

# 2024 Regional Transportation Improvement Program

**For Butte County**

**Fiscal Years 2024/2025 – 2028/2029**

(July 1, 2024 through June 30, 2029)

**Scheduled Adoption: December 7, 2023**

**Prepared by:**

**Butte County Association of Governments**

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December 15, 2023

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Subject: Butte County 2024 RTIP Submittal

Ms. Favila, Ms. Sudha Kodali:

Enclosed for programming consideration for the 2024 State Transportation Improvement Program (STIP) is the Butte County Association of Governments' (BCAG) 2024 Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors adopted this RTIP at their December 7, 2023, Board meeting.

The attached 2024 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 one project recommendation for Interregional Improvement Program (IIP) for the North Valley Rail Project.

**2024 RTIP Recommendations**

**TABLE 1**

<b>PROJECTS RECOMMENDED FOR THE 2024 RTIP / STIP</b>		
<b>Agency &amp; Project</b>	<b>RIP Funding Recommendation</b>	<b>IIP Funding Recommendation</b>
Chico – Eaton Rd / SR 99 Roundabout	<b>\$6,300,000</b>	
Butte County – Palermo Safe Routes to Schools Project	<b>\$1,000,000</b>	
BCAG - North Valley Rail Project	<b>\$2,500,000</b>	<b>\$2,500,000</b>
BCAG - Planning, Programming & Monitoring	<b>\$738,000</b>	
<b><u>Totals</u></b>	<b><u>\$10,538,000</u></b>	<b><u>\$2,500,000</u></b>

RIP Recommendations = **\$10,538,000**

2024 RTIP Fund Estimate = \$8,433,000

**Over Programmed = \$2,105,000**

BCAG’s 2024 RTIP demonstrates the region’s commitment to be in alignment with CAPTI, combat climate change and promote mode shift. The following table highlights the funding and percentages by project type proposed:

<b>Project Type</b>	<b>Funding</b>	<b>Percent</b>
Planning (PPM) – Planning, Programming & Monitoring	<b>\$738</b>	<b>6%</b>
Active Transportation – Safe Routes to Schools Project	<b>\$1,000</b>	<b>8%</b>
Rail – North Valley Rail Project	<b>\$5,000</b>	<b>38%</b>
Highways (Safety and Operations) – SR 99 /Eaton Roundabout	<b>\$6,300</b>	<b>48%</b>

# 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2024 RTIP)

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

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

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 78 of the STIP Guidelines.

Since the 2022 RTIP/STIP was adopted, various project developmental components have been completed, however, none have been constructed. BCAG programmed 6 projects for a total of \$10.6 million. Most of these projects are slated for construction in the Spring of 2024. Included in the 2022 RTIP is also the purchase of two zero emission buses for Butte Regional Transit. The infrastructure to charge the zero emission buses was completed in the 23/24 fiscal year utilizing FTA funds. Receipt of the new buses is anticipated in 2024 calendar year.

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
B-Line Rollout Program for B-Line Transit System	Purchasing two zero emission buses	Buses ordered. Delivery will be in 2025. Benefits will include lower regional emissions, GHGs.
Esplanade Bike/Ped Improvements in Chico	Construct 8' Multi-Use Path on both sides of roadway	Construction is scheduled to begin in 2024 and will take two years to complete. Benefits will include new Bike/Ped lanes, lower VMT, Safety Improvements.
SR 99 SHOPP Project in Gridley	Construct separated 8' bike/ped facility on east side of SR 99 in Gridley	Construction is scheduled to begin in 2024 and will take two years to complete. Benefits will include new Bike/Ped lanes, lower VMT, Safety Improvements.
2 <sup>nd</sup> Street Bike/Ped Improvements in Biggs	Complete safe routes to schools project near Biggs High School	Construction is scheduled for 2024 and will take one season to complete. Benefits will include new Bike/Ped lanes, lower VMT, Safety Improvements.
SR 32 at Meridian Rd Signalization Project	Construct new signal on SR 32 east of Chico at Meridian Road. (SHOPP Safety Project)	This project is under construction and will be completed in 2025. Benefits will be safety.

**Section 5. RTIP Outreach and Participation**

Insert dates below – Regional agencies can add rows to the schedule – Rows included below should remain for consistency.

A. RTIP Development and Approval Schedule

Action	Date
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Regional Agency adopts 2024 RTIP	December 7, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

## B. Community Engagement

BCAG followed its adopted Public Participation Process in developing the 2024 RTIP. Community engagement for the RTIP is tied to the extensive outreach process of BCAG's RTP/SCS. BCAG has steadily increased its public outreach and community engagement efforts. BCAG continues to offer office and in person meetings, zoom participation, but has found better community engagement at community events. BCAG makes a good faith effort to attend various farmers market events, celebratory cultural events such as Black History month and Dia De Los Muertos, Salmon Fest, Pioneer Days and other events where they may be a larger public turnout. BCAG also holds in person public workshops and provides a zoom link for those who may be interested in learning and participating in the planning and programming process. This outreach effort is in addition to e-newsletters, advisory and board of director's meetings which are all open to the public. In addition, the RTIP is developed in consultation with the BCAG Transportation Advisory Committee (TAC). The TAC includes representatives from each of the local cities, Butte County, AQMD, Caltrans, Chico Velo Cycling Club, Public Health, Mechoopda Indian Tribe of the Chico Rancheria and members of the public. Presentations were made to the TAC, Board, community events and organizations. The public was informed of the funding opportunity and the significance of tying projects to the RTP/SCS. In addition, new projects were encouraged to be consistent with the goals and guidance of the Climate Action Plan for Transportation Infrastructure (CAPTI) built from the Governors Executive Orders (EO) EO N-19-19 and N-79-20. In addition, applicants were encouraged to consider BCAG's Federal Performance Measures for PM 1, 2, 3 & Transit to FHWA and to CARB under SB 375 for achieved GHG reductions. Comments received from the public were positive in nature with excitement that some local projects were going to be completed. Excitement was the general feedback for the North Valley Rail project. The negative comments received were regarding how long projects took to get completed and the project costs.

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

Caltrans District: 3



BCAG consulted with Caltrans District 03 on projects for the 2024 RTIP and ITIP. In doing so, the North Valley Rail project is nominated in this 2024 RTIP for the environmental component with 15% design. BCAG has proposed \$2.5 million in RIP and \$2.5 million in IIP funds. Caltrans District 3 supports this recommendation with BCAG that the project is in alignment with the objectives of CalSTA in working towards mode shift and connecting disadvantaged communities while bringing new infill, high density housing opportunities near future passenger rail stops. Caltrans District 3 is also a standing member on BCAG’s Transportation Advisory Committee.

## **B. 2024 STIP Regional Funding Request**

### **Section 6. 2024 STIP Regional Share and Request for Programming**

#### **A. 2024 Regional Fund Share Per 2024 STIP Fund Estimate**

2024 STIP Fund Estimate for Butte County is \$8,433,000.

#### **B. Summary of Requested Programming**

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
Eaton Road/State Route 99 Southbound Roundabout Project in Chico.	Convert the existing intersection of the SR 99 SB off and on ramps at Eat Road into one four-leg multi-lane roundabout	\$6,300,000
Palermo Safe Routes to Schools Project in Oroville.	Construct safe perimeter for kids to traverse around Palermo Schools with construction of 8-foot shared bike/ped path, drainage, paving, striping, and reflectors	\$1,000,000
North Valley Rail Project. This project is located in Butte, Yuba, Sutter and Sacramento Counties.	PA&ED for new Passenger Rail Project to connect Sacramento to Chico on ACE and San Joaquins with HSR connection. Initial 4 round trips with stops at Sacramento, Plumas Lake, Marysville, Gridley and Chico	\$2,500,000
Planning, Programming and Monitoring (PPM) in Butte County	Planning, Programming and Monitoring activities for BCAG	\$738,000
	<b>Total</b>	<b>\$10,538,000</b>

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

Most projects recommended for programming have some level of other funds. Commission approval is required for the North Valley Rail Project in which RIP and IIP funds are recommended. Caltrans has included the SR 99/Eaton Rd Roundabout project in the SHOPP. CTC would be required to approve the SHOPP allocation for this project. Local funds are included from the City of Chico for the Eaton Rd/SR99 Roundabout Project and federal CMAQ funds are included for Butte County’s Palermo Safe Routes to Schools Project.

Proposed 2024 RTIP	Total RTIP	Other Funding (\$1,000s)					Total Project Cost
		ITIP	STBG/ CMAQ	Fund LOCAL	Fund SHOPP	Fund Source 3	
							-
<b>BCAG – North Valley Rail Project.</b> BCAG is requesting the PA&ED component	2,500	2,500					5,000
<b>Chico – Eaton Rd/SR 99 Roundabout.</b> The CON component is requested.	6,300			2,369	500		9,169
<b>Butte County – Palermo Safe Routes to Schools Project.</b> The R/W and CON components are requested	1,000		1,975				2,975
BCAG – Planning, Programming and Monitoring (PPM)	738						738
							-
							-
							-
<b>Totals</b>	<b>10,538</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>17,882</b>

**Notes:** \$2.5 million in IIP funds is requested.

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

### **ITIP Funding Requested**

BCAG is requesting \$2.5 million in Interregional Improvement Program (IIP) funding in the Interregional Transportation Improvement Program (ITIP) for the North Valley Rail Project. BCAG is also recommending \$2.5 million in RIP funding for a combined total of \$5 million to prepare the environmental component with 15% design work. The planning documents and Project Study Report (PSR) have been completed. BCAG is in a position to initiate project development with the environmental component and has partnered with the San Joaquin Rail Commission and the San Joaquin Joint Powers Authority to bring the Altamont Corridor Express (ACE) and the San Joaquin trains north of Stockton via Midtown Sacramento and Natomas to Plumas Lake and the City of Marysville in Yuba County and onto the cities of Gridley and Chico in Butte County. This is an interregional project that spans approximately 90 miles between Chico and Sacramento.

The North Valley Rail Project is BCAG's top interregional and regional transportation priority. This project is prioritized in the Butte County long-range Regional Transportation Plan/Sustainable Communities Strategy and included in the State Rail Plan. This project furthers the numerous air quality, climate change, VMT reduction, and other goals of CAPTI. California's climate goals, namely reducing GHG and toxic pollutants, can only be achieved by reducing VMT, decarbonizing transport, and shifting travel from highways and air to the rail network. California's housing and economic development goals can only be achieved through broad increase in housing and jobs in transit-oriented communities, designed around fast, frequent, reliable transport services that take people where they want to go, when they want to go. No other public investment is as capable of efficiently connecting large numbers of people across communities and between regions as modern, zero-emission rail networks. The North Valley Rail Project will have connections to the state's High Speed Rail network allowing riders access to the rest of the state's rail systems. For the state highway system, rural two-lane highways prone to head on collisions continue to be a concern. These routes also serve as emergency evacuations or detour routes.

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

The North Valley Rail project will have a strong positive impact on the state's rail system and Northern California. The project will provide for a new mode of travel and open access for the north state residents to the rest of the rail system connections in Sacramento and Stockton. Future rail stops in Chico, Gridley, Marysville, Plumas Lake and Natomas may serve as a catalyst for high density residential and access to jobs by providing a new alternative transportation mode of travel. This project ties into the future development of the ACE and San Joaquin rail system tying into and arriving in Sacramento (Natomas) from the San Joaquin Rail Authority and San Joaquin Joint Powers Agency.

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

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

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

BCAG considers complete streets in its planning and programming recommendations. The SR 99 Eaton Rd Roundabout Project will provide a safer passage for bicycle and pedestrian travel across the Eaton Rd Interchange. This project will mirror the improvements already completed on the east side of the interchange. Full operational improvements for the overcrossing will be realized with the completion of this project and be safer for the bicycle, pedestrians and motorists. For the local Palermo Rd Safe Routes to Schools Project, the project completes a 15+ year effort to provide complete street treatments with new bike/ped facilities around and adjacent to nearby South Oroville schools in Butte County. This project is on a local road.

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

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

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

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

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

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

In addition, each region with an adopted Sustainable Communities Strategy (SCS) 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.

BCAG's fund estimate for the 2024 STIP cycle is \$8.4 million in which 4 projects are proposed, one of which is PPM. With these limited funds, over \$17 million in total transportation investments is realized with local, regional and state funds. Each project is included in the RTP/SCS and furthers the goals of CAPTI. The most ambitious project for BCAG is the North Valley Rail Project. This transformative project will provide a new mode of transportation while reducing GHGs and VMT while enhancing the state's rail system and providing access to Northern California.

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.	21.4	20.8 (2040 – TDF)
	Percent of congested VMT (at or below 35 mph)	0	0
	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	Rolling Stock – 8.62% Facilities – 0% Equipment – 0%	15% (2040) 1% (2040) 1% (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	10.3	Decrease (SWTRS/HPMS)
	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 13. Regional and Statewide Benefits of RTIP**

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

The Eaton Rd/SR 99 Roundabout project addresses safety and operations. In addition, the project improves the safety aspects for bicycle and pedestrian travel by improving how traffic moves through the interchange. Traffic flow will be improved, thereby reducing some

congestion and reducing accidents while maintaining a slow steady flow of travel. The Palermo Safe Routes to Schools project will provide safer non-motorized transportation for the area school children and public by providing a much safer route with better safety signage. The North Valley Rail Project will provide a new mode of transportation via passenger rail service. This project will reduce GHGs and VMT while providing a convenient mode of travel between Chico and Sacramento. The metrics provided in the table represent those from BCAG's RTP/SCS in which all projects are derived from. In addition, specific project benefits are included in the ePPRs and Project Study Reports.



## D. Performance and Effectiveness of RTIP

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

Per Section 22B and Appendix B of the STIP Guidelines, regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in Table B2 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 (per thousand dollar invested)</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement (indicate timeframe)</b>
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita		
	Reduce Percent of congested VMT (at or below 35 mph)		
	Change in commute mode share (travel to work or school)		
Infrastructure Condition	Reduce percent of distressed state highway lane-miles		
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period		
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	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 <sub>2</sub> emissions reduction per capita		

<b>Table B2(a)</b>			
<b>Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures</b>			
<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 22C and Appendix B of the STIP Guidelines, regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in Table B3 below to evaluate the proposed changes to the built environment.

<b>Table B3</b>			
<b>Evaluation – Project Changes or Increased Capacity Benefits</b>			
<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
State Highway	New general purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	.1 new bike/ped facility as part of roundabout	
	Operational improvements	.1 – new 4 leg roundabout	Reduced congestion, improved GHG and safety improved
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles	4 rail cars/transit vehicles	New mode of transportation, reduced GHGs, VMT
	New rail track miles		
	Rail crossing improvements		
	Station improvements	3 new stations	
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated	1.1 miles	Improved pavement index
	New or upgrade bicycle lane/sidewalk miles	0.75 miles	Reduced VMT, GHGs
	Operational improvements		
	New or reconstructed bridges		

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

Each RTIP shall include a project specific benefit evaluation for each new project proposed that estimates its benefits to the regional system from changes to the built environment, including, but limited to the items listed on page 9 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. The North Valley Rail Project proposed is for the environmental component only. BCAG has completed the necessary planning documents and project study report for the project in which specific project benefits have been developed.

## E. Detailed Project Information

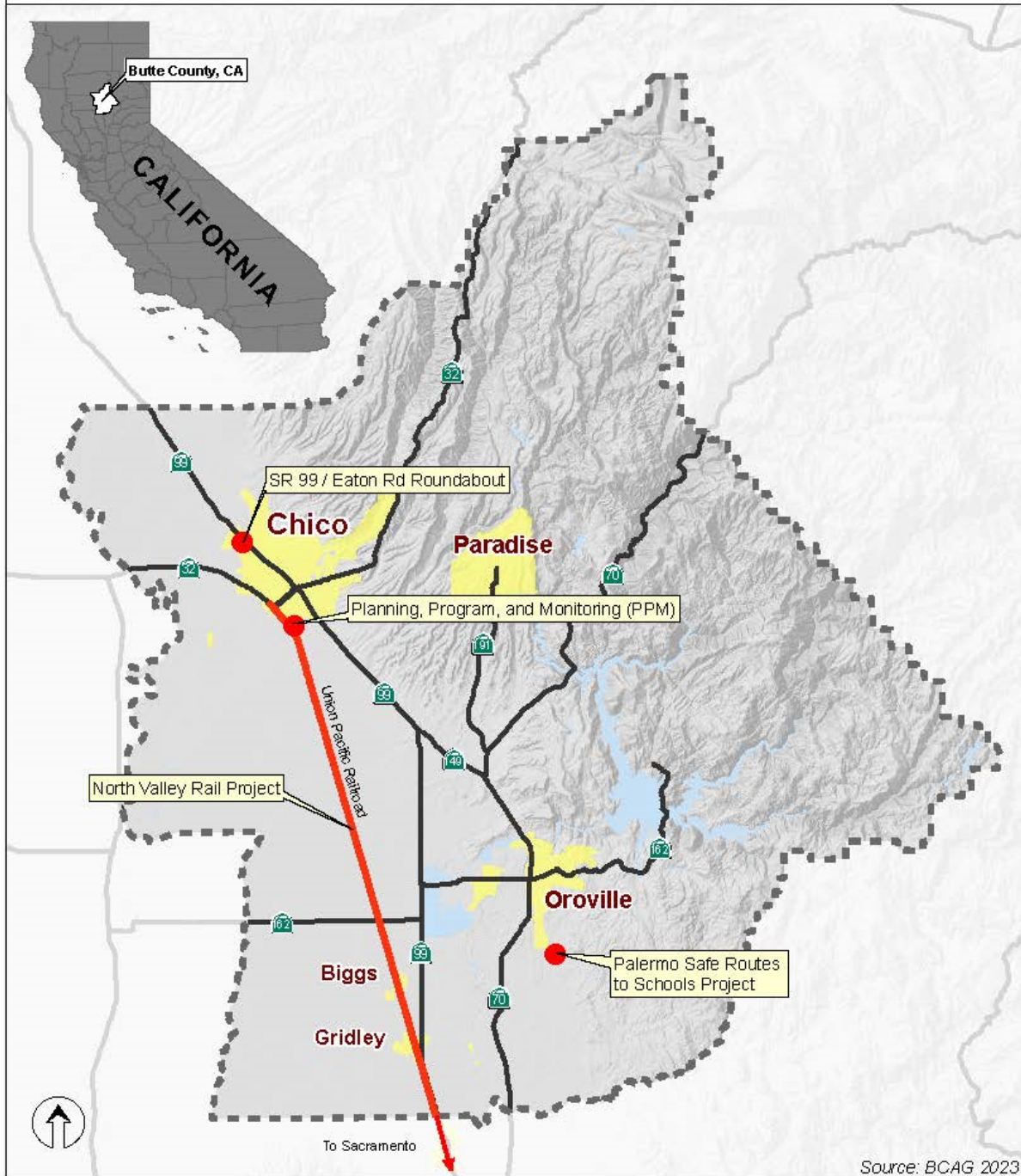
### Section 16. Overview of Projects Programmed with RIP Funding

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

2024 RTIP Project Recommendations for Butte County - Includes ITIP Recommendation (\$1,000s)						
Agency and Project	RTIP/RIP Recommendations (\$8.4 million)	ITIP / IIP Recommendation	SHOPP	CMAQ	Local	Totals
1 Chico – Eaton Rd / SR 99 Roundabout	6,300		500		2,369	9,169
2 County – Palermo Safe Routes to Schools Project	1,000			1,625		2,625
3 BCAG - North Valley Passenger Rail Project	2,500	2,500				5,000
BCAG - Planning, Programming & Monitoring	738					738
Totals	10,538	2,500	500	1,625	2,369	17,532
<b>Butte County Fund Estimate</b>	<b>\$ 8,433</b>					
<b>RTIP / RIP Recommendations</b>	<b>\$ 10,538</b>					
<b>OVERPROGRAMMED</b>	<b>\$ 2,105</b>					

2020 Regional Transportation Plan / Sustainable Communities Strategy Nexus						
Is the project in the RTP/SCS (Yes/No)	Title	Project Description	Project Number	CTIPS ID if available	Y Coordinate	X Coordinate
1 Yes	Eaton Rd /SR 99 Roundabout	Construct roundabouts	181		39.774467	-121.873309
2 Yes	Palermo Safe Routes to Schools Project	Bike and ped improvements adjacent to South Oroville Schools	25	20200000218	39.43518458	-121.5513955
3 Yes	North Valley Rail Project	Chico to Sacramento Inter- City Commuter Rail Service	19		39.512621	-121.552084

# 2024 STIP Project Locations



## **F. Appendices**

**Section 17. Projects Programming Request Forms**

**Section 18. Board Resolution or Documentation of 2024 RTIP Approval**

**Section 19. Fact Sheet (1-2 pages).** (See Section 50). The fact sheet will be posted on the Commission's website and must comply with state and federal web accessibility laws and standards.

**Section 20. Documentation on Coordination with Caltrans District (Optional)** (With Cover Sheet)

**Section 21. Detailed Project Programming Summary Table (Optional)**

**Section 22. Alternative Delivery Methods (Optional)**

**Section 23. Additional Appendices (Optional)**

**Appendix 1**  
**Section 17. Project Programming Request (PPR) Forms**

**Project 1: Eaton Road/State Route 99 Southbound Roundabout**

Nominating Agency: City of Chico

RIP Request \$6.3 million

Comments: Project mirrors other side (northbound) roundabout. SHOPP funds are included.

**Project 2: Palermo Safe Routes to Schools Project**

Nominating Agency: Butte County

RIP Request \$1 million

Comments: Completes 15-year effort to provide for bike/ped improvements around local South Oroville schools.

**Project 3: North Valley Rail Project**

Nominating Agency: Butte County Association of Governments (BCAG)

RIP Request \$2.5 million

IIP Request \$2.5 million

Comments: Would initiate the environmental component with 15% design. Project works to establish passenger rail from Sacramento to Chico.

**Project 4: Planning, Programming & Monitoring (PPM)**

Nominating Agency: Butte County Association of Governments (BCAG)

RIP Request \$0.738 million

Comments: Programs 5% maximum limit.





Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	09/07/2023 10:41:26
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 County	99				
				MPO	Element
				BCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
David Giongco			530-879-6902	david.giongco@chicoca.gov	

**Project Title**

Eaton Road/State Route 99 Southbound Roundabout

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

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

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

**Legislative Districts**

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

Date 09/07/2023 10:41:26

**Purpose and Need**

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

NHS Improvements  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
Operational Improvement	Intersection / Signal improvements	EA	1
Operational Improvement	Ramp modifications	EA	2
Active Transportation	Crosswalk	EA	2

Date 09/07/2023 10:41:26

Additional Information

Performance Indicators and Measures

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

District	County	Route	EA	Project ID	PPNO
03	Butte County	99			

Project Title

Eaton Road/State Route 99 Southbound Roundabout

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	626							626	
PS&E	1,035							1,035	
R/W SUP (CT)		104						104	
CON SUP (CT)			1,074					1,074	
R/W		104						104	
CON			6,226					6,226	
<b>TOTAL</b>	<b>1,661</b>	<b>208</b>	<b>7,300</b>					<b>9,169</b>	

Fund #1:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									City of Chico
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)	626							626	
PS&E	1,035							1,035	
R/W SUP (CT)		104						104	
CON SUP (CT)									
R/W		104						104	
CON			500					500	
<b>TOTAL</b>	<b>1,661</b>	<b>208</b>	<b>500</b>					<b>2,369</b>	

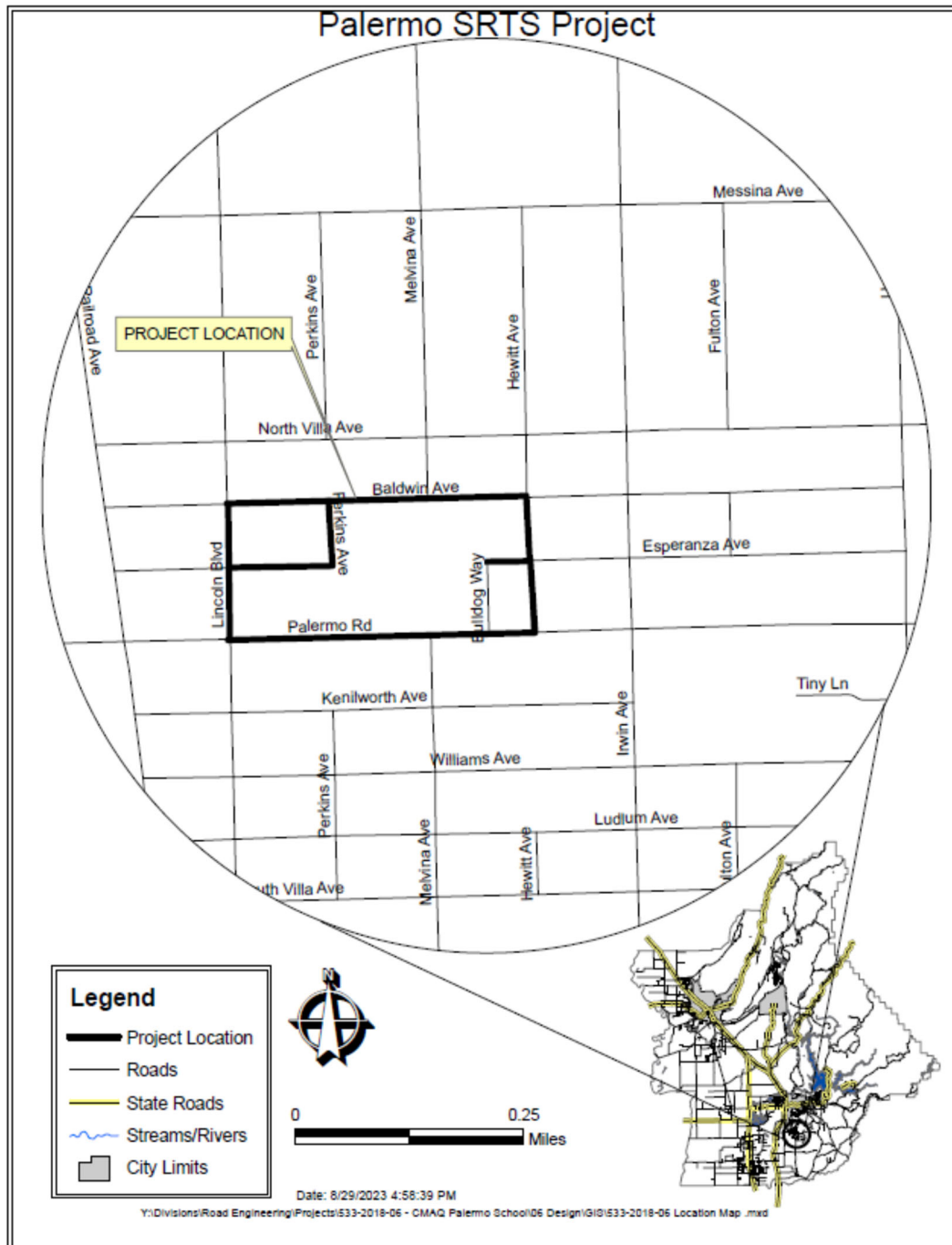
Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			1,074					1,074	
R/W									
CON			5,226					5,226	
TOTAL			6,300					6,300	
Fund #3:	SHOPP - State Cash (Committed)								
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 3
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL			500					500	

## Project 2: Palermo Safe Routes to Schools Project

Nominating Agency: Butte County

RIP Request \$1 million

Comments: Completes 15-year effort to provide for bike/ped improvements around local South Oroville schools



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	08/31/2023 13:52:48	
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			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Butte County				MPO		Element	
				NON-MPO		Local Assistance	
Project Manager/Contact			Phone	Email Address			
Zachary Meisel			530-552-5707	zmeisel@buttecounty.net			

**Project Title**  
 Palermo SRTS Project

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

**Location:**  
 The project is located within the community of Palermo in Butte County. The project limits are as follows; Lincoln Blvd from Palermo Rd to Baldwin Ave, Esperanza Ave from Lincoln Blvd to end. Baldwin Ave from Lincoln Blvd to Hewitt Ave, Hewitt Ave from Palermo Rd to Baldwin Ave, Bulldog Way from end to Hewitt Ave, Palermo Rd from Lincoln Blvd to Hewitt Ave.

**Description:**  
 Throughout the above listed project extents, construct new 8-foot shared bike/pedestrian path, storm drainage, paving, striping, signage and roadway reflectors. Essentially, the project will add a safe perimeter for kids to traverse around the Palermo School vicinity.

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

**Legislative Districts**

Assembly:	3	Senate:	1	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		03/01/2019
Circulate Draft Environmental Document <span style="float:right">Document Type CE</span>		03/01/2024
Draft Project Report		03/01/2025
End Environmental Phase (PA&ED Milestone)		03/01/2025
Begin Design (PS&E) Phase		03/15/2019
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2025
Begin Right of Way Phase		03/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2026
Begin Construction Phase (Contract Award Milestone)		03/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		03/01/2028
Begin Closeout Phase		03/01/2028
End Closeout Phase (Closeout Report)		03/01/2029



Date 08/31/2023 13:52:48

**Purpose and Need**

This project will instill much needed safe walking/biking paths for young bikers and students in the predominantly disadvantaged community of Palermo. The project is within the immediate vicinity of Lincoln Blvd., Palermo Rd., and Baldwin Ave., and is consistent with county's general plan and RTP/SCS goals, objectives and Policies. This project will continue to close gaps between previous HSIP, SRTS, SR2S, and ATP projects for this area. The widened shoulders will add safety features to these road segments as we have already incurred vehicle versus pedestrian collisions on Lower Wyandotte Rd. and Lincoln Blvd. resulting in fatalities for this area.

This project will significantly reduce the levels of automotive pollutants, as well provide safer, more convenient travel for both drivers, pedestrians, and bicyclists commuting to school, churches, shopping centers, and other destinations. In terms of emissions reduction, improvement to traffic flow, and health benefits, the construction of bike lanes will encourage more students and residents to utilize active modes of transportation. The project will provide the necessary separation of bike paths and roads to encourage reliable and safe means of active transportation for a younger/new generation of bikers.

Parents will be able to confidently allow their kids to navigate the streets on bikes, knowing that safe and well-designed paths are in place. This project seeks to bridge the active transportation gaps by connecting schools, homes, and local amenities through a network of thoughtfully designed bike paths. From an educational standpoint, these paths will offer more than just a mode of transportation. They pave the way for active and healthy lifestyles, fostering a culture of physical well-being from an early age. Children who bike or walk to school often arrive more alert and ready to learn, as physical activity has been proven to enhance cognitive function. Moreover, the path will create opportunities for interactive learning about road safety, environmental responsibility, and effective urban planning.

The bike paths will help foster a deeper sense of community connection among residents. By providing a safe and inviting environment, the paths have the potential to strengthen the social fabric empowering the community as a whole.

NHS Improvements  YES  NO      Roadway Class 3      Reversible Lane Analysis  YES  NO

Inc. Sustainable Communities Strategy Goals  YES  NO      Reduce Greenhouse Gas Emissions  YES  NO

**Project Outputs**

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.75
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.1
ADA Improvements	Install accessible pedestrian signal	EA	6
ADA Improvements	New crosswalk	LF	570
Drainage	Culverts	LF	808



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	3,471	3,857	-386
			VMT per Capita	0.64	0.72	-0.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	138.84	154.28	-15.44
			Hours per Capita	0.026	0.029	-0.003
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	10	0	10
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.17	0.19	-0.02
			PM 10 Tons	0.0068	0.0076	-0.0008
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	558.59	620.66	-62.07
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	1.44	1.6	-0.16
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	8.94	9.93	-0.99
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	6.44	7.16	-0.72
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0.4	-0.4
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	31	-31
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0	0.8	-0.8
	Optional	Accident Cost Savings	Dollars	28,448,000	31,496,000	-3,048,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	169	0	169
	Optional	Number of Destinations Accessible by Mode	Number	12	0	12
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	17.7	0	17.7
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	7.1	0	7.1
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	38	62
			Rating	Good	Poor	

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	1,266,860	1,407,623	-140,763
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	46	51	-5

District	County	Route	EA	Project ID	PPNO
03	Butte County				

Project Title

Palermo SRTS Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Butte County
PS&E									Butte County
R/W SUP (CT)									Butte County
CON SUP (CT)									Butte County
R/W									Butte County
CON									Butte County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	350,000							350,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	125,000							125,000	
CON	2,500,000							2,500,000	
TOTAL	2,975,000							2,975,000	

Fund #1:	CMAQ - CMAQ Funding for PE (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	350,000							350,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	350,000							350,000	

Fund #2:	Other State - STIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
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	125,000							125,000	
CON	2,500,000							2,500,000	
TOTAL	2,625,000							2,625,000	

### Project 3: North Valley Rail Project

Nominating Agency: Butte County Association of Governments (BCAG)

RIP Request \$2.5 million

IIP Request \$2.5 million

Comments: Would initiate the environmental component with 15% design. Project works to establish passenger rail from Sacramento to Chico.



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	07/20/2023 11:47:34
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				Butte County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
VAR					
			MPO	Element	
			BCAG	Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address	
Michael Hanebutt			209-420-2002	michael@acerail.com	

**Project Title**

North Valley Rail Project

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

Scope of the project is to complete the environmental component only. The North Valley Rail Project (NVRP) proposes new passenger rail service to connect Sacramento (Natomas) to Chico. System would transform regional and intercity transportation in the northern Sacramento Valley by offering a convenient, environmentally sustainable travel choice for residents, employees, and visitors in Butte, Yuba, Sutter, and northern Sacramento counties. With initial service of up to 4 roundtrips per day by 2033. Project builds off the larger Valley Rail program currently underway, which will expand rail service between the northern San Joaquin Valley, Sacramento, and Bay Area. NVRP would provide direct, rides to Sacramento, Stockton, the Bay Area, Modesto, and Merced. In Merced, timed transfers will ensure seamless connections via high-speed rail to Fresno, Bakersfield, and Southern California linking North Valley communities to the Northern California and the larger statewide rail network.

Component	Implementing Agency
PA&ED	San Joaquin Joint Powers Authority
PS&E	San Joaquin Joint Powers Authority
Right of Way	San Joaquin Joint Powers Authority
Construction	San Joaquin Joint Powers Authority

**Legislative Districts**

Assembly:	3,6	Senate:	1,3	Congressional:	1,6
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/13/2023	
Begin Environmental (PA&ED) Phase		08/01/2024
Circulate Draft Environmental Document	Document Type EIR/EIS	12/25/2025
Draft Project Report		12/29/2023
End Environmental Phase (PA&ED Milestone)		09/01/2026
Begin Design (PS&E) Phase		
End Design Phase (Ready to List for Advertisement Milestone)		
Begin Right of Way Phase		
End Right of Way Phase (Right of Way Certification Milestone)		
Begin Construction Phase (Contract Award Milestone)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		



Date 07/20/2023 11:47:34

**Purpose and Need**

The purpose of the the project is to complete the environmental component for the North Valley Rail Project(NVRP). The NVRP will provide for new passenger rail service from Natomas (Sacramento) to Chico traversing through the City of Marysville and Gridley. The project is needed to provide for alternative transportation to connect Northern California with the rest of the state's rail systems. This project works towards achieving the RTP/SCS goals, State Air Quality Goals, CAPTI goals, mode shift efforts, GHG and VMT reduction goals. The project is needed to transform regional and intercity transportation in the northern Sacramento Valley by offering a convenient, environmentally sustainable travel choice for residents, employees and visitors in Butte, Yuba, Sutter, and northern Sacramento counties.

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
Rail/ Multi-Modal	Passenger Counter	EA	1,480,000
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	4
Rail/ Multi-Modal	New stations	EA	3

Date 07/20/2023 11:47:34

#### Additional Information

The Project will significantly reduce VMT by providing daily intercity and commuter passenger rail service to northern California, and other rail connections in other parts of the state, giving residents traveling to work, school, medical or recreational travel providing an affordable, safety alternative to vehicular travel. The introduction of passenger rail service from Sacramento to Chico has the potential to provide significant environmental benefits. By reducing the number of cars on the road, the project will help to lower transportation-related pollution, such as greenhouse gas emissions and air pollution, which are major contributors to climate change.

The rail service will provide an alternative mode of transportation for people in the region, particularly those in historically disadvantaged communities along the Rail, of which is 80% of census tracts on or adjacent to the rail are HDC. By reducing the reliance on single occupancy vehicles, the project will help to reduce greenhouse gas emissions and improve air quality.

The new passenger rail line will also incorporate energy-efficient investments at the four new stations as described in the Project Description. This includes electrification and charging infrastructure for zero-emission vehicles at the four new stations, to further reduce emissions and support the shift to more sustainable transportation options. Additionally, the new stations will incorporate bike lanes and storage to encourage commuting by bicycle. The Project will also support the development of local bike and pedestrian facilities, which will encourage active transportation and reduce the need for cars.

The planning of this rail passenger service will be in full compliance with the California Air Resources Board and the BCAG Sustainable Communities Strategy. The North Valley Rail project fits in well with these two regional strategies which both require greater access to public transportation services, which includes rail. As part of the planning process, the Project will estimate the reduction of miles traveled by car per passenger. BCAG is estimating a one-to-one mileage reduction in train travel vs. vehicle travel for commuting.

This new passenger rail service aligns with California's Plan to achieve Net Zero Carbon Pollution in that air pollution, greenhouse gas emissions and gas consumption are reduced significantly by removing cars from the road by shifting transportation to rail services. The Net Zero plan is very ambitious and calls for moving rail lines from petroleum to hydrogen-based locomotives to fully cut greenhouses, the actual implementation of the technology is still being debated and planned. The North Valley Rail line is fully capable of instituting hydrogen-based technology when required.

Historically disadvantaged communities will benefit the most from the proposed passenger rail service as 80% of the population surveyed is in the HDC/APP census tracts. These communities will have improved access to medical services, including the new hospital in Marysville, which is adjacent to the station. The cluster of medical facilities outside of Butte County will also provide improved access to healthcare for residents. Furthermore, the affordable housing options available near the stations will help to reduce the cost burden for residents, making it easier for them to access essential services and job opportunities. The Project and eventual North Valley Rail Line implementation directly meets the Justice40 goals as set out by the Whitehouse. The total eventual project directly addresses Climate Change and Clean Transportation and over 40% of the benefits of this project will benefit the disadvantage communities. According to the DOT, 80% of the census tracts directly on or adjacent to the new rail line are historically disadvantaged communities.

The project includes comprehensive multi modal connections and enhancements.

Performance Indicators and Measures

Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Change in Daily Vehicle Miles Travelled	Miles	1,502,461	1,608,944	-106,483
			VMT per Capita	20.56	20.57	-0.01

District	County	Route	EA	Project ID	PPNO
03	VAR				

Project Title  
 North Valley Rail Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									San Joaquin Joint Powers Authority
PS&E									San Joaquin Joint Powers Authority
R/W SUP (CT)									San Joaquin Joint Powers Authority
CON SUP (CT)									San Joaquin Joint Powers Authority
R/W									San Joaquin Joint Powers Authority
CON									San Joaquin Joint Powers Authority
<b>TOTAL</b>									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)		5,000						5,000	
PS&E				23,200				23,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W						20,000		20,000	
CON							280,000	280,000	
<b>TOTAL</b>		5,000		23,200		20,000	280,000	328,200	

Fund #1:	RIP - Surface Transportation Program (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Butte County Association of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)		2,500						2,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		2,500						2,500	

Fund #2:	IIP - Surface Transportation Program (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		2,500						2,500	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		2,500						2,500	
Fund #3:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Unfunded Need in the future
PS&E				11,600				11,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL				11,600				11,600	

Fund #4:	Other State - Transit and Intercity Rail Capital Program (TIRCP) (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
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)									Notes Unfunded future need
PS&E				11,600				11,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W						20,000		20,000	
CON							280,000	280,000	
TOTAL				11,600		20,000	280,000	311,600	

**Project 4: Planning, Programming & Monitoring (PPM)**

Nominating Agency: Butte County Association of Governments (BCAG)

RIP Request \$0.738 million

Comments: Programs 5% maximum limit to support BCAG's PPM activities.

Amendment (Existing Project) <input type="checkbox"/> YES <input type="checkbox"/> NO				Date	11/21/2023 14:41:51
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		0322000258	0L16	Butte County Association of Governments	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Butte County					
				MPO	Element
				BCAG	Local Assistance
Project Manager/Contact			Phone	Email Address	
Ivan Garcia			530-879-2468	igarcia@bcag.org	

**Project Title**

Planning, Programming and Monitoring

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

Planning, programming and monitoring

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

**Legislative Districts**

Assembly:	2,3	Senate:	4	Congressional:	2,4
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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)		
End Construction Phase (Construction Contract Acceptance Milestone)		
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		



Date 11/21/2023 14:41:51

**Purpose and Need**

Funding is needed to support BCAGs PPM activities

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

**Project Outputs**

Category	Outputs	Unit	Total



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

District	County	Route	EA	Project ID	PPNO
03	Butte County			0322000258	0L16

Project Title  
 Planning, Programming and Monitoring

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Butte County Association of Governm
R/W									
CON	2,132	111						2,243	Butte County Association of Governm
<b>TOTAL</b>	<b>2,132</b>	<b>111</b>						<b>2,243</b>	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,132	151	151	151	151	134		2,870	
<b>TOTAL</b>	<b>2,132</b>	<b>151</b>	<b>151</b>	<b>151</b>	<b>151</b>	<b>134</b>		<b>2,870</b>	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Governm
PS&E									\$35 CON voted 07/16/98
R/W SUP (CT)									\$68 CON voted 07/01/99
CON SUP (CT)									\$41 CON voted 07/01/00
R/W									\$55 CON voted 08/23/02
CON	2,132	111						2,243	\$55 CON voted 02/26/04
TOTAL	2,132	111						2,243	\$63 CON voted 03/03/05
									\$63 CON voted 07/20/06
									\$150 CON voted 09/20/07

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,132	151	151	151	151	134		2,870	
<b>TOTAL</b>	<b>2,132</b>	<b>151</b>	<b>151</b>	<b>151</b>	<b>151</b>	<b>134</b>		<b>2,870</b>	

**Complete this page for amendments only**

Date 11/21/2023 14:41:51

District	County	Route	EA	Project ID	PPNO
03	Butte County			0322000258	0L16

SECTION 1 - All Projects

Project Background

PPM - update ePPR for the new 2024 STIP Cycle with revenues identified in the Fund Estimate.

Programming Change Requested

Updating ePPR for new 24 STIP Cycle

Reason for Proposed Change

2024 STIP Cycle

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

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Updating PPM ePPR for 2024 STIP cycle.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

**Appendix 2**  
**Section 18. Board Resolution of 2024 RTIP & Documentation**

**To be inserted after BCAG Board approval on December 7, 2023**



### Appendix 3 - Section 19

#### 2024 RTIP For Butte County – Fact Sheet

##### Summary

BCAG’s 2024 RTIP continues a history of programming projects that are in alignment with local, regional and state priorities. Programming is focused on projects that better utilize the existing infrastructure in place and recognizing other needs such as equitable access and promoting infill development thru transportation. The project recommendations meet the requirements identified in the 2024 STIP Guidelines and are in alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) adopted by California State Transportation Agency (CalSTA) in July 2021. BCAG is submitting three projects for programming consideration and one PPM project. BCAG’s 2024 RTIP demonstrates the region’s commitment to combat climate change and promote mode shift. BCAG’s next ambitious project is the North Valley Rail Project for which Interregional Improvement Program (IIP) funds are requested. BCAG’s Fund Estimate is \$8.4 million and is requesting \$10.5 million, an over programming recommendation of \$2.1 million. Investment total over \$17 million with local, regional and state funds in the 2024 RTIP.

##### Significant Benefits

The North Valley Rail Project is BCAG’s next ambitious project to bring the San Joaquin and ACE Rail systems to Chico on Union Pacific rail lines, thus connecting Chico to Sacramento and to the rest of the state’s rail system including High Speed Rail (HSR). The NVR system provides stops Midtown and Natomas in Sacramento, Plumas Lake and the City of Marysville in Yuba County, Gridley and Chico in Butte County. The new mode of travel will lower GHGs, VMT and improve air quality. The project will also open opportunities for affordable housing development and provide access to jobs via passenger rail.

##### Regional and State Goal Alignment

Each of the three projects recommended for programming are derived from the adopted RTP/SCS. In addition, the projects further the goals Caltrans, CAPTI and are in alignment with Caltrans ITSP goals and objectives. The projects proposed address safety and operations, bicycle and pedestrian improvements, and projects that reduce GHGs, Congestion and improve air quality.

PROJECTS RECOMMENDED FOR THE 2024 RTIP / STIP		
Agency & Project	RIP Funding Recommendation	IIP Funding Recommendation
Chico – Eaton Rd / SR 99 Roundabout	\$6,300,000	
Butte County – Palermo Safe Routes to Schools Project	\$1,000,000	
BCAG - North Valley Rail Project	\$2,500,000	\$2,500,000
BCAG - Planning, Programming & Monitoring	\$738,000	
<b>Totals</b>	<b>\$10,538,000</b>	<b>\$2,500,000</b>