	2020000217	39.41559	-121.70701	20	Biggs Safe Routes to School Project - Second Street	Construct new pedestrian/bike facilities to close gaps. Extend the class 2 bike lanes and install ADA compliant curb ramps.
Yes (Short Term)	CA-MAINT-SHOPP2020-1	39.750757	-121.90385	89	SR 32 Pavement Rehab	SR 32 - In and near Chico, from Muir Avenue to Route 99 (PM 5.0/10.2L/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (EA 4H760)

2022 STIP Project Locations



F. Appendices

Section 16. Projects Programming Request Forms (Provide Cover Sheet) – Regional Agencies will add their PPRs in this section for each project included in the RTIP, whether it is a project reprogrammed from the 2022 STIP, or a new project.

Section 17. Board Resolution or Documentation of 2022 RTIP Approval (Provide Cover Sheet) – Agencies will add their resolution or meeting minutes.

Section 18. Documentation on Coordination with Caltrans District (Optional) (With Cover Sheet)

Section 19. Detailed Project Programming Summary Table (Optional)

Section 20. Alternative Delivery Methods (Optional)

Section 21. Additional Appendices (Optional)

- *BCAG's 2020 RTP/SCS Performance Report – Adopted December 2020*

APPENDIX F

Section 16. Projects Programming Request Forms

- 1.** Butte Regional Transit – B-Line Rollout Program
- 2.** Butte County Association of Governments (BCAG) – Planning, Programming and Monitoring
- 3.** City of Chico – 2023 Active Transportation Plan
- 4.** City of Chico – Esplanade Widening Project
- 5.** City of Gridley – Caltrans SR 99 SHOPP Project (Roadway Rehabilitation)
- 6.** City of Biggs – 2nd Street Bicycle & Pedestrian Improvements
- 7.** Caltrans District 03 – State Route 32 at Meridian Rd Signalization Project

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/18/2021 12:51:13
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				Butte County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte					
				MPO	Element
				BCAG	Mass Transit (MT)
Project Manager/Contact			Phone	Email Address	
Sara Cain			530-809-4616	scain@bcag.org	

Project Title

B-Line Zero Emission Bus Rollout

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

Butte Regional Transit (B-Line) is requesting FY 2022 RIP funds to purchase two zero-emission buses and charging equipment to replacing aging diesel buses that are reaching the end of their useful life. The zero-emission buses will reduce energy consumption, harmful emissions, and direction carbon emissions in disadvantaged and low income communities in Butte County. BCAG's facility is turnkey and fully equipped to support the rollout of the requested zero-emission buses and charging equipment. The requested funds will achieve the goals of the Climate Action Plan for Transportation Infrastructure (CAPTI), Executive Order N-19-19 and N-79-20, while implementing the policies set forth in BCAG's 2020 Regional Transportation Plan and Sustainable Communities Strategy.

The buses will be based out of BCAG's facility at 326 Huss Drive Suite 150 in Chico, CA. The buses will begin on routes in Chico and be expanded to other jurisdiction as technology/range permits.

Component	Implementing Agency
PA&ED	Butte Regional Transit
PS&E	Butte Regional Transit
Right of Way	Butte Regional Transit
Construction	Butte Regional Transit

Legislative Districts

Assembly:	3	Senate:	4	Congressional:	1
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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)		10/03/2022
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2025
Begin Closeout Phase		12/31/2025
End Closeout Phase (Closeout Report)		02/28/2026

Purpose and Need

The purpose of the project is to address multiple unmet needs in Butte County by replacing aging diesel buses that are reaching the end of their useful life with state of the art zero-emission technology. The project meets the goals of many state, regional and local policies to reduce harmful emissions and mitigate climate change. This project provides a meaningful benefit to disadvantaged, low income, and federally-designated opportunity zones by reducing greenhouse gas emissions, pollution, particulate matter, improving transit safety, and boosting the local economy and environmental justice policies. The project will aggressively adapt to climate change while supporting public health, safety and equity.

The project is identified as a high priority in the long-term fleet management plan, the FY 2020/21 Transit Asset Management Plan. The document identified the acquisition of zero-emission buses as the primary acquisition and renewal strategy for new B-Line buses. Purchasing this technology will reduce GHGs, increase transit ridership, and improve safety, thus meeting the goals of the 2020 RTP/SCS. The proposed project is identified in many other B-Line programs and policies, including the BCAG Overall Work Plan and Budget, B-Line Service Plan and Budget, and short and long range Butte County Transit & Non-Motorized Plan. Additionally, BCAG/B-Line are completing the Bus Rollout, Implementation and Operations Plan to demonstrate how the agency will achieve a zero-emission fleet by 2040. The Plan will guide B-Line's implementation of a zero-emission bus fleet and help staff work through challenges and explore solutions. It will also identify solutions related to electric service, charging systems, scheduling and timing, routing, technologies, maintenance, and other necessary improvements needed to support zero-emission technologies. The Plan is expected to be complete in 2022.

This project is timely for BCAG to replace aging vehicles with more sustainable and efficient technology to promote the state of good repair. The project also invests in and provides meaningful community benefits by helping local residents adapt to the impacts of climate change. These vulnerable communities face some of California's highest percentiles of pollution burden, groundwater threats, poverty, and unemployment. The project area contains 15% of children under 10, above the California average. The project will demonstrate the State and Federal Government's commitment to investing in environmental justice policies in rural communities by improving health and the environment.

Zero-emission buses have been proven to reduce significantly more particulate matter and carbon monoxide compared to CNG and diesel buses. It is estimated that zero-emission buses produce, on average, 52 percent fewer emissions than CNG buses and are seven times more efficient than diesels. With zero-tailpipe emissions and low greenhouse gas emissions, the proposed buses will provide Butte County residents with significant air quality and climate benefits. Deploying the zero-emission buses in place of the existing vehicles will reduce Butte County's annual greenhouse gas emissions by approximately 216 tons and prevent the release of 7.1 lbs particulate matter under 10 micrometers (PM10) annually, 6.7 lbs of which is fine particulate matter (PM2.5), which has a considerable health impact on the local community. This reduction in emissions for GHGs and particulates results in a social cost savings of \$11,100 annually, in accordance with Executive Order 13990.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
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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
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Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	2

Date 11/18/2021 12:51:13

Additional Information

RIP/STIP funds and CRRSAA STIP formula funds are requested to purchase two zero-emission buses and charging equipment.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	6.7	6.7	0
			PM 10 Tons	7.1	7.1	0

District	County	Route	EA	Project ID	PPNO
03	Butte				

Project Title

B-Line Zero Emission Bus Rollout

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Butte Regional Transit
PS&E									Butte Regional Transit
R/W SUP (CT)									Butte Regional Transit
CON SUP (CT)									Butte Regional Transit
R/W									Butte Regional Transit
CON									Butte Regional Transit
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,500,000						2,500,000	
TOTAL		2,500,000						2,500,000	

Fund #1:	RIP - Public Transportation Account (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,326,142						1,326,142	
TOTAL		1,326,142						1,326,142	

Fund #2:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
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)									CRRSAA - STIP funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,173,858						1,173,858	
TOTAL		1,173,858						1,173,858	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/22/2021 11:53:22
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				Butte County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte					
				MPO	Element
				BCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Ivan Garcia			530-809-4603	igarcia@bcag.org	

Project Title

BCAG Planning Programming and Monitoring

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

BCAG is requesting \$333,000 in STIP/RIP PPM funds and \$900,000 in Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief / CRRSAA) to support its MPO & RTPA planning activities consistent with the eligibility use of Planning, Programming and Monitoring (PPM) funds. Funding will be used for BCAG's North Valley Passenger Rail Strategic Plan (NVPRSP), Regional Transportation Plan/Sustainable Communities Strategy and other planning, programming and monitoring activities which support BCAG's Overall Work Program and Budget.

Component	Implementing Agency
PA&ED	Butte County Association of Governments
PS&E	Butte County Association of Governments
Right of Way	Butte County Association of Governments
Construction	Butte County Association of Governments

Legislative Districts

Assembly:	3	Senate:	4	Congressional:	1
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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)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2025
Begin Closeout Phase		11/01/2025
End Closeout Phase (Closeout Report)		12/01/2025

Date 11/22/2021 11:53:22

Purpose and Need

The purpose and need for the PPM project is fulfill BCAG's Planning, Programming and Monitoring requirements.

NHS Improvements YES NO Roadway Class NA Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Date 11/22/2021 11:53:22

Additional Information

STIP PPM and Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief / CRRSAA non STIP) funds are requested for BCAG's Planning, Programming and Monitoring Activities and support of BCAG's Overall Work Program and Budget.

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

District	County	Route	EA	Project ID	PPNO
03	Butte				

Project Title
 BCAG Planning Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Butte County Association of Governm
PS&E									Butte County Association of Governm
R/W SUP (CT)									Butte County Association of Governm
CON SUP (CT)									Butte County Association of Governm
R/W									Butte County Association of Governm
CON									Butte County Association of Governm
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		900,000			166,500	166,500		1,233,000	
TOTAL		900,000			166,500	166,500		1,233,000	

Fund #1:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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)									To be used for BCAG PPM activities.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		900,000						900,000	
TOTAL		900,000						900,000	

Fund #2:	Other State - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
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)									STIP RIP for PPM
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					166,500	166,500		333,000	
TOTAL					166,500	166,500		333,000	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/22/2021 11:31:34
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				City of Chico	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte					
				MPO	Element
				BCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Tracy R. Bettencourt			530-879-6903	tracy.bettencourt@chicoca.gov	

Project Title

2023 Chico Active Transportation Plan

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

To develop the 2023 Chico Active Transportation Plan with Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (COVID Relief / CRRSAA Non-STIP funds). The Plan will identify and scope active transportation projects throughout the City to improve bicycle and pedestrian network connectivity and close gaps in existing infrastructure. The Plan will identify priorities and have enough specificity and outcomes to enable the City of Chico to properly pursue future ATP or other grant funding to complete future improvements.

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
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/01/2021	
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)		07/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		12/29/2023
Begin Closeout Phase		01/02/0024
End Closeout Phase (Closeout Report)		07/01/2024

Date 11/22/2021 11:31:34

Purpose and Need

The purpose and need of the project is to make continued progress toward constructing the City's active transportation infrastructure, close gaps in the existing bicycle network and pedestrian facilities, and maximize mode shift away from motor vehicles to achieve local, state, and federal goals to reduce greenhouse gas emissions. The plan will provide updated bike/ped project list for the 2020 and 2024 RTP/SCS for BCAG.

NHS Improvements <input type="checkbox"/> YES <input checked="" 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

Date 11/22/2021 11:31:34

Additional Information

CRRSAA Non-STIP funds are requested in FY 22/23

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

District	County	Route	EA	Project ID	PPNO
03	Butte				

Project Title

2023 Chico Active Transportation Plan

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Chico
PS&E									City of Chico
R/W SUP (CT)									City of Chico
CON SUP (CT)									City of Chico
R/W									City of Chico
CON									City of Chico
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		150						150	
TOTAL		150						150	

Fund #1:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		150						150	
TOTAL		150						150	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/22/2021 11:42:20
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				City of Chico	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte					
				MPO	Element
				BCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Tracy R Bettencourt			530-879-6903	tracy.bettencourt@chicoca.gov	

Project Title

North Esplanade Reconstruction Project

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

Widening and improving the Esplanade Corridor between Nord Highway and Eaton Road with multi-modal "Complete Streets" from two to four lanes, with bicycle, pedestrian, and transit improvements. RIP funds to be used for non-motorized elements of the project.

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
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/01/2021	
Begin Environmental (PA&ED) Phase		07/01/2022
Circulate Draft Environmental Document Document Type EIR/CE		02/06/2023
Draft Project Report		06/30/2023
End Environmental Phase (PA&ED Milestone)		06/30/2023
Begin Design (PS&E) Phase		07/01/2022
End Design Phase (Ready to List for Advertisement Milestone)		07/03/2024
Begin Right of Way Phase		07/03/2023
End Right of Way Phase (Right of Way Certification Milestone)		07/01/2024
Begin Construction Phase (Contract Award Milestone)		09/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		12/30/2025
Begin Closeout Phase		01/01/2026
End Closeout Phase (Closeout Report)		07/01/2026

Date 11/22/2021 11:42:20

Purpose and Need

The purpose of the project is to install sidewalks and buffered bike lane gap closure improvements along both the north and south bound lanes to increase safety around Shasta Elementary School, the regionally-serving DeGarmo Park, recently constructed residential developments, and forthcoming commercial projects. In addition, consistent with the future population and traffic volumes associated with buildout of the Northwest Chico Specific Plan and General Plan, increasing the current two lane arterial to four lanes is needed to accommodate anticipated 2030 and beyond ADT.

NHS Improvements YES NO Roadway Class 1 Reversible Lane Analysis YES NO
 Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Intersection / Signal improvements	EA	4
Operational Improvement	Turn pockets constructed	EA	9
Operational Improvement	Ramp modifications	EA	9
Active Transportation	Bicycle lane-miles	Miles	1.4
Active Transportation	Sidewalk miles	Miles	0.6
Active Transportation	Crosswalk	EA	4
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	8

Date 11/22/2021 11:42:20

Additional Information

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

District	County	Route	EA	Project ID	PPNO
03	Butte				

Project Title
 North Esplanade Reconstruction Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Chico
PS&E									City of Chico
R/W SUP (CT)									City of Chico
CON SUP (CT)									City of Chico
R/W									City of Chico
CON									City of Chico
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	400							400	
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,050					1,050	
CON				9,250				9,250	
TOTAL	400	1,500	1,050	9,250				12,200	

Fund #1:	GF RIP - STIP Augmentation (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,000				5,000	
TOTAL				5,000				5,000	

Fund #2:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Chico
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	400							400	
PS&E		1,500						1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,050					1,050	
CON				4,250				4,250	
TOTAL	400	1,500	1,050	4,250				7,200	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/23/2021 12:06:34
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	1H140	0316000060	2435	City of Gridley	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte	99	R 3.100	5.000		
			MPO	Element	
			BCAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address	
Chris Ladeas			530-701-1305	christopher.ladeas@dot.ca.gov	

Project Title

Butte 99 Road Rehab in Gridley

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

In and near Gridley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, upgrade lighting and bike and ped facilities along east side of SR99 to Americans with Disabilities Act (ADA) standards.

Component	Implementing Agency
PA&ED	Caltrans District 3
PS&E	Caltrans District 3
Right of Way	Caltrans District 3
Construction	Caltrans District 3

Legislative Districts

Assembly:	Senate:	Congressional:	
Project Milestone		Existing	Proposed
Project Study Report Approved		06/28/2019	
Begin Environmental (PA&ED) Phase			10/07/2020
Circulate Draft Environmental Document	Document Type (ND/MND)/CE		10/07/2020
Draft Project Report			12/31/2021
End Environmental Phase (PA&ED Milestone)			04/01/2021
Begin Design (PS&E) Phase			06/24/2021
End Design Phase (Ready to List for Advertisement Milestone)			01/10/2024
Begin Right of Way Phase			06/24/2021
End Right of Way Phase (Right of Way Certification Milestone)			12/15/2023
Begin Construction Phase (Contract Award Milestone)			05/29/2024
End Construction Phase (Construction Contract Acceptance Milestone)			06/15/2026
Begin Closeout Phase			06/15/2026
End Closeout Phase (Closeout Report)			08/16/2029

Date 09/23/2021 12:06:34

Purpose and Need

The purpose of the project is to:

- improve traffic operations and motorist ride quality
- replace or rehabilitate existing drainage system
- comply with American with Disabilities Act (ADA) accessibility requirements
- expand multimodal use for public
- improve visual quality of the corridor

Need:

The pavement exhibits signs of distress and deterioration resulting in poor ride quality. Fiber optics, loop detection, closed circuited television (CCTV) system, and street lighting are incomplete within the project limits. Existing curb ramps, driveways, and intersection crossing do not meet current ADA standards. Sidewalk facilities need to be expanded through the project limits to improve connectivity and multimodal accessibility. Drainage improvements throughout the project limits are required to accommodate sidewalk improvements.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 3	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
Pavement (lane-miles)	Roadway lane miles	Miles	6.7

Date 09/23/2021 12:06:34

Additional Information

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

District	County	Route	EA	Project ID	PPNO
03	Butte	99	1H140	0316000060	2435

Project Title
 Butte 99 Road Rehab in Gridley

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 3
PS&E									Caltrans District 3
R/W SUP (CT)									Caltrans District 3
CON SUP (CT)									Caltrans District 3
R/W									Caltrans District 3
CON									Caltrans District 3
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	650							650	
PS&E	1,180							1,180	
R/W SUP (CT)	510							510	
CON SUP (CT)			1,480					1,480	
R/W	1,200							1,200	
CON			15,200					15,200	
TOTAL	3,540		16,680					20,220	

Fund #1:	SHOPP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 3
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	650							650	
PS&E	1,180							1,180	
R/W SUP (CT)	510							510	
CON SUP (CT)			1,480					1,480	
R/W	1,200							1,200	
CON			11,700					11,700	
TOTAL	3,540		13,180					16,720	

Fund #2:		RIP - State Cash (Uncommitted)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)									City of Gridley	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			3,100					3,100		
TOTAL			3,100					3,100		
Fund #3:		Local Funds - City Funds (Committed)							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency	
E&P (PA&ED)									City of Gridley	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)									Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			400					400		
TOTAL			400					400		

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	11/22/2021 12:06:59	
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				City of Biggs			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Butte							
				MPO	Element		
				BCAG	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Trin Campos			916-842-7154	tcampos@ben-en.com			

Project Title

Biggs 2nd Street Bicycle/Pedestrian Improvements

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

In the City of Biggs, on 2nd Street from C Street to H street. Construct new pedestrian & bike facilities to connect Ped/Bike traffic to existing routes in the city.

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

Legislative Districts

Assembly:	3	Senate:	2	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2019
Circulate Draft Environmental Document	Document Type CE/CE	
Draft Project Report		01/01/2020
End Environmental Phase (PA&ED Milestone)		03/25/2020
Begin Design (PS&E) Phase		03/30/2020
End Design Phase (Ready to List for Advertisement Milestone)		10/01/2022
Begin Right of Way Phase		11/01/2021
End Right of Way Phase (Right of Way Certification Milestone)		12/01/2022
Begin Construction Phase (Contract Award Milestone)		05/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)		12/01/2023
Begin Closeout Phase		12/01/2023
End Closeout Phase (Closeout Report)		05/01/2024

Date 11/22/2021 12:06:59

Purpose and Need

The purpose of this project is to improve safety, access, and mobility for non-motorized users. The bicycle & pedestrian facility improvements are need to provide access to public services and a critical link to exiting city streets & bike routes.

NHS Improvements <input type="checkbox"/> YES <input checked="" 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
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.5

Date 11/22/2021 12:06:59

Additional Information

RIP/STIP funds, CRRSAA STIP funds and CRRSAA Non-STIP Funds are requested.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	3	0	3

District	County	Route	EA	Project ID	PPNO
03	Butte				

Project Title

Biggs 2nd Street Bicycle/Pedestrian Improvements

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Biggs
PS&E									City of Biggs
R/W SUP (CT)									City of Biggs
CON SUP (CT)									City of Biggs
R/W									City of Biggs
CON									City of Biggs
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	60,000							60,000	
PS&E	100,000	60,000						160,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		40,000						40,000	
CON			500,000					500,000	
TOTAL	160,000	100,000	500,000					760,000	

Fund #1: CMAQ - Congestion Mitigation (Committed) Program Code

Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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)	60,000							60,000	
PS&E	100,000							100,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	160,000							160,000	

Fund #2:	RIP - STIP Advance Construction (Uncommitted)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									RIP/STIP funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			400,000					400,000	
TOTAL			400,000					400,000	
Fund #3:	Local Funds - City Funds (Committed)								
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Biggs
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									City has completed PA&ED (NEPA/ CEQA) and PS&E and will fund & prepare the final Bid Documents and the RW Certification for construction contract.
PS&E		60,000						60,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		40,000						40,000	
CON									
TOTAL		100,000						100,000	

Fund #4:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Biggs
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CRRSAA STIP formula funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			88,394					88,394	
TOTAL			88,394					88,394	
Fund #5:	Other Fed - Coronavirus Response and Relief Supplemental Appro (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									City of Biggs
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CRRSAA Non-STIP funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			11,606					11,606	
TOTAL			11,606					11,606	

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	11/23/2021 00:58:11
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	2J860		2120	Butte County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte	32	R 4.166 L	R 4.168 L	Caltrans District 3	
				MPO	Element
				BCAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Cameron Knudson			530-218-1820	cameron.knudson@dot.ca.gov	

Project Title

Meridian Traffic Signal

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

In Butte County on State Route 32 at the intersection of SR-32 and Meridian Road

Component	Implementing Agency
PA&ED	Caltrans District 3
PS&E	Caltrans District 3
Right of Way	Caltrans District 3
Construction	Caltrans District 3

Legislative Districts

Assembly: 3 Senate: 4 Congressional: 1

Project Milestone	Existing	Proposed
Project Study Report Approved	12/29/2021	
Begin Environmental (PA&ED) Phase		12/30/2021
Circulate Draft Environmental Document Document Type ND/MND		04/21/2022
Draft Project Report		04/21/2022
End Environmental Phase (PA&ED Milestone)		06/17/2022
Begin Design (PS&E) Phase		06/20/2022
End Design Phase (Ready to List for Advertisement Milestone)		12/01/2022
Begin Right of Way Phase		06/20/2022
End Right of Way Phase (Right of Way Certification Milestone)		11/18/2022
Begin Construction Phase (Contract Award Milestone)		03/16/2023
End Construction Phase (Construction Contract Acceptance Milestone)		12/15/2023
Begin Closeout Phase		12/16/2021
End Closeout Phase (Closeout Report)		12/16/2025

Date 11/23/2021 00:58:11

Purpose and Need

Purpose - Reduce the number and severity of collisions.

Need - The intersection of Meridian and SR 32 has experienced a high number of collisions due to increased traffic on Meridian.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO
Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total

Date 11/23/2021 00:58:11

Additional Information

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

District	County	Route	EA	Project ID	PPNO
03	Butte	32	2J860		2120

Project Title
 Meridian Traffic Signal

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 3
PS&E									Caltrans District 3
R/W SUP (CT)									Caltrans District 3
CON SUP (CT)									Caltrans District 3
R/W									Caltrans District 3
CON									Caltrans District 3
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	130							130	
PS&E	250							250	
R/W SUP (CT)	70							70	
CON SUP (CT)		350						350	
R/W		200						200	
CON		2,300						2,300	
TOTAL	450	2,850						3,300	

Fund #1:	IIP - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
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
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		500						500	
TOTAL		500						500	

Fund #2:	SHOPP - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									Caltrans District 3
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	130							130	
PS&E	250							250	
R/W SUP (CT)	70							70	
CON SUP (CT)		350						350	
R/W		200						200	
CON		1,800						1,800	
TOTAL	450	2,350						2,800	

Section 18. Documentation on Coordination with Caltrans District

Ivan Garcia

From: Suthahar, Sutha@DOT <nadarajah.suthahar@dot.ca.gov>
Sent: Thursday, October 28, 2021 11:58 AM
To: Ivan Garcia
Cc: Wong, Greg S@DOT
Subject: RE: BCAG's 2022 RTIP Development - Caltrans District 3 Consultation

Hi Ivan,

Thank you for coordinating with us on the development of BCAG's 2022 RTIP and we agree with the priorities you have listed. Caltrans also agrees to include the separated bike/ped path that you are proposing to fund as part of the Gridley Rehab project and deliver it as one project.

Thank you for being a great partner to Caltrans!

Regards,
Sutha

Nadarajah "Sutha" Suthahar, P.E.
Chief, Office of Project Management
Caltrans – District 3
Office (530) 741-5408
Cell (916) 790-4088
sutha.suthahar@dot.ca.gov
[Caltrans District 3 Website: https://dot.ca.gov/caltrans-near-me/district-3](https://dot.ca.gov/caltrans-near-me/district-3)

From: Ivan Garcia <IGarcia@bcag.org>
Sent: Thursday, October 28, 2021 11:24 AM
To: Suthahar, Sutha@DOT <nadarajah.suthahar@dot.ca.gov>
Subject: BCAG's 2022 RTIP Development - Caltrans District 3 Consultation

EXTERNAL EMAIL. Links/attachments may not be safe.

Greetings Sutha,

Development of the RTIP requires consultation with District 3. I know we have talked on the phone, but not formally. I would appreciate a response back acknowledging consultation between BCAG and Caltrans in regarding ITIP or joint funded projects in the region.

We both recognize that the priority has been to complete the State Route 70 Corridor and appreciate that the corridor is fully programmed and completion is slated in the next couple of years.

In addition, it is recognized that Caltrans will increase its scope for the State Route 99 SHOPP Project thru Gridley by adding a separated bike path that has been developed in consultation by the City of Gridley. The project will be delivered and managed by Caltrans. BCAG and the City of Gridley have proposed to include \$3.1 million in RIP funds and \$400,000 in Gridley local funds to complete this effort.

BCAG appreciates the open and transparent communication and consultation in developing the 2022 RTIP for Butte County.

Section 19. Detailed Project Programming Summary Table

STIP FUND ESTIMATE	
2022 STIP Share Target through 26/27	10,887,006
Maximum Share through 27/28	12,342,006
PPM Limitation through 26/27 - 5% max	333,000
COVID Relief Funds	1,061,606
COVID Relief Funds NON-STIP	3,262,253
Total CRISAA	2,339,859
Total Target	13,216,865

2022 RTIP

2022 RTIP Project Recommendations for Butte County

Agency	RTIP/STIP Recommendation	BIP Funds	CRISAA STIP	CRISAA Non STIP	Local Funds	SHOPP	TOTALS
1	B-Line B-Line Rollout Program. Purchase two Zero Emission Buses and Equipment.	1,326,142	1,173,858				2,500,000
2	BCAG Planning, Programming & Monitoring (PPM), Rail Strategic Plan Development & BCAG Planning, Programming & Monitoring.	333,000		900,000			1,233,000
3	Chico 2023 Chico Active Transportation Plan. ATP will update the City's Bicycle Transportation Plan to current conditions and gear funding.			150,000			150,000
4	Chico Construction of bike/ped portion of project to construct separated paths on both sides of roadway between Nord Highway and Easton Rd.	5,000,000			7,200,000		12,200,000
5	Giddley Caltrans SR 99 SHOPP Project - Augmenting SR 99 SHOPP project to include new separated B Multi-Use Path on East side of highway from Hobler to just north of Ford Ave.	3,100,000			400,000	16,700,000	20,200,000
6	Biggs 2nd Street Bicycle/Pedestrian Improvements. Safe routes to school project from C to H Streets.	400,000	88,394	11,606			760,000
7	Coltrains SR 32 at Meridian Rd. Signalization Project. Construct new signal to address safety concerns.	500,000				2,800,000	3,300,000
	TOTALS	10,659,142	1,262,252	1,051,606	7,860,000	19,520,000	40,369,000

Balance	227,858
RTP/STIP	
Total Funding Available	13,210,858
New Programming RFP & CRISAA	12,983,000
Unprogrammed Balance	227,858

2020 RTP/SCS

Table B.2 RTP Evaluation Project Changes or Benefits

RTP/SCS Yes /NO (Short Term)	2020 RTP/SCS News ID	Y Coordinate	X Coordinate	Project No.	RTP/SCS Project Title	Project Description in RTP/SCS
Yes (Short Term)	2020000000	39.70508	-121.82174	1	Butte Regional Transit - Capital and Operating Assistance	Federal Transit Administration Program Sections 5307 & 5311 Programs to support transit services provided by Butte Regional Transit. (funded route and non-fund)
Yes (Long Term)	BCAG-TRANSIT-1602020-2	39.512621	121.552084	19	Chico to Sacramento InterCity Commuter Rail Service	New inter-city commuter rail serving Oroville, Marysville, and Sacramento.
Yes (Goals)						
Yes (Long Term)	News 608	39.774261	-121.87392	143	Esplanade Widening	Shasta Avenue to Nord Highway. Widen to 4 lanes with median
Yes (Short Term)	CA-MINNT-SHOPP2020-2	39.8427897	-121.68777	90	SR 99 pavement Rehab	SR 99 - in and near Giddley, from Hollis Lane to north of Ford Avenue. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (PA, IHA0)
Yes (Short Term)	20200000217	39.41559	-121.70701	20	Biggs Safe Routes to School Project - Second Street	Construct new pedestrian/bike facilities to close gaps. Extend the class 2 bike lanes and install ADA compliant curb ramps.
Yes (Short Term)	CA-MINNT-SHOPP2020-1	39.750757	-121.90385	89	SR 32 Pavement Rehab	SR 32 - in and near Chico, from Muir Avenue to Route 39 (PWS 5.07.02.2/R). Rehabilitate pavement, install signals and lighting, upgrade Transportation Management System (TMS) elements, rehabilitate drainage systems, and upgrade facilities to Americans with Disabilities Act (ADA) standards. (PA, IHA0)

Short term: http://www.bag.org/documents/planning/RTP/2020/SCS/2020RTP/2020SCS/Appendices/Appendix2010-1R/20Programmed_Projects_Fnal_October_2020.pdf
Short Term

Section 21. Additional Appendices (Optional)

BCAG 2020 RTP/SCS Performance Report – Adopted December 2020

APPENDIX 8

2020 Regional Transportation Plan and Sustainable Communities Strategy

Performance Report



December 2020

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Introduction

Performance management provides the opportunity to ensure efficient and effective investment of transportation funds by refocusing on established goals, increasing accountability and transparency, and improving project decision-making. MAP-21/FAST Act require States and MPOs to implement a performance-based approach in the scope of the statewide and metropolitan transportation planning process. In addition to federal performance-based planning, the State of California has articulated through statute, regulation, executive order, and legislative intent language, numerous state policies and goals for the transportation system, the environment, the economy, and social equity.

There are different applications of performance management – performance measures, performance targets, and performance monitoring indicators or metrics. Performance measures are used to model travel demand and allow the long-range forecasting of transportation network and system-level performance (e.g. Walk, bike, transit, and carpool mode share, corridor travel times by mode, percentage of population within 0.5 mile of a high frequency transit stop). Performance targets are numeric goals established to enable the quantifiable assessment of performance measures. Performance monitoring indicators or metrics include field data such as vehicle miles traveled, mode share, fatalities/injuries, transit access, change in agricultural land, and CO2 emissions.

Federal Performance Management Targets

The cornerstone of the federal highway program transformation is the transition to a performance and outcome-based program. MAP-21/FAST Act integrate performance into many federal transportation programs and contains several performance elements. States and MPOs will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. Caltrans is required to set and report on progress towards four sets of performance management targets.

- Safety Performance Management (PM1): Fatalities and Injuries
- Pavement and Bridge Condition Performance Management (PM2): Infrastructure Condition
- System Performance Management (PM3): Freight movement, congestion, and reliability
- Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP): State of good repair and safety for transit

This report describes each federal performance metric, charts data collected to date, compares that data to currently adopted targets and describes how the RTP/SCS makes investments that support reaching those targets. For some targets, MPO's can either agree to support the Caltrans target or establish a numerical target specific to the MPO planning area. Since this federal process started in 2018, BCAG has supported all of Caltrans statewide targets for all performance metrics.

Safety Performance Management (PM1)

The federal goal under safety performance management (PM1) is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Table 1. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2020.

Table 1. Statewide Safety Performance Targets - Year 2020

Measure	Target
Number of Fatalities	-3.03%
Rate of Fatalities per 100M Vehicle Miles of Travel (VMT)	-3.03%
Number of Serious Injuries	-1.5%
Rate of Serious Injuries per 100M VMT	-1.5%
Number of Non-Motorized Fatalities	-3.03%
Number of Non-Motorized Serious Injuries	-1.5%

Note: Targets are based on a 5-year rolling average for all roadways.

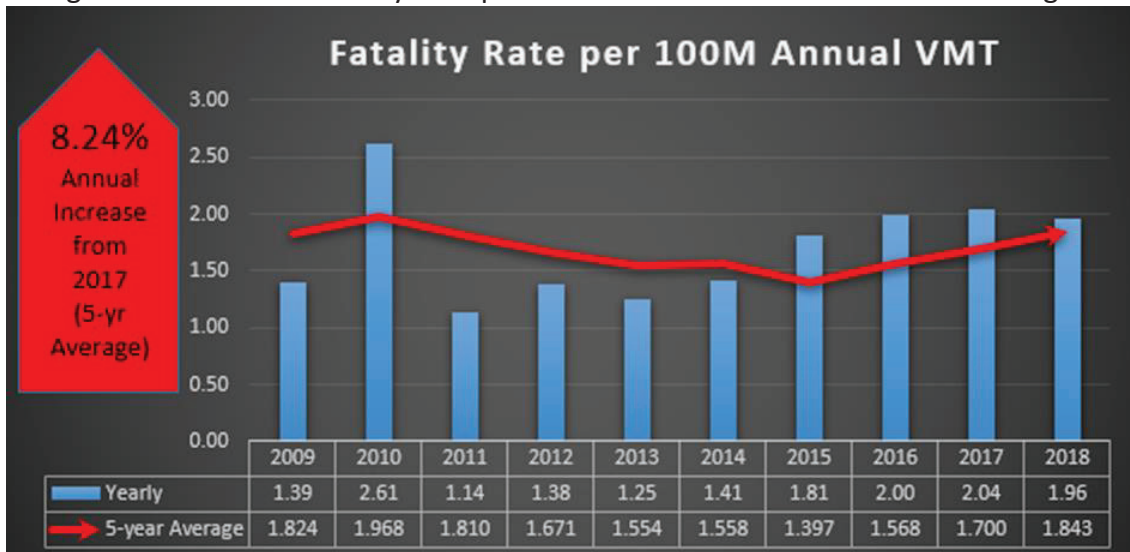
Over the last 10 years, an average of 30 people died in vehicle collisions on our region’s roads and highways. The latest 5-year average (2018) shows a 10% annual increase from the previous year.

Figure 1. 2009-2018 Fatal Collisions for BCAG Region



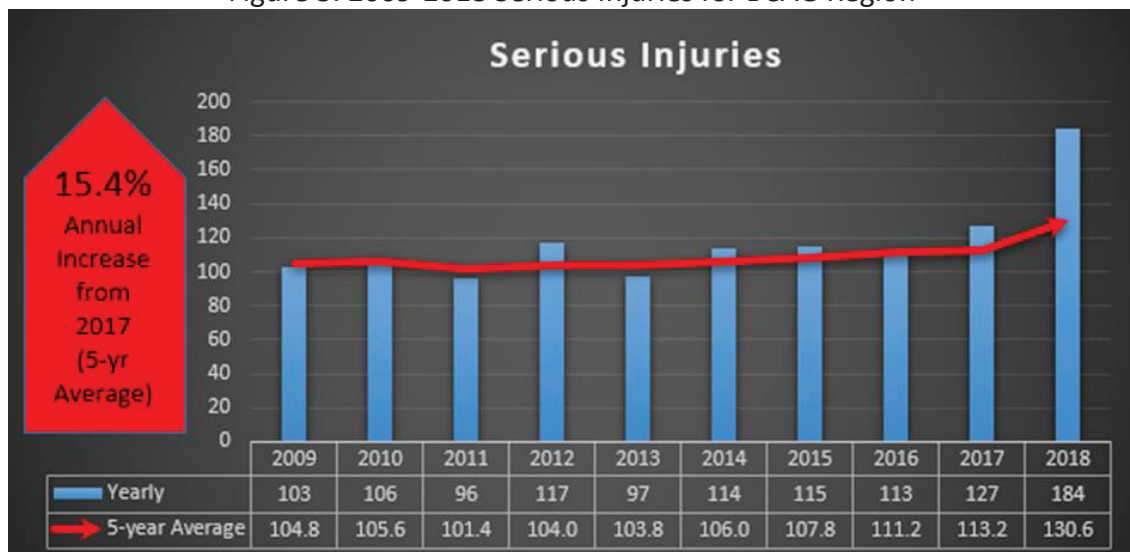
The region’s 2018 collision fatality has returned to highs not seen since 2010. The latest 5-year average (2018) shows an 8.24% annual increase from 2017.

Figure 2. 2009-2018 Fatality Rate per 100M Annual Vehicle VMT for BCAG Region



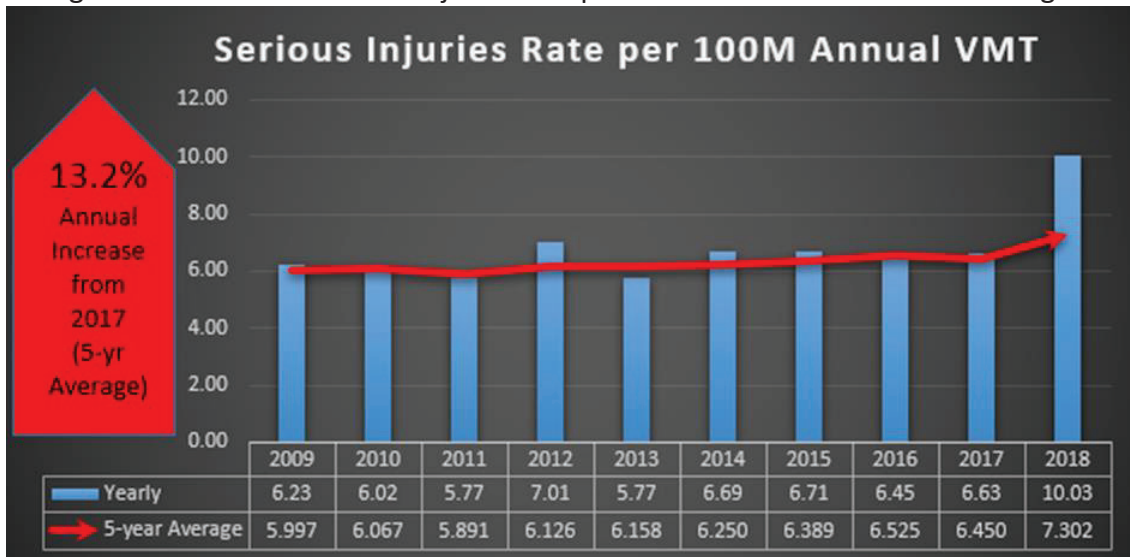
Between the years 2009 and 2017, the region averaged 110 annual serious injuries. In 2018, the region’s serious injuries were at 184, double that of the 97 injuries 5 years prior (2013).

Figure 3. 2009-2018 Serious Injuries for BCAG Region



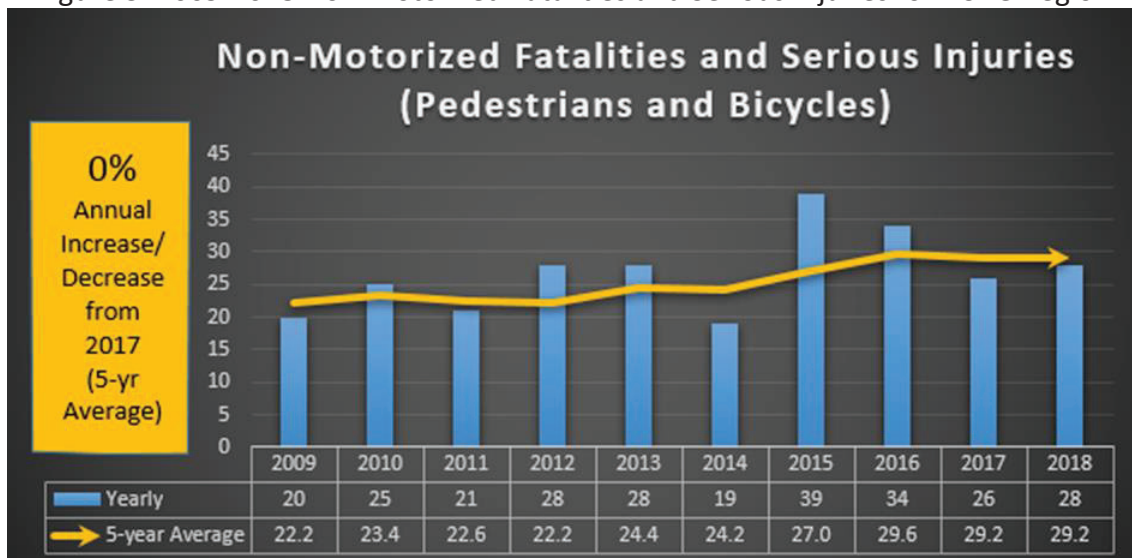
The 2018 serious injury rate of 10.3 serious injuries per 100 million annual vehicle miles of travel (VMT) has a significant contribution to the latest 5-year average which shows a 13.2% annual increase from 2017.

Figure 4. 2009-2018 Serious Injuries rate per 100M Annual VMT for BCAG Region



Over the last 10 years, an average of 27 people died or have been seriously injured as pedestrian or cyclist being involved in a vehicle collision. The latest 5-year average (2018) shows a 0% annual increase/decrease from the previous year.

Figure 5. 2009-2018 Non-Motorized Fatalities and Serious Injuries for BCAG Region



\$514 million of the projects identified in the 2020 RTP project list are safety related. Notable projects include State Route (SR) 70 passing lane segments which utilize \$113.6 million in State Highway Operations and Protection Program (SHOPP) funds and the improvement of sixteen stop-controlled intersections within the Town of Paradise utilizing \$1.23 million of Highway Safety Improvement Program (HSIP) funds.

Pavement and Bridge Condition Performance Management (PM2)

The federal goal under the pavement and bridge condition performance management (PM2) is to maintain the highway infrastructure asset system in a state of good repair. Table 2. Includes those targets prepared by the state, and supported by BCAG, for California for the year 2019.

Table 2. Statewide Infrastructure Condition Targets - Year 2019

Pavement and Bridge Performance Measures*	Baseline 2016/2017		2-Year Target		4-Year Target	
			(1/1/18 – 12/31/19)		(1/1/20 – 12/31/21)	
	Good	Poor	Good	Poor	Good	Poor
Pavement on the NHS (Non-Interstate)	25.5%	7.2%	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	66.5%	4.8%	69.1%	4.6%	70.5%	4.4%

*Applicable to the BCAG Region

The Infrastructure Performance Measure Final Rule established performance measures for pavement and bridge conditions on the National Highway System (NHS). Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets are based on Caltrans' long-range (10 year) Transportation Asset Management Plan and the 2017 State Highway System Management Plan. The plans take into consideration the availability of Senate Bill 1 funds over the target setting period and current estimated conditions of the NHS.

The local NHS consists of those roadways and bridges in Butte County that have been identified as part of the NHS and are not part of the State Highway System. These facilities are typically federally classified as "principal arterials". Tables 3 & 4 include the inventory of local NHS roadways and bridges.

Table 3. Local National Highway System – Roadways

Jurisdiction	Street Name	From Location	To Location	Jurisdiction	Street Name	From Location	To Location
CHICO	BROADWAY ST	SHWY 32	SHASTA WAY	CHICO	SHASTA WAY	BROADWAY ST	MAIN ST
CHICO	COHASSET RD	ESPLANADE	EAST AVE	CHICO	SKYWAY RD	SHWY 99	NOTRE DAME BLVD
CHICO	CYPRESS ST	E 12TH ST	WOODLAND AVE	CHICO	W EAST AVE	CUSSICK AVE	ESPLANADE
CHICO	E 20TH ST	PARK AVE	SHWY 99	CHICO	WOODLAND AVE	PINE ST	CYPRESS ST
CHICO	E PARK AVE	MIDWAY	SHWY 99	COUNTY	SKYWAY RD	.42M W/SKYWAY CROSSROAD	SKYWAY CROSSROAD
CHICO	EAST AVE	ESPLANADE	COHASSET RD	COUNTY	SKYWAY RD	COUTOLENC	PONDEROSA RD
CHICO	ESPLANADE	MAIN ST	LASSEN AVE	COUNTY	SYCAMORE ST	KOFFORD RD	PALM LN
CHICO	FAIR ST	E PARK AVE	20TH ST	COUNTY	NEW SKYWAY	.08M E/PENTZ RD	COUTOLENC RD
CHICO	IVY ST	2ND ST	9TH-SHWY 32	GRIDLEY	SYCAMORE ST	PALM AVE	BIGGS GRIDLEY RD
CHICO	MAIN ST	PARK AVE	ESPLANADE	GRIDLEY	SPRUCE ST	W BIGGS GRIDLEY RD	SHWY 99
CHICO	MANGROVE AVE	VALLOMBROSA AVE	COHASSET RD	GRIDLEY	W BIGGS GRIDLEY RD	SYCAMORE ST	PEACH ST
CHICO	MULBERRY ST	20TH ST	12TH ST	PARADISE	SKYWAY RD	SKYWAY CROSSROAD	PENTZ RD
CHICO	OROVILLE AVE	MAIN ST	SHWY 32	PARADISE	CLARK RD	PEARSON RD	SKYWAY
CHICO	PARK AVE	MIDWAY	MAIN ST	PARADISE	NEW SKYWAY	PENTZ RD	.08M E/PENTZ RD
CHICO	PINE ST	E 12TH ST	VALLAMBROSA AVE				

Source: Caltrans GIS Data Library (2018)

Table 4. Local National Highway System – Bridges

Jurisdiction	Street Name	Crossing	Location	Length	Deck Area (SqFt)
CHICO	PARK AVE	LITTLE CHICO CREEK	0.1 MI N OF 11TH ST	20.6	4004
CHICO	ESPLANADE	LINDO CHANNEL	0.15 MI N OF W 11TH AVE	56.1	11119
CHICO	MAIN ST	BIG CHICO CREEK	0.15 MI N OF 2ND ST	17	4263
CHICO	MANGROVE AVE	LINDO CHANNEL	BETWEEN E 10TH & COHASSET	46.9	9601
CHICO	MANGROVE AVE	BIG CHICO CREEK	BETWEEN 3RD & VALLOMBROSA AVE	16.5	5059
CHICO	PINE ST	LITTLE CHICO CREEK	BETWEEN HUMBOLDT AVE & 12TH ST	23.5	2917
CHICO	CYPRESS ST	LITTLE CHICO CREEK	BETWEEN HUMBOLDT AVE & 12TH ST	25.3	3122

Source: Caltrans GIS Data Library (2018)

Pavement: Baseline - Year 2016 pavement data for Butte County shows an estimated pavement condition of 7.3% Good and 12.6% Poor for the local component (non-state) portion of the NHS. In all, the Butte County region has 69 lane miles of locally maintained NHS pavement. The state average for local NHS pavement condition is 4.6% Good and 12.6% Poor. Table 5 includes county level data for Butte County, including data and targets for the Interstate and Non-Interstate pavement NHS.

Table 5. California NHS Pavement Conditions

Jurisdiction	2016 Lane Miles (LM)	2016 Pavement Condition (%)		2 Year Pavement Condition Targets			4 Year Pavement Condition Targets			% Impact to Statewide Lane Miles
		Good(G)	Poor(P)	2019 Lane Miles	% Target (G)	% Target (P)	2021 Lane Miles	% Target (G)	% Target (P)	
State Interstate NHS	14,159	47.9%	3.1%	14,159	45.1%	3.5%	14,159	44.5%	3.8%	25.2%
Non-Interstate NHS	22,490	43.5%	2.5%	22,490	47.1%	3.0%	22,490	49.4%	3.5%	40.1%
Other Non-Interstate NHS	54	16.7%	1.9%	54	16.7%	1.9%	54	16.7%	1.9%	0.1%
Local	19,373	4.6%	12.5%	19,447	6.4%	12.3%	19,614	7.5%	11.5%	34.5%
Butte (BCAG)	69	7.3%	12.6%	69	7.3%	12.6%	69	7.3%	12.6%	0.1%
Grand Total NHS	56,075	30.4%	6.1%	56,150	32.4%	6.3%	56,317	33.5%	6.4%	100.0%
2018 TAMP Total NHS	56,075	30.4%	6.1%							
Grand Total Non-Interstate NHS	41,917			41,991	28.2%	7.3%	42,158	29.8%	7.2%	
2018 TAMP Total Non-I NHS	41,917	25.5%	7.1%							
Grand Total Interstate NHS	14,159	47.9%	3.1%		45.1%	3.5%	14,159	44.5%	3.8%	

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets
 2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles.

Source: Caltrans Division of Transportation Asset Management – revised 08/23/2018

Bridge: Baseline - Year 2017 bridge data for Butte County shows an estimated bridge condition of 23.3% Good and 0% Poor for the local component (non-state) portion of the NHS. In all, the Butte County region has 7 bridges and 40,085 square feet of deck area of locally maintained NHS bridges. Table 6 includes county level data for Butte County, including data and targets for the Interstate and Non-Interstate bridges NHS.

Table 6. California NHS Bridge Conditions

Jurisdiction	Number of Bridges	Deck Area (SF)	2017 Bridge Health (%)		2 Year Bridge Condition Targets			4 Year Bridge Condition Targets			% Impact to Statewide Deck Area
			Good(G)	Poor(P)	2019 Deck Area	% Target (G)	% Target (P)	2021 Deck Area	% Target (G)	% Target (P)	
State	9,196	210,774,774	69.4%	3.7%	210,774,774	72.1%	3.5%	210,774,774	73.4%	3.4%	90.0%
Local	1,629	23,511,109			23,503,769	42.1%	14.3%	23,506,522	44.3%	13.2%	10.0%
Butte (BCAG)	7	40,085	23.3%	0.0%	40,085	23.3%	0.0%	40,085	23.3%	0.0%	0.0%
Grand Total NHS Bridges	10,825	234,285,883	66.5%	4.8%	234,278,543	69.1%	4.6%	234,281,296	70.5%	4.4%	100.0%

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets
 Source: Caltrans Division of Transportation Asset Management

\$247.4 million of the projects identified in the 2020 RTP project list are directed towards the improvement of bridges and roadway surfaces in the region. This includes the utilization of Highway Bridge Program (HBP) funds to complete \$99.4 million in improvements to bridges and Senate Bill 1 (SB 1) funds to complete \$3.9 million in roadway rehabilitation projects.

System Performance Management (PM3)

The federal goal under system performance management (PM3) is to achieve a significant reduction in congestion on the National Highway System, improve the efficiency of the surface transportation system, improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development, reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies’ work practices.

On January 18, 2017, the Federal Highway Administration (FHWA) published a final rule in the Federal Register (82 FR 5970) establishing performance measures that State Departments of Transportation (DOTs) and MPOs will use to report on the performance of the Interstate and Non-Interstate National Highway System (NHS) to carry out the National Highway Performance Program (NHPP) and traffic congestion and on-road mobile source emissions for the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

Caltrans set 2- and 4-year statewide targets on May 20, 2018. The statewide targets were established based on an iterative process and coordination between Caltrans, MPOs, CALCOG, and the California State Transportation Agency. In developing the statewide targets, Caltrans coordinated with the MPO’s through the utilization of a Technical Advisory Group (TAG). The TAG participated in several workshops and other key stakeholder meetings.

PM3 contains six specific measures, only two of which are applicable to the BCAG region – see Table 7 below.

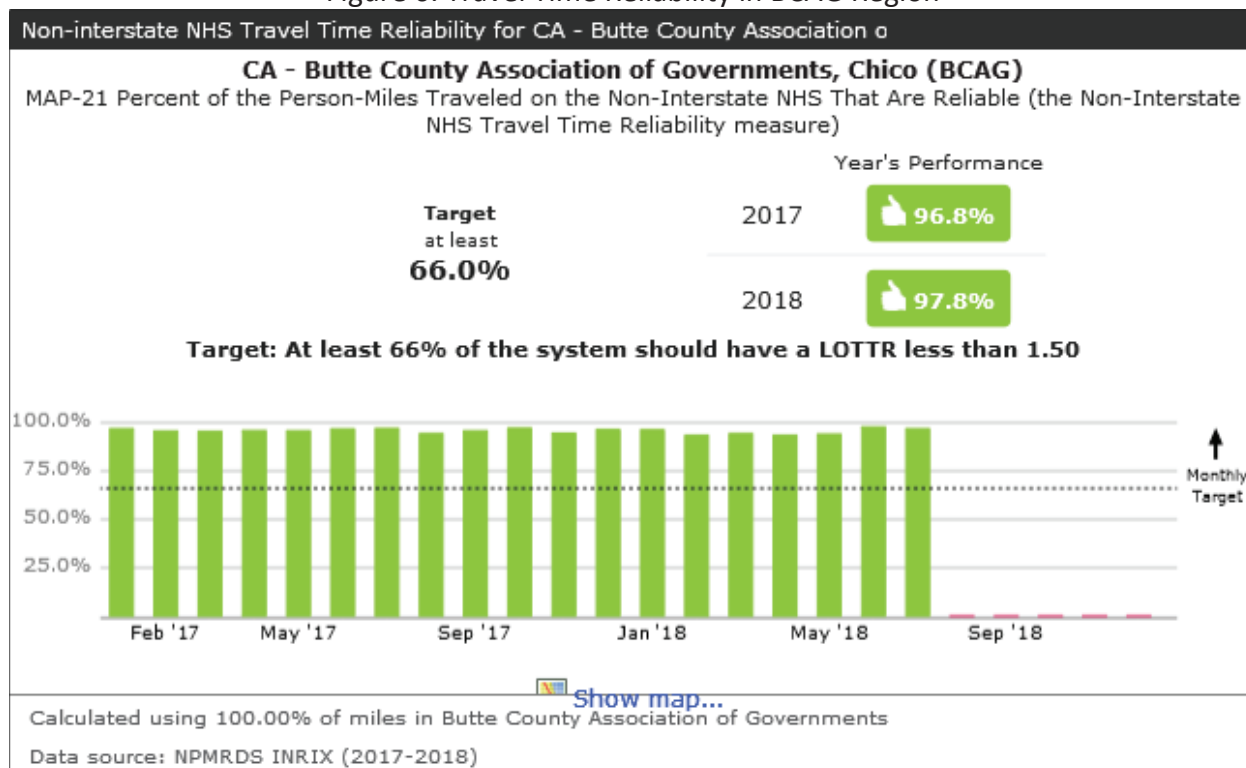
Table 7. Statewide System Performance Targets - Year 2019

System Performance Measure*	Baseline 2017	2-Year Target	4-Year Target
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS	64.6%	65.1% (+0.5%)	65.6% (+1%)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.9 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,445.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)

*Applicable to BCAG Region

Percent of Reliable Person Miles Traveled on the Non-Interstate NHS: A key product developed by Caltrans and their consultants was a MAP-21 application within the National Performance Management Research Data Set (NPMRDS) Analytics tool. The tool allows MPOs to determine the overall Level of Travel Time Reliability (LOTTR) within their regions. The data for Travel Time Reliability in the BCAG region for year 2017/18 is shown in Figure 6.

Figure 6. Travel Time Reliability in BCAG Region



The data for each regions' non-interstate NHS was aggregated to the statewide level and used to establish the 2- and 4-year targets.

Total Emissions Reductions by Applicable Pollutants under the CMAQ Program: Caltrans utilized the CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmagg_pub/) in establishing the Baseline 2017 pollutant numbers for target setting purposes and aggregated all data available in the system to the statewide level and used in establishing 2- and 4-year targets. As of April 2020, four projects are included for the Butte County region which are listed in Table 8.

Table 8. Projects Included in CMAQ Performance Plan for Butte County 2018-2020 Period

YEAR	PROJECT TITLE	PROJECT DESCRIPTION	VOC (kg/day)	CO (kg/day)	NOx (kg/day)	PM10 (Kg/Day)	PM2.5 (Kg/Day)
2018	Chico - SR 99 Bikeway Phase 4 Improvements	Safety Program		12.43	0.38	0.135	
2018	Biggs - Safe Routes to Schools Program	Safety Program			0.03		
2018	Chico - SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	Safety Program		12.43	0.384	0.135	
2018	Paradise - Pearson Rd SR2S Connectivity Project - CMAQ	Congestion Reduction			0.04	0.02	
Total Emission Benefits			0	24.86	0.834	0.29	0

\$308.6 million of the projects identified in the 2020 RTP project list are directed towards the reduction of congestion and vehicle emissions and improving the reliability of the transportation system in the region. This includes \$77.22 million in transit projects, \$83.2 million in bike and pedestrian projects, \$206.56 million in capacity increasing projects, and \$566.9 million towards improving maintenance, operations, and safety.

Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTSAP)

The federal goal under transit asset management (TAM) is to provide a cost-effective, systematic, interruption free pattern of transit operation. Table 9. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2018/19 fiscal year and Table 10. contains the progress made towards achieving the targets.

Table 9. Transit Asset Management Regional Performance Targets 2018-2019

Asset Class	Performance Measure	Target
Rolling Stock	Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	15
<i>All revenue vehicles</i>		
Equipment	Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	1
<i>Non-revenue vehicles</i>		
Facilities	Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	1
<i>All buildings or structures</i>		

Table 10. Transit Asset Management Regional Condition Summary 2018-2019

Asset Category	Count	Avg Age	Avg TERM Condition	Avg Value	% At or Past ULB
Equipment	22	2.4	N/A	\$21,789.54	0.00%
Facilities	3	4.3	4.333333333	\$12,833,333.33	0.00%
Rolling Stock	58	5.6	N/A	\$329,948.28	8.62%

BRT and the Federal Transit Administration (FTA) have adopted the principles and methods of System Safety and of Safety Management Systems (SMS) as the basis for enhancing the safety of public transportation. All rules, regulations, policies, guidance, best practices, and technical assistance administered will, to the extent practical and consistent with legal and other applicable requirements, follow the principles and methods of SMS.

The Butte Regional Transit - Public Transit Agency Safety Plan (PTASP) is an agencywide safety plan that meets and is responsive to FTA’s Public Transportation Safety Program (PTSP). The Transit Agency Safety Plan reflects the specific safety objectives, standards, and priorities of BRT. BRT has incorporated its System Safety compliance into SMS principles and methods tailored to the size, complexity, and scope of its own public transportation system and the environment in which it operates.

Table 11. Includes those targets prepared by Butte Regional Transit (BRT), the transit operator for the Butte County region, for the 2020 fiscal year.

Table 11. *Public Transportation Agency Safety Plan Targets for 2020

Preventable Vehicle Collisions	Preventable Vehicle Collision Frequency Rate	Preventable Employee Injuries	Preventable Employee Injury Rate	Passenger Injuries	Passenger Injury Frequency Rate
17	0.96	4	3.83	13	0.73

*Note – 2020 PTASP targets are preliminary until approval by BCAG Board (estimated January 2021)

Criteria and Methodology Used to Prioritize Projects

Each fund source has its own criteria for project eligibility. Each federal performance measure has its own objectives. Performance Measure 1 – Safety aims to identify projects which reduce fatalities and injuries. The criteria is defined within each fund source requirements within the program. Funding is typically highly competitive between projects and jurisdictions at the state and federal level. Various programs may work towards the same performance measure, such as ATP, CMAQ, STIP, SHOPP may be addressing a safety concern and still be within the parameters of the program. Projects are typically not prioritized except for the regional STIP or the RTIP program. In this case, the priority is determined by the BCAG Board of Directors. BCAG works within its advisory committee process to identify competitive projects with the implementing agency to pursue grant funding as its method to prioritizing projects.

Performance Measure 2 (Pavement and Bridge Condition) are typically maintenance projects. BCAG relies on its local jurisdictions to utilize their own Pavement Management System to vet through the process and prioritize projects for funding.

Performance Measure 3 (Freight, Congestion and Reliability) are typically transit and CMAQ projects which aim to reduce congestion. BCAG relies on its annual Unmet Transit Needs

Process, its Transit specific planning documents to prioritize projects. For CMAQ, BCAG issues a call for projects and evaluates each project application against specific criteria to prioritize projects if needed. For CMAQ, projects are reviewed with the BCAG Transportation Advisory Committee and selected by the BCAG Board of Directors.

In each of the three performance measures, projects are ultimately selected by the agency responsible for the management of the program. For funding controlled by BCAG, applicants are required to complete an application process which includes specific criteria which works towards meeting a performance measure.

Regional Transportation Plan Performance

In 2013, the Strategic Growth Council funded an effort to develop a common set of measures which could be utilized by each of California’s MPOs. In 2016, the California Transportation Commission released the 2016 State Transportation Improvement Program (STIP) Guidelines which included a complete revise of measures to better align with the state transportation goals and in 2020 the STIP Guidelines were once again updated. In consideration of these efforts, BCAG has updated measures for the 2020 RTP/SCS while continuing with the factors established in previous RTP’s.

The updated performance measures have been categorized into the following seven (7) factors: safety and health, mobility/accessibility, reliability, productivity, system preservation, environmental stewardship, and social equity.

Safety and Public Health - The safety of the regional transportation system is a key measure used to evaluate fatalities, injury, and property loss of system users. Active transportation (walking and biking) has a direct health benefit, and can reduce the risk of heart disease, improve mental health, lower blood pressure, and reduce the risk of overweight and obesity-related chronic disease.

Table 12. Safety and Public Health Performance Measures

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
Safety and Public Health	Fatality Rate per 100M Annual Vehicle Miles of Travel (VMT)	1.96	decrease	SWITRS / HPMS
	Serious Injuries Rate per 100M Annual VMT	10.3	decrease	
	Percentage of Trips by Pedestrian and Bicycle Mode Share	Bike 1.99%	Bike 2.03%	TDF Model
		Ped 10.37%	Ped 9.99%	

Mobility/Accessibility - Mobility refers to the ease or difficulty of traveling from an origin to a destination. Accessibility is defined as the opportunity and ease of reaching desired locations. As mobility increases, accessibility tends to improve.

Table 13. Mobility/Accessibility Performance Measures

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
Mobility and Accessibility	Average Peak Period Travel Time (minutes)	16.7	16.48	TDF Model
	Percentage of Housing and Employment within 2 miles of State Highway	81% Housing 91% Employment	84% Housing and 92% Employment	LU Model / GIS
	Percentage of Population within 1/2 mile of frequent transit service	0%	24%	LU Model / GIS

Reliability – Reliability refers to the consistency or dependability of travel times and is a measure that compares expectations with experience.

Table 14. Reliability Performance Measure

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
Reliability	Percentage of Congested Highway VMT (at or below 35 mph)	0%	0%	TDF Model

Productivity - Productivity is defined as the utilization of transportation system capacity. For roadways, capacity is defined as the maximum number of vehicles that a roadway can accommodate.

Table 15. Productivity Performance Measures

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
Productivity	Average Peak Period Vehicle Trips	AM 75,240	AM 82,369	TDF Model
		PM 100,768	PM 113,598	
	Transit Passenger Trips per Vehicle Revenue Hour (Fixed Route)	15.1	21.8	NTD / TNMP

System Preservation - System preservation refers to maintaining the roadway network and transit fleet at a desired or agreed upon level.

Table 16. System Preservation Performance Measures

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
System Preservation	Average Pavement Condition Index ↳ Local Streets and Roads	60	increase	CA SR 2018
	Percentage of Local Highway Bridge Lane Miles in need of Replacement or Rehabilitation ²	34%	decrease	CA SR 2018
	Percentage of Transit Assets exceeding FTA "Useful Life"	8.62%	decrease	B-Line 2018

Environmental Stewardship – Environmental stewardship strives to protect and enhance the built and natural environments of the region.

Table 17. Environmental Stewardship Performance Measures

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
Environmental Stewardship	Per Capita Vehicle Miles of Travel ³	21.4	20.8	TDF Model
	Per Capita Acres of Developed Land	0.31	0.31	LU Model / GIS
	Acres of Important Farmland Avoided ⁴	237,438	233,729	LU Model / GIS
	Percentage of Development Occurring within Butte Regional Conservation Plan - Urban Permit Areas	70% Residential 87% Non-Residential	73% Residential 88% Non-Residential	LU Model / GIS

Social Equity – Equitable distribution of the benefits and burdens of the plan on the economically and socially disadvantaged.

¹ Pavement Condition Index (PCI) rates roadway conditions on a scale from 1-100 with 1=worst and 100=best

² Highway Bridge Lane Miles with a Sufficiency Rating (SR) of 80 or below.

³ VMT includes all trips within county from all vehicle types and includes the total population including group quarters.

⁴ Important Farmland includes farmlands classified as Prime, Unique, and of Statewide Importance by the California Department of Conservation (2016).

Table 18. Social Equity Performance Measures

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
Social Equity	Percentage of Higher Density Low Income Housing ⁵ within 1/4 mile of Transit Route	86%	79%	LU Model / GIS
	Percentage of Higher Density Low Income Housing	26%	27%	LU Model / GIS
	Percentage of Minority Communities Population ⁶ within 1/4 mile of Transit Route	98%	98%	LU Model / GIS

*Data Source

SWITRS - California Highway Patrol Statewide Integrated Traffic Records System
 TDF Model - BCAG's Regional Transportation Model
 LU Model - BCAG's Regional Land Use Allocation Model
 B-Line - Butte Regional Transit
 TNMP – BCAG’s Transit & Non-Motorized Plan
 GIS - BCAG's Regional Geographical Information System
 NTD – National Transit Database (2018)
 CA SR - California Statewide Local Streets and Roads Needs Assessment (2018)
 Caltrans Pave - Caltrans 2018 State of the Pavement Report

Agency Coordination and Public Participation

In preparing and reviewing the various performance measures, BCAG coordinates with local jurisdictions, the county, and other local agencies (i.e., Butte County Local Agency Formation Commission, Butte County Air Quality Management District, Local Tribal Governments, and the University) via our established Transportation Advisory Committee and Planning Directors Group meetings. Caltrans and the Federal Highway Administration are also members of the Transportation Advisory Committee and are provided an opportunity to review and provide input all measures. Caltrans has also established working groups or technical advisory committees for PM1, PM2, and PM3. These committees meet as needed to review relevant data and establish targets at the state level.

Public participation at the regional level occurs through the BCAG Board of Director’s meetings. Each federal performance measure is brought to the BCAG Board for review prior to establishing or updating a target. The public is provided an opportunity to review and provide comment. Information is also made available on the BCAG website.

⁵ Multi-family housing is used in determining percentage of higher density low income housing.

⁶ Minority Communities are defined as 2010 Census Block Groups where 40 percent or more of the population is Asian Pacific Islander, African American, Hispanic, Native American or other Non-White ethnic group, based on 2012-2017 5-year American Community Survey data.