

**APPENDIX 4**  
**Comments Received**

**DEPARTMENT OF TRANSPORTATION**

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October 14, 2016

Mr. Jon Clark  
Executive Director  
Butte County Association of Governments (BCAG)  
326 Huss Drive, Suite 150  
Chico, CA 95928

**2016 Draft Regional Transportation Plan & Sustainable Communities Strategy  
(RTP/SCS)**

Dear Mr. Clark:

Thank you for the opportunity to provide comments regarding the Butte County Association of Governments (BCAG) Draft Butte County RTP/SCS. The following comments are for your consideration in the RTP/SCS process. Numbers in parenthesis correspond to the RTP checklist.

**RTP Checklist Comments**

- (2) Pg. 5-1: There is opportunity to provide more detail on short-range planning goals as it relates to long-range planning. Please consider providing more detailed information on how short-range planning coincides with the long-range development of the SR-70 corridor.
- (4a) Pg. 4-5: This section would benefit from a more robust discussion on residential densities and building intensities. Also, a more detailed description of projected growth in particular locations would be beneficial.
- (4d) Pg. 4-21 & 6-8: Page 4-21 does not mention how a particular transportation network will service the transportation needs in the region. Discussion found in the referenced pages is centered on planning partners and public outreach. Please update the RTP Checklist to provide accurate page references with the final RTP.
- (4f) Pg. 4-15: According to government code 65580-65581, this section should consider environmental, fiscal, and community goals. More detail could be provided in the text instead of referencing the appendices where more information could be found. It's important to provide descriptions of maps and datasets for the general public's understanding.
- (4h) Pg. 4-2: The referenced page number does not give the reader sufficient information on the forecasted development pattern for the region. More discussion on the forecasted development

pattern and specific transportation measures that will reduce GHGs should be included in the body and not just referenced to the appendices. These are important details to communicate to the general public.

- (5) Pg. 4-30: This section references page 4-30 but there is no page 4-30 in the document.

### General Comments

**Acronyms:** Add the CTP (California Transportation Plan)

**Ch. 1. Introduction:** Elaborating more on improving collaborative efforts with federal and state agencies, as well as gaining guidance from planning documents such as the CTP 2040 would improve the overall message of local, state, and federal entities working more closely on planning issues.

**Ch. 2. Policy Element:** Recommend including highlights or referencing the CTP in the introductory paragraph of the Policy Element. The CTP is the guiding statewide transportation policy and was recently updated in July 2016. In addition, include “Smart Mobility” on Objective 13.1 and how this concept will increase system efficiency within the region by reducing congestion and GHGs.

**Ch. 4. Sustainable Communities Strategy:** Giving reference to the CTP and aligning BCAG’s RTP/SCS goals involving policies and strategies pertaining to reducing GHGs and highway congestion with that of the CTP would strengthen the message of interagency coordination. Also, SB 391 should be mentioned because it addresses the statewide GHG emissions from the transportation sector of AB 32. The following is an example of what could be added:

- Senate Bill 391 (SB 391, 2009), the California Transportation Plan, requires the California Department of Transportation to prepare the California Transportation Plan (CTP), the long-range transportation plan, by December 2015, to reduce GHG emissions. This system must reduce GHG emissions to 1990 levels from current levels by 2020, and 80 percent below the 1990 levels by 2050 as described by AB 32 and Executive Order S-03-05. The recently released CTP 2040 demonstrates how major metropolitan areas, rural areas, and state agencies can coordinate planning efforts to achieve critical statewide goals.

**Ch. 5. Action Element – Conclusions:** Safety and security themes should be emphasized more. It would be beneficial to look at the new Strategic Highway Safety Plan and incorporate more information from this document pertaining to safety and security.

**Ch. 6. State Highway Operations and Protection Program (SHOPP):** Consider adding unconstrained SHOPP projects from the 10-year SHOPP project list to communicate potential state highway projects to the public.

**Ch. 8. Non-Motorized Transportation:** Discuss in more detail about how promoting more active transportation will aid in meeting the GHG emission reduction goals set forth by SB 375. Explain how Smart Mobility encourages more active transportation by designing community’s amenities to be in closer proximity to one another.

**Ch. 12- Action Element- Goods Movement:** This section should include a discussion on the high seasonal truck traffic the correlates with harvesting of agricultural products. If needed, Caltrans Forecasting and Modeling Branch can provide data to assist with this discussion.

- Page 12-9- Goal No. 2 should denote that SR 70 is the regional priority to be developed into a four-lane expressway as denoted in Ch. 3.

**Ch. 13. Financial Element:** Recommend clearly defining the differences between unconstrained, constrained planned, and constrained programmed projects and perhaps move Table 6-1 to this section.

- Page 13.3- Link to Caltrans CMAQ webpage needs to be updated to:  
[http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ\\_Web\\_Page.html](http://www.dot.ca.gov/hq/transprog/federal/cmaq/CMAQ_Web_Page.html)

If you have questions or need additional information, please contact Adam Hansen, Butte County Regional Planning Liaison at (530) 741-5452 or by e-mail: [Adam.Hansen@dot.ca.gov](mailto:Adam.Hansen@dot.ca.gov)

Sincerely,



Kevin Yount, Acting Chief  
Office of Transportation Planning – North



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November 1, 2016

Adam Hansen  
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Response to 2016 Draft Regional Transportation Plan & Sustainable Communities Strategy  
(RTP/SCS)

Mr. Hansen:

Thank you for your comments concerning the development of the 2016 RTP/SCS. BCAG will make the appropriate RTP Checklist references to ensure accuracy and other page numbering references.

Thank you for your comments on the Sustainable Communities Strategy (SCS) in which BCAG already meets the mandatory requirements. Comments will be considered under advisement for the 2020 RTP/SCS update.

The California Transportation Plan (CTP) was completed in June 2016 at which point BCAG's RTP/SCS was nearing completion. Where appropriate minor adjustments referencing the CTP will be included.

BCAG will include Caltrans' unconstrained SHOPP list of projects for the public's awareness in Chapter 6.

Thank you for your comment on Goods Movement. BCAG will add language to reflect the magnitude of importance that SR 70 represents to the region in terms of moving people and goods.

Sincerely,

Ivan Garcia  
BCAG Programming Manager