

# 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:**  
**Butte County Association of Governments**  
**326 Huss Drive, Suite 150**  
**Chico, CA 95928**

[www.bcag.org](http://www.bcag.org)



# 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 \$26.78 million in other transportation funds for a total of \$39.36 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**

Name Jon Clark  
Title Executive Director  
Email [jclark@bcag.org](mailto:jclark@bcag.org)  
Telephone 530-809-4616

- **RTIP Manager Staff Contact Information**

Name Ivan Garcia Title Transp.Programming Specialist  
Address 326 Huss Drive, Suite 150  
City/State Chico, CA  
Zip Code 95928  
Email [igarcia@bcag.org](mailto:igarcia@bcag.org)  
Telephone 530-809-4603 Fax 530-879-2444

- **California Transportation Commission (CTC) Staff Contact Information**

Name Teresa Favila Title Deputy Director  
Address 1120 N Street

City/State Sacramento, CA  
 Zip Code 95814  
 Email teresa.favila@catc.ca.gov  
 Telephone 916-653-2064 Fax 916-653-2134

**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. These goals and objectives are consistent and in alignment with the adopted 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 2022 Butte County RTIP is BCAG’s first RTIP without the programming of the State Route 70 Corridor in over 20 years. 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 slated in the adopted RTP/SCS. This RTIP represents those actions which BCAG can control.

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

Provide narrative on projects completed between the adoption of the RTIP and the adoption of the previous RTIP in text field below as is required per Section 68 of the STIP Guidelines.

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 SR 70 Segment 2 project which has been completed.

| <b>Project Name and Location</b>          | <b>Description</b>  | <b>Summary of Improvements/Benefits</b>              |
|---|---|--|
| SR70 Passing Lanes (Segment 2). Location: | On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. | The project will improve traffic safety by providing |

|   |                   |  |
|---|-------------------|--|
| Just south of Oroville in Butte County. | Roadway widening. | 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

Provide narrative on your agency’s public participation process and project selection process for your RTIP in the text field below.

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. Projects were evaluated on if they worked towards achieving the goals in the adopted RTP/SCS. The RTP/SCS has an extensive public involvement process as well.

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

| <b>Project Name and Location</b> | <b>Project Description</b> | <b>Requested RIP Amount</b> | <b>Requested CRRSAA STIP</b> | <b>Requested CRRSAA Non STIP</b> |
|----------------------------------|----------------------------|-----------------------------|------------------------------|----------------------------------|
|                                  |                            |                             |                              |                                  |

|   |  |              |             |             |
|---|--|--------------|-------------|-------------|
| B - Line Rollout Program, Butte County                        | Purchase two Zero Emission Buses and Equipment.  | \$1,326,142  | \$1,173,858 |             |
| 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 <sup>nd</sup> 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**

Provide narrative on other funding included with the delivery of projects included in your RTIP. Discuss if project's other funds will require Commission approval for non-proportional spending allowing for the expenditure of STIP funds before other funds (sometimes referred to as sequential spending).

1. Butte Regional Transit - B-Line Zero Emission Bus Rollout Project. B Line has submitted a request for the 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.

RIP: \$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 Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds (CRRSAA). 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 Strategic Plan 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 CalSTA's Climate Action Plan for Transportation Infrastructure (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 investments. 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 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 City will utilize their existing Bicycle Transportation Plan and update to new ATP requirements. The City’s original request to develop a SR 99 Bikeway Corridor Strategic Plan will still be completed with the revised scope. The ATP will be all encompassing to strategize for new grant funding opportunities.  
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. Gridley is requesting \$3,100,000 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. 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. Caltrans has agreed to include the additional non-motorized elements and scope into their project. Funding will be used for the construction component. The City of Gridley will be contributing \$400,000 in local funds as well.  
Requested STIP Funds: \$3,100,000
6. City of Biggs – 2<sup>nd</sup> 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. Due to an increase in safety concerns and accidents at the intersection of SR 32 and Meridian Rd. just west of Chico, Caltrans District 03 has requested \$500,000 in RIP funds to be used with SHOPP funds for the construction of a new signal light. The total estimate for the new signal is \$2,700,000.  
Requested STIP Funds: \$500,000

| 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           |               | \$2,200,000         |                    |                    |                   | \$2,700,000         |
|   |                     |               |                     |                    |                    |                   | -                   |
| <b>Totals</b>                               | <b>\$10,659,142</b> | <b>-</b>      | <b>\$18,920,000</b> | <b>\$1,262,252</b> | <b>\$1,061,606</b> | <b>\$7,860,00</b> | <b>\$39,763,000</b> |

**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.

Include a discussion of what the region believes are the most significant interregional highway and intercity rail needs within the region (see section 20G)..

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 focus is to bring passenger rail to Butte County to connect to Sacramento / San Joaquin rails system. BCAG is recommending as part of this RTIP to program \$900,000 to PPM which will fund the work necessary to 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.

Other highway needs would include capacity on the rural highways that serve as emergency evacuation or detour routes.

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

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

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

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

Identify potential state routes within the region that might be potential candidates for a highways to boulevards conversion pilot program (see section 20G).

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)**

Provide an evaluation of system performance and how your RTIP furthers the goals of the region's RTP, and if applicable, your Sustainable Communities Strategy as required per Section 19A of the STIP Guidelines. Each region that is a Metropolitan Planning Organization (MPO) or within an MPO shall include an evaluation of overall (RTP level) performance using, as a baseline, the region's existing monitored data. To the extent relevant data and tools area available, the performance measures listed in Table B1 below may be reported.

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

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

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

In addition, each region with an adopted Sustainable Communities Strategy (SCS) or Alternate Planning Scenario (APS) shall include a discussion of how the RTIP relates to its SCS or APS. This will include a quantitative or qualitative assessment of how the RTIP will facilitate implementation of the SCS or APS and also identify any challenges the region is facing in implementing its SCS or APS. In a region served by a multi-county transportation planning organization, the report shall address the portion of the SCS or APS relevant to that region. As part of this discussion, each region shall identify any proposed or current STIP projects that are exempt from SB 375.

[Click here to enter text.](#)

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

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

| <b>Table B1</b>  |  |  |  |
|--|--|--|--|
| <b>Evaluation – Regional Level Performance Indicators and Measures</b> |  |  |  |
| <b>Goal</b>  | <b>Indicator/Measure</b>   | <b>Current System Performance (Baseline)</b> | <b>Projected System Performance (indicate timeframe)</b> |
| Congestion Reduction   | Vehicle Miles Traveled (VMT) per capita.   |  |  |
|  | Percent of congested VMT (at or below 35 mph)  |  |  |
|  | Commute mode share (travel to work or school)  |  |  |
| Infrastructure Condition   | Percent of distressed state highway lane-miles   |  |  |
|  | Pavement Condition Index (local streets and roads)   |  |  |
|  | Percent of highway bridges by deck area classified in Poor condition   |  |  |
|  | Percent of transit assets that have surpassed the FTA useful life period   |  |  |
| 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  |  |  |
| 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   |  |  |
|  | CO <sub>2</sub> emissions reduction per capita   |  |  |

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

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

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

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

[Click here to enter text.](#)

## **Section 12. Regional and Statewide Benefits of RTIP**

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

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 achieve the presented GHG, VMT and air quality

targets. The RTIP recommends 7 projects for a total of \$12.9 million in RIP & CRRSAA funds to leverage an additional \$26.7 million for a regional investment of \$39.7 million within the timeframe of the 2022 STIP. Furthermore the CAPTI emphasizes mode shift from the single occupant vehicle. Of the \$12.9 million recommended for programming, the 7 projects are summarized as follows:

- Transit Projects – 19%
- Planning – 11%
- Bicycle and Pedestrian Projects – 66%
- Highway Safety Project – 4%

These project directly work towards achieving the goals of the adopted 2020 RTP/SCS and represents funding under the discretion of BCAG.



## 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.

| <b>Table B2</b>  |   |  |   |
|--|---|--|---|
| <b>Evaluation – Cost-Effectiveness Indicators and Measures</b> |   |  |   |
| <b>Goal</b>  | <b>Indicator/Measure<br/>(per thousand dollar invested)</b>   | <b>Current Level of<br/>Performance<br/>(Baseline)</b> | <b>Projected Performance<br/>Improvement<br/>(indicate timeframe)</b> |
| Congestion<br>Reduction  | Reduce Vehicle Miles Traveled (VMT) per capita  |  |   |
|  | Reduce Percent of congested VMT (at or below 35 mph)  |  |   |
|  | Change in commute mode share (travel to work or school)   |  |   |
| Infrastructure<br>Condition                                    | Reduce percent of distressed state highway lane-miles   |  |   |
|  | Improve Pavement Condition Index (local streets and roads)  |  |   |
|  | Reduce percent of highway bridge deck area in Poor Condition  |  |   |
|  | Reduce percent of transit assets that have surpassed the FTA useful life period                                     |  |   |
| System<br>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<br>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<br>Sustainability                                | Change in acres of agricultural land  |  |   |
|  | CO <sub>2</sub> emissions reduction per capita  |  |   |

**Table B2(a)**  
**Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures**

| <b>Goal</b>                  | <b>Indicator/Measure</b>   | <b>Current System Performance (Baseline)</b> | <b>Projected Performance (indicate timeframe)</b> |
|------------------------------|--|--|---|
| 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.

| <b>Table B3</b>  |  |                          |  |
|--|--|--------------------------|--|
| <b>Evaluation – Project Changes or Increased Capacity Benefits</b> |  |                          |  |
| <b>Project Type Or Mode</b>  | <b>Changes to Built Environment</b>        | <b>Indicator/Measure</b> | <b>Benefits or Performance Improvement at Project Completion</b> |
| State Highway  | New general purpose lane-miles             |                          |  |
|  | New HOV/HOT lane-miles                     |                          |  |
|  | Lane-miles rehabilitated                   |                          |  |
|  | New or upgrade bicycle lane/sidewalk miles |                          |  |
|  | Operational improvements                   |                          |  |
|  | New or reconstructed interchanges          |                          |  |
|  | New or reconstructed bridges               |                          |  |
| Transit or Intercity Rail  | Additional transit service miles           |                          |  |
|  | Additional transit vehicles                |                          |  |
|  | New rail track miles                       |                          |  |
|  | Rail crossing improvements                 |                          |  |
|  | Station improvements                       |                          |  |
| Local Streets and Roads  | New lane-miles                             |                          |  |
|  | Lane-miles rehabilitated                   |                          |  |
|  | New or upgrade bicycle lane/sidewalk miles |                          |  |
|  | Operational improvements                   |                          |  |
|  | New or reconstructed bridges               |                          |  |

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

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 10 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

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

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

conducted by each region and by Caltrans before the RTIPs and the ITIP are submitted to the Commission for incorporation into the STIP.

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

## **E. Detailed Project Information**

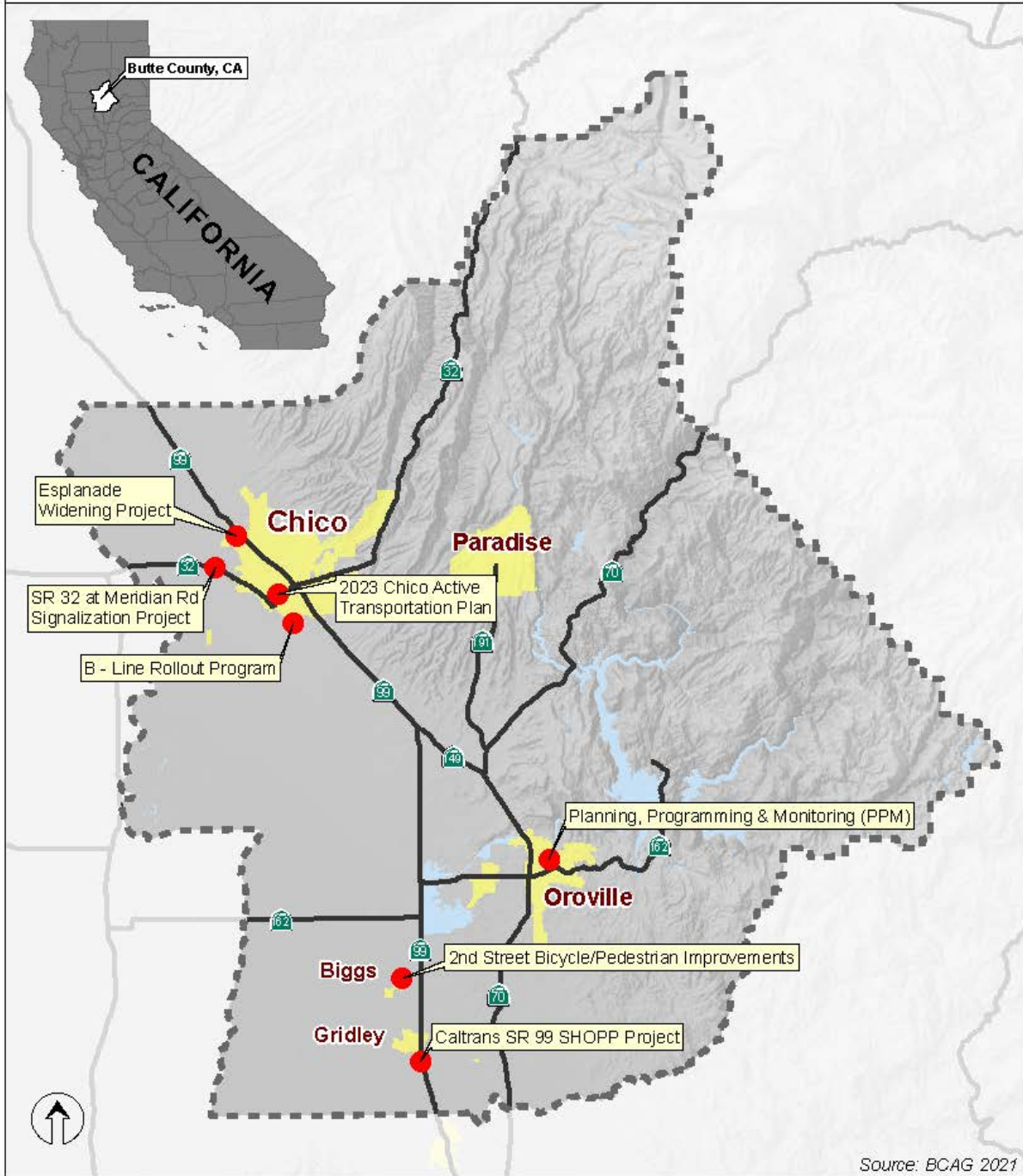
### **Section 15. Overview of Projects Programmed with RIP Funding**

Provide summary of projects programmed with RIP funding including maps in the text field below as required per the STIP Guidelines.

| 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>B - Line Rollout Program.</b> Purchase two Zero Emission Buses and Equipment.   | 1,326,142         | 1,173,858        |                  |                  |                   | 2,500,000         | Transit       | 0.19            |
| BCAG   | <b>Planning, Programming &amp; Monitoring (PPM).</b> Rail Strategic Plan Development & BCAG Planning, Programming & Monitoring.  | 333,000           |                  | 900,000          |                  |                   | 1,233,000         | Planning      |                 |
| Chico  | <b>2023 Chico Active Transportation Plan.</b> ATP will update the City's Bicycle Transportation Plan to current requirements for grant funding.                                  |                   |                  | 150,000          |                  |                   | 150,000           |               | 0.11            |
| Chico  | <b>Esplanade Widening Project</b> - Bike/Ped portion of project to construct separated paths on both sides of roadway between Nord Highway and Eaton Rd.                         | 5,000,000         |                  |                  | 7,200,000        |                   | 12,200,000        |               |                 |
| Gridley  | <b>Caltrans SR 99 SHOPP Project</b> – 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        | Bike/Ped      |                 |
| Biggs  | <b>2<sup>nd</sup> Street Bicycle/Pedestrian Improvements.</b> Safe routes to school project from C to H Streets  | 400,000           | 88,394           | 11,606           | 260,000          |                   | 760,000           |               | 0.66            |
| Caltrans   | <b>SR 32 at Meridian Rd. Signalization Project.</b> Construct new signal to address safety concerns.   | 500,000           |                  |                  |                  | 2,200,000         | 2,700,000         | Road - Safety | 0.04            |
| <b>TOTALS</b>                                      |  | <b>10,659,142</b> | <b>1,262,252</b> | <b>1,061,606</b> | <b>7,860,000</b> | <b>18,920,000</b> | <b>39,763,000</b> |               | 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   |  |
| Yes / NO            |                        |              |              |             | Project Title   | Project Description in RTP/SCS   |
| Yes<br>(Short Term) | 20200000200            | 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<br>(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<br>(Goals)      |                        |              |              |             |   |  |
| Yes<br>(Long Term)  | Nexus 608              | 39.774761    | -121.879392  | 143         | Esplanade Widening  | Shasta Avenue to Nord Highway. Widen to 4 lanes with median  |
| Yes<br>(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<br>(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<br>(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)**