AIR QUALITY EMISSIONS ANALYSIS
AND
CONFORMITY DETERMINATION

2020 Regional Transportation Plan and 2019 Federal Transportation Improvement Program

Prepared by:
Butte County Association of Governments

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2020 Regional Transportation Plan Amendment #__
2019 Federal Transportation Improvement Program Amendment #5

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AIR QUALITY CONFORMITY ANALYSIS AND DETERMINATION

Purpose

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) in Butte County, California, and is responsible for regional transportation planning. The purpose of this conformity determination is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements.

The Clean Air Act Section 176I (42 U.S.C. 7506 I) and EPA's transportation conformity regulations (40 CFR 93.104(b) and (c)) require that each new regional transportation plan (RTP) and transportation improvement plan (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the RTP and FTIP are approved by the MPO or accepted by the U.S. Department of Transportation (DOT). This ensures that federally supported highway and transit project activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS). Conformity currently applies under EPA's rules to areas that are designated non-attainment, and those re-designated to attainment after 1990 ("maintenance areas").

The region's last conformity determination and emissions analysis was adopted by the BCAG Board of Directors on September 27th, 2018 as part of the approval for the 2019 FTIP. This action was then approved by the Federal Transit Authority (FTA) and Federal Highways Administration (FHWA) on December 7th, 2018.

This transportation air quality conformity determination and emissions analysis shows that transportation projects programmed in the 2020 Butte County Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) are consistent with the applicable SIP.

Butte County's Air Quality Status

Ozone

Effective July 20, 2012, Butte County was designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS).

Effective August 3, 2018, Butte County was designated marginal nonattainment under EPA's federal 2015 8-hour ozone NAAQS.

Because of these designations, transportation projects occurring within Butte County are subject to an air quality conformity determination for the ozone precursors Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx).

Previously, under EPA's 1-hour ozone rule, Butte County was designated "non-attainment – transitional" (Section 185A) and was not required to develop an attainment SIP with an emissions budget.

Since no emissions budget exists from a prior SIP submittal that has been found adequate by EPA, or was part of an approved SIP, an interim conformity test applies. In order to make a conformity determination under the 2008 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2011 emissions levels, or the build/no-build test must be passed. Similarly, to make a conformity determination under the 2015 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2017 emissions levels, or the build/no-build test must be passed.

Carbon Monoxide

As a result of a 1998 SIP revision approved by EPA, Butte County (Chico Urbanized area) was re-designated from non-attainment to attainment with a Maintenance SIP for carbon monoxide (CO). In 2007, the 1998 Maintenance SIP was updated by ARB and approved by EPA for the second decade of the maintenance period. In the BCAG area, transportation conformity requirements for CO ended June 1, 2018.

Fine Particulate Matter (PM2.5)

As a result of a 2018 SIP revision approved by EPA, Butte County (Chico Urbanized area) was re-designated from non-attainment to attainment with a Maintenance SIP for fine particulate matter (PM2.5) under the EPA 2006 24-hour PM2.5 NAAQS.

As part of EPA's final action, the determination was made that contributions from motor vehicle emissions in the non-attainment area are insignificant. As a result of this finding, BCAG is no longer required to perform regional emissions analyses for either directly emitted PM2.5 or nitrogen oxides as part of future PM2.5 conformity determinations for the 2006 24-hour PM2.5 NAAQS for the Chico area.

Conformity Criteria and Procedures

Planning Assumptions

The emissions estimates developed for this conformity determination were based on the latest planning assumptions available for Butte County in accordance with 40 CFR 93.110 of the Federal Conformity Rule. BCAG has the responsibility to develop estimates and forecasts of population, employment, travel, and congestion for the Regional Transportation Plan (RTP) and for preparation of the required air quality conformity emissions analysis and determination. Forecasts for population and employment are incorporated into the countywide transportation model database used by BCAG.

The initial modeling for the 2020 RTP conformity analysis began in February 2019. An update of the BCAG travel model was completed in September 2020 and the population, housing, and employment projections identified in BCAGs *Butte County Long-Term Regional Growth Forecasts 2018-2040* are the same as those used in the updated model. The model was validated in 2020 for the 2018 base year and utilizes Cube modeling software. The latest planning assumptions used in the transportation model validation and conformity analysis is summarized in Table 1.

Table 1
Summary of Latest Planning Assumptions for the BCAG Conformity Analysis
40 CFR 93.110

Assumption	Year and Source of Data (MPO Action)	Modeling	Next Scheduled Update
Population	Base Year: 2018 CA DOF Projections: based on BCAG's *Butte County Long-Term Regional Growth Forecasts 2014-2040*, prepared November 2014. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2030, and 2040.	Next update to population forecasts is anticipated to be in November 2022.
Employment	Base Year: 2018 CA EDD Projections: based on BCAG's *Butte County Long-Term Regional Growth Forecasts 2018-2040*, prepared September 2019. Modeling utilizes "medium scenario" included in the plan.	Included in developing latest BCAG regional transportation model and land use allocations for the years 2020, 2035, and 2040.	Next update to employment forecasts is anticipated to be in November 2022.
Traffic Counts	Base Year: 2017/18 The transportation model was validated to the base year using year 2017/18 traffic counts collected by Caltrans, local jurisdictions, and BCAG.	Latest BCAG regional transportation model was validated using counts.	Traffic counts are updated every 4 years, dependent upon availability of funding.
Vehicle Miles of Travel	The transportation model was validated in 2020 to the 2018 base year.	Cube is the model used to estimate VMT for the BCAG regional transportation model.	VMT is an output of the transportation model; VMT is affected by the RTP/FTIP project updates and is included in each new emissions analysis.
Speeds	The transportation model uses industry-standard volume delay curves. Baseline speeds are set according to posted and surveyed speeds and the speeds are sensitive to the amount of traffic on the roadway segments.	Cube and EMFAC 2017	Speed data is updated every 4 years, dependent upon availability of funding.
Vehicle Registration	EMFAC 2017 is the most recent federally approved model for use in California conformity analysis. Vehicle registration is included by ARB in the model and cannot be updated by the user.	EMFAC 2017	TBD
Transit	Base Year: Butte Regional Transit (2018) and Butte County Transit and Non-Motorized Plan (2015) Projections: Butte County Transit and Non-Motorized Plan (2015).	Cube	TBD

BCAG Transportation Model

The transportation conformity rule (TCR) section 93.122(b) requires the use of network-based transportation models for serious, severe, and extreme ozone non-attainment areas if their metropolitan planning region contains an urbanized population of more than 200,000. Butte County does not contain an urbanized area of that size, nor does it have an ozone classification of serious or greater. However, BCAG has used a

network-based model in the past and has continued to with the recent transportation model update. The BCAG transportation model meets the requirements of TCR 93.122.

The BCAG transportation model is consistent in form and function with the standard traffic forecasting models used in the transportation planning profession. The model is a four-step travel demand forecasting model consisting of Trip Generation, Trip Distribution, Mode Choice, and Trip Assignment and produces forecasts for daily, AM peak hour, and PM peak hour conditions. In addition, the model is calibrated to traffic counts for what is conventionally termed a "typical workday", which is defined as a Tuesday, Wednesday, or Thursday during a week with no holidays and when schools are in session. The model utilizes Cube software, which is consistent with many of the models used by local jurisdictions in California and Caltrans.

Traffic Counts

The transportation model was validated to the 2018 base year using traffic count data collected from several sources including Caltrans, Butte County, and BCAG.

Speeds

The transportation model uses industry-standard volume delay curves as part of the traffic modeling process. The baseline speeds in the model are set according to the posted speeds and checked with observed speed data. Speeds are sensitive to the amount of traffic on the roadway segments. For example, as roadway segment volumes increase, the link speed decreases

Speed distributions were updated in EMFAC 2017, using methodology approved by ARB and with information from the transportation model.

Transit

The BCAG transportation model now includes a transit component in the mode choice model which provides BCAG the ability to forecast transit mode share. Base year ridership was taken from year 2018 data provided by Butte Regional Transit and included in the transportation model along with routing and service frequency. Forecast year information was updated based on the latest forecasted transit routes included in the Butte County Transit and Non-Motorized Plan. Overall, transit mode share is forecasted to increase from 4.18% (2018) to 4.38% (2040) during the 2020 RTP planning period. It is also assumed that transit fares will remain constant in 2018 dollars over the 22-year planning period of the analysis.

Land Use

The 2018 base year land use data for the model was developed utilizing BCAG's existing land use database developed in 2010 and maintained annually. The existing land use database was developed utilizing the Butte County Assessor's database which was verified with the cities, town, and county's existing land use information along with aerial photos, field observations, and vendor supplied business data.

The transportation model's future year land use data was developed with the assistance of the local jurisdictions planning staff and is based on land use information from the areas local land use plans, planned development, reasonable assumptions regarding infill and redevelopment, regional growth forecasts, and a review of development attractions (i.e., motorized and non-motorized transportation networks, existing development, service areas, etc.) and discouragements (i.e., resource areas and farmland, public lands, areas exceeding 25% slope, etc.). The general plan and specific plan development activities occurring in the county by the local jurisdictions are reflected in the future year land use assumptions, which are generally representative of the best available information as of June 30th, 2019.

The transportation model contains 914 transportation analysis zones (TAZ's) within which land use data is summarized into the following 17 categories:

- Single-Family Residential (dwelling units – du)
- Multi-Family Residential (du)
- Mobile Home Residential (du)
- Neighborhood-Serving Retail (1,000 square feet – ksf)
- Region Serving Retail (ksf)
- Industrial (ksf)
- Office (ksf)
- Medical Office (ksf)
- Hospital (ksf)
- Public-Quasi Public (ksf)
- Hotels (rooms)
- University (students)
- Community College (students)
- K-12 Schools (students)
- Park (acres)
- Special Generator for Casino (slots)
- External Trip Distribution for Casino (trips)

Road Network

The roadway network is based on the BCAG centerline road network and contains all existing and future roadway classifications of "local" and above which were developed

considering local jurisdictions circulation elements of their general plans and Caltrans California Road System (CRS) maps. The road network includes all regionally significant roadways.

Future road networks prepared for emissions analysis include all regionally significant and non-regionally significant federal, state, and locally funded, and non-exempt projects. Tables 3-6 contain these non-exempt projects sorted by conformity analysis year. In addition, all projects within the RTP/FTIP that are exempt from conformity requirements have been documented (see Appendix A).

Validation/Calibration

The BCAG transportation model was validated to daily, AM and PM peak hour conditions. Detailed validation summary reports are available upon request. In general, the transportation model generates results that exceed the screenline and link volume validation standards established in Caltrans *Travel Forecasting Guidelines*, November 1992, and *Travel Model Improvement Program (TMIP) Model Validation and Reasonableness Checking Manual*, February 1997 for daily, AM and PM peak hour conditions. In addition, the model meets the specific static validation criteria contained in the *2017 California Regional Transportation Plan Guidelines*.

In addition to static tests, the BCAG TDF model's estimate of daily vehicle miles of travel (VMT) for Butte County was compared to independent estimates from the Highway Performance Monitoring System (HPMS).

BCAG Consultation and Planning Process

BCAG has followed the latest Final Transportation Conformity Rule in preparing the air quality conformity determination for the 2020 RTP and 2019 FTIP. The Final Conformity Rule requires that Regional Transportation Planning Agencies (RTPAs) develop an Air Quality Conformity Element to identify the procedures and criteria for developing air quality conformity determinations for their respective regions.

As the Regional Transportation Planning Agency (RTPA) for Butte County, BCAG has established a broad planning process and partnership with federal, state, and local governments, the Butte County Air Quality Management District, and the general public.

This planning process and partnership includes consultation through our Transportation Advisory Committees that is comprised of representatives from all levels of local government, state and federal agencies, the air district, the general public, and other affected agencies and interested citizens in Butte County. The Transportation Advisory Committee typically meets on a monthly basis as needed to review and provide input into all BCAG planning activities. The technical issues are resolved at this level, and recommendations are made to the BCAG Board of Directors.

Specific Consultation

The transportation conformity document is required to be developed in consultation with BCAG's planning partners, and the opportunity must be provided for public review.

During the development of the air quality conformity analysis and determination, BCAG consulted with the **Interagency Consultation Review (ICR)** which reviewed and concurred with the emissions inventory, conformity analysis years, latest planning assumptions, project exemptions, as well as the methodology used to generate the emissions inventory. The ICR includes representatives from the Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Caltrans, Butte Count Air Quality Management District and BCAG. The Federal Transit Administration was invited to participate as well. The latest interagency consultation process began on February 15, 2019 with a memorandum requesting confirmation of the proposed emissions analysis years.

Further, a Planning Partners group was created to provide input on the future land use allocations utilized in preparing the analysis. The Planning Partners group included representatives from each local jurisdiction within Butte County. The group reviewed all assumptions and inputs that went into the development of the land use assumptions and allocation.

BCAG staff provided a 30-day public review and comment period in compliance with BCAG's adopted Public Participation Plan (PPP). Legal notices were posted in local newspapers, and the conformity document was made available at local public libraries and on BCAG's website. The Air Quality Conformity Analysis and Determination were circulated among staff from Federal Highway Administration (FHWA), Environmental Protection Agency (EPA), Federal Transit Agency (FTA), and Caltrans. Appendices C and D contain copies of public notices and responses to public comments.

Financial Constraint

The 2019 FTIP and 2020 RTP have been financially constrained in accordance with the requirements of 40 CFR 93.108 and is consistent with the U.S. DOT metropolitan planning regulations (23 CFR Part 450). See Financial Element of 2020 RTP for further details.

Transportation Control Measures

There are no TCMs in the PM2.5 SIP and there is no approved ozone SIP applicable to Butte County. Because there are no TCMs in an approved SIP for Butte County, Butte

County currently has no TCMs in place and therefore timely TCM implementation requirements do not apply.

Vehicle Registrations

Butte County Association of Governments does not estimate vehicle registrations, age distributions or fleet mix. Rather, current forecasted estimates for these data are developed by the California Air Resources Board (CARB) and included in the EMFAC 2017 model. Effective August 15, 2019, EMFAC 2017 was approved by the federal government for use in California conformity analysis. Vehicle registrations, age distribution and fleet mix are developed and included in the model by CARB and cannot be updated by the user.

Modeling Documentation

A complete description of BCAG's transportation model is available upon request. BCAG's transportation model, which was used to develop transportation-related emissions for the Butte County non-attainment and maintenance areas, currently meets all requirements set forth in the March 2012 Federal Register.

Emissions Models

In order to determine emissions associated with the implementation of the 2020 RTP and 2019 FTIP, the most recent, federally approved, emissions model is used. To develop the air quality conformity analysis, two types of models were used: the BCAG transportation model and EMFAC.

The BCAG transportation model was used to prepare the traffic model runs for the necessary analysis years. The BCAG transportation model produced forecasts of vehicle miles traveled (VMT), trip ends, speed distributions, lane miles, and other travel related data required for the emission models.

BCAG used the most current federally approved emissions model to prepare the regional emissions analysis. At the time this document was prepared, September 2020, EMFAC 2017 was the latest federally approved model in California. In addition, off-model adjustments were included to account for Safer Affordable Fuel-Efficient (SAFE) Vehicle Rule Part One, as prescribed in ARB's November 20, 2019 document.

Analysis Years

The regional emissions analysis begins with the 2011 and 2017 baseline analysis years for Ozone. The year of 2020 is included as a milestone year and meets the requirement of not exceeding five years from the year the RTP/FTIP conformity determination was

prepared (2020). In addition, the milestone year of 2030 is included since analysis is required between years and cannot be more than 10 years apart. The last year included in the emissions analysis is the long-range RTP horizon year of 2040.

A summary of the analysis years is indicated below:

2011 – Ozone (2008) NAAQS baseline year
2017 – Ozone (2015) NAAQS baseline year
2020 – Milestone year no greater than five years from the preparation of the RTP and FTIP conformity determination (2020),
2030 – Milestone year no more than 10 years from last analysis year
2040 – Horizon year of BCAG's long-range RTP

Projects Included in the Regional Emissions Analysis

The 2020 RTP and 2019 FTIP include all federal and non-federal regionally significant projects expected to occur in the Butte County ozone non-attainment area. Projects included in this emissions analysis include all relevant projects contained in the 2020 RTP and 2019 FTIP that are assumed funded. The projects are those receiving federal transportation dollars as well as those that have been determined to be regionally significant regardless of funding type. All capacity projects have been included in this conformity analysis as required by the Transportation Conformity Rule. The funding sources for which the specific list of projects is derived are listed in Table 2 below.

Table 2
RTP and FTIP Project Funding Sources

ATP	Active Transportation Program
CMAQ	Congestion Mitigation and Air Quality
FTA	Federal Transit Administration (5307, 5309, 5310, 5311, 5339)
HBP	Highway Bridge Program
HSIP	Highway Safety Improvement Program
IIP	Interregional Improvement Program (Derived from STIP)
Local	Local Agency Funds (City/County funds)
RIP	Regional Improvement Program (Derived from STIP)
SHOPP	State Highway Operations and Protection Program
SRTS	Safe Routes to School

The specific capacity projects included in each analysis year in the emissions analysis are included below in Tables 3, 4, and 5. It is important to note that the 2020 model includes all projects listed in Table 3, the 2030 model includes all projects listed in Tables 3 and 4, and the 2040 model includes all projects listed in Tables 3, 4, and 5.

Table 3
Capacity Projects Included in 2020 Emissions Analysis*

Jurisdiction	Roadway	Segment	Proposed Improvement
Butte County	SR 70	Ophir Rd to Palermo Rd	Widen to 4 lanes

Table 4
Capacity Projects Included in 2030 Emissions Analysis*

Jurisdiction	Roadway	Segment/Location	Proposed Improvement
Butte County	Central House Rd	Bridge @ Wyman Ravine	Widen to 2 lanes
Butte County	SR 70	Palermo Rd to Cox Ln	Widen to 4 lanes
Butte County	SR 70	E Gridley Rd to Yuba County	Widen to 4 lanes
Chico	Bruce Rd Bridge	@ Little Chico Creek	Widen to 4 lanes
Chico	Bruce Rd	Skyway to SR 32	Widen to 4 lanes
Chico	Guynn Rd	Bridge @ Lindo Channel	Widen to 2 lanes
Chico	Commerce Ct	Ivy St to Park Ave	Construct 2 lane roadway
Chico	E. 20th St	Forest Ave to Bruce Rd	Widen to 4 lanes
Chico	Esplanade	Eaton Rd to Nord Hwy	Widen to 4 lanes
Chico	Mariposa Ave	Glenshire Ln to Eaton Rd	Construct 2 lane roadway
Chico	Notre Dame	E. 20th St to Little Chico Creek	Construct 2 lane roadway
Chico	Midway	Hegan Ln to E. Park Ave	Widen to 4 lanes
Chico	SR 32	El Monte Ave to Bruce Rd	Widen to 4 lanes
Chico	SR 99	Esplanade to Hicks Ln	Widen overpass to 4 lanes
Chico	SR 99	@ Eaton Rd	Construct dual lane roundabouts
Chico	Cohasset Rd	Airport Blvd to Eaton Rd	Widen to 4 lanes
Chico	MLK Blvd	E. Park Ave to 20th St	Widen to 4 lanes
Gridley	E Gridley Rd	E Gridley Rd between Fairview Dr and Bonnell Ave	New park & ride facility
Oroville	3rd St	Oroville Park & Ride (3rd St)	Increase parking capacity
Paradise	Black Olive Dr	Black Olive Dr between Pearson Rd and Burch St	New park & ride facility

*Also includes all projects listed in Table 3.

Table 5
Capacity Projects Included in 2040 Emissions Analysis*

Jurisdiction	Roadway	Segment	Proposed Improvement
Chico	Eaton Rd	Hicks Ln to Cohasset Rd	Widen to 4 lanes
Chico	Eaton Rd	Cohasset Rd to Manzanita	Widen to 4 lanes
Chico	SR 99	Skyway to 20th St	Auxiliary lanes
Chico	SR 99	20th St to SR 32	Auxiliary lanes
Chico	SR 32	Bruce Rd to Yosemite Dr	Widen to 4 lanes
Chico	SR 99	@ Cohasset Rd	Construct southbound on ramp
Oroville	SR 162	Oro-Dam Blvd to Foothill Blvd	Widen to 3 lanes

*Also includes all projects listed in Tables 3 and 4.

Eight-hour Ozone Standards

2008 Ozone NAAQS

Effective July 20, 2012, Butte County is designated marginal nonattainment under EPA's federal 2008 8-hour ozone National Ambient Air Quality Standards (NAAQS).

The conformity test to be used to demonstrate conformity to the 2008 8-hour federal ozone NAAQS is the "no-greater-than 2011" test whereby future emissions must be less than or equal to those emission present in the 2011 base year.

2015 Ozone NAAQS

Effective August 3, 2018, Butte County is designated marginal nonattainment under EPA's federal 2015 8-hour ozone National Ambient Air Quality Standards (NAAQS).

The conformity test to be used to demonstrate conformity to the 2015 8-hour federal ozone NAAQS is the "no-greater-than 2017" test whereby future emissions must be less than or equal to those emission present in the 2017 base year.

Regional Emissions Analysis and Forecast

The regional emissions analysis and forecast for ozone precursors have been summarized in the following tables. The summary of emissions forecasts is derived from outputs of the EMFAC 2017 model. These tables show comparisons of:

ROG: Reactive Organic Gases as an ozone precursor
NOx: Oxides of Nitrogen as an ozone precursor

Ozone 8-hour Standard Tests – "no-greater-than- 2011" and "no-greater-than- 2017"

Table 6
ROG Emissions Tests

ROG – TONS PER DAY OF EMISSIONS				
	(EMFAC 2017 Summer Run)			
Analysis Year	**ROG Emissions**	**Less than 2011?**	**Less than 2017?**	**Pass Conformity Test?**
2011	4.8	--	--	--
2017	2.6	--	--	--
2020	1.7	yes	yes	yes
2030	1.0	yes	yes	yes
2040	0.6	yes	yes	yes

Table 7
NOx Emissions Tests

NOx – TONS PER DAY OF EMISSIONS				
	(EMFAC 2017 Summer Run)			
Analysis Year	**NOx Emissions**	**Less than 2011?**	**Less than 2017?**	**Pass Conformity Test?**
2011	10.5	--	--	--
2017	5.8	--	--	--
2020	3.4	yes	yes	yes
2030	1.8	yes	yes	yes
2040	1.6	yes	yes	yes

Air Quality Conformity Determination

The results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the "no-greater-than-2011" test for the 2008 8-hour federal ozone NAAQS and the "no-greater-than-2017" test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule.**

APPENDIX A

EXEMPT TRANSPORTATION PROJECT LIST

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APPENDIX A

BCAG Exempt Project Listing - 2020 RTP/SCS & 2019 FTIP Amendment #5

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
County	202-0000-0195	Monte Vista & Lower Wyandotte Class II Bike Facilities	Construct Class II bike facilities along Monte Vista Ave and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with Class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0196	Autry Lane and Monte Vista Safe Routes to Schools Gap Closure Project	Preliminary engineering for curb, gutter, sidewalk, and crossing enhancements along Autry Lane and Monte Vista Ave.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	202-0000-0218	Palermo/South Oroville SRTS Project (Phase 3)	Design curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. Work will include, but is not limited to, design for traffic control, roadway excavation, grading, aggregate base, hot mix asphalt, drainage facilities, striping and signage, environmental, and right of way.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
County	SB-1 funded. No CTIPS #	Foothill Blvd. Reconstruction	Road Rehabilitation	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
BCAG	202-0000-0005	FTA Sec. 5307 Program - B - Line	Butte Regional Transit. Chico UZA Area. Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0008	FTA Sec. 5311 Program	B - Line (Butte Regional Transit) Operations and Capital	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0182	FTA Sec. 5310 Program - Grouped Listing	Help Central - Mobility Management Project for Butte 211	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
			Butte Regional Transit for Supplemental ADA Paratransit Operations	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
			Butte CAG/ Butte RT Medium Buses (6)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	202-0000-0200	FTA Sec. 5311 (f)	5311 (f) - FTA Section 5311(f) Operating Assistance - FTA apportionment amount of $300,000 for Regional Service (Route 20)	Section 93.126	Table 2 Exempt Projects	Mass Transit	Operating assistance to transit agencies
BCAG	202-0000-0170	FTA Sec. 5339 Program	Butte Regional Transit. Replace, rehabilitate and purchase bus related facilities and equipment.	Section 93.126	Table 2 Exempt Projects	Mass Transit	Purchase of transit operating equipment for vehicles
BCAG	102-0000-0020	Planning, Programming and Monitoring	Planning, programming and monitoring	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	102-0000-0164	Butte County SHOPP Collision Reduction Grouped Listing	SR 32 - In Chico from W. Sacramento Ave (East) to W. Sacramento Ave (West). Construct two roundabouts.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses	Intersection channelization projects.	
			SR 162 - In and near Oroville from Foothill Blvd to Gold Country Casino. Construct two way left turn lane and widen shoulders.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses	Intersection channelization projects.	
			SR 32 -post miles 0.3/5.0, Near Chico from Gianella Rd to Muir Ave. The scope of the project is to install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehabilitate culverts.	Section 93.126	Table 2 Exempt Projects	Safety	Projects that correct, improve, or eliminate a hazardous location or feature.
Caltrans	202-0000-0206	Butte County SHOPP Mobility Grouped Listing	SR 99 In and near Chico from Estates Drive to Garner Lane. Install ITS elements.	Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
Caltrans	202-0000-0129	Butte County SHOPP Mandates Grouped Listing	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Caltrans	202-0000-0162	Butte County SHOPP Bridge Preservation Grouped Listing	State Route 99, in and near Chico, from north of SR 162 to north of Broyles Rd. Bridge rail upgrades at six locations	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			State Route 99 near Richvale at Cottonwood Creek Bridge #12-0120. Replace scour-critical bridge and add left turn lane pockets.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses	Intersection channelization projects.	
Caltrans	202-0000-0202	Butte County SHOPP Roadside Preservation - Grouped Listing	SR 70 In Butte County, on Route 70 at approximately 7.0 miles south of Oroville. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats.	Section 93.126	Table 2 Exempt Projects	Other	Specific activities which do not involve or lead directly to construction
Caltrans	202-0000-0222	Butte County SHOPP Roadway Preservation - Grouped Listing	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)	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			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)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
Caltrans	202-0000-0213	Butte County SHOPP Emergency Response - Grouped Listing	Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure.	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slipouts by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).
			SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	Section 93.126	Table 2 Exempt Projects	Safety	Emergency relief (23 U.S.C. 125).

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Biggs	202-0000-0217	Biggs - Safe Routes to Schools Project (Second St)	In the City of Biggs on Second Street. Project will construct new pedestrian/bike facilities to close gaps. Project will also extend the class 2 bike lanes and install ADA compliat curb ramps.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Biggs	202-0000-0198	Biggs - Safe Routes to Schools Project	Construct new bike and pedestrian facilities along 2nd & E Streets	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0223	SR 99 Southgate Interchange Feasibility Study	At the State Route 99 at Southgate Intersection in the City of Chico. Project is to develop planning and technical studies only for a future interchange with local connections. Funding is for Preliminary Engineering component to determine if project is feasible.	Section 93.126	Table 2 Exempt Projects	Other	Planning and Technical Studies
Chico	CH-BIKE-ATP-2020-1	Little Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0117	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the north end of Business Lane. This project is to complete the technical studies only thru preliminary engineering.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Chico	202-0000-0194	Esplanade Corridor Safety and Accessibility Improvement Project	The scope of the project includes various non-motorized "complete streets improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are as follows: 1) ADA improvements (ramps, sidewalk gap closures); 2) Pedestrian refuge islands at all signalized and non-signalized intersections both at center islands and islands separating travel lanes from frontage roads; 3) Traffic signal equipment upgrades (pedestrian countdown signal heads with adequate time to cross Esplanade); 4) Consistent pavement markings and signage ("Keep Clear" pavement delineations with either green pavement and/or slightly raised colored concrete option); 5) Traffic signal timing plan with pedestrian push button and vehicle detection (use detection based system during peak times, use existing 28mph progression during non-peak times).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle/Pedestrian Facilities and Pavement Markings
				Section 93.126	Table 2 Exempt Projects	Other	Directional and informational signs
				Section 93.128	Traffic signal synchronization projects		
Gridley	202-0000-0215	Central Gridley Pedestrian Connectivity and Equal Access Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, closing sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Gridley	202-0000-0216	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and Class I bike path along State Route 99 from Township Road to Archer Avenue.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Oroville	202-0000-0199	SR 162 Pedestrian/Bicycle and Disabled Mobility and Safety Improvements	State Route 162 in Oroville between Feather River Blvd and Foothill Blvd. Includes a comprehensive set of active transportation infrastructure connectivity and safety improvements. The project scope includes the following elements: new sidewalk, curb, and gutter; ADA ramps; street lighting; high-visibility crosswalk striping; buffered bicycle lanes; an RRFB crosswalk enhancement; a multi-use trail connection to SR 162; and an enhanced pedestrian crossing with a signal (H.A.W.K.) upgrade.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0193	Paradise Transit Center	In the Town of Paradise, construct new transit center near Birch Rd and Black Olive Dr. Multi-modal improvements include transit, bike, and pedestrian enhancements.	Section 93.127	Table 3 Projects Exempt from Regional Emissions Analyses	Bus terminals and transfer points.	
Paradise	202-0000-0185	Almond St Multi-Modal - ATP	Almond Street Multi-Modal. The proposed project will add sidewalks, curbs and gutters to Almond Street between Pearson Rd and Elliot Rd.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0190	Ponderosa Elementary SRTS - ATP	Ponderosa Elementary SRTS Project. Project will convert Pentz Road (between Bille Rd and 300' north of Wagstaff Rd) from a 2-lane, 20' wide roadway to a complete street solution supporting walking, bicycling and rolling to and from school and nearby destinations. No change in travel lanes.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0197	ATP Gap Closure Project	Construct new sidewalks, curbs and gutters, and class II bicycle lanes in downtown Paradise along Fir Street (Skyway to Black Olive), Birch Street (Skyway to Black Olive), in addition to portions of Foster Road (Pearson to Birch), Black Olive Drive (Pearson to Fir) and Elliott Road (Skyway to Almond).	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0219	Pentz Road Trailway Phase 2	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0220	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to the existing 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	Section 93.126	Table 2 Exempt Projects	Air Quality	Bicycle and Pedestrian Facilities
Paradise	202-0000-0221	Oliver Curve Class I Phase I	Oliver Road between Skyway and Valley View Drive (approx 0.39 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	Section 93.126	[;	Air Quality	Bicycle and Pedestrian Facilities

AGENCY	CTIPS ID	TITLE	PROJECT DESCRIPTION	TRANSPORTATION CONFORMITY RULE - Exempt Reference			
Various	202-0000-0070	Butte County Highway Safety Improvement Program (HSIP) Grouped Projects	HSIP7-03-001. City of Chico, Various locations throughtout City limits, improve signal hardware.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP8-03-003. City of Chico. At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-001. County of Butte, On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP9-03-012. Town of Paradise, Sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
			HSIP7-03-003. City of Chico, intersection of Nord Ave and West Sacramento Ave.	Section 93.126	Table 2 Exempt Projects	Safety	Highway Safety Improvement Program implementation
Various	202-0000-0056	Local Highway Bridge Projects (HBP) Grouped Listing	Butte County. Midway Bridge Replacement across Butte Creek. On Midway (old SR 99) approximately 0.2 miles south of White Ave to approximately 0.7 miles south of White Ave,spanning Butte Creek and Butte Creek Overflow. Replace 2 bridge structures.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Hamilton Slough	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. E Rio Bonito Rd over Sutter Butte Canal	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Rd over Little Chico Creek	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Ord Ferry Road over Tributary to Little Chico Creek west of River Road	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			Butte County. Skyway Westbound at Butte Creek. Bridge Replacement	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Pomona Rd at Little Chico Creek. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) , 5037(036)	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Vallombrosa Ave at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Park Ave at Little Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Warner St at Big Chico Creek. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at S Fork Dead Horse Slough. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. E 5TH Ave at Lindo Channel. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cypress St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Main St at Big Chico Creek. Scope of work includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mangrove Ave at Lindo Channel. Scope of work includes spall repair joint seal and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Walnut St at Little Chico Creek. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Midway Rd at Comanche Creek. Scope of work includes Methacrylate Deck treatment and spall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Longfellow Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Bruce Rd at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Skyway Av at Little Chico-Butte CR DV CH. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Forest Ave at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Lindo Channel. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Mill St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Manzanita Ave at Big Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Cohasset Rd at Sycamore Creek Tributary. Scope of repairs includes joint seals.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Broadway St at Little Chico Creek. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Pine St at Little Chico Creek. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	Section 93.126	Table 2 Exempt Projects	Safety	Pavement resurfacing and/or rehabilitation.
			City of Chico. Ivy St over Little Chico Creek. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders.Bridge No. 12C0279.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
			City of Chico. Salem St over Little Chico Creek. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.	Section 93.126	Table 2 Exempt Projects	Safety	Widening narrow pavements or reconstructing bridges (no additional travel lanes)

APPENDIX B

REGIONALLY SIGNIFICANT PROJECT LIST

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APPENDIX B

Non-Exempt Regionally Significant Project List - 2020 RTP/SCS

Jurisdiction	TITLE	PROJECT DESCRIPTION	Emissions Analysis Year		
			2020	2030	2040
Butte County	SR 70 Widening (Ophir Rd to Palermo Rd)	Widen SR 70 from 2 to 4 lanes from Ophir Rd to Palermo Rd	X	X	X
Butte County	Central House Rd Bridge Widening (at Wyman Ravine)	Widen Central House Rd Bridge from 1 to 2 lanes at Wyman Ravine		X	X
Butte County	SR 70 Widening (Palermo Rd to Cox Ln)	Widen SR 70 from 2 to 4 lanes from Palermo Rd to Cox Ln		X	X
Butte County	SR 70 Widening (E Gridley Rd to Yuba Co.)	Widen SR 70 from 2 to 4 lanes from E. Gridley Rd to Yuba County		X	X
Chico	Bruce Rd Widening (Skyway to SR 32)	Widen Bruce Rd from 2 to 4 lanes from Skyway to SR 32		X	X
		Widen Bruce Rd Bridge from 2 to 4 lanes @ Little Chico Creek		X	X
Chico	Guynn Rd Bridge Widening (at Lindo Channel)	Widen Guynn Rd Bridge from 1 to 2 lanes at Lindo Channel		X	X
Chico	Commerce Ct Extension (Ivy St to Park Ave)	Construct 2 lane roadway connecting Ivy St to Park Ave		X	X
Chico	E. 20th St Widening (Forest Ave to Bruce Rd)	Widen E. 20th St from 2 to 4 lanes from Forest Ave to Bruce Rd		X	X
Chico	Esplanade Widening (Eaton Rd to Nord Hwy)	Widen Esplanade from 2 to 4 lanes from Eaton Rd to Nord Hwy		X	X
Chico	Mariposa Ave extension (Glenshire Ln to Eaton Rd	Construct 2 lane roadway connecting Glenshire Ln to Eaton Rd		X	X
Chico	Notre Dame Extension (E. 20th St to Little Chico Creek)	Construct 2 lane roadway for extension of Notre Dame from E. 20th St to Little Chico Creek		X	X
Chico	Midway Widening (Hegan Ln to E. Park Ave)	Widen Midway from 2 to 4 lanes from Hegan Ln to E. Park Ave		X	X
Chico	SR 32 Widening (El Monte Ave to Bruce Rd)	Widen SR 32 from 2 to 4 lanes from El Monte Ave to Bruce Rd		X	X
Chico	SR 99 Overpass Widening (@ Eaton Rd)	Widen SR 99 overpass at Eaton Rd from 2 to 4 lanes		X	X
Chico	SR 99 Roundabouts (@ Eaton Rd)	Construct dual lane roundabouts at SR 99 and Eaton Rd interchange		X	X
Chico	Cohasset Rd Widening (Airport Blvd to Eaton Rd)	Widen Cohassett Rd from 2 to 4 lanes from Airport Blvd to Eaton Rd		X	X
Chico	MLK Blvd Widening (E. Park Ave to 20th St)	Widen MLK Blvd from 2 to 4 lanes from E. Park Ave to 20th St		X	X
Chico	Eaton Rd Widening (Hicks Ln to Cohasset Rd)	Widen Eaton Rd from 2 to 4 lanes from Hicks Ln to Cohasset Rd			X
Chico	Eaton Rd Widening (Cohasset Rd to Manzanita Ave)	Widen Eaton Rd from 2 to 4 lanes from Cohasset Rd to Manzanita Ave			X
Chico	SR 99 Auxillary Lanes (Skyway to 20th St)	Add Auxillary lanes on SR 99 from Skyway to 20th St			X
Chico	SR 99 Auxillary Lanes (20th St to SR 32)	Add Auxillary lanes on SR 99 from 20th St to SR 32			X
Chico	SR 32 Widening (Bruce Rd to Yosemite Dr)	Widen SR 32 from 2 to 4 lanes from Bruce Rd to Yosemite Dr			X
Chico	SR 99 on-ramp at Cohasset Rd	Improve interchange at SR 99 and Cohasset Rd by adding southbound direct on-ramp			X
Oroville	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.			X

9/11/2020

APPENDIX C

PUBLIC MEETING DOCUMENTATION

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PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years. The RTP/SCS identifies the long-range transportation plans for specific funding programs by transportation mode through the year 2040.

The **2020 RTP/SCS** will consist of the following:

1. RTP/SCS Document – Includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report (EIR) – complying with the California Environmental Quality Act requirements

The 2020 RTP/SCS is scheduled to be approved by BCAG on December 10, 2020.

BCAG will be hosting a 3rd round of workshops via Zoom to discuss the development of the 2020 RTP/SCS: Due to COVID-19 concerns and social distancing recommendations, the workshop will be conducted via zoom. The public will be able to ask questions during the Zoom workshop, and/or email comments. The workshop will be recorded for future viewing or reference.

A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: http://www.bcag.org/Planning/RTP--SCS/index.html

Zoom Workshop Date & Time:
Thursday, September 3, 2020
4:00 – 6:00 p.m.

Zoom Address:
https://us02web.zoom.us/j/83753351998?pwd=MTkyS3JyM1JNQm84Yll4VjRGT3RKUT09&from=msft

Meeting ID: 837 5335 1998
Passcode: 693818
+1 669 900 6833

All documents are available for review on the Internet at http://www.bcag.org/Planning/RTP--SCS/index.html. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928. Staff will also discuss the development and preparation of the 2021 Federal Transportation Improvement Program and its relationship to the long range RTP/SCS.

*******Se Habla Español******* ***NOTICIA PUBLICA***

Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de "zoom" y hacer sus comentarios o preguntas en español.

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A power point will be presented with the opportunity to participate and ask questions. The power point is posted online at: http://www.bcag.org/Planning/RTP--SCS/index.html

Zoom Workshop Date & Time:
Thursday, November 5, 2020
4:00 – 6:00 p.m.

Zoom Address:
https://us02web.zoom.us/j/89681484102?pwd=WXExdnh1YWJoVWR3TCt1RDJtVlY0UT09

Meeting ID: 896 8148 4102
Passcode: 879795
+1 669 900 6833

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Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, esta invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso! Puede atender la junta de "zoom" y hacer sus comentarios o preguntas en español.

APPENDIX D

RESPONSES TO PUBLIC COMMENTS

No Comments Received

APPENDIX E

CONFORMITY CHECKLIST

FHWA Checklist for MPO TIPs/RTPs
Checklist/Version Date: June 27, 2005

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	p. 1-3	
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	p. 1	
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	p. 4-7 p. 11-12 Tables 3-6	
§93.108	Document that the TIP/RTP is financially constrained (23 CFR 450).	p. 8	
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	p. 16	
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	p. 12-15	
§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	p. 3-7 Table 1	
USDOT/EPA guidance	Document the use of planning assumptions less than five years old. If unable, include written justification for the use of older data. **(1/18/02)**	p. 3-7	
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	p. 5&8	No TCMs
§93.111	Document the use of the latest emissions model approved by EPA.	p. 9	
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	p. 8	
§93.113	Document timely implementation of all TCMs in approved SIPs. Document	p. 8	No TCMs

40 CFR	Criteria	Page	Comments
	that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.		
§**93.114**	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	p. 1	
§**93.118 (a, c, e)**	<u>For areas with SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.	p. 12	
§**93.118 (b)**	Document for which years consistency with motor vehicle emissions budgets must be shown.	p. 10	
§**93.118 (d)**	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	p. 10	
§**93.119** [i]	<u>For areas without applicable SIP budgets:</u> Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the “Action/Baseline”, “Action/1990” and/or “Action/2002” interim emissions tests as applicable.	p. 12-13	
§**93.119 (g)**	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets.	p. 12-13	
§**93.119 (h,i)**	Document how the baseline and action scenarios are defined for each analysis year.	p. 12-13	
§**93.122 (a)(1)**	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	p. 10-12	
§**93.122 (a)(2, 3)**	Document that only emission reduction credits from TCMs on schedule have been included, or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	p. 8	No TCMs
§**93.122 (a)(4,5,6)**	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	p. 9	
§**93.122 (b)(1)(i)** [ii]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the	p. 7	

40 CFR	Criteria	Page	Comments
	date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).		
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	p. 3-7	
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	p. 3-7	
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	p. 3-7	
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	p. 3-7	
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	p. 3-7	
§93.122 (b)(2) [2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	p. 3-7	
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	p. 3-7	
§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	p. 3-7	
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.	N/A	
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.	p. 8 App. A	

[i] **Note that some areas are required to complete both interim emissions tests.**

[ii] **40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population**

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supercede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

Document #46711

APPENDIX 3
Public Involvement Documentation – Summary

BCAG undertook an extensive Public Participation Process in developing the 2020 RTP/SCS, Air Quality Conformity Analysis and Determination, and the Supplemental Environmental Impact Report. In accordance with the adopted Public Participation Plan, BCAG held an extensive public outreach process prior to and during the development of the 2020 RTP/SCS. The development of this project was developed in consultation with the BCAG Transportation Advisory Committee comprised of the cities, county, Caltrans, the air district, public health, the university and other interested individuals. BCAG also reached out to each of the local Tribal Governments in Butte County and to communities traditionally underserved.

BCAG first reviewed its adopted Public Participation Plan and invited the public to review the plan itself. The process to update the 2020 RTP/SCS began in 2018. As various chapters or elements were prepared, the information was presented for review and comment to the BCAG Board of Directors. All BCAG meetings are open to the public. While formal workshops, presentation and hearings were held throughout the process, BCAG staff has always been available to inform and educate the public concerning the RTP/SCS and SEIR. BCAG's Interagency Consultation Review Group were also consulted in matters concerning air quality conformity.

Early outreach included a public workshop in Chico. Each public workshop typically consisted of a prepared power point presentation with an information brochure for the public which included an area to write comments and leave for staff. In addition, BCAG staff is bilingual in Spanish and was able to make the presentations in Spanish should there have been a need to. The specific documentation for those presentations are posted online at: http://www.bcag.org/Planning/RTP--SCS/index.html includes:

- Public Notices
- Brochures
- Power Point Presentations

In addition to the documentation to the RTP/SCS, the SCS portion of the RTP has specific public involvement criteria as well. The SCS portion of the SCS is also posted at: http://www.bcag.org/Planning/RTP--SCS/Sustainable-Communities-Strategy/index.html.

Local Native American Tribal Governments were contacted via formal government-to-government correspondence. Copies of the outreach efforts are attached. In addition, Caltrans assisted in the distribution of the draft document for review and comment.

Notices were placed in the local newspaper and the process was worked through BCAG's advisory committees and Board of Directors meetings, all of which are public. In addition to specific workshops, BCAG has welcomed input throughout the process, however, typical input came from Caltrans. Once material was drafted, it was made available for review and comment at BCAG's website. Meetings, workshops/open house format gatherings were strategically held between 4 and 6 p.m. to enable those interested to attend after working hours. Most input were general questions of the types of projects or transit related operational issues. In fact, typical input received is generally positive in which the individual is not aware of the normal activities undertaken by BCAG.

Recognizing that a lot of people are not familiar with BCAG or the transportation planning or programming process, BCAG went out to lower income neighborhoods and stood outside a store, or library or wherever the location was to try to engage the public. General feedback was "we need more bike lanes, or what is happening over there" types of questions. Once BCAG would explain the process and how long it actually takes to deliver any type of project, bike/ped, transit, road or highway project, the individual would walk away.

BCAG staff also participated in various Spanish radio personality interviews on Facebook Live on Radio Mexicana with Juan Villagrana. On two separate occasions, BCAG was invited as a guest speaker to discuss BCAG, various projects like the development of the RTP/SCS and other specific projects in an effort to engage the Spanish speaking community to become part of the process.

In all of BCAG's presentations, it was made clear that the public may comment on the RTP/SCS at any time. Even if a comment is received after adoption of the Plan, BCAG welcomed the input for consideration. BCAG has also made staff available to present to any group, club or interested individual for all matters concerning BCAG, including the development of the RTP/SCS. BCAG recognizes the RTP/SCS is a living document that can be amended as necessary by the BCAG Board of Directors.

BCAG maintains a comprehensive email distribution list to those interested in BCAG's business plans and programs including local, state and federal agencies or governments. The list also includes private individuals or companies. BCAG utilized the "Constant Contact" program to make aware of the development of the RTP/SCS and the opportunity to be engaged.

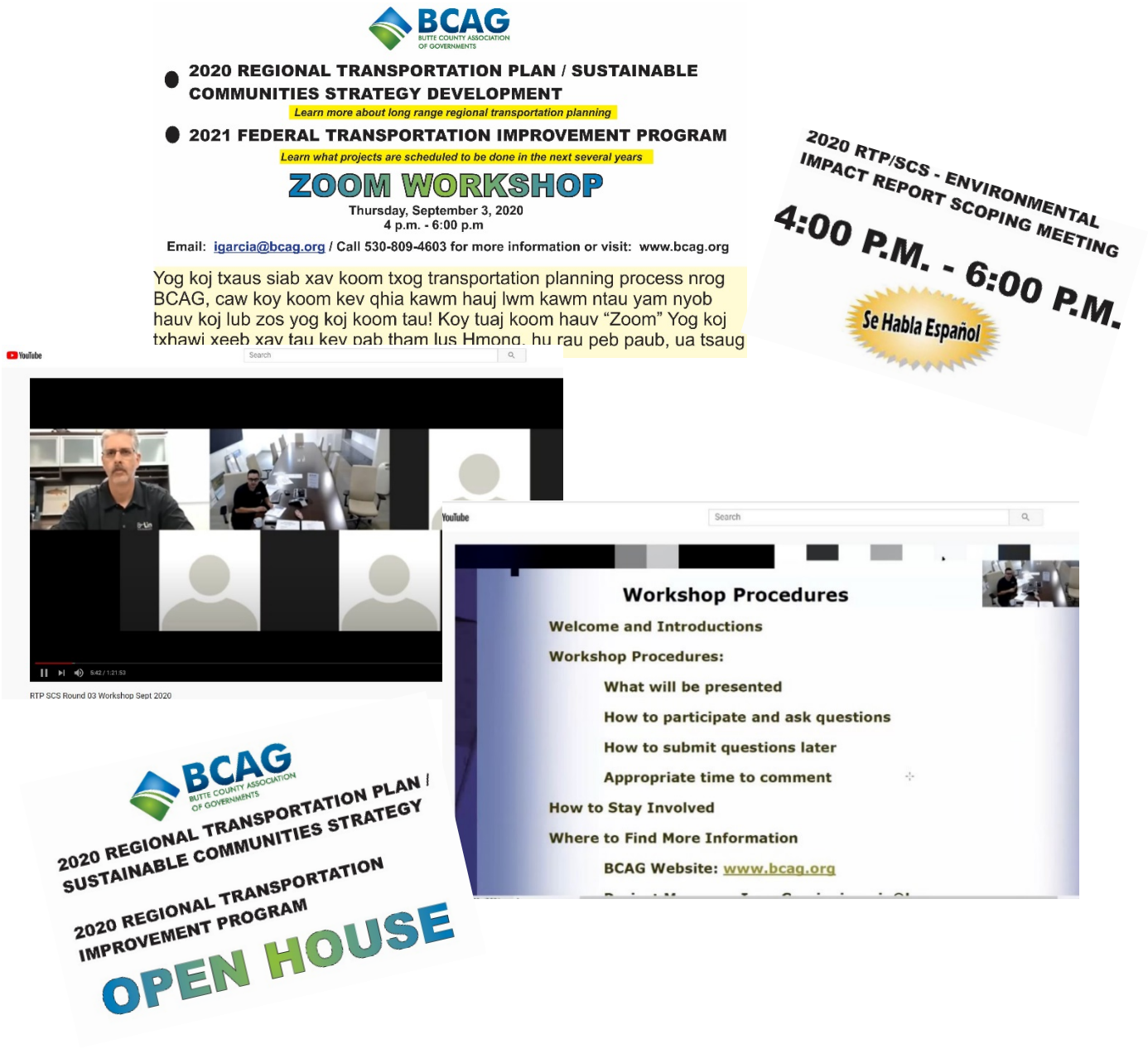
Included in this appendix are copies of the committee memorandum which are open to the public and accessible. These memorandums date from June 2018 through October 2020. A final public workshop has been scheduled for November 5, 2020 to allow for approximately one month after the release of the full document in its entirety and the complete draft Supplemental Environmental Impact Report. Comments are welcomed up until the RTP/SCS is approved.

Comments Received

BCAG received one official letter from Caltrans. The letter is included in this Appendix 4 followed by the action taken. Most of the comments are technical corrections and suggestions which BCAG will consider as it develops the next 2024 RTP/SCS upon conclusion of the Post Camp Fire Study and update to its Transit and Non-Motorized Plan.

Visualization Techniques & Enhanced Outreach

BCAG Posted workshop display advertisement on the entire Butte Regional Transit Fleet in English and Spanish and Hmong. In addition, BCAG placed display ads in known low income communities and spoke with local residents. Due to COVID-19, BCAG was required to follow Public Health guidelines and practice social distancing requirements as directed by the Governor. In doing so, in 2020, BCAG held its first zoom workshop in which a thorough power point presentation was presented. It was made known that for those who could not attend and were interested in participating and learning more about the RTP/SCS they could reference the recorded workshop. This workshop is posted online at: https://www.youtube.com/watch?v=oqFoiAzygRQ&feature=youtu.be. Or can accessed from the RTP/SCS webpage.



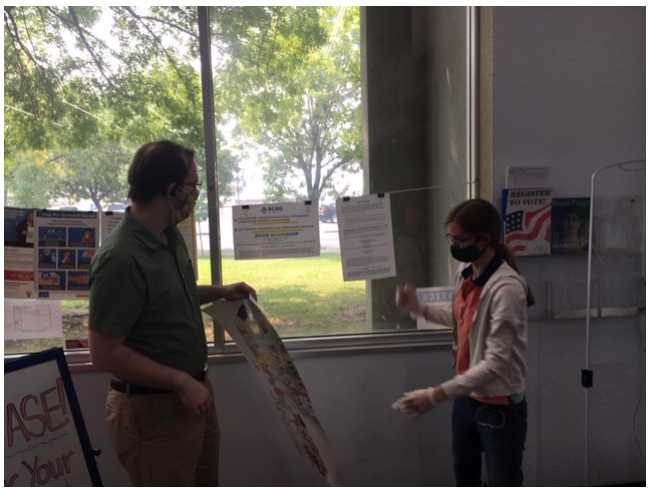
Outreach to Low Income Communities:

Chapmantown, Chico CA
RTP/SCS Zoom Workshop Posting and Meeting
With local patrons.

Southside Community Center
Oroville, CA

Gridley Farm Labor Camp

Butte County Public Library



Specific Outreach Included:

Public Notices – Local Media Blast & Social Media (BCAG Facebook and Twitter)

Public Interest Emails (those who have specifically requested to be included)

Chico Public Library, Chico CA

Butte County Public Library, Oroville CA

Gridley Public Library, Gridley CA

California State University, Chico.

Butte Regional Transit Posting (Entire Transit Fleet)– English and Spanish

Constant Contact – Comprehensive Email Distribution from BCAG kept for outreach and newsletters

Native American Tribes

Freight Distribution Email Distribution w/ contacts from Caltrans

Butte County Board of Directors (August Board)

BCAG Transportation Advisory Committee – (Includes Caltrans, FHWA, FTA, Cities, County, Interest Group)

Social Services Transportation Advisory Council

Community Posting – In Person

- Chapmantown Community Market (Boucher Street Market, 1406 Boucher St, Chico, CA 95928)
- Oroville – Butte County Library
- Oroville Southside Community Center (2959 Lower Wyandotte Rd, Oroville, CA 95966)

- Oroville African American Family & Cultural Center (3300 Spencer Ave, Oroville, CA 95966)
- Gridley Farm Labor Camp (850 E. Gridley Rd., Gridley CA 95948)
- Gridley – Public Library

Zoom Workshops with recordings posted at: http://www.bcag.org/Planning/RTP--SCS/index.html

In addition, BCAG prepares a RTP/SCS Brochure in which interested individuals can fill out the back of the form and provide it to BCAG via fax, email, mail or in person:

Butte County 2020 RTP, Air Quality Conformity Analysis & Determination, Sustainable Communities Strategy, and Program Environmental Impact Report

The RTP/SCS is Butte County's long range metropolitan transportation plan for each mode of transportation. The plan identifies financial projections through 2040 and the BCAG Board of Directors' priorities on specific projects can be accomplished. The plan then quantifies the air quality impacts to ensure Butte County is in compliance with its air quality requirements. This long range "plan" can be amended at any time by the BCAG Board.

The RTP/SCS then serves as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program or (FTIP) for all transportation projects that require federal approval or are "regionally significant.

A recent addition to the RTP/SCS is the Sustainable Communities Strategy (SCS), first included as an element of the 2012 RTP in response to Senate Bill 375 - the Sustainable Communities and Climate Protection Act of 2008. The SCS is intended to reduce the passenger vehicle greenhouse gas emissions associated with the plan.

All information pertaining to this project will be posted at the BCAG website at: http://www.bcag.org/Planning/RTP--SCS/index.html

Why Public Input?

A key part of BCAG's transportation planning process is to involve the public and solicit input. Public input is very important for the decision making process. The public's knowledge and perspective adds to the overall understanding of the transportation needs of the region. Therefore, throughout the development of the 2020 RTP and SCS, BCAG goes to the community to seek input keeping the public informed. Your comments and concerns will be documented as part of the process.

The RTP/SCS also serves as documentation for the BCAG Board's priorities for regional transportation funding to Butte County. As such, it is very important to be involved in the transportation decision-making process.

How Do I Provide Input?

Providing input is easy. Simply write BCAG a letter and mail it to 326 Huss Drive, Suite 150, Chico CA, 95928, by email at igarcia@bcag.org or by phone at 530-809-4616. You can also use the back of this sheet, and mail it in or drop it off at the end of the public meeting. If you have any questions, please direct them to Mr. Ivan Garcia at the number or email identified above.

Thank you for your input.

Sincerely,

Iván García
BCAG Programming Manager

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG BOARD OF DIRECTORS

Item #6
Action

December 10, 2020

PUBLIC HEARING AND APPROVAL OF 2020 REGIONAL TRANSPORTATION PLAN (RTP) AND SUSTAINABLE COMMUNITIES STRATEGY (SCS) FOR BUTTE COUNTY AND CERTIFICATION OF FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (EIR)

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG is required to adopt a Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) with an Environmental Impact Report (EIR) every 4 years. The RTP/SCS is required to be adopted by December 2020.

DISCUSSION: The 2020 RTP/SCS is BCAG's long range regional transportation plan which covers the years from 2020 to 2040. The RTP/SCS serves as the foundation for the development of the short-range Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP). The RTP/SCS can be amended at any time by the BCAG Board of Directors.

The 2020 RTP/SCS contains the following:

1. RTP Document – including all required components (Policy, Sustainable Communities Strategy, Action and Financial)
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements
3. Environmental Impact Report – complying with the California Environmental Quality Act requirements

The RTP/SCS was developed in consultation with the BCAG Transportation Advisory Committee, which includes each of the cities, the county, Butte County Rancherias, citizen representatives, BCAQMD, and Caltrans. In addition, staff held Interagency Consultation Review meetings with the Air District, Caltrans, FHWA, and the EPA.

Staff has prepared and completed the 2020 RTP/SCS in accordance with BCAG's Public Participation Plan (PPP). Two final public meetings were held on November 5, 2020 and on September 3, 2020 to present the draft RTP/SCS and EIR. In addition, a public hearing notice was posted in local Butte County newspapers to solicit final comments on the draft 2020 RTP/SCS. An Executive Summary for the 2020 RTP/SCS is attached. Development of this document is a two-year process with extensive opportunities for public input.

Environmental Impact Report

The RTP/SCS is a "project" as defined by the California Environmental Quality Act (CEQA). The 2020 RTP/SCS Final Supplemental EIR is a supplemental and program EIR. A program EIR is a plan-level document that analyzes environmental impacts of the 2020 RTP/SCS on a programmatic level. Project-specific impacts should be analyzed in detail by project proponents as the individual projects are designed and engineered at a later date. A supplemental EIR need only include the information necessary to make the previous EIR adequately apply to the project in the changed situation. Therefore, the Final Supplemental EIR for the 2020 RTP/SCS focuses only on the resource topics to which the project would result in new environmental impacts not previously analyzed in the Final EIR for the 2016 RTP/SCS.

BCAG staff has worked with Rincon Consultants, Inc. to develop the program-level and supplemental EIR.

A draft Supplemental EIR was released for a 45-day public review period October 8, 2020 and a public hearing was held in October 2020. Pursuant to CEQA Guidelines Section 15086, BCAG consulted with and requested comments on the draft Supplemental EIR from responsible agencies, trustee agencies with resources affected by the project, and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP/SCS. BCAG did not receive any comments on the Draft Supplemental EIR.

The BCAG Board is required to certify the Final Supplemental Environment Impact Report (EIR) and find that it complies with the requirements of the California Environmental Quality Act (CEQA). In addition, the BCAG Board must adopt a Mitigation and Monitoring and Reporting Program, and Findings and Statement of Overriding Considerations relative to the Supplemental EIR.

Attached to the memorandum is a Summary of CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program.

A complete final draft RTP/SCS and Supplemental EIR are posted on-line by chapter on BCAG's website at: http://www.bcag.org/Planning/RTP--SCS/index.html and the EIR at: http://www.bcag.org/Planning/RTP--SCS/2020-RTPSCS-EIR/index.html

STAFF RECOMMENDATION: Staff requests the Board open a public hearing for any final comments on the 2020 RTP/SCS and Supplemental EIR. If no significant comments are received, staff recommends the BCAG Board adopt the 2020 Regional Transportation Plan / Sustainable Communities Strategy by Resolution 2020/21#06. This resolution also certifies the Final Supplemental Environmental Impact Report (EIR), adopting Findings and Statement of Overriding Consideration, and the Mitigation Monitoring and Reporting Program. This resolution also authorizes staff to make any necessary changes to the RTP/SCS document to ensure timely approval by the required state and federal agencies.

Key Staff: Iván García, Transportation Programming Specialist
Brian Lasagna, Regional Analyst

ATTACHMENT

Summary of
CEQA Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program

Findings for Significant PROJECT and Cumulative Impacts for Which Project's Incremental Contribution has Been Mitigated to Less than Significant Levels

For the following impacts, BCAG hereby finds mitigation measures have been identified in the Final Supplemental EIR that will avoid or substantially lessen the Project's incremental contribution to the following significant project and cumulative impacts to a less than significant (i.e., less than cumulatively considerable) level. The significant impacts and the mitigation measures that will reduce them to a less than significant level are as follows:

- Impact AQ-3: Mitigation Measure AQ-3
- Impact AQ-1; Mitigation Measure AQ-1
- Impact BIO-1; Mitigation Measure BIO-1
- Impact BIO-2; Mitigation Measures BIO-2(a)-(c)
- Impact BIO-3; Mitigation Measure BIO-3
- Impact BIO-4; Mitigation Measure BIO-4
- Impact BIO-5; Mitigation Measure BIO-5
- Impact CUL-1 (for archaeological and paleontological resources); Mitigation Measures CUL-1(a)-(d)
- Impact CUL-2; Mitigation Measure CUL-2
- Impact GHG-1; Mitigation Measure GHG-1
- Impact N-1; Mitigation Measures N-1(a)-(e)
- Impact N-2; Mitigation Measures N-2(a)-(b)
- Impact N-3; Mitigation Measure N-1(b)
- Impact TCR-1; Mitigation Measures TCR-1(a)-(b)

Findings for Significant PROJECT AND Cumulative Impacts for Which Project's Incremental Contribution has Not Been Mitigated to Less than Significant Levels

For the following impacts, BCAG hereby finds that mitigation measures have been identified in the Final Supplemental EIR that will reduce the Project's incremental contribution to the following significant cumulative impacts, but not to a less than significant

(i.e., less than cumulatively considerable) level. The significant impacts and the mitigation are as follows:

- Impact AG-1; Mitigation Measures AG-1(a)-(d)
- Impact CUL-1 (for historic structures); Mitigation Measures CUL-1(a)-(d)
- Impact T-2; Mitigation Measure T-1
- Impact WF-1; Mitigation Measure WF-1

STATEMENT OF OVERRIDING CONSIDERATIONS

BCAG adopts and makes this statement of overriding considerations concerning the Project's unavoidable significant impacts to explain why the project's benefits override and outweigh its unavoidable impacts.

Even with implementation of all feasible mitigation, the project will result in significant and unavoidable impacts as follows:

1. Implementation of the 2020 RTP/SCS would convert agricultural lands including Prime Farmland and lands under Williamson Act contract to non-agricultural uses. (Impact AG-1)

2. Implementation of the 2020 RTP/SCS would disturb known and unknown cultural resources such as historic structures. (Impact CUL-1)

3. Implementation of the 2020 RTP/SCS would interfere with achievement of the vehicle miles traveled reductions set forth by the state. (Impact T-2)

4. Implementation of the 2020 RTP/SCS would increase wildfire risks. (Impact WF-1)

Each benefit set forth below constitutes an overriding consideration warranting approval of the Project, independent of the other benefits, despite each and every unavoidable impact.

a. The implementation of 2020 RTP/SCS transportation projects will provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region.

b. The Project will improve transportation mobility and accessibility in the county.

c. The Project will improve air quality by reducing emissions of ozone precursors compared to future No Project conditions.

d. The 2020 RTP/SCS will contribute to a reduction in greenhouse gas (GHG) emissions from passenger vehicles and light trucks, helping the Butte County area to achieve the regional GHG reduction targets set by the California Air Resources Board.

e. The Project will promote consistency between the California Transportation Plan 2025, the regional transportation plan and other plans developed by cities, counties, districts, Native American Tribal Governments, and State and Federal agencies in responding to Statewide and interregional transportation issues and needs.

f. The construction of transportation projects will result in both short-term and long-term economic benefits to the Butte County area and its residents. Transportation projects will indirectly provide for a number of jobs relating to construction and maintenance. The RTP program includes transportation investments in the BCAG region. Other California MPO studies have shown that investments in regional transportation projects and programs provide numerous jobs locally (see, for example, SANDAG 2050 RTP/SCS, Technical Appendix 3, Table TA 3.1, average annual increase of 18,500 jobs).

MITIGATION MONITORING AND REPORTING PROGRAM

BCAG finds that a Mitigation Monitoring and Reporting Program (MMRP) for the 2020 RTP/SCS has been prepared for the project and has been adopted concurrently with these Findings (Public Resources Code, § 21081.6(a)(1)).

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

RESOLUTION NO 2020/2021 #06

A RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS CERTIFYING THE FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT FOR THE 2020 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY, ADOPTING A MITIGATION MONITORING AND REPORTING PROGRAM, AND APPROVING THE 2020 REGIONAL TRANSPORTATION PLAN AND SUSTAINABLE COMMUNITIES STRATEGY

WHEREAS, the Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) comprised of five member agencies: Butte County, the cities of Biggs, Chico, Gridley, Oroville or Paradise; and

WHEREAS, BCAG is the agency responsible for maintaining a continuing, cooperative, and comprehensive transportation planning process which will result in a Regional Transportation Plan and Sustainable Communities Strategy pursuant to 23 U.S.C. 134(a) and (g), 49 U.S.C. §5303(f); 23 C.F.R. §450, and 49 C.F.R. §613; and

WHEREAS, BCAG is the Lead Agency in preparing the Regional Transportation Plan and Sustainable Communities Strategy and is required to comply with the California Environmental Quality Act (CEQA) [Cal. Pub. Res. Code § 21000 et seq.]; and

WHEREAS, pursuant to CEQA Guidelines Section 15002(f), an Environmental Impact Report (EIR) is the public document used by a governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the potential environmental damage; and

WHEREAS, CEQA Guidelines Section 15168(a) specifies that a Program EIR (PEIR) be prepared on a series of actions that can be characterized as one large project and are related either: (1) geographically; (2) as logical parts in a chain of contemplated actions; (3) in connection with issuance of rules, regulations, plans, or other general criteria, to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways; and

WHEREAS, BCAG has determined that a Supplemental EIR (SEIR) is appropriate to assess the environmental impact of the 2020 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the Butte County regional given no major new projects and policies since the 2016 RTP/SCS; and

WHEREAS, the 2020 RTP/SCS is consistent with Section 15163 of the CEQA Guidelines for supplemental EIRs as only minor additions and changes are necessary to make the 2016 RTP/SCS EIR adequate for the project as revised and conditions described in Section 15162 of the CEQA Guidelines do not apply to the 2020 RTP/SCS; and

WHEREAS, the SEIR is a regional planning level analysis which analyzes environmental impacts of the 2020 RTP/SCS on a broad planning level, while presenting as much detailed information about the individual RTP projects that is available at this time; and

WHEREAS, project-specific impacts of the individual RTP project should be analyzed in detail by the implementing agencies as the individual projects are designed, engineered, and considered for approval at a later date; and

WHEREAS, pursuant to CEQA Guidelines Section 15086, BCAG consulted with and requested comments on the Draft SEIR EIR from responsible agencies, trustee agencies with resources affected by the project; and other state, federal, and local agencies which exercise authority over resources which may be affected by the RTP; and

WHEREAS, BCAG circulated a Notice of Preparation (NOP) of an EIR for the proposed project on October 22, 2019, to trustee and responsible agencies, the State Clearinghouse, and the public; and

WHEREAS, a scoping meeting was held on November 7, 2019, at 4:00 PM in the in the BCAG Conference Room in the City of Chico to solicit concerns and issues relative to the RTP; and

WHEREAS, concerns raised in response to the NOP were considered during preparation of the Draft SEIR; and

WHEREAS, BCAG published a public notice of availability (NOA) for the Draft SEIR on October 8, 2020, inviting comments from the general public, agencies, organizations, and other interested parties; and

WHEREAS, the Draft SEIR was available for public review from October 8 through November 22, 2020; and

WHEREAS, pursuant to CEQA Guidelines Section 15088(a), BCAG, as the Lead Agency, must evaluate comments on significant environmental issues received from persons who review the Draft SEIR and must prepare a written response thereto; and

WHEREAS, BCAG received no comment letters, regarding the Draft Program EIR; and

WHEREAS, the Final SEIR document and the Draft SEIR, as amended by the Final SEIR, constitute the Final SEIR; and

WHEREAS, when making the findings pursuant to CEQA Guidelines Section 15091(a)(1), the agency must also adopt a program for reporting on or monitoring the changes which have been either required in the project or made a condition of approval to avoid or substantially lessen significant effects, and which are fully enforceable through permit conditions, agreements, or other measures, as required by CEQA Guidelines Section 15091(d); and

WHEREAS, consistent with the requirements of the CEQA Guidelines, a Mitigation Monitoring and Reporting Program (MMRP) has been prepared to outline the procedures for implementing all mitigation measures identified in the SEIR; and

WHEREAS, according to CEQA Guidelines Section 15093(b), where the decision of the public agency allows the occurrence of significant effects which are identified in the Final SEIR but are not avoided or substantially lessened, the agency must issue a Statement of Overriding Considerations setting forth the specific reasons to support its actions based on the Final SEIR or other information in the record; and

WHEREAS, CEQA Guidelines Section 15093(c) provides that if an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the Notice of Determination.

WHEREAS, The results from the 2019 FTIP and 2020 RTP emissions analysis show that current and future emissions of the ozone precursors ROG and NOx will be no greater than the 2011 and 2017 base year emissions levels. Thus, Butte County, in accordance with the Transportation Conformity Rule requirements applicable to Butte County (§51.464 and §51.436 – 51.440), has satisfied the “no-greater-than-2011” test for the 2008 8-hour federal ozone NAAQS and the “no-greater-than-2017” test for the 2015 8-hour federal ozone NAAQS. **Based on this analysis, the 2020 Regional Transportation Plan (RTP) and 2019 Federal Transportation Improvement Program (FTIP) conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA’s Transportation Conformity Rule.**

NOW, THEREFORE, BE IT RESOLVED that:

1. The Butte County Association of Governments finds as follows:

   (a) The Final Supplemental Environmental Impact Report (SEIR) prepared for the 2020 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) for the Butte County region was completed in compliance with the California Environmental Quality Act; and

   (b) The Final SEIR was presented to BCAG's decision making body, the BCAG Board; and

   (c) The BCAG Board has reviewed and considered information contained in the Final SEIR; and

   (d) The Final SEIR reflects BCAG's independent judgment and analysis; and

   (e) The Final SEIR consists of the Draft SEIR and the Final SEIR, which includes a Mitigation Monitoring and Reporting Program; and

2. Based on and incorporating all of the foregoing recitals and findings supported by substantial evidence in the record and set forth in the "Findings and Statement of Overriding Considerations," attached hereto and incorporated by reference, BCAG hereby certifies the Final SEIR for the 2020 RTP and adopts the Mitigation Monitoring and Reporting Program; and

3. BCAG hereby approves the Butte County 2020 Regional Transportation Plan and Sustainable Communities Strategy and Air Quality Conformity Determination.

BE IT FURTHER RESOLVED, that the BCAG BOARD of Directors finds that the RTP/SCS achieves the regional greenhouse gas targets established by the California Air Resources Board and meets the requirements of SB 375;

BE IT FURTHER RESOLVED that the BCAG Board of Directors authorizes its staff to make any necessary changes to the RTP/SCS document to ensure the timely delivery and approval of the RTP/SCS to the appropriate state and federal agencies;

PASSED AND ADOPTED by the Butte County Association of Governments on the 10th day of December 2020 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED: _____
BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST: _____
JON A. CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

NOTICE OF REGULAR MEETING
OF THE
TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – October 1, 2020 – 10:00 A.M.**

JOIN VIA ZOOM:
https://us02web.zoom.us/j/83808479547?pwd=NFVZSjJRdVlxR2xVYnJ3WmJZQmxLUT09&from=msft

Meeting ID: 838 0847 9547
Passcode: 276695

1. INTRODUCTIONS

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2. ORAL COMMUNICATION

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ITEM	**STAFF**
3. Minutes from September 3, 2020 TAC Meeting	Ivan Garcia

For review and approval.

4. Caltrans State Highway Projects Update Cameron Knudson
Information

SR 70 Corridor Update & SR 32 through Chico Projects under development

5. 2020 Regional Transportation Plan/Sustainable Communities Strategy
Ivan Garcia
Information

Final 2020 RTP/SCS Project Tables and Air Quality Exempt Projects

6. 2020 Regional Transportation Plan/Sustainable Communities Strategy System Performance Report Brian Lasagna
Information

Presenting a Preliminary Draft System Performance Report

7. 2021 FTIP Development Schedule & Call for Projects Ivan Garcia
Information

Discussing the schedule for the 2021 FTIP and initiating a call for new Congestion Mitigation and Air Quality Program and Highway Improvement Program projects for funding consideration

8. Caltrans Planning or Local Assistance Updates Caltrans
Information

Providing relevant updates to the committee

9. Other Items All

BCAG Transportation Advisory Committee

Item # 5
Information

September 3, 2020

2020 REGIONAL TRANSPORTATION PLAN (RTP) & SUSTAINABLE COMMUNITIES STRATEGY (SCS) - FINAL DRAFT PROJECT TABLES AND AIR QUALITY EXEMPT TABLE

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: The Butte County Association of Governments (BCAG) is the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Transportation Planning (MPO) for the Butte County region. As such, BCAG is required to prepare and update the RTP/SCS by December 2020.

DISCUSSION: Attached for the committee's review and comment are the final draft list of projects included in the 2020 RTP/SCS as well as the specific projects which are "exempt" from Transportation and Air Quality Conformity.

Minor descriptive changes may be made or estimated project costs. Staff is no longer able to add any non-exempt projects. Any future changes may require an amendment after the RTP/SCS is adopted on December 10, 2020.

Staff will inform the committee once the complete draft document is compiled and posted online. Hard copies will not be made unless requested.

BCAG staff will continue to inform the committee regarding the development of the 2020 RTP/SCS. Once adopted by the Board, the RTP/SCS can be amended at any time.

STAFF RECOMMENDATION: This item is presented for information.

Key Staff: Brian Lasagna, Regional Analyst
Ivan Garcia, Transportation Programming Specialist

BCAG Transportation Advisory Committee

Item # 6
Information

October 1, 2020

2020 RTP/SCS – SYSTEM PERFORMANCE REPORT

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: The Butte County Association of Governments (BCAG) is the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Transportation Planning (MPO) for the Butte County region. As such, BCAG is required to prepare and update the RTP/SCS by December 2020 and include a System Performance Report

DISCUSSION: Federal transportation legislation (MAP-21) placed new and stronger emphasis on measuring and monitoring the performance of the transportation system and requires states and MPOs to implement a performance-based approach to planning and programming. 23 CFR 450.324 (f)(4) is a new requirement for MPOs to prepare a System Performance Report with each update of the Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS), which evaluates the condition and performance of the transportation system with respect to the performance targets mandated in MAP-21.

BCAG has prepared a preliminary draft System Performance Report and included as Attachment #1, for the TACs review and comment. The report has been modeled after a similar report completed by the Sacramento Area Council of Governments and meets all new federal requirements.

BCAG will be including the report with the release of the Draft 2020 RTP/SCS.

STAFF RECOMMENDATION: This item is presented for the TACs information and awareness.

Key staff: Brian Lasagna, Regional Analyst
Ivan Garcia, Programming Specialist

NOTICE OF REGULAR MEETING

OF THE

TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – August 6, 2020 – 10:00 A.M.**

VIA ZOOM MEETING:

Join Zoom Meeting:
https://us02web.zoom.us/j/83923415788?pwd=eWgrWStwb1l1bzJYR0o2ZGVSR203dz09&from=msft

Meeting ID: 839 2341 5788
Passcode: 691642
One tap mobile
+16699006833,,83923415788#,,,,,,0#,,691642# US (San Jose)
+12532158782,,83923415788#,,,,,,0#,,691642# US (Tacoma)

Dial by your location
+1 669 900 6833 US (San Jose)
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)

1. INTRODUCTIONS

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ITEM	**STAFF**
3. Minutes from May 7, 2020 TAC Meeting For review and approval.	Ivan Garcia
4. 2020 Regional Transportation Plan/Sustainable Communities Strategy Informing TAC of RTP/SCS schedule, updated project tables and public workshops	Ivan Garcia Information
5. Butte Regional Transit Update Informing committee of transit related activities for B-Line	Sara Muse Information
6. Caltrans Updates Planning Local Assistance Maintenance / Emergency Relief	Caltrans Information
7. Other Items	All

NOTICE OF REGULAR MEETING

OF THE

TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – February 13, 2020 – 10:00 A.M.**

BCAG Conference Room
326 Huss Drive, Suite 150
Chico CA 95928

1. INTRODUCTIONS

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ITEM	STAFF
3. Minutes from December 5, 2019 TAC Meeting For review and approval.	Ivan Garcia
4. 2020 Regional Transportation Improvement Program Informing TAC of Revised 2020 RTIP Recommendations	Ivan Garcia Information
5. 2020 Regional Transportation Plan/Sustainable Communities Strategy Update Informing the committee on the development of the 2020 RTP/SCS	Brian Lasagna Information
6. Active Transportation Program – Cycle 5 Discussion of new ATP Cycle 5 projects for consideration	Ivan Garcia Information
7. Butte Regional Transit Update Informing committee of transit related activities for B-Line	Sara Muse Information
8. BCAG / Caltrans Information Sharing Exchange of information regarding local projects underway and planned as well as receiving a Local Assistance update on matters concerning project delivery and program updates	BCAG/Caltrans Information
9. Other Items	All

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG Transportation Advisory Committee

Item # 5
Information

February 13, 2020

2020 REGIONAL TRANSPORTATION PLAN (RTP) & SUSTAINABLE COMMUNITIES STRATEGY (SCS) UPDATE

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: The Butte County Association of Governments (BCAG) is the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Transportation Planning (MPO) for the Butte County region. As such, BCAG is required to prepare and update the RTP/SCS by December 2020.

DISCUSSION: The following activities related to the development of the 2020 RTP/SCS have been provided for the group's information and discussion.

Regional Modeling

BCAG staff is currently working with project consultants, Fehr & Peers and Chico State, in completing the update of BCAG's regional land use and travel demand models (TDM) for the analysis of the 2020 RTP/SCS.

Discussion Draft Land Use Scenario and Transportation Network

BCAG has developed a discussion draft land use scenario and transportation network for the purpose of testing the model and determining what additional steps would be required to meet applicable GHG reduction targets. The draft land use scenario is based on the latest regional growth forecasts, project information from local agencies, and recommendations included in the 2016 SCS Progress Report. A description of the draft scenario has been included as Attachment A. In addition, an updated transportation network has been prepared in coordination with BCAG's Transportation Advisory Committee (TAC), Caltrans, and the local agencies (Attachment B).

Additional Strategies for Reducing VMT and GHG Emissions

A component of the 2020 RTP/SCS model update is to prepare an assessment of strategies for the BCAG region which can be used to further reduce vehicle miles traveled (VMT) and greenhouse gas (GHG) emissions associated with passenger vehicles. Fehr & Peers has prepared a memo (Attachment C) summarizing applicable strategies. Once the model is operational, each strategy will be quantified.

Preliminary Outputs

Project consultants are currently finalizing the model validation and will be preparing preliminary outputs for the discussion draft land use scenario and transportation

network. The outputs are expected to be completed by early spring and will be shared with the TAC when available.

Technical Methodology

BCAG staff is currently preparing the required technical methodology for estimating greenhouse gas emissions associated with the 2020 RTP/SCS. Upon completion, a draft will be sent to the California Air Resources Board (ARB) for review. This document is required to be submitted prior to any official public outreach efforts for the Draft RTP/SCS. The complete document will be available on the BCAG website, once completed.

Schedule

Included as Attachment D for the TAC's review and comment is the latest schedule for the 2020 SCS. During the 1st quarter of 2020, as scheduled, BCAG staff will be working to complete the technical methodology, quantify the results of preliminary modeling, and provide an update to the BCAG Board.

BCAG staff will continue to inform the TAC regarding the development of the 2020 RTP/SCS.

STAFF RECOMMENDATION: This item is presented for the TAC's discussion, awareness, and information.

Key staff: Sara Cain, Associate Senior Planner
Brian Lasagna, Regional Analyst
Ivan Garcia, Transportation Programming Specialist

BCAG Transportation Advisory Committee

Item 1
Information

June 30, 2020

2020 REGIONAL TRANSPORTATION PLAN (RTP) & SUSTAINABLE COMMUNITIES STRATEGY (SCS) UPDATE

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: The Butte County Association of Governments (BCAG) is the state designated Regional Transportation Planning Agency (RTPA) and federally designated Metropolitan Transportation Planning (MPO) for the Butte County region. As such, BCAG is required to prepare and update the RTP/SCS by December 2020.

DISCUSSION: The following activities related to the development of the 2020 RTP/SCS have been provided for the group's information and discussion.

Regional Modeling

BCAG staff is currently working with project consultants, Fehr & Peers and Chico State, in completing the update of BCAG's regional land use and travel demand models (TDM) for the analysis of the 2020 RTP/SCS.

Preliminary Outputs of Discussion Draft Land Use Scenario and Transportation Network

BCAG has received preliminary modeling results for the discussion draft land use scenario and transportation network. The results meet the GHG targets for the region. The consultants are currently making a few minor adjustments. Once completed, the results will be summarized and presented to the PDG. Currently, there is no need to implement additional measures for meeting the targets.

ARB Review Submittal Package

In May 2020, the California Air Resources Board (ARB) provided regional agencies with an updated submittal package for the 3rd round of RTP/SCS review under SB 375. The package includes revised analysis reflecting new guidelines approved by the state in 2019. BCAG will be proposing revisions to the policy and action elements of the plan in order to meet the new requirements. Draft revisions will be available mid-July.

Public Outreach

Upon completion of the preliminary discussion draft analysis and revisions of the policy and action elements, BCAG will be conducting a 2nd round of public outreach prior to preparing the draft document. Details regarding the outreach format are still in discussion, considering the COVID-19 guidelines. The workshop(s) are scheduled to be held in late July. The TAC will receive notification when exact dates are determined.

BCAG staff will continue to inform the TAC regarding the development of the 2020 RTP/SCS.

STAFF RECOMMENDATION: This item is presented for the TAC's discussion, awareness, and information.

Key staff: Sara Cain, Associate Senior Planner
Brian Lasagna, Regional Analyst
Ivan Garcia, Transportation Programming Specialist

NOTICE OF REGULAR MEETING

OF THE

TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – November 7, 2019 – 10:00 A.M.**

BCAG Conference Room
326 Huss Drive, Suite 150
Chico CA 95928

1. INTRODUCTIONS

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ITEM	STAFF
3. Minutes from September 5, 2019 TAC Meeting For review and approval.	Ivan Garcia
4. 2020 Regional Transportation Improvement Program – Draft 2020 Regional Transportation Improvement Program	Ivan Garcia Information
5. 2020 Regional Transportation Plan / Sustainable Communities Strategy Development – Action Element Draft Project List Review of draft list of projects for RTP/SCS	Ivan Garcia Information
6. Butte Regional Transit Update Informing committee of transit related activities for B-Line	Sara Muse Information
7. BCAG / Caltrans Information Sharing Exchange of information regarding local projects underway and planned as well as receiving a Local Assistance update on matters concerning project delivery and program updates	BCAG/Caltrans Information
8. Other Items	All

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG Transportation Advisory Committee

Item # 5
Information

November 7, 2019

2020 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY – ACTION ELEMENT DRAFT PROJECT LIST

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: Attached for the committee's review is an updated project list of all local projects that will be included in the draft 2020 Regional Transportation Plan / Sustainable Communities Strategy.

DISCUSSION: The attached list of projects are detailed enough in order to prepare an appropriate regional emissions analysis required to evaluate and demonstrate air quality conformity and for development of the environmental impact report.

Where state highway projects are identified, BCAG consulted Caltrans District 3 to ensure consistency and linkage between the RTP/SCS, Caltrans' ITIP and SHOPP. This ensures consistency as well with the objectives contained in the State California Transportation Plan prepared by Caltrans.

In addition, the 2020 RTP/SCS will identify an "unconstrained" scenario to include projects that are not included as a result of insufficient funding.

Attached for the committee's review is the draft list of specific projects received by each of the local agencies. Staff is requesting member agencies and Caltrans confirm the projects list and provide any necessary changes.

Public Workshop

Attached for the committee's awareness is the public notice that was published in the local newspaper announcing BCAG's workshop for:

- 2020 RTP/SCS Supplemental EIR Scope. The detailed Notice of Preparation is posted at the BCAG website at: http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/SEIR/BCAG%202020%20RTP-SCS%20NOP.pdf
- 2020 RTP/SCS Development
- 2020 RTIP Development for the 2020 STIP Cycle

_____

Open House Workshop Date and Location:
Thursday, November 7, 2019
4:00 – 6:00 p.m.
BCAG Conference Room
326 Huss Drive, Suite 150
Chico, CA 95929

The attached notice was also posted on the Butte Regional Transit fleet.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key Staff: Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Senior Planner

PUBLIC NOTICE

The Butte County Association of Governments (BCAG) is the designated Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA) for Butte County. As the MPO, BCAG is required to prepare a long-range Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS) every four years. The RTP/SCS identifies the long-range transportation plans for specific funding programs by transportation mode through the year 2040. In addition, BCAG is required to prepare a short-range Regional Transportation Improvement Program (RTIP) document for the State Transportation Improvement Program (STIP).

The **2020 RTP/SCS** will consist of the following:

1. RTP/SCS Document – Includes Policy Element, Sustainable Communities Strategy, Action Element & Financial Element
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP conform to the applicable federal air quality requirements.
3. Environmental Impact Report (EIR) – complying with the California Environmental Quality Act requirements

The 2020 RTP/SCS is scheduled to be approved by BCAG in December 2020. This project is in its early stages of development.

The **2020 Regional Transportation Improvement Program (RTIP)** will consist of programming recommendations for consideration by the Butte County Association of Governments (BCAG) Board of Directors. The RTIP is scheduled to be adopted by BCAG on December 12, 2019 at 9:00 a.m. at the BCAG Board of Directors Board Room located at 326 Huss Drive, Suite 100, Chico CA 95928. Past RTIP projects have included the State Route 70 Corridor.

BCAG will be hosting a workshop to discuss:

- 2020 RTP/SCS Supplemental EIR Scope. The detailed Notice of Preparation is posted at the BCAG website at: http://www.bcag.org/documents/planning/RTP%20SCS/2020%20RTP%20SCS/SEIR/BCAG%202020%20RTP-SCS%20NOP.pdf
- 2020 RTP/SCS Development
- 2020 RTIP Development for the 2020 STIP Cycle

Open House Workshop Date and Location:
Thursday, November 7, 2019
4:00 – 6:00 p.m.
BCAG Conference Room
326 Huss Drive, Suite 150
Chico, CA 95929

All documents are available for review on the Internet at www.bcag.org. Comments or questions on the projects can be directed to Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4616 or by email at igarcia@bcag.org. Comments can also be mailed to BCAG at 326 Huss Drive, Suite 150, Chico CA 95928.

*******Se Habla Español**** NOTICIA PUBLICA***
Si Ud. esta interesado en participar en el proceso de transportacion de Butte County Association of Governments, estas invitado a asistir una junta para aprender de los actividades, documentos y proyectos en su comunidad. Sea parte de el proceso!

NOTICE OF REGULAR MEETING

OF THE

TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – September 5, 2019 – 10:00 A.M.**

BCAG Board Room – Conference Breakout Room
326 Huss Drive, Suite 100
Chico CA 95928

1. INTRODUCTIONS

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ITEM **STAFF**

3. Minutes from June 6, 2019 TAC Meeting Ivan Garcia

For review and approval.

4. 2020 Regional Transportation Improvement Program – Ivan Garcia
Information

Informing committee of development of the 2020 RTIP

5. 2020 Regional Transportation Plan / Sustainable Communities Strategy Development – Action Element Draft Project List Ivan Garcia
Information

Review of draft list of projects for RTP/SCS

6. Regional Transportation Planning Activities Update Brian Lasagna
Information

Presenting update on Camp Fire Regional Population & Transportation Study, Sustainable Communities Strategy Progress Report and Draft Long-Term Regional Growth Forecasts

7. Butte Regional Transit Update Sara Muse
Information

Informing committee of transit related activities for B-Line

8. BCAG / Caltrans Information Sharing BCAG/Caltrans
Information

Exchange of information regarding local projects underway and planned as well as receiving a Local Assistance update on matters concerning project delivery and program updates

9. Other Items All

BCAG Transportation Advisory Committee

Item # 5
Information

September 5, 2019

2020 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY – ACTION ELEMENT DRAFT PROJECT LIST

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG is required to prepare and update the 2016 Regional Transportation Plan/Sustainable Communities Strategy by December 2020. Staff is currently developing the "Action Element" which includes each project to be included in the plan. The draft list of projects is attached for the committee's review.

DISCUSSION: The Action Element implements the Policy Element with the anticipated financial resources identified in the Financial Element and conforms to the State Implementation Plan (SIP) for air quality. The Action Element identifies (links) the specific projects currently funded in the Regional Transportation Improvement Program (RTIP) and Federal Transportation Improvement Program (FTIP). As such, the RTP/SCS is used as the foundation for the programming of projects in the FTIP and RTIP. The RTIP and the FTIP identify the majority of the transportation projects programmed or planned through the state and federal process. The projects contained in this section are detailed enough in order to prepare an appropriate regional emissions analysis required to evaluate and demonstrate air quality conformity.

Where state highway projects are identified, BCAG consulted Caltrans District 3 to ensure consistency and linkage between the RTP/SCS, Caltrans' ITIP and SHOPP. This ensures consistency as well with the objectives contained in the State California Transportation Plan prepared by Caltrans. In addition, this RTP/SCS attempts to identify which projects can't be completed due to a lack of funding for transportation as an "unconstrained" scenario.

Attached for the committee's review is the draft list of specific projects received by each of the local agencies. Staff is requesting member agencies and Caltrans confirm the projects list and provide any necessary changes. Once confirmed, staff will forward the list of projects for inclusion as applicable in the regional transportation model.

Once completed, staff will utilize the information for BCAG's mapping project.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key Staff: Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Senior Planner

NOTICE OF REGULAR MEETING

OF THE

TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – June 6, 2019 – 11:00 A.M.**

BCAG Board Room – Conference Breakout Room
326 Huss Drive, Suite 100
Chico CA 95928

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ITEM	STAFF
3. Minutes from April 4, 2019 TAC Meeting For review and approval.	Ivan Garcia
4. 2020 Regional Transportation Plan / Sustainable Communities Strategy Development – Policy Element Review of draft Policy Element	Ivan Garcia Information
5. 2019 BCAG Sustainable Communities Strategy Progress Report – Draft Indicators Discussion of draft indicators for the 2020 RTP/SCS	Brian Lasagna Information
6. National Highway Traffic Safety Administration / U. S. EPA Proposed Rule Informing committee of proposed "Safer Affordable Fuel Efficient (SAFE) Vehicles Rule	Ivan Garcia Information
7. Butte Regional Transit Update Informing committee of transit related activities for B-Line	Sara Muse Information
8. Caltrans District 3 Update Informing committee of Inactive Projects, Obligational Authority, Fast Act Rescission, DBE for 2020 and new Local Roadway Safety Plans	James Day & Angel Araiza
9. Other Items	All

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG Transportation Advisory Committee

Item # 4
Information

June 6, 2019

2020 REGIONAL TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY DEVELOPMENT - POLICY ELEMENT

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG is required to prepare and update the 2016 Regional Transportation Plan/Sustainable Communities Strategy by December 2020. The draft Policy Element of the 2020 RTP/SCS will be presented at the next BCAG Board meeting for review and comment.

DISCUSSION: The purpose of the Policy Element is to identify legislative, planning, financial and institutional issues and requirements, as well as any areas of regional consensus. Part of this process includes consideration of Caltrans' California Transportation Plan (CTP) policy framework which provides goals and policies that can help with development of policies and strategies at the most regional level. The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the RTP.

The Policy Element is a resource for providing input and promoting consistency of action among state, regional and local agencies including; transit agencies, employment development departments, the California Highway Patrol, private and public groups, tribal governments, etc. California statutes state that each RTP shall (Government Code Section 65080 (b)) include a Policy Element that:

1. Describes the transportation issues in the region;
2. Identifies and quantifies regional needs expressed within both short and long-range planning horizons (Government Code Section 65080 (b)(1)); and,
3. Maintains internal consistency with the Financial Element and fund estimates.

State law requires that the objectives shall (Government Code Section 65080 (b)(1)) be linked to short-range and long-range transportation implementation goals or horizons. Each objective should be consistent with the needs identified in the RTP as a means of strengthening the linkage between statewide system planning and ultimate project implementation. The RTP shall consider factors specified in Section 134 of Title 23 of the United States Code. The Policy Element should clearly convey the region's transportation policies and supportive strategies and related land use forecast assumptions. These land-use assumptions take into account the latest planning documents and associated policies of the local jurisdictions.

As part of this Element, the discussion should:

(1) relay how these policies were developed,
(2) identify any significant changes in the policies from the previous plans and
(3) provide the reason for any changes in policies from previous plans. The Policy Element should clearly describe the SCS strategies, including land use, transportation, and other measure intended to reduce per capita GHG emissions from passenger vehicles. It should also explain how the financial commitments are consistent with and support the land use pattern and personal mobility objectives of the RTP.

Camp Fire Impacts and Update to the Policy Element

Due to the significant impacts as a result of the camp fire, a more careful review of the policy element is necessary. Attached for the committee's review is the current Goals, Objectives and Policies included in the 2016 RTP/SCS. The BCAG Board has expressed concern with emergency evacuation/access, housing shortages and addressing various climate change impacts to the regional transportation system. Update to the Policy Element will be an iterative process as the complete RTP document is prepared to ensure consistency within the entire document.

At the committee meeting, staff will present for discussion some revised/updated language for consideration to address concerns raised by the BCAG Board and to ensure compliance with updated RTP/SCS guidance by the California Transportation Commission which has been updated since the last RTP/SCS was prepared.

STAFF RECOMMENDATION: This item is presented for information and discussion.

Key Staff: Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Senior Planner

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG Transportation Advisory Committee

Item # 4
Information

March 7, 2019

2020 REGIONAL TRANSPORTATION PLAN (RTP) & SUSTAINABLE COMMUNITIES STRATEGY (SCS) DEVELOPMENT UPDATE

PREPARED BY: Ivan Garcia, Transportation Programming Specialist

ISSUE: BCAG is responsible for state and federally required transportation plans and programs in the region including the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).

DISCUSSION: The RTP/SCS is adopted every 4 years to identify the region's long-range transportation plan for a 20-year minimum horizon. The 2020 RTP/SCS will cover the years from 2020 to 2040. The current RTP/SCS was adopted in December 2016. As such, the update is scheduled to be adopted by December 2020. The process to update the Plan began at the start of the 2018/19 fiscal year and will be continue thru 2020.

The RTP/SCS serves as the foundation for the development of the short-range Regional Transportation Improvement Program (RTIP) and the Federal Transportation Improvement Program (FTIP). The RTP/SCS can be amended at any time by the BCAG Board of Directors. As information is developed it will be posted online at the BCAG website.

The 2020 RTP/SCS will contain the following:

1. RTP/SCS Document – including all required elements (Policy, Action, Financial and the SCS)
2. Air Quality Conformity Analysis and Determination – demonstrating that the projects in the RTP/SCS conform to the applicable federal air quality requirements.
3. Environmental Impact Report – complying with the California Environmental Quality Act requirements

The following activities related to the development of the 2020 RTP/SCS have been provided for the Board's information and discussion.

Camp Fire

Prior to the Camp Fire, BCAG staff had been coordinating with the local jurisdictions in preparing the long-term regional growth forecasts of population, housing, and employment, a key piece of the RTP/SCS which informs the forecasted development pattern included in the plan. Following the Camp Fire, BCAG staff have been meeting with state and federal agency and local jurisdiction partners to determine the best course of action for the 2020 RTP/SCS considering the significant impacts to population, housing, employment, and the transportation system. At this point, meeting the original target completion date of December 2020 appears to be the best path considering the cyclical nature of the plan (every 4 years) and the relation to other programs and projects which rely on the plan (i.e., Regional Housing Needs Plan, FTIP, Air Quality, and local land use, housing, and transportation plans and projects). Therefore, BCAG will resume development of the plan and work to utilize the "best available" data in preparing the regional growth forecasts and forecasted development pattern, as required by statute.

Schedule

Included as an attachment for the TAC's review and comment is the latest revised schedule for the 2020 RTP/SCS. As scheduled, BCAG staff is working to prepare the Policy, Action and Financial Elements over the next few months.

The Policy Element will include the goals, objectives and policies for the RTP/SCS. This chapter will be reviewed to ensure any changes in guidance are incorporated, such as prioritizing performance measures.

The Action Element includes each mode of transportation and will identify specific projects which can be reasonably anticipated to be completed within the timeframe of the plan.

The Financial Element will identify financial projections for each fund source that is typically programmed in the FTIP and or RTIP.

BCAG staff will continue to inform the BCAG Board regarding the development of the 2020 RTP/SCS which is scheduled to be adopted by the BCAG Board of Directors in December 2020. All aspects of the RTP/SCS are developed in consultation with the BCAG Transportation Advisory Committee.

STAFF RECOMMENDATION: This item is presented for information only.

Key Staff: Ivan Garcia, Transportation Programming Specialist
Brian Lasagna, Regional Analyst

Schedule is also attached as a separate attachment to agenda on 11x17 format.

NOTICE OF REGULAR MEETING

OF THE

TRANSPORTATION ADVISORY COMMITTEE

*****Thursday*** – June 7, 2018 – 10:00 A.M.**

BCAG Conference Room
326 Huss Drive, Suite 150
Chico CA 95928

1. INTRODUCTIONS

MEMBERS OF THE PUBLIC MAY ADDRESS ANY ITEM ON THE AGENDA DURING CONSIDERATION OF THAT ITEM.

2. ORAL COMMUNICATION

PERSONS WISHING TO ADDRESS AGENDA ITEMS OR COMMENT ON ANY ITEM NOT ON THE AGENDA MAY DO SO AT THIS TIME. COMMENTS ARE LIMITED TO THREE MINUTES PER PERSON. PLEASE STATE YOUR NAME AND ADDRESS FOR THE RECORD.
FOR ITEMS NOT ON THE AGENDA, NO ACTION WILL BE TAKEN AT THIS TIME. IF IT REQUIRES ACTION, IT WILL BE REFERRED TO STAFF AND OR PLACED ON THE NEXT AGENDA.

COPIES OF STAFF REPORTS OR OTHER WRITTEN DOCUMENTATION RELATING TO ITEMS OF BUSINESS REFERRED TO ON THE AGENDA ARE ON FILE IN THE OFFICE OF BUTTE COUNTY ASSOCIATION OF GOVERNMENTS (BCAG). PERSONS WITH QUESTIONS CONCERNING AGENDA ITEMS MAY CALL BCAG TO MAKE INQUIRIES REGARDING THE NATURE OF THE ITEM DESCRIBED ON THE AGENDA.

ITEM	STAFF
3. Minutes from March 8, 2018 TAC Meeting	Ivan Garcia
For review and approval.	
4. Public Workshop for BCAG Projects	Ivan Garcia Information
Inform committee of upcoming workshop for various plans and programs	
5. Map 21 Performance Measures – Statewide PM2 & PM3 Targets	Brian Lasagna Information
Review and discussion of new performance measures	
6. Regional Traffic Counts 2017/18 Update	Brian Lasagna Information
Review and discussion of FY 17/18 traffic counts	
7. Caltrans Update	Nima Kabirinassab Information
Verbal presentation concerning Caltrans projects & Local Assistance	
8. Other Items	All

BCAG Transportation Advisory Committee

Item # 4
Information

June 7, 2018

PUBLIC WORKSHOP FOR:

- **2019 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM**
- **2020 REGIONAL TRANSPORTAITON PLAN/SUSTAINABLE COMMUNITIES STRATEGY**
- **PUBLIC PARTICIPATION PLAN**

PREPARED BY: Ivan Garcia, Programming Manager

ISSUE: Prior to the development of the 2019 FTIP and 2020 RTP/SCS, BCAG is required to hold a public workshop to allow for the opportunity for early input in the planning process prior to the development of the documents.

DISCUSSION: Staff has scheduled an open house / public workshop on June 20th from 3 p.m. to 5 p.m. at the BCAG offices.

Staff will be prepared to discuss the long-range RTP/SCS and its relationship to the short-range programming document, the FTIP. In addition, BCAG will be reviewing and potentially updating its adopted Public Participation Plan (PPP) including its Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments.

A general overview of each of these documents will be presented. The public notice has been attached.

STAFF RECOMMENDATION: This item is presented for information.

Key staff: Ivan Garcia, BCAG Transportation Programming Specialist
Brian Lasagna, Regional Analyst

Public Notice

The Butte County Association of Governments (BCAG) is designated by the U.S. Department of Transportation (DOT) and the U.S. Environmental Protection Agency (EPA) as the Metropolitan Planning Organization (MPO) for Butte County and its incorporated cities. As the MPO, BCAG is required to prepare a Federal Transportation Improvement program (FTIP) every two years and a long-range Region Transportation Plan (RTP) every four years. The purpose of the FTIP is to identify all transportation-related projects that have federal transportation funding require some type of approval by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). In addition, all nonfederal, regionally significant projects are included. The FTIP indicates the area's short-term plan for use of federal dollars and other resources for the maintenance, operation, and improvement of the transportation system and the achievement of federal air quality standards over the next four federal fiscal years.

Notice is hereby given that BCAG is scheduled to begin the preparation of the 2019 FTIP and 2020 RTP/SCS. Development of these documents will include a new regional emissions analysis for air quality conformity purposes. As information is developed, the BCAG's website will be updated at: www.bcag.org/Planning/FTIP/index.html. If you are interested in being placed on an email distribution list, please email Mr. Ivan Garcia at igarcia@bcag.org. The 2019 FTIP is scheduled to be adopted on August 23, 2018. The 2020 RTP/SCS is scheduled to be adopted in December 2020. Information can also be reviewed at the Butte County Association of Governments office located at 326 Huss Drive, Suite 150, Chico CA 95928. **An open house workshop to discuss the FTIP and RTP/SCS prior to the development of these documents is scheduled for June 20, 2018 at 3 p.m. at the BCAG conference room located at 326 Huss Drive, Suite 150, Chico.**

In addition, notice is hereby given that BCAG will be updating its Public Participation Plan (PPP) to update any legislative references and other minor changes which document how BCAG will notify the public on its planning and programming requirements. In addition, BCAG is addressing Limited English Proficiency federal requirements in the PPP. Lastly, BCAG is reviewing its Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments. Any changes will be incorporated as part of a new 2018 document. A new 2018 PPP is scheduled for adoption on August 23, 2016 by the BCAG Board of Directors. **An open house workshop to review the PPP is scheduled for June 20, 2018 at 3 p.m. at the BCAG conference room located at 326 Huss Drive, Suite 150, Chico.**

All information related to the PPP and draft Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments can be found on-line at http://www.bcag.org/Planning/-Public-Participation-Plan-PPP/index.html.
Adoption of the FTIP, PPP and Policy for Government-to-Government Consultation with Federally Recognized Native American Tribal Governments is scheduled for 9 a.m. on August 23, 2018 at the BCAG Board of Directors Chamber located at 326 Huss Drive, Suite 100, Chico, CA 95928. Once adopted, these documents can be amended at any time by the BCAG Board. Questions regarding these products can be directed to Ivan Garcia, Transportation Programming Specialist at BCAG at 530-809-4616 or by e-mail at igarcia@bcag.org. Comments are also welcomed by email. Hard copies of the FTIP and PPP will be available at each of the Butte County Public Libraries for review and comment prior to approval. Please contact the BCAG offices for translating assistance.

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG Transportation Advisory Committee

Item # 5
Information

June 7, 2018

MAP-21 PERFORMANCE MEASURES – STATEWIDE PM2 & PM3 TARGETS

PREPARED BY: Brian Lasagna, Regional Analyst

ISSUE: As the federally designated Metropolitan Planning Organization (MPO) for the Butte County region, BCAG is required to establish targets, track, and report the areas performance measures mandated under MAP-21, in coordination with Caltrans and the local jurisdictions.

DISCUSSION: Federal transportation legislation (MAP-21) placed new and stronger emphasis on measuring and monitoring the performance of the transportation system and requires states and MPOs to implement a performance based approach to planning and programming. Performance-based planning and programming includes using transportation performance measures, setting targets, reporting performance, and programming transportation investments directed toward the achievement of transportation system performance outcomes. The performance targets ensure states and MPOs invest resources in transportation projects that achieve national goals in safety, infrastructure condition, congestion, reliability, freight movement, environmental sustainability, and reduced project delivery delays.

On May 20, 2018, Caltrans approved the 2018 California Performance Management (PM2) and Performance Management 3 (PM3) targets – see Tables 1 & 2. PM2 targets are specific to infrastructure conditions (pavement and bridge) and PM3 reflects measures related to system performance (reliability, congestion, and air quality) on the National Highway System (NHS). The statewide targets take into consideration the availability of Senate Bill 1 and local measure funds, which Caltrans holistically anticipates will improve conditions over the four-year performance period.

BCAG staff is currently working with Caltrans to obtain the final datasets and methodology used in development of the statewide PM2 & PM3 targets. Once the information is gathered, BCAG staff will review with the TAC. MPOs will have the opportunity to establish individual targets for their regions or support the statewide targets. MPO target submittals are to be completed by November 16, 2018. Targets are to be reported and updated annually.

Table 1. Infrastructure Condition (PM2)

Statewide Targets				
Pavement and Bridge Performance Measures	2-Year NHS Targets (1/1/2018 - 12/31/2019)		4-Year NHS Targets (1/1/2020 - 12/31/2021)	
	Good	Poor	Good	Poor
Pavements on the NHS				
Interstate	45.1%	3.5%	44.5%	3.8%
Non-Interstate	28.2%	7.3%	29.9%	7.2%
Bridges on the NHS	69.1%	4.6%	70.5%	4.4%

Table 2. System Performance (PM3)

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate[1]	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS[1]	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)[1]	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program[2]			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.90 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,455.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)
*Annual Hours of Peak-Hour Excessive Delay Per Capita[1]	State and MPO must coordinate on a single, unified 4-year target.		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
*Percent of Non-Single Occupancy Vehicle (SOV) Travel[3]	State and MPO must coordinate on a single, unified 2-year and 4-year target.		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1%)
San Francisco-Oakland UA	44.3%	45.3% (+1%)	46.3% (+2%)
San Jose UA	24.5%	25.5% (+1%)	26.5% (+2%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1%)
San Diego UA	23.8%	24.8% (+1%)	25.2 (+1.4%)
Percent Change in Tailpipe CO_2 Emissions on the NHS Compared to the Calendar Year 2017 Level (Greenhouse Gas performance measure)[4]	TBD	TBD	TBD

STAFF RECOMMENDATION: This item is presented for information and comment.

Key staff: Brian Lasagna, Regional Analyst
Ivan Garcia, Programming Manager

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-4286
FAX (530) 741-5346
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

November 23, 2020

GTS# 03-BUT-2020-00166

Mr. Ivan Garcia
Programming Manager
Butte County Association of Governments
326 Huss Lane
Chico, CA 95928

Butte County Association of Governments Draft 2020 RTP/SCS

Dear Ivan Garcia:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development-Intergovernmental Review (LD-IGR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Regional Planning

Thank you for the opportunity to review and comment on the Butte County Association of Governments (BCAG) Draft Regional Transportation Plan (RTP). Our review concluded that the plan will require additional elements and clarifications to meet state and federal requirements. We would like to offer the comments below to assist in the development of the plan.

General Comments

- Caltrans would like to commend BCAG for providing a well-written and detailed RTP that clearly identifies the region's goals, objectives, and

actions needed to implement the plan.

- BCAG should ensure that the RTP Checklist is updated and accurate as it seems that there are page references that do not correspond with the associated RTP requirement. Below are some examples.
    - General Requirements #4(e): the discussion begins on page 4-18 and there is additional information in Appendix 6-5. Both should be referenced in the checklist.
    - Title VI and Environmental Justice #3: This requirement appears to be fulfilled by the narrative provided on page 3-8.
    - Modal: BCAG should consider referencing other chapters/pages since the referenced chapter only discusses non-motorized modality.
    - Financial #7 and #8: The RTP Checklist references page 3-16, however it appears that the requirement is met on page 3-6.
- For the final draft and final RTP Checklist, BCAG should ensure that specific page numbers are referenced within the appendices.
- In Chapter 4 Sustainable Communities Strategy, BCAG should consider including the 14 key actions within this chapter as well.

Action Element

- BCAG should include a discussion on the specific criteria and methodology that was used to prioritize and tier the identified projects with respect to the performance measure it addresses.

System Performance Report

- While BCAG identifies total investments in projects identified in the RTP that would be directed towards the Federal Performance Measures, it would be helpful to see more analysis of how the region will plan and program projects to achieve the targets or make significant progress toward achieving each target.
- BCAG is also required to address the federal requirement for Public Transportation Agency Safety Plan (PTSAP) within its RTP. While the PTASP is a requirement for transit operators, BCAG must integrate the transit safety targets in the RTP. Guidance and a helpful Frequently Asked Questions document is available on Federal Transit Administration's website here:

https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/metropolitan-planning

- BCAG should also consider including a discussion about how they coordinated with cities, counties, and any other relevant local jurisdictions with respect to federal performance targets.

Consultation/Cooperation:

- Appendix 3 Public Involvement Documentation currently does not include any public comments that have been received. In the final draft, BCAG should ensure that all comments are documented, including those that were received during the public outreach and development of the RTP.
- It is unclear if BCAG included a comparison of the California State Wildlife Action Plan as this is not clearly identified in the draft RTP.

Modal Discussion

- ORP would like to commend BCAG for their very detailed discussion of transit.
- In the Non-Motorized Transportation chapter, BCAG does a great job of describing the different classes of bikeways. We would like to suggest that BCAG also include an infographic for each classification to help the reader's understanding.
- Figures 8-5, 8-6, and 8-7 are difficult to read. BCAG should consider using a different color scheme or perhaps split the existing and proposed bicycle facilities into separate figures.
- Figures 8-9, 8-10, and 8-11 are also difficult to read. BCAG should consider using a different color scheme or consider enlarging the collision maps.

Financial

- On page 3-5, BCAG discusses regionally significant roadways and references Appendix 7 which identifies specific roadways in Butte County that are of regional significance. Yet, no specific projects are identified. BCAG's list of financially constrained projects are in Appendix 10 but any regionally significant projects are not clearly identified. Please ensure that they are clearly labeled in the list of projects.

State Planning

Overall Comments

- Figure 4-6 the patterns used for Area B and C are very similar and makes it difficult to differentiate between mid and long-term areas.
- The document does a great job in addressing COVID-19 impacts on the financial side, however more emphasis should be placed on how local agencies are adapting to these new challenges.

Policy Element

- Butte County is coordinating with the CTP 2040's goals, policies, and strategies, but it might be beneficial to go into more detail about the plan's alignment with the CTP. 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) required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan by December 2015, to reduce GHG emissions and VMT. The Plan states 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 CTP 2040 demonstrated how major metropolitan areas, rural areas, and state agencies can coordinate planning efforts to achieve critical statewide goals. It is important to align and implement the goals, policies, and strategies laid out in the CTP 2040, and to continue coordination and collaboration with Caltrans during the development of the CTP 2050 update that will be adopted in December of 2020.

Smart Mobility and Climate Change

Policy Element

- Objective 2.3: Add other public engagement methods that BCAG uses, such as bilingual advertising for meetings on buses or social media. Or perhaps 12.3 is a better location for outreach specifics.
- Objective 3.1.1 references BCAG's efforts to increase passenger rail service in Butte County including San Joaquin's Amtrak service to Oroville
- Objective 8.1: Include BCAG's efforts to run transit vehicles using renewable energy/fuel.

Transit

- Page 7-4 & 7-5: Route numbers and labels on maps are hard to read.
- Figure 7-15: Table shows age of all vehicles is 2 years, but this is inconsistent with the vehicle year.
- Page 7-28: Why are there no routes in the Mid-Term Plan for Southeast Chico, specifically the vicinity of 20th Street at Bruce Road? This is the site of huge current and future growth. Thousands of housing units are in the works at Merriam Park, Stonegate, and Valley's Edge. Additionally, the existing Doe Mill neighborhood and the Courthouse at Merriam Park need a bus stop. Currently, Route 7 serves the Courthouse. If this information is from the 2015 TNMP, I hope these needs are being studied currently and will be updated.
- Figure 7-28 and relevant text: Is route 1 replacing the 14 &17 routes which currently run from DTC, along Park Ave to the Mall area? This would be

Non-Motorized Transportation

- Page 8-5: Existing Levels of Walking and Bicycling – Educational commutes by walking/biking are not considered work trips by the ACS, and this should be noted as a large percentage of students walk and bike to CSUC and schools.

Rail

- Figure 11-1: This map should clarify that the rail line running through Oroville is freight-only, since the title is Passenger Rail Service Map.

Appendixes

- It would be helpful to reference appendixes in the main document and include the appendix number.

If you have any question regarding these comments or require additional information, please contact Nima Kabirinassab, Intergovernmental Review Coordinator for Butte County, by phone (530) 741-5452 or via email at Nima.Kabirinassab@dot.ca.gov.

Sincerely,

Sukhvinder Takhar

SUKHVINDER (SUE) TAKHAR
Deputy District Director
Planning, Local Assistance, and Sustainability

RESPONSE TO CALTRANS COMMENTS:

Regional Planning

Thank you for the opportunity to review and comment on the Butte County Association of Governments (BCAG) Draft Regional Transportation Plan (RTP). Our review concluded that the plan will require additional elements and clarifications to meet state and federal requirements. We would like to offer the comments below to assist in the development of the plan.

General Comments

• Caltrans would like to commend BCAG for providing a well-written and detailed RTP that clearly identifies the region's goals, objectives, and actions needed to implement the plan.

RESPONSE: Thank you.

• BCAG should ensure that the RTP Checklist is updated and accurate as it seems that there are page references that do not correspond with the associated RTP requirement. Below are some examples.

- o General Requirements #4(e): the discussion begins on page 4-18 and there is additional information in Appendix 6-5. Both should be referenced in the checklist.
- o Title VI and Environmental Justice #3: This requirement appears to be fulfilled by the narrative provided on page 3-8.
- o Modal: BCAG should consider referencing other chapters/pages since the referenced chapter only discusses non-motorized modality.
- o Financial #7 and #8: The RTP Checklist references page 3-16, however it appears that the requirement is met on page 3-6.

RESPONSE: The RTP Checklist has been updated.

• For the final draft and final RTP Checklist, BCAG should ensure that specific page numbers are referenced within the appendices.

RESPONSE: Appendices were referenced due to the numerous pages which satisfies the requirement. BCAG will consult with Caltrans on a preferred 2024 RTP/SCS format.

• In Chapter 4 Sustainable Communities Strategy, BCAG should consider including the 14 key actions within this chapter as well.

RESPONSE: Thank you for the comment. The Chapter has been updated.

Action Element
• BCAG should include a discussion on the specific criteria and methodology that was used to prioritize and tier the identified projects with respect to the performance measure it addresses.

RESPONSE: Thank you for the comment. Chapter 6 has been updated. BCAG will also expand this discussion as part of the comprehensive update in the 2024 RTP/SCS.

System Performance Report
• While BCAG identifies total investments in projects identified in the RTP that would be directed towards the Federal Performance Measures, it would be helpful to see more analysis of how the region will plan and program projects to achieve the targets or make significant progress toward achieving each target.

• BCAG is also required to address the federal requirement for Public Transportation Agency Safety Plan (PTSAP) within its RTP. While the PTASP is a requirement for transit operators, BCAG must integrate the transit safety targets in the RTP. Guidance and a helpful Frequently Asked Questions document is available on Federal Transit Administration's website here:

https://www.transit.dot.gov/regulations-and-programs/safety/public-transportation-agency-safety-program/metropolitan-planning • BCAG should also consider including a discussion about how they coordinated with cities, counties, and any other relevant local jurisdictions with respect to federal performance targets.

RESPONSE: BCAG added a notation in the System Performance Report stating that the PTASP data is preliminary until approval by the BCAG Board in January 2020. BCAG is required to review this with the Transportation Advisory Committee and Board prior to finalizing. The FHWA due date to comply is July 2021. The requirement will be included in the new 2021 FTIP scheduled for adoption in February 2021 and amended into the 2020 RTP/SCS before July 2021.

Consultation/Cooperation:
• Appendix 3 Public Involvement Documentation currently does not include any public comments that have been received. In the final draft, BCAG should ensure that all comments are documented, including those that were received during the public outreach and development of the RTP.
• It is unclear if BCAG included a comparison of the California State Wildlife Action Plan as this is not clearly identified in the draft RTP.

RESPONSE: BCAG received one letter of comments from Caltrans.

Modal Discussion

• ORP would like to commend BCAG for their very detailed discussion of transit.
• In the Non-Motorized Transportation chapter, BCAG does a great job of describing the different classes of bikeways. We would like to suggest that BCAG also include an infographic for each classification to help the reader's understanding.
• Figures 8-5, 8-6, and 8-7 are difficult to read. BCAG should consider using a different color scheme or perhaps split the existing and proposed bicycle facilities into separate figures.
• Figures 8-9, 8-10, and 8-11 are also difficult to read. BCAG should consider using a different color scheme or consider enlarging the collision maps.

RESPONSE: Thank you for the comment. BCAG will consider expanding this chapter as part of the comprehensive update in the 2024 RTP/SCS. The 2024 RTP/SCS will begin upon conclusion of the Post Camp Fire Regional Study. BCAG will consult Caltrans on a preferred format. New maps and figures are being prepared as part of the Transit and Non Motorized Plan (TNMP) update.

Financial

• On page 3-5, BCAG discusses regionally significant roadways and references Appendix 7 which identifies specific roadways in Butte County that are of regional significance. Yet, no specific projects are identified. BCAG's list of financially constrained projects are in Appendix 10 but any regionally significant projects are not clearly identified. Please ensure that they are clearly labeled in the list of projects.

RESPONSE: The regionally significant road network defines the system in Appendix 7. Within this network, certain projects are included in the financially constrained projects and defined in Appendix 10. For the purposes of categorizing "Regionally Significant Projects", BCAG has labeled the SR 70 Corridor of Projects as the only projects meeting this criterion. The project description has been updated for these projects.

State Planning

Overall Comments

• Figure 4-6 the patterns used for Area B and C are very similar and makes it difficult to differentiate between mid and long-term areas.

• The document does a great job in addressing COVID-19 impacts on the financial side, however more emphasis should be placed on how local agencies are adapting to these new challenges.

RESPONSE: Thank you for the comment. Updated figures will be developed and included in the 2024 RTP/SCS.

Policy Element

• Butte County is coordinating with the CTP 2040's goals, policies, and strategies, but it might be beneficial to go into more detail about the plan's alignment with the CTP. 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: o Senate Bill 391 (SB 391, 2009) required the California Department of Transportation to prepare the California Transportation Plan (CTP), the State's long-range transportation plan by December 2015, to reduce GHG emissions and VMT. The Plan states 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 CTP 2040 demonstrated how major metropolitan areas, rural areas, and state agencies can coordinate planning efforts to achieve critical statewide goals. It is important to align and implement the goals, policies, and strategies laid out in the CTP 2040, and to continue coordination and collaboration with Caltrans during the development of the CTP 2050 update that will be adopted in December of 2020.

RESPONSE: Thank you for the comment. Chapter 2 has been updated to include the example provide.

Smart Mobility and Climate Change
Policy Element
• Objective 2.3: Add other public engagement methods that BCAG uses, such as bilingual advertising for meetings on buses or social media. Or perhaps 12.3 is a better location for outreach specifics.
• Objective 3.1.1 references BCAG's efforts to increase passenger rail service in Butte County including San Joaquin's Amtrak service to Oroville
• Objective 8.1: Include BCAG's efforts to run transit vehicles using renewable energy/fuel.

RESPONSE: Thank you for the comment. BCAG will consider expanding the Policy Element as part of the comprehensive update in the 2024 RTP/SCS or through an amendment. Updating the policy element would require review of the updated language to its advisory committees and Board prior to approval.

Transit
• Page 7-4 & 7-5: Route numbers and labels on maps are hard to read.
RESPONSE: Maps are for reference, higher resolution maps are posted online at the B-Line website.
• Figure 7-15: Table shows age of all vehicles is 2 years, but this is inconsistent with the vehicle year.
RESPONSE: Noted, thank you.
• Page 7-28: Why are there no routes in the Mid-Term Plan for Southeast Chico, specifically the vicinity of 20th Street at Bruce Road? This is the site of huge current and future growth. Thousands of housing units are in the works at Merriam Park, Stonegate, and Valley's Edge. Additionally, the existing Doe Mill neighborhood and the Courthouse at Merriam Park need a bus stop. Currently, Route 7 serves the Courthouse. If this information is from the 2015 TNMP, I hope these needs are being studied currently and will be updated.
RESPONSE: This is being considered in the TNMP update and will be addressed in the 2024 RTP/SCS Update.
• Figure 7-28 and relevant text: Is route 1 replacing the 14 &17 routes which currently run from DTC, along Park Ave to the Mall area? This would be
RESPONSE: B-Line no longer has a Route 1 (and a Route 6). Route 1 mentioned in Fig 7-28 was a suggestion that was not directly implemented (as this Mid-Term idea is still several years out). Instead, in 2015, Route 15S was reconfigured into Routes 14 & 17, while Route 15N was changed to just Route 15. These changes helped to fulfill some of concepts proposed by this recommendation. This is being addressed in the TNMP update.

Non-Motorized Transportation

• Page 8-5: Existing Levels of Walking and Bicycling – Educational commutes by walking/biking are not considered work trips by the ACS, and this should be noted as a large percentage of students walk and bike to CSUC and schools.

RESPONSE: Page 8-5 has been updated. Thank you for the comment. This comment is being noted to be referenced in the TNMP update.

Rail

• Figure 11-1: This map should clarify that the rail line running through Oroville is freight-only, since the title is Passenger Rail Service Map.

RESPONSE: Thank you for the comment. The map has been updated.

Appendixes

• It would be helpful to reference appendixes in the main document and include the appendix number.

RESPONSE: Thank you for the comment. BCAG will consult with the District on a streamlined format as part of the 2024 RTP/SCS update.

Regional Transportation Plan Checklist for MPOs

(Revised December 2016)

(To be completed electronically in Microsoft Word format by the MPO and submitted along with the draft and final RTP to Caltrans)

Name of MPO: Butte County Association of Governments (BCAG)

Date Draft RTP Completed: October 8, 2020

RTP Adoption Date: December 10, 2020

What is the Certification Date of the Environmental Document (ED)? December 10, 2020

Is the ED located in the RTP or is it a separate document? Separate Document

By completing this checklist, the MPO verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

		Yes/No	Page #
1.	Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a))	Yes	Chapter 1, page 1 (1-1)
2.	Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	Yes	Chapter 6, page 1 (6-1), Appendix 10
3.	Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?	Yes	Chapters 2, 6 & 13
4.	Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)?	Yes	Chapter 4-SCS. & Appendices 6-1 to 6-19
	a. Identify the general location of uses, residential densities, and building intensities within the region?	Yes	Chapter 4 - SCS (page 4-5 Growth and Land Use Forecasts) Appendix 6-6A
	b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth?	Yes	Chapter 4 - SCS (page 4-5 Growth and Land Use Forecasts and page 4-15 Accommodating the

		Regional housing Need Allocation)
c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584?	Yes	Chapter 4 - SCS (page 4- 15
	Yes/No	Page #
d. Identify a transportation network to service the transportation needs of the region?	Yes	Chapter 4 -SCS (page 4- 20 & and the SCS) and Chapters 6-8
e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01?	Yes	Chapter 4 – SCS (page 4-18 Resource Areas and Farmlands Consideration) & Appendix 6-5
f. Consider the state housing goals specified in Sections 65580 and 65581?	Yes	Chapter 4 - SCS (page 4-5 Growth and Land Use Forecasts and page 4-15 Accommodati ng the Regional housing Need Allocation)
g. Utilize the most recent planning assumptions, considering local general plans and other factors?	Yes	Chapter 4 - SCS (page 4-5 Growth and Land Use Forecasts)
h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB?	Yes	Chapter 4 - SCS (page 4-2 Background Information, Table 4-1 RTP/SCS per Capita CO2 Emission Reductions for Passenger Vehicles from 2005)
i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i)(1)?	Yes	Chapter 4 - SCS (page 4- 15 Accommodating the Regional housing Need Allocation)
j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)?	Yes	AQ Conformity, Appendix 1
5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?	Yes	Page 6-2
6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2)	Yes	Chapter 4 – SCS (page 4- 19 Regional Modeling) Chapter 3 – Analysis (page 3-4 Regional

	Modeling)
Yes	Appendix 8 – Performance Report
Yes	Appendix 8 – Performance Report
Yes	Appendix 8 – Performance Report
Yes	Appendix 8 – Performance Report
Yes	Appendix 8 – Performance Report

7. Does the RTP contain a System Performance Report? (23 CFR 450.324 (f))
   a. Does the report include a description of the performance measures and performance targets used in assessing the performance of the transportation system?
   b. Does the report show the progress achieved in meeting performance targets in comparison with the performance in previous reports?
   c. Does the report include an evaluation of how the preferred scenario has improved conditions and performance, where applicable?
   d. Does the report include an evaluation of how local policies and investments have impacted costs necessary to achieve identified performance targets, where applicable?

Consultation/Cooperation

Yes	Appendix 3 Public Participation
Yes	Appendix 3 Public Participation Documentation
Yes	Appendix 3 Public Participation Documentation
Yes	Appendix 3 Public Participation Documentation
Yes	Appendix 3 Public Participation Documentation
Yes	Appendix 3 Public Participation Documentation
Yes	Appendix 3 Public Participation Documentation
Yes/No	Page #
Yes	Appendix 3 Public Participation Documentation
Yes	Appendix 3 Public Participation Documentation
Yes	Appendix 3 Public Participation Documentation

1. Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a)?
   (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
   (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
   (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
   (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
   (v) Holding any public meetings at convenient and accessible locations and times;
   (vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;
   (vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;
   (viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;
   (ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.	Yes	Appendix 3 Public Participation Documentation
2. Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft metropolitan transportation plan as part of the final metropolitan transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?		To be included after comment period.
3. Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23 CFR 450.316(b))	Yes	Appendix 2 – SEIR & Appendix 3 Public Participation
4. Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? (23 CFR 450.316(d))	Yes	Appendix 2 - SEIR
5. Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR 450.324(g))	Yes	Appendix 2 - SEIR
6. Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR 450.324(g)(1&2))	Yes	Appendix 2 - SEIR
7. Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (23 CFR 450.316(c))	Yes	Appendix 2 - SEIR
8. Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Yes	Appendix 3- Public Participation Documentation
9. Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Yes	Appendix 3 – Public Participation Documentation
	Yes/No	Page #
10. Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) **(MPO nonattainment and maintenance areas only)**	Yes	Appendix 1 – AQ ICR
11. Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Yes	Chapter 7, Page 41

12.	Were the draft and adopted RTP posted on the Internet? (23 CFR 450.324(k))	Yes	http://www.bcag.org/Planning/RTP--SCS/index.html
13.	Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D))	Yes	Appendix 3- Public Participation
14.	Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E))	Yes	Appendix 6-7
15.	Was the RTP adopted on the estimated date provided in writing to State Department of Housing and Community Development to determine the Regional Housing Need Allocation and planning period (start and end date) and align the local government housing element planning period (start and end date) and housing element adoption due date 18 months from RTP adoption date? (Government Code 65588(e)(5))	Yes	Scheduled Adoption December 10, 2020

Title VI and Environmental Justice

1.	Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Yes	Page 3-8 & Appendix 3 – Public Participation Documentation & Appendix 9 – Title VI & EJ
2.	Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2?	Yes	Chapter 3, Page 7 (3-7) & Appendix 9 – Title VI &EJ
3.	Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2?	Yes	Chapter 3, Page 8 (3-8) & Appendix 9 – Title VI &EJ

Modal Discussion

1.	Does the RTP discuss intermodal and connectivity issues?	Yes	Chapter 8 – Non-Motorized Chapter, Chapter 7 – Transit, Page 7-9
2.	Does the RTP include a discussion of highways?	Yes	Chapter 6 – Highways and Roads Chapter
3.	Does the RTP include a discussion of mass transportation?	Yes	Chapter 7 – Transit Chapter
4.	Does the RTP include a discussion of the regional airport system?	Yes	Chapter 10 – Aviation Chapter
5.	Does the RTP include a discussion of regional pedestrian needs?	Yes	Chapter 8 – Non-Motorized Chapter

	Yes/No	Page #
6. Does the RTP include a discussion of regional bicycle needs?	Yes	Chapter 8 – Non-Motorized Chapter
7. Does the RTP address the California Coastal Trail? (Government Code 65080.1) (For MPOs and RTPAs located along the coast only)	N/A	
8. Does the RTP include a discussion of rail transportation?	Yes	Chapter 11- Rail
9. Does the RTP include a discussion of maritime transportation (if appropriate)?	N/A	
10. Does the RTP include a discussion of goods movement?	Yes	Chapter 12 – Goods Movement

Programming/Operations

1. Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture? (23 CFR 450.306(g))	Yes	Chapter 9 - ITS
2. Does the RTP identify the objective criteria used for measuring the performance of the transportation system?	Yes	Appendix 8 – Performance Report
3. Does the RTP contain a list of un-constrained projects?	Yes	Chapter 13 Financial, Page 17 (13-17)

Financial

1. Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11)?	Yes	Chapter 13 – Financial Element
2. Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (65080(b)(4)(A))	Yes	Chapter 13, Page 6 (13-6)
3. Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.324(f)(11)(ii))	Yes	Chapter 13, Page 6 (13-16)
4. Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65080(4)(A))	Yes	Appendix 10-1 & 1-12. Programmed and Planned Projects
5. Do the cost estimates for implementing the projects identified in the RTP reflect "year of expenditure dollars" to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Yes	Chapter 13, Page 1 (13-1)
6. After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.324(f)(11)(i))	Yes	Chapter 13, Page 11 (13-11)

7.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2016 STIP Guidelines Section 33)	Yes / Chapter 3, Page 2 (3-2), Chapter 13, Page 16 (13-6)
8.	Does the RTP contain a statement regarding consistency between the projects in the RTP and the RTIP? (2016 STIP Guidelines Section 19)	Yes / Chapter 3, Page 6 (3-6), Chapter 13, Page 16 (13-6)
9.	Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.324(f)(11)(vi) (**nonattainment and maintenance MPOs only**)	Yes/No: N/A / #: TCMs are not required in Butte County

Environmental

1.	Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines?	Yes / Appendix 2, SEIR http://www.bcag.org/Planning/RTP--SCS/2020-RTPSCS-EIR/index.html
2.	Does the RTP contain a list of projects specifically identified as TCMs, if applicable?	N/A / TCMs are not required in Butte County
3.	Does the RTP contain a discussion of SIP conformity, if applicable?	Yes / Appendix 1 - AQ
4.	Does the RTP specify mitigation activities? (23 CFR part 450.324(f)(10))	Yes / SEIR Table ES-1 (pages ES-4 through ES-25)
5.	Where does the EIR address mitigation activities?	Yes / SEIR Table ES-1 (pages ES-4 through ES-25)
6.	Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration for the RTP in accordance with CEQA guidelines?	No /
7.	Does the RTP specify the TCMs to be implemented in the region? **(federal nonattainment and maintenance areas only)**	N/A /

I have reviewed the above information and certify that it is correct and complete.

(Must be signed by MPO Executive Director or designated representative)

12/22/2020
Date

Ivan Garcia
Print Name

Transportation Programming Specialist
Title

APPENDIX 6-1

BCAG RTP/SCS - SB 375 Requirements and Recommendation Checklist

Subject Area	SB 375 Requirement	Addressed
SCS Requirement	CGC Section 65080(b)(2)(B) Each metropolitan planning organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to utilize the most recent planning assumptions considering local general plans and other factors. The sustainable communities strategy shall:	Chapter 4 - Sustainable Communities Strategy
Land Use	CGC Section 65080(b)(2)(B)(i) identify the general location of uses, residential densities, and building intensities within the region;	Growth and Land Use Forecasts (page 4-5)
Housing Goals	CGC Section 65080(b)(2)(B)(vi) consider the state housing goals specified in Sections 65580 and 65581;	Accommodating the Regional Housing Need Allocation (page 4-15)
	CGC Section 65080(b)(2)(B)(ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth;.	Growth and Land Use Forecasts (page 4-5) and Accommodating the Regional Housing Need Allocation (page 4-15)
	CGC Section 65080(b)(2)(B)(iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584;	Accommodating the Regional Housing Need Allocation (page 4-15)
Natural Resources	CGC Section 65080(b)(2)(B)(v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01;	Resource Areas and Farmlands Considerations (page 4-18)
Transportation Network	CGC Section 65080(b)(2)(B)(iv) identify a transportation network to service the transportation needs of the region;	Regional Transportation Investments and the SCS (page 4-19), Highways and Local Streets and Roads (Chapter 6), Transit (Chapter 7), and Non-Motorized Transportation (Chapter 8)
Meeting Greenhouse Gas Reduction Targets	CGC Section 65080(b)(2)(B)(vii): set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board;	Background Information (page 4-2)
Meeting Federal Air Quality Requirements	CGC Section 65080(b)(2)(B)(viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506).	Air Quality Conformity Analysis and Determination (Appendix 1)

APPENDIX 6-1

Subject Area	SB 375 Requirement	Addressed
Informational Meetings	CGC Section 65080(b)(2)(E) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any.	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
Public Participation Plan	CGC Section 65080(b)(2)(F) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following: etc.	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
	CGC Section 65080(b)(2)(F)(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
	CGC Section 65080(b)(2)(F)(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
	CGC Section 65080(b)(2)(F)(iii) Three workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
	CGC Section 65080(b)(2)(F)(iv) Preparation and circulation of a draft SCS and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
	CGC Section 65080(b)(2)(F)(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
	CGC Section 65080(b)(2)(F)(vi) A process for enabling members of the public to provide a single request to received notices, information, and updates.	Public Involvement Efforts regarding SB 375 Requirements (Appendix 6-7)
Consultation with Local Agency Formation Commission	CGC Section 65080(b)(2)(G) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.	Consultation with Local Agency Formation Commission (Appendix 6-9)

APPENDIX 6-1

Subject Area	SB 375 Requirement	Addressed
CARB Greenhouse Gas Emission Targets for BCAG	CGC Section 65080(b)(2)(H) Prior to adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in greenhouse gas emissions projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.	Background Information (page 4-2)
Local Government Land Use Authority	CGC Section 65080(b) (2) (K) Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (J), shall either one be subject to any state approval. Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. Nothing in this section shall be interpreted to limit the state board's authority under any other provision of law. Nothing in this section shall be interpreted to authorize the abrogation of any vested right whether created by statute or by common law. Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy. Nothing in this section requires a metropolitan planning organization to approve a sustainable communities strategy that would be inconsistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any	Local Government Land Use Authority and CEQA Streamlining (Appendix 6-8)

APPENDIX 6-1

Subject Area	SB 375 Recommendation	Addressed
Exemption of Projects Contained in Previously Approved Plans and Programs	CGC Section 65080(b) (2) (L) Nothing in this section requires projects programmed for funding on or before December 31, 2011, to be subject to the provisions of this paragraph if they (i) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, (ii) are funded pursuant to Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or (iii) were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects. Nothing in this section shall require a transportation sales tax authority to change the funding allocations approved by the voters for categories of transportation projects in a sales tax measure adopted prior to December 31, 2010. For purposes of this subparagraph, a transportation sales tax authority is a district, as defined in Section 7252 of the Revenue and Taxation Code, that is authorized to impose a sales tax for transportation purposes.	Financial Element (Chapter 13)
Consideration of Financial Incentives for Cities and Counties with Resource Areas or Farmlands	CGC Section 65080(b) (4)(C) The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.	Financial Element (Chapter 13)
Consideration of Alternative Planning Scenario	CGC Section 65080.3.(a) Each transportation planning agency with a population that exceeds 200,000 persons may prepare at least one "alternative planning scenario" for presentation to local officials, agency board members, and the public during the development of the triennial regional transportation plan and the hearing required under subdivision (c) of Section 65080.	Growth and Land Use Forecasts (page 4-5)

Provisional Long-Term Regional Growth Forecasts 2018 – 2040

Prepared by:
Butte County Association of Governments
September 2019

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This document is available online at www.bcag.org. Please direct any questions or comments to Mr. Brian Lasagna, BCAG Regional Analyst by phone or email at blasagna@bcag.org.

APPENDIX 6-2

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APPENDICE

APPENDIX 6-2

INTRODUCTION

Approximately every four years, the Butte County Association of Governments (BCAG) prepares long-term regional growth forecasts of housing, population, and employment for the Butte County area. Once prepared, the forecasts are utilized in developing BCAG's Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), Air Quality Conformity Determination, and Regional Housing Needs Plan and provides data support for BCAG's regional Travel Demand Model. Local land use planning agencies may also elect to utilize the forecasts for preparing district plans or city and county long range plans.

The forecasts have been prepared as the Camp Fire related impacts to population, housing, and employment are still being assessed. Therefore, these figures are provisional. Concurrently, BCAG has undertaken an effort to better understand these impacts and the associated changes to planning assumptions resulting from the Camp Fire with the preparation of a Post-Camp Fire Regional Population and Transportation Study. It is anticipated the study will be completed in early 2021, at which time the regional forecasts will be revised.

As in the past, the forecasts have been developed by BCAG in consultation with its Planning Directors Group which consists of representatives from each of BCAG's local jurisdiction members and the Butte Local Agency Formation Commission. Each of the local jurisdictions provided valuable input regarding anticipated development and related growth within their respective planning areas.

A low, medium, and high scenario has been developed for each forecast of housing, population, and employment. The use of these scenarios provides for increased flexibility when utilizing the forecast for long-term planning and alleviates some of the uncertainty inherent in long range projections.

As stated above, the regional growth forecasts will be revised upon completion of the Post-Camp Fire Regional Population and Transportation Study and incorporated into the development of BCAG's 2024 RTP/SCS.

APPROACH

The growth forecasts presented in this document represent an update of the 2014-2040 forecasts developed during the 2014/15 fiscal year and include a revised methodology which considers the latest California Department of Finance (DOF) population projections and estimates, California Employment Development Department (EDD) job estimates, past housing production by the local jurisdictions, and preliminary housing unit loss and population re-distribution estimates resulting from the Camp Fire. As presented, the forecasts meet both state and federal transportation planning requirements.

REGIONAL FORECASTS

In comparison to the regional forecast prepared by BCAG in 2014, the 2018 forecast presents a significantly slower growth trend. Compound annual growth rates (CAGR) for the 2018 forecasts (2018-2040) range from 0.48% to 0.88% for housing, compared to the 1.17% to 1.57% CAGR prepared in 2014 (2014-2040). This represents a 50% decrease for the medium scenario.

As observed in BCAG's past forecasts, the City of Chico is expected to see the greatest growth in housing units, followed by the unincorporated areas of Butte County and the City of Oroville. As a temporary place holder, the Town of Paradise has been given a range of housing recovery, due to the Camp Fire, at 69% (low scenario) to 106% (high scenario). As previously mentioned, these figures will be updated upon completion of the Post-Camp Fire Regional Population and Transportation Study.

In terms of population, the cities of Chico and Oroville show a significant increase between 2018 and 2020 as a result of the re-distribution of people associated with the Camp Fire with this trend reversing into 2025. By the year 2030, Chico and Oroville are again gaining in population. In contrast, the Town of Paradise shows significant growth for the 2020-2025 period. The cities of Biggs and Gridley are each projected to increase by over 40% for the long-term planning period.

Employment exceeded forecasts prepared in 2014 with a job to housing unit ratio of 0.83 achieved for 2018, compared to the 0.78 projected ratio included in 2014. In 2020, this ratio continues to increase to 0.96 as a result of the housing loss associated with the Camp Fire. By the year 2030, the area returns to its historic ratio of 0.80 and this continues into the horizon year of 2040.

Table 1: Housing Forecasts 2018-2040

Low Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	711	761	805	839	920	228	33%	1.30%
Chico	39,810	40,594	42,317	43,809	44,993	47,767	7,957	20%	0.83%
Gridley	2,517	2,593	2,799	2,978	3,120	3,453	936	37%	1.45%
Oroville	7,333	7,467	7,841	8,165	8,422	9,024	1,691	23%	0.95%
Paradise	13,091	1,856	5,035	7,000	8,038	8,994	-4,097	-31%	-1.69%
Unincorporated^^	35,910	33,256	35,333	36,916	38,029	40,232	4,322	12%	0.52%
Total County	99,353	86,477	94,087	99,673	103,442	110,391	11,038	11%	**0.48%**

Medium Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	718	790	853	903	948	256	37%	1.44%
Chico	39,810	40,689	43,168	45,314	47,018	48,574	8,764	22%	0.91%
Gridley	2,517	2,622	2,920	3,177	3,381	3,567	1,050	42%	1.60%
Oroville	7,333	7,524	8,062	8,528	8,898	9,236	1,903	26%	1.05%
Paradise	13,091	1,916	6,490	9,318	10,811	11,347	-1,744	-13%	-0.65%
Unincorporated^^	35,910	33,460	36,449	38,726	40,328	41,563	5,653	16%	0.67%
Total County	99,353	86,929	97,879	105,916	111,339	115,235	15,882	16%	**0.68%**

High Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	725	821	905	971	978	286	41%	1.59%
Chico	39,810	40,792	44,088	46,943	49,209	49,446	9,636	24%	0.99%
Gridley	2,517	2,654	3,049	3,391	3,663	3,692	1,175	47%	1.76%
Oroville	7,333	7,586	8,301	8,921	9,413	9,465	2,132	29%	1.17%
Paradise	13,091	1,980	8,064	11,824	13,809	13,891	800	6%	0.27%
Unincorporated^^	35,910	33,681	37,656	40,684	42,814	43,003	7,093	20%	0.82%
Total County	99,353	87,418	101,980	112,668	119,880	120,474	21,121	21%	**0.88%**

* Source: *State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019.*

Notes:
^ Jurisdictional figures reflect anticipated new growth within the anticipated boundaries of each jurisdiction and do not reflect future annexation of existing units or as-yet-unbuilt new units in unincorporated areas to the respective cities. Assumptions about future boundaries are not intended by BCAG to be interpreted as factors limiting such jurisdictions' future boundaries.

^^ Unincorporated Butte County figures exclude forecasted growth identified in the Butte County General Plan 2030 - Environmental Impact Report as Bell Muir/Chico Area, Doe Mill/Honey Run Specific Plan, Thermolito Afterbay, Biggs Area, and Gridley Area and includes shared growth (50%) of Thermalito, Southern Oroville and Eastern Oroville.

Table 2: Population Forecasts 2018-2040

Low Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,103	2,148	2,221	2,303	2,519	625	33%	1.30%
Chico	92,861	111,631	105,472	104,133	105,550	111,421	18,560	20%	0.83%
Gridley	6,921	7,398	7,809	8,222	8,590	9,494	2,573	37%	1.45%
Oroville	18,091	21,934	20,757	20,552	20,904	22,264	4,173	23%	0.95%
Paradise	26,423	4,880	11,342	14,585	16,380	18,154	-8,269	-31%	-1.69%
Unincorporated^^	81,706	79,569	81,981	84,456	86,670	91,541	9,835	12%	0.52%
Total County	227,896	227,515	229,508	234,169	240,398	255,392	27,496	12%	**0.52%**

Medium Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,123	2,230	2,354	2,477	2,595	701	37%	1.44%
Chico	92,861	111,892	107,593	107,712	110,301	113,303	20,442	22%	0.91%
Gridley	6,921	7,482	8,144	8,770	9,308	9,810	2,889	42%	1.60%
Oroville	18,091	22,102	21,342	21,466	22,086	22,785	4,694	26%	1.05%
Paradise	26,423	5,037	14,619	19,413	22,031	22,902	-3,521	-13%	-0.65%
Unincorporated^^	81,706	80,057	84,570	88,597	91,910	94,569	12,863	16%	0.67%
Total County	227,896	228,694	238,497	248,313	258,113	265,964	38,068	17%	**0.70%**

High Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,145	2,318	2,498	2,665	2,677	783	41%	1.59%
Chico	92,861	112,174	109,886	111,583	115,440	115,338	22,477	24%	0.99%
Gridley	6,921	7,573	8,506	9,363	10,085	10,151	3,230	47%	1.76%
Oroville	18,091	22,283	21,976	22,455	23,364	23,350	5,259	29%	1.17%
Paradise	26,423	5,207	18,164	24,634	28,142	28,038	1,615	6%	0.27%
Unincorporated^^	81,706	80,585	87,370	93,077	97,576	97,844	16,138	20%	0.82%
Total County	227,896	229,968	248,219	263,610	277,271	277,397	49,501	22%	**0.90%**

* Source: *State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019.*

Notes:
^Jurisdictional figures reflect anticipated new growth within the anticipated boundaries of each jurisdiction and do not reflect future annexation of existing units or as-yet-unbuilt new units in unincorporated areas to the respective cities. Assumptions about future boundaries are not intended by BCAG to be interpreted as factors limiting such jurisdictions' future boundaries.

^^ Unincorporated Butte County figures exclude forecasted growth identified in the Butte County General Plan 2030 - Environmental Impact Report as Bell Muir/Chico Area, Doe Mill/Honey Run Specific Plan, Thermolito Afterbay, Biggs Area, and Gridley Area and includes shared growth (50%) of Thermalito, Southern Oroville and Eastern Oroville.

Table 3: Employment Forecasts 2018-2040

Low Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,018	80,915	79,738	82,753	88,313	5,413	7%

Medium Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,452	84,176	84,733	89,071	92,188	9,288	11%

High Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,921	87,703	90,135	95,904	96,379	13,479	16%

Table 4: Jobs (Non-Farm) to Housing Unit Ratios 2018-2040

Factor	2018*	2020	2025	2030	2035	2040
Jobs/Housing Unit	0.83	0.96	0.86	0.80	0.80	0.80

* Source: *State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019. California Employment Development Department, Industry Employment & Labor Force - by Annual Average, March 2018 Benchmark, for Butte County (Chico MSA).*

FORECAST METHODOLOGY

BCAG has prepared the forecasts using professionally accepted methodologies for long-range forecasting. Utilizing a "top down" approach, long-term projections prepared by the DOF were consulted for Butte County and used to re-establish control totals for the region. Additionally, a variety of data sources, including input from local jurisdictions, were reviewed and inserted at the local jurisdiction level, therefore incorporating a "bottom up" approach. Adjustments were made to compensate for the re-distribution and re-population of the Camp Fire burn area. Forecasts were then allocated into five-year increments until the year 2040. Lastly, low, medium, and high scenarios were prepared for each forecasted category.

HOUSING

The latest DOF long range projections, as of January 2018, were analyzed for the period 2018-2040 for the Butte County region. These projections estimate that the Butte County region will add ~16,600 new housing units over the next 22 years. This information was used to establish the control total for BCAG's medium forecast scenario.

BCAG then prepared an update of the 2014 BCAG growth forecasts utilizing 2018 base line data and the long-range forecasts from DOF. A base allocation of units at the jurisdictional level was built on each jurisdiction's share of regional growth contained in the 2014-2040 forecasts and then balanced to historical building permit data for the 2000-2017 period. Appendix A provides details and assumptions regarding the county and jurisdiction level adjustments.

A Camp Fire adjustment was then incorporated into the methodology to account for the units lost (~14,500) within the burn area. An initial 75% re-build assumption (~10,900 units) was first applied to Town of Paradise and unincorporated portions of the burn area, followed by a secondary re-distribution of 20% (~2,900) units to all jurisdictions using the base allocation method.

The units developed at the jurisdictional level for the base allocation and Camp Fire adjustment were then combined resulting in regional Compound Annual Growth Rate (CAGR) of 0.68%. This information was used to represent the medium forecast scenario. The information was then reviewed by local agency planning staff.

Based on a 0.2 percent incremental change between the established high and medium scenarios, a low and high housing scenario were developed using a CAGR of 0.48% and 0.88%. This incremental change is identical to that included with the 2014 forecasts.

APPENDIX 6-2

POPULATION

Population forecasts were prepared by applying the 2018 average persons per housing unit to the housing unit forecasts. This method allows for the capture of variations in household size for each jurisdiction. As with the housing unit forecasts, a Camp Fire adjustment was made. This adjustment incorporates 2019 post-Camp Fire person per housing unit numbers then assumes 2018 averages will be re-established by the year 2040.

EMPLOYMENT

Employment forecasts were prepared at the regional/county level only and are based on a ratio of jobs per housing unit.

Baseline 2018 and historical employment data was obtained from the California Employment Development Department (EDD) for the years 1999-2018. The EDD data provide an annual average total of all non-farm jobs for the region. This information was then used in conjunction with DOF housing unit estimates to calculate a ratio of 0.83 jobs per housing unit for the year 2018 and a ratio of 0.80 20-year (1999-2018) average.

The 20-year ratio was applied to the years 2035-2040 based on the long-term historical average. Year 2020 (0.82) and 2030 (0.81) represent a linear reduction of the 2018 average.

The ratios for year 2020 and 2025 are based on employment information from EDD which shows minimal job loss within the region as a result of the Camp Fire. These numbers, in conjunction with the regional housing losses, drive the ratio up to 0.96 for the 2020 period then return to 0.86 in 2025 as housing begins to rebound.

Lastly, the jobs to housing unit ratio developed for each 5-year period was applied to all scenarios.

Appendix A

Housing Assumptions

Share of Regional Growth (Base Allocation)

	A	B	C
Jurisdiction	2014 Forecasts	Building Permit History (2000-2017)	2018 Forecasts
Biggs	2.0%	0.6%	1.3%
Chico	39.3%	50.7%	45.0%
Gridley	7.4%	3.5%	5.4%
Oroville	14.4%	4.9%	9.7%
Paradise	6.3%	5.0%	5.6%
Unincorporated	30.6%	35.3%	33.0%
Total County	100.0%	100.0%	100.0%

A. Share of regional growth used in BCAG's 2014-2040 Long-Term Regional Growth Forecasts
B. Share of regional growth based on each jurisdiction's building permit history for the 2000-2017 period
C. Share of regional growth developed for BCAG's 2018-2040 Long-Term Regional Growth Forecasts. Formula (A+B)/2=C

Camp Fire Adjustment

	A	B	C	D	E	F	G	H	I
		Base Allocation		Camp Fire Adjustment					
Jurisdiction	Revised 2018 Housing Units (Jan. 1, 2018)*	Base Distribution of New Units	Base Housing Unit Growth	Estimated Housing Unit Loss (Burn Area)	75% HU Re-Build (Burn Area Only)	20% Remaining Distribution (All Jurisdictions)	Housing Unit Growth (Gross Total)	Housing Unit Growth (Net Total)	Year 2040 Housing Unit Totals
Biggs	692	1.3%	217			38	255	255	947
Chico	39,810	45.0%	7,474			1,304	8,779	8,779	48,589
Gridley	2,517	5.4%	900			157	1,058	1,058	3,575
Oroville	7,333	9.7%	1,604			280	1,884	1,884	9,217
Paradise	13,091	5.6%	937	11,371	8,528	164	9,629	-1,742	11,349
Unincorporated	35,910	33.0%	5,473	3,119	2,339	955	8,768	5,649	41,559
Total	99,353	100.00%	16,606	14,490	10,868	2,898	30,372	15,882	115,235

* DOF E-5 City/County Population and Housing Estimates -January 1, 2018 (Updated May 2019)

A. Year 2018 housing unit total by jurisdiction from DOF E-5 report (May 2019)
B. Base distribution of units by jurisdictions based on historical housing production and 2014 BCAG forecasts
C. Base housing unit growth of estimated units over 22-year planning period (2018-2040)

D. Estimated unit loss in Camp Fire burn area by jurisdiction (source: DOF E-5 report May 2019)
E. Camp Fire - 75% housing unit re-build applied to burn area jurisdictions
F. Camp Fire - 20% housing unit re-distribution to all jurisdictions
G. Gross total of housing units by jurisdiction over 22-year planning period
H. Net total of housing units by jurisdiction over 22-year planning period
I. Total housing units by jurisdiction for year 2040

Population Assumptions

Persons Per Housing Unit by Year

Jurisdiction	Average Persons Per Housing Unit					
	2018*	2020	2025	2030	2035	2040
Biggs	2.74	2.96	2.82	2.76	2.74	2.74
Chico	2.33	2.75	2.49	2.38	2.35	2.33
Gridley	2.75	2.85	2.79	2.76	2.75	2.75
Oroville	2.47	2.94	2.65	2.52	2.48	2.47
Paradise	2.02	2.63	2.25	2.08	2.04	2.02
Unincorporated	2.28	2.39	2.32	2.29	2.28	2.28
Total County	2.29	2.63	2.44	2.34	2.29	2.29

* DOF E-5 City/County Population and Housing Estimates -January 1, 2018 (Updated May 2019)

Countywide Population Forecast Comparison to DOF Estimates

	A	B	C
Year	DOF	BCAG	Meets State Requirement
2018	227,804	227,896	-
2020	230,701	228,694	YES
2025	238,538	238,497	YES
2030	247,331	248,313	YES
2035	256,034	258,113	YES
2040	263,634	265,964	YES

A. Population projections prepared by Demographic Research Unit, California Department of Finance, January 2018
B. BCAG Provisional Long-Term Regional Growth Forecasts 2018-2040
C. California regulations (CA Code §65584.01) require that population forecasts used in preparing the RTP/SCS must be within +/- 1.5% of DOF numbers

APPENDIX 6-3

BCAG 2012 MTP/SCS Land Use Scenario Analysis

In preparing the land use forecasts for the 2012 SCS, BCAG developed three distinct land use scenarios for the purpose of illustrating the travel effects of different development patterns on the regional transportation system and the associated greenhouse gas emissions resulting from these patterns. In addition, the scenarios allowed BCAG to test the performance of the enhanced regional travel demand model to ensure it was responding appropriately to changes in land use.

Land Use – Growth Areas

BCAG has developed a framework for describing the land use growth associated with each scenario that is made up of Growth Area Types. The Growth Area Types are a variation of a similar framework developed by the Sacramento Area Council of Governments (SACOG), BCAGs closest neighboring Metropolitan Planning Organization (MPO). Figure 1 provides an illustration of the Growth Areas by location within the region.

The following is a description of each Growth Area Type.

- ***Urban Center and Corridor Areas*** consist of higher density and mixed land uses with access to frequent transit service. These areas typically have existing or planned infrastructure for non-motorized transportation modes which are more supportive of walking and bicycling. Future growth within these areas consists of compact infill developments on underutilized lands, or redevelopment of existing developed lands. Local plans identify these areas as opportunity sites, downtowns, central business districts, or mixed use corridors.

- ***Established Areas*** generally consist of the remaining existing urban development footprint surrounding the Urban Center and Corridor Areas. Locations disconnected from Urban and Corridor Centers may be residential-only, employment-only, or a mix of these uses with urban densities. These areas consist of a range of urban development densities with most locations having access to transit through the urban fixed route system or commuter service. Future growth within these areas typically utilize locations of currently planned developments or vacant infill parcels. Local plans generally seek to maintain the existing character of these areas.

- ***New Areas*** are typically connected to the outer edge of an Established Area. These areas currently consist of vacant land adjacent to existing development and represent areas of future urban expansion. Future growth within these areas will most often consist of urban densities of residential and employment uses with a few select areas being residential only. Local plans identify these areas as special or specific plan areas, master plans, and planned development or planned growth areas. Currently, fixed route transit service is nonexistent in these areas. However, fixed route transit service may well be provided to areas which are directly adjacent to current urban routing and are able to achieve build-out. Pedestrian and bicycle infrastructure are typically required to be incorporated under the local jurisdictions plans.

- ***Rural Areas*** consist of areas outside existing and planned urban areas with development at rural densities. These areas are predominantly residential and may contain a small commercial component. The densities at which these areas are developed do not reasonably allow for pedestrian or bicycle infrastructure and transit service is limited or nonexistent. Automobile travel is typically the only transportation option.

- ***Agricultural, Grazing, and Forestry Areas*** represent the remaining areas of the region not being planned for development at urban densities. These areas support agricultural, grazing, forestry, mining, recreational, and resource conservation type uses. Locations within these areas may be protected from future urban development under federal, state, and local plans or programs such as the Chico area "greenline", Williamson Act contracts, or conservation easements. Employment and residential uses are typically allowed within portions of this area but are most often secondary to agricultural, forestry, or other rural uses.

Land Use Scenarios

All three scenarios were prepared using the same regional employment, population and housing growth projections and regional transportation network. However, the following land use variables were adjusted to create the distinctive scenarios:

- The amount of development occurring within each of the five Growth Areas (i.e., Urban Center and Corridor, Established, New, Rural, and Agricultural).
- The levels of infill and redevelopment occurring within the Urban Center and Corridor and Established Growth Areas.
- The shares of single-family to multi-family development.
- The amount of growth accommodated within each local jurisdiction.

The land use scenarios were designed by first assembling the "balanced" scenario. The "balanced" scenario (scenario #1) was prepared based on land use information from the recent general plan updates, the latest information regarding planned development, reasonable assumptions regarding infill and redevelopment, regional growth forecasts, and a review of development attractions (i.e., motorized and non-motorized transportation networks, existing development, utility areas, etc.) and discouragements (i.e., resource areas and farmland, public lands, areas exceeding 25% slope, etc.). Secondly, the "dispersed" (scenario #2) and "compact" (scenario #3) scenarios were prepared to represent development occurring at opposite ends of the spectrum from scenario #1. The scenarios are described in more detail in Table 1.

Table 1

Scenario	Land Use
Scenario 1 – Balanced	• Balanced share of new housing within the center, established and new growth areas • Contains reasonable levels of infill and redevelopment • Consistent with local land use plans and draft habitat conservation plan • Consistent with BCAG long-term regional growth forecasts by jurisdiction
Scenario 2 – Dispersed	• Largest share of single-family housing with a greater amount of growth directed to the new, rural, and agricultural growth areas • Minimize the amount of infill and redevelopment • Exceeds the unincorporated areas local land use plans reasonable capacities for growth
Scenario 3 – Compact	• Greatest share of infill and redevelopment within the established and center growth areas • Highest share of multi-family housing

	• Potential incompatibilities with existing infrastructure capacity • Exceeds the incorporated areas local land use plans reasonable capacities for growth

Vehicle Miles of Travel

Once prepared, each scenario was incorporated, in combination with the preliminary draft forecasted transportation network, into the BCAG regional travel demand model. The travel demand model captures the amount of average weekday vehicle miles of travel (VMT) occurring as a result of each scenario, in addition to the amount of congested VMT (CVMT). In general, the more dispersed the land use pattern, the greater the average vehicle trip length is, resulting in greater VMT. In turn, the more compact the land use pattern, the shorter the average trip length is, resulting in less VMT but greater congestion. The preliminary VMT and CVMT results of the scenario model runs are included in Table 2.

Table 2

Summary of Preliminary VMT and Congested VMT per Capita for the Year 2035

Year 2035 Forecast	Scenario 1 (Balanced)	Scenario 2 (Dispersed)	Scenario 3 (Compact)
Vehicle Miles of Travel[1]	5,780,000	6,327,000	5,511,000
Congested VMT[2]	355,480	408,890	360,400
Population	332,459		
VMT per Capita	17.39	19.03	16.58
Congested VMT per Capita	1.07	1.23	1.08

[1]VMT excludes through trips (X-X trips)
[2]VMT includes through trips (X-X trips)

The basic definition of VMT is one vehicle traveling on a roadway for one mile. VMT is the primary indicator of travel for policy makers and transportation professionals since it is relatively easy to measure using travel models and it bears a direct relationship to vehicle emissions (e.g., lower VMT typically means lower emissions).

Congested VMT (CVMT) is used as an indicator in determining the amount of delay a vehicle may experience when traveling. Typical signs of congestion are stop-and-go driving conditions and lines of drivers waiting to get through a signaled intersection. For the purpose of this report, CVMT is defined as a vehicle mile of travel that occurs on a roadway with a volume-to-capacity ratio of 1.0 or greater, meaning that the volume on the roadway is at or exceeding its capacity.

The results of the VMT analysis for each scenario presented in Table 2 shows VMT per capita increases of 9.5% for the dispersed scenario #2 over the balanced scenario #1. In converse, VMT per capita for the compact scenario #3 shows a 4.7% decrease from the balanced scenario #1. However, CVMT for the dispersed and compact scenarios are greater than that of the balance scenario #1. This is expected based on the assumption that a more compact land use footprint would focus more of the travel within the urbanized roadways, exceeding those roadway capacities. These results conclude that the model is responding accordingly to the changes in land use and illustrates the

affects that a compact or dispersed land use allocation has on travel and the regional transportation system.

Passenger Vehicle Greenhouse Gas Emissions

In addition to measuring the amount of travel occurring as a result of each scenario, levels of passenger vehicle greenhouse gas (GHG) emissions were measured using the California Emissions Factor (EMFAC) model. The purpose of the passenger vehicle GHG measurement is to determine how well each land use scenario performs in relation to achieving the GHG targets established for the MTP/SCS as a result of SB 375. As directed by the California Air Resources Board (ARB), the 2035 GHG emission estimates are presented as pounds (lbs.) of Carbon Dioxide (CO_2) per capita. Table 3 reflects the amount of CO_2 emissions resulting from each scenario.

Table 3

Summary of Preliminary CO_2 per Capita for the Year 2035

Year 2035 Forecast	Scenario 1 (Balanced)	Scenario 2 (Dispersed)	Scenario 3 (Compact)
CO_2 lbs. per day	5,460,000	5,980,000	5,220,000
Population	332,459		
CO_2 lbs. per Capita	16.42*	17.99	15.70*

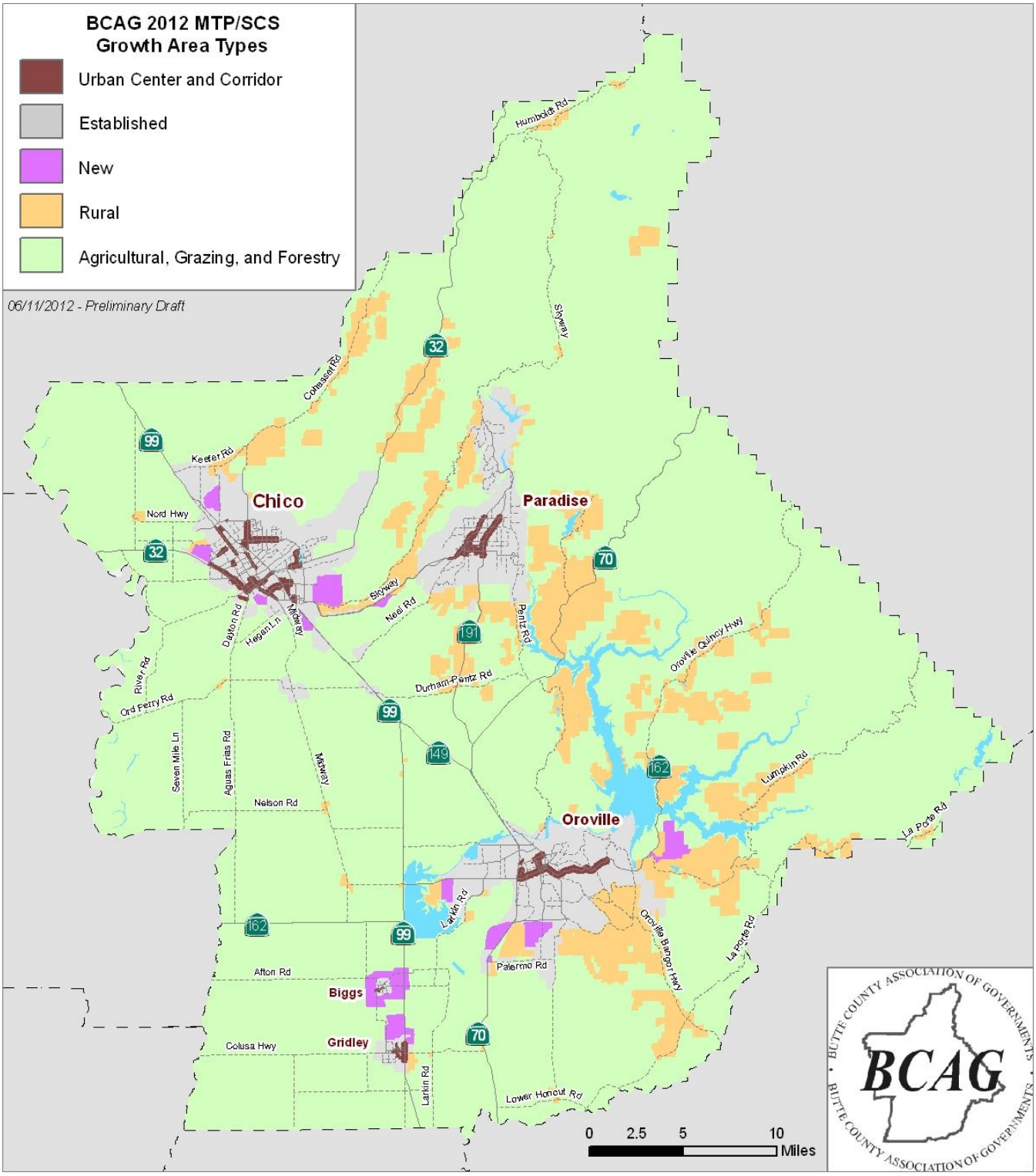
*Note: preliminary result meets or exceeds ARB GHG target for Butte County.

Similar to the results of the VMT analysis, Table 3 shows CO_2 per capita increases of 9.5% for the dispersed scenario #2 over the balanced scenario #1. In converse, CO_2 per capita for the compact scenario #3 shows a 4.4% decrease from the balanced scenario #1. These results highlight that the passenger vehicle GHG emissions, generated using VMT from the travel model, are correlating with the VMT from each scenario, illustrating the connection between VMT and GHG emissions.

The preliminary CO_2 lbs. per capita also demonstrate that the balanced scenario #1 and compact scenario #3 meet or exceed the ARB GHG targets for the Butte County region for the year 2035. The current MTP/SCS GHG targets are to achieve no greater than a 1% increase in per capita CO_2 emissions from 2005 levels. These are preliminary estimates and have not been reviewed by ARB staff.

APPENDIX 6-3

Figure 1



APPENDIX 6-4

6TH CYCLE

REGIONAL HOUSING NEEDS PLAN

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

DECEMBER 2020

APPENDIX 6-4

December 2020

Prepared for:

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EXECUTIVE SUMMARY

The Regional Housing Needs Allocation (RHNA) process is mandated by California law and requires all local jurisdictions to plan for their 'fair share' of housing units at all affordability levels. This Regional Housing Needs Plan (RHNP) is part of the Butte County Association of Governments' (BCAG) 6th Cycle RHNA, sometimes referred to as the "2020 update of the BCAG RHNP," covering the period from December 31, 2021, to June 15, 2030, and assigning housing need allocations to the Cities of Biggs, Chico, Gridley, Oroville, the Town of Paradise, and Butte County.

The RHNA process consists of several key steps. First, the California Department of Housing and Community Development (HCD) allocates a specified number of housing units to the region, segmented into four income affordability levels: very low-income, low-income, moderate-income, and above moderate-income. For this 6th Cycle RHNA, the BCAG region received an allocation of 15,506 units: 6,703 units to accommodate regular growth and an additional 8,803 units to rebuild those lost in the 2018 Camp Fire. The next step is typically facilitated by the region's council of governments, in this case, BCAG, which develops a methodology to allocate units by income level to each jurisdiction within the region and incorporates the approved methodology into an RHNP. When the RHNP is complete, local jurisdictions must plan to accommodate the development of their respective allocation of units in each income group through the Housing Element of their General Plans, as required by State law.

The California Government Code requires the RHNA methodology to further five specific objectives and incorporate a series of factors. These objectives and factors primarily serve to further fair housing goals and overcome historical income segregation patterns across the state by directing new units in relatively job-rich and high-amenity areas within each region.

This Regional Housing Needs Plan (RHNP) summarizes BCAG's RHNA process, describing the planning process, methodologies, and outcomes. Table 1 shows the final RHNA allocation across jurisdictions in Butte County, using the State-approved allocation methodology that incorporates the required objectives and factors.

TABLE 1 FINAL BUTTE COUNTY JURISDICTIONAL ALLOCATION BY INCOME TIER

Jurisdiction	Affordability Tier				Total
	Very Low	Low	Moderate	Above Moderate	
City of Biggs	36	1	12	32	81
City of Chico	1,101	507	770	1,110	3,488
City of Gridley	118	41	30	156	345
City of Oroville	171	6	73	375	625
Town of Paradise	383	374	1,319	5,103	7,179
Unincorporated	272	361	998	2,157	3,788
County Total	**2,081**	**1,290**	**3,202**	**8,933**	**15,506**

1. INTRODUCTION

1.1 OVERVIEW OF CALIFORNIA STATE LAW, REGULATORY REQUIREMENTS, AND THE RHNA PROCESS

State law requires that all regional governing bodies, counties, and cities work with the California Department of Housing and Community Development (HCD) to participate in the Regional Housing Needs Allocation (RHNA) process. A central goal of the RHNA process is to meet the housing needs of people at all income levels through effective planning at the State, regional, and local levels. Councils of governments, like the Butte County Association of Governments (BCAG), play a fundamental role in the process.

The following describes the RHNA process and the respective duties at the State, regional, and local levels for the BCAG region:

1. *HCD Provides a Regional Determination*

   HCD calculates the regional housing needs assessment, segmented into four income affordability tiers, to accommodate regular growth in the region. The determination is largely based on regional projections of new household growth from the California Department of Finance (DOF) and consultation with the local council of governments, in this case, BCAG. In addition to the regular growth allocation, for the 6th RHNA Cycle, HCD provided a fire rebuild allocation to the BCAG region in recognition of the units lost in the 2018 Camp Fire. These units are also segmented by income tier, based on the affordability levels of the actual units destroyed.

2. *Regional Government Develops Allocation Methodology*

   Once HCD provides its determination of regional housing needs, the council of governments works in coordination with its member jurisdictions to develop a methodology for allocating the housing needs amongst the region's jurisdictions by income level.

3. *Local Jurisdictions Adopt Housing Element Policies based on RHNA Allocations*

   Once local jurisdictions receive their allocation of units, they must update the Housing Element of their General Plans to accommodate their respective allocations over the eight-year RHNA cycle. When each Housing Element is complete, it is submitted to HCD for certification and confirmation that it meets all legal requirements and will accommodate the assigned RHNA.

1.2 RHNA FACTORS AND OBJECTIVES

The role of BCAG and other regional planning agencies in the RHNA, as described in California Government Code Section 65584.04 is to, "develop, in consultation with the department [HCD], a proposed methodology for distributing the existing and projected regional housing needs to cities…and counties within the region..." While BCAG is ultimately responsible for shaping the overall methodology used to allocate the regional housing needs determination and can use considerable discretion when doing so, the allocation methodology must further specific objectives and consider specific factors established by State law.

Objectives

California Government Code identifies five objectives that adopted allocation methodologies must "further." These objectives are copied from Section 65584(d) of the Government Code:

1. *Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.*

2. *Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the California Air Resources Board pursuant to Section 65080.*

3. *Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.*

4. *Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.*

5. *Affirmatively furthering fair housing, which for the purposes of this process means 'taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.'*

Section 4, *Methodology,* of this report details how these objectives are furthered by BCAG's adopted methodology for the 6th Cycle RHNA.

Factors

While the Government Code's objectives are goals for the methodology to achieve, factors are specific considerations that must be evaluated when developing the allocation methodology and incorporated in the adopted methodology, where appropriate. There are 15 factors the methodology must consider, outlined in Government Code Section 65584.04(e) and summarized herein. The full text appearing in the Government Code is provided in Appendix 1:

1. Lack of capacity for sewer or water service due to decisions outside jurisdiction's control
2. Availability of land suitable for urban development
3. Lands protected from urban development under existing federal or state programs
4. County policies to preserve prime agricultural land

5. Distribution of household growth in the Regional Transportation Plan (RTP) and opportunities to maximize use of transit and existing transportation infrastructure
6. Jurisdictional agreements to direct growth toward incorporated areas
7. Loss of deed-restricted affordable units
8. Housing needs of farmworkers
9. Housing needs generated by a university within the jurisdiction
10. Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing
11. Households paying more than 30 percent and more than 50 percent of their income in rent
12. The rate of overcrowding
13. Housing needs of individuals and families experiencing homelessness
14. Units lost during a state of emergency that have yet to be replaced
15. The region's greenhouse gas targets

Items 11 through 15, and the clause in item 10 calling for special consideration of the balance between low-wage jobs and affordable housing, are new requirements for the 6th Cycle RHNA. All other required factors have been carried forward from the 5th Cycle RHNA.

LOCAL JURISDICTION SURVEY ON FACTORS

Government Code Section 65584.04(b) stipulates that BCAG must survey all member jurisdictions for information regarding the required factors, specifically to "…review and compile information that will allow the development of a methodology based upon the issues, strategies, and actions that are included, as available, in an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing…" prepared for any jurisdictions in the region. BCAG and its RHNP consultant, PlaceWorks, conducted a survey of all six member jurisdictions from June 2 to June 10, 2020. The results of the survey are included in Appendix 6.

1.3 ORGANIZATION OF THIS REPORT

The following sections of this report describe the 6th Cycle RHNA process specific to Butte County:

- Section 1 provides an overview of State law, RHNA factors and objectives, and the organization of this report.
- Section 2 details the process by which HCD calculated the 6th Cycle regional housing needs determination for Butte County.
- Section 3 details BCAG's oversight of the methodology development and public engagement.
- Section 4 details the adopted methodology with which BCAG is allocating the assigned units, segmented by income tier, among each member jurisdiction, including the Cities of Biggs, Chico, Gridley, and Oroville; the Town of Paradise; and Butte County.

2. REGIONAL HOUSING NEEDS DETERMINATION

The final BCAG regional housing needs determination for the 6th Cycle RHNA is 15,506 units, which includes 6,703 units for regular growth and 8,803 units as a fire rebuild allocation. As is typical, the determination includes an allocation of units by affordability tier. BCAG's basic allocation is based on growth anticipated over the eight-year RHNA Cycle and is referred to herein as the 'regular growth' allocation. The fire rebuild allocation is unique to the region during the 6th Cycle RHNA process, and stems from the November 2018 Camp Fire, which destroyed over 14,500 homes in the Town of Paradise and unincorporated Butte County. The region's allocation of units by income tier for both regular growth and fire rebuild is detailed in Table 2.

TABLE 2 BCAG REGIONAL INCOME TIER ALLOCATION

Income Level	Regular Growth		Fire Rebuild		All Units Combined	
	Unit Percent	Unit Total	Unit Percent	Unit Total	Unit Percent	Unit Total
Very low	26.4%	1,771	3.5%	310	13.4%	2,081
Low	14.6%	980	3.5%	310	8.3%	1,290
Moderate	15.8%	1,060	24.3%	2,142	20.7%	3,202
Above Moderate	43.1%	2,892	68.6%	6,041	57.6%	8,933
Total	**100%**	**6,703**	**100%**	**8,803**	**100%**	**15,506**

Note: Due to rounding, percentages may not total precisely.

BCAG's RHNA process began with an extensive, six-month consultation between HCD and BCAG staff, from December 2019 through May 2020, covering the methodology, data sources, and timeline for HCD's determination of the regional housing need. The full text of HCD's final determination to BCAG is provided in Appendix 2.

The 6,703-unit regular growth allocation was calculated by HCD using American Community Survey (ACS) estimates of the current Butte County population in residential housing (not living in group quarters, such as dorms) and projections of population and household growth developed by the DOF for the eight-year RHNA period (2022 through 2030), adjusted based on the following ACS indicators of current unmet housing need: vacancy rates, overcrowding rates, replacement need for decommissioned housing, and cost burden rates of households paying greater than 30 and 50 percent of household income toward housing.

HCD then segmented the assessed regional need into four income affordability tiers based on ACS data on household income and the area median income (AMI) of the region, which is currently $48,433. The income affordability tiers are calculated, using the following percentages of Butte County's AMI:

- Very Low Income: 0–50 percent of AMI
- Low Income: 51–80 percent of AMI
- Moderate Income: 81–120 percent of AMI
- Above-Moderate Income: over 120 percent of AMI

The fire rebuild allocation included in the regional determination represents the number of units lost in the Camp Fire that might be rebuilt during the eight-year RHNA cycle, based on HCD's consultation process with BCAG. The affordability tiers assigned to the fire rebuild units are based on the actual income-affordability levels of the units that were lost in the Camp Fire. Table 2 summarizes Butte County's total regional allocation of units in each affordability tier for both the fire rebuild units and the regular growth units.

In 2020, just as this RHNP was being completed, the region experienced another deadly and destructive wildfire season, which included the North Complex Fire that destroyed more than 1,500 homes. Because these units are not accounted for in the current RHNA determination, they are also not considered in the allocation methodology described in Section 4 of this RHNP.

3. 6TH CYCLE RHNA OVERSIGHT AND OUTREACH

The 6th Cycle RHNA methodology for the BCAG region was informed by input from stakeholders and developed in close coordination with the BCAG Planning Directors Group (PDG), with guidance and oversight from the BCAG Board of Directors and consultation with HCD.

3.1 STAKEHOLDER OUTREACH

BCAG staff, in consultation with member jurisdictions, identified stakeholders to engage in the 6th Cycle RHNA. On May 19, 2020, BCAG held an RHNP Stakeholder Workshop to review the process and goals of the RHNA and engage in a thoughtful discussion of the factors to be incorporated in the RHNA methodology. At the direction of the PDG, BCAG consultants held additional conversations with representatives from the California State University Chico North State Planning and Development Collective to closely review the factors for affirmatively furthering fair housing, discussed in section 4.1 of this document.

3.2 PLANNING DIRECTORS GROUP

The BCAG PDG, composed of senior planning staff from all six member jurisdictions and the Local Agency Formation Commission (LAFCO), served as the technical advisory group for the 6th Cycle RHNA. The PDG held five meetings to review data and draft materials and provide critical input on the RHNA methodology, offering valuable insights and feedback to inform the RHNA through direct communications with BCAG staff and consultants throughout its development. In June 2020, PDG members also participated in the member survey included in Appendix 6. PDG's guidance was particularly instrumental in addressing data gaps resulting from the drastic impact of the Camp Fire to the region, which is not reflected in data sources typically used in the RHNA process.

BCAG Planning Directors Group Members

Dan Breedon, Butte County	Tom Lando, City of Oroville
Paula Daneluk, Butte County	Wes Ervin, City of Oroville
Pete Calarco, Butte County	Susan Hartman, Town of Paradise
Bob Summerville, City of Biggs	Shannon Costa, Butte LAFCO
Brendan Vieg, City of Chico	Steve Lucas, Butte LAFCO
Bruce Ambo, City of Chico	Brian Lasagna, BCAG
Donna Decker, City of Gridley	Chris Devine, BCAG
Amy Bergstrand, City of Oroville	Jon Clark, BCAG
Dawn Nevers, City of Oroville	Sara Cain, BCAG
Leo DePaola, City of Oroville	

3.3 BCAG BOARD OF DIRECTORS

The BCAG Board of Directors is composed of one elected representative from each of the four member cities and the Town of Paradise, as well as all the County's five Supervisors. As the governing body of BCAG, the Board is responsible for all policy decisions and served to approve the draft and final RHNA methodology. The Board of Directors was engaged throughout the methodology development, representing the interests of constituents and working collaboratively to achieve an equitable and mutually agreeable methodology that fulfills all legal requirements.

BCAG Board of Directors Members

Bill Connelly, District 1 Supervisor, Butte County
Debra Lucero, District 1 Supervisor, Butte County
Tami Ritter, District 3 Supervisor, Butte County
Steve Lambert, District 4 Supervisor, Butte County
Doug Teeter, District 5 Supervisor, Butte County
Angela Thompson, Councilmember, City of Biggs
Randall Stone, Mayor, City of Chico
Quintin Crye, Councilmember, City of Gridley
Chuck Reynolds, Mayor, City of Oroville
Jody Jones, Councilmember, Town of Paradise

3.4 HCD REVIEW

Pursuant to California Government Code Section 65584.04(i), HCD is required to review draft RHNA methodologies to determine whether the methodology furthers the statutory objectives described in Government Code Section 65584(d). On August 10, 2020, BCAG submitted the draft methodology for 60-day review by HCD. On October 9, 2020, HCD responded, finding that the draft BCAG RHNA Methodology furthers the five statutory objectives of RHNA conditional upon one revision: to include an allocation of at least one low-income unit for the City of Biggs. This revision meets the California Government Code Section 65584(d)(1) requirement that each jurisdiction receive an allocation of at least one unit for low- and very low-income households.

HCD's review also includes a detailed analysis of how the draft methodology furthers each of the statutory objectives. Regarding objective 2, HCD noted an openness to increasing the weighting of the methodology factors (described in Section 4.1). The complete review from HCD is provided as Appendix 3.

In response to HCD's findings, the draft methodology was revised to reallocate one low-income unit from the City of Chico to the City of Biggs, and to reallocate one very low-income unit from the City of Biggs to the City of Chico, which ensures that each jurisdiction's total allocation is not impacted by the revision and that the region continues to meet its affordability requirements for each income tier.

Following consideration of HCD's openness to and adjusted factor weighting, BCAG elected to maintain the factor weighting included in the draft methodology. During the process of developing the draft methodology, PDG members considered multiple factor-weighting alternatives. After careful consideration, members of the PDG supported a weighting of 10 percent for each of the five factors and a weighting of 50 percent for the base allocation (the baseline and factor weighting are discussed in detail in Section 4).

4. METHODOLOGY

This section provides a description of the adopted methodology to allocate housing units by income level among the BCAG member jurisdictions, the process for developing the methodology, and how the methodology addresses the statutory requirements for furthering the five RHNA objectives identified in Government Code Section 65584(d). The methodology consists of two primary components: the spatial allocation of units to each jurisdiction and the distribution of units by income tier. Following is an overview of the methodology for each component.

4.1 UNIT ALLOCATION METHODOLOGY

The unit allocation methodology applies five weighted factors to distribute the regular growth allocation across BCAG's six-member jurisdictions. The fire rebuild allocation is separately assigned to the jurisdictions that lost units in the Camp Fire (the Town of Paradise and unincorporated Butte County) based on the total rebuild units assigned and each jurisdiction's proportionate loss of units in the fire.

REGULAR GROWTH ALLOCATION

To distribute the regular growth allocation among the jurisdictions, the methodology starts with assigning a base allocation, which is the product of the jurisdictions' forecasted share of regular growth in the 2018–2040 BCAG Growth Forecast, provided in Appendix 4, and the regular growth allocation. The base allocation establishes a foundational allocation that recognizes the significant capacity differences between jurisdictions and provides for an allocation that is suitable for each jurisdiction's existing size. For example, the most populous city in the region, Chico, has approximately 57 times more housing units than the least populous city, Biggs. The 2018–2040 BCAG Growth Forecast reflects these differences and attributes 45 percent of anticipated regional housing growth to Chico and only 1.3 percent to Biggs. These projections represent a local housing unit increase of 31.2 percent in Biggs and only 18.7 percent in Chico, so Biggs (as an example) is still receiving a larger percentage of the base allocation than Chico relative to its current housing total. The base allocation is shown in Table 3.

TABLE 3 BASE ALLOCATION

Jurisdiction	Jurisdictional Percent of Regional Growth in 2018–2040 Growth Forecast	Base Allocation
Biggs	1.3%	87
Chico	45.0%	3,016
Gridley	5.4%	362
Oroville	9.7%	650
Paradise	5.6%	376
County Unincorporated	33.0%	2,212
Total	**100%**	**6,703**

Allocation Factors

Using the base allocation as a foundation, the draft methodology adjusts each jurisdiction's regular growth allocation using five weighted factors.

In preparation for choosing the allocation factors, BCAG collected and analyzed more than 20 data layers, including:

- Jobs and jobs-housing balance
- Opportunities and constraints to development in each jurisdiction
- Preserved and protected land
- Designated agricultural land
- The distribution of household growth in the RTP (the base allocation)
- Cost-burdened households
- Overcrowding
- Homelessness
- Loss of housing units from the Camp Fire
- Wildfire risk
- Flood and erosion hazards
- Protected and/or sensitive environmental lands
- Vehicle miles traveled
- Transit connectivity
- Affordable housing stock
- HCD/Tax Credit Allocation Committee (TCAC) Opportunity Maps
- Childhood poverty status

After thoughtful consideration of all factors, the BCAG Board, with support from the PDG, agreed to use Transit Connectivity, Jobs, Wildfire Risk, Agriculture and Forest Land Preserves, and a combined HCD/TCAC Opportunity Maps and Childhood Poverty Status measure of opportunity as the factors to adjust the base allocation. Each of these measures is shown in Table 4 and described in more detail herein.

TABLE 4 PROPOSED FACTORS AND SCALED SCORES

Jurisdiction	Transit Connectivity	Jobs	Wildfire Risk	Agriculture and Forest Land Preserves	Opportunity		
					HCD/TCAC Opportunity Map	Percent of Children Living Above the Poverty Level	Combined HCD/TCAC and Childhood Poverty
Biggs	0.57	0.50	1.50	1.43	0.86	0.83	0.78
Chico	1.50	1.50	1.48	1.24	1.50	1.21	1.50
Gridley	0.65	0.54	1.50	1.34	0.87	1.16	1.02
Oroville	1.07	0.76	1.46	1.32	0.79	0.50	0.50
Paradise	0.78	0.58	0.50	1.50	0.57	1.50	1.05
Unincorporated County	0.50	0.74	1.06	0.50	0.50	1.27	0.84

Transit Connectivity

Availability of transit service is a key consideration in siting housing because transit allows residents to access jobs and services without generating vehicle trips. The Transit Connectivity factor is based on the Transit Connectivity Score prepared by AllTransit for each incorporated jurisdiction and the County as a whole. The Transit Connectivity Score is a measure of how connected the average household member is to the availability of a transit ride and accessibility to jobs using transit. More information on the Transit Connectivity score and how it is developed is available in the AllTransit Methods document. BCAG consultants used the incorporated jurisdictions' and County-wide scores to derive a transit connectivity score for the unincorporated County.

Jobs

The availability of jobs in a community is an important consideration in siting housing, since residents need access to jobs for economic reasons, and the proximity of jobs to residents minimizes travel time and vehicle miles traveled (VMT). Current regional job count data is sourced from the California Employment Development Department (EDD). The distribution of jobs per jurisdiction was determined using each jurisdiction's proportion of regional jobs from the latest available (2017) Longitudinal Employer-Household Dynamics (LEHD) OnTheMap estimates. Because this distribution predated the 2018 Camp Fire, the jurisdictional jobs distribution was then adjusted to account for the fire impact and calculate the resulting Jobs Factor.

Wildfire Risk

The 2018 Camp Fire was the deadliest wildfire in the state's history and destroyed more than 14,000 homes in Butte County. The Wildfire Risk Factor uses 2020 CalFire measures of high- and very high-wildfire risk and geographic information system (GIS) analysis to determine what percentage of each jurisdiction's land is not at a high- or very-high risk of wildfire. The intent of this factor is to prioritize the construction of homes in jurisdictions with a lower risk of wildfire.

Agriculture and Forest Land Preserves

Agriculture is Butte County's number one industry; in 2018, it produced more than $680 million worth of farming products. The region has a deep commitment to protecting its agriculture lands. In addition, the region has two national forests preserved from development. The methodology used GIS analysis to determine the percentage of land in each jurisdiction not designated for agriculture or preserved as part of a national forest. The resulting percentage of land available for development makes up the Agriculture and Forest Land Preserves Factor.

Opportunity

BCAG and member jurisdictions considered both HCD/TCAC Opportunity Maps and Percent of Children Living Above the Poverty Level as potential factors to support the equitable distribution of housing units.

- The HCD/TCAC Opportunity Maps calculate opportunity scores at the census block group level using 21 indicators: Income, Adult Educational Attainment, Labor Force Participation, Job Proximity, Median Home Value, 12 environmental health/pollution indicators, 4th Grade Math Proficiency, 4th Grade Reading Proficiency, High School Graduation Rate, and Students Living Above the Federal Poverty Level.

- The Percent of Children Living Above Poverty Level measure uses 2013–2018 ACS data prepared by the U.S. Census Bureau. This measure was considered because it has been recognized as a strong indicator for evaluating the level of economic stability and opportunity for families with children in a population. In addition, childhood poverty status has implications for positive life outcomes, as recognized by the similar Students Living Above Poverty Level indicator in the HCD/TCAC Opportunity measure.

BCAG determined that a combination of these two indicators would be the best measure of economic opportunity, because neither of them seemed to represent conditions in Butte County on its own. For example, the Town of Paradise, which scored second lowest in the County using the TCAC/HCD measure, is generally recognized as offering greater opportunity than many other jurisdictions in the county; this fact is illustrated by the Percent of Children Living Above Poverty indicator.

Factor Normalization

Each of these five selected factors is normalized on a scale of 0.5 to 1.5. The normalized scale serves to support ease of computation and comparison of factors among each other, and the range of the scale (0.5 to 1.5) is large enough to impact the distribution of housing units by adjusting them up (any score between 1 and 1.5) or down (any score between 0.5 and 1) from the base allocation, but not so large that the base allocation becomes insignificant. All factors are configured so that higher scores indicate that the jurisdiction is more favorable to support housing as far as that factor is concerned, while lower scores indicate less-favorable conditions for housing. For example, jurisdictions with better transit connectivity receive higher scores for the Transit Connectivity factor and jurisdictions with high-fire risk receive a lower score for the Wildfire Risk factor resulting in more housing units assigned to jurisdictions with better transit connectivity and lower risk of wildfire.

For the Opportunity factor, which consists of two inputs, BCAG and its member jurisdictions agreed to add the normalized (0.5 to 1.5) scores of the two measures and re-normalize the sum to create a new, combined measure of opportunity. The combination addresses concentrations of poverty and maximizes access to opportunity, as measured by HCD/TCAC.

Factor Weighting

Following selection of the factors, the draft methodology assigns weights to each. These weights establish what percentage of the total allocation will be distributed based on that factor. Each of the factors advance important priorities in the BCAG region and were therefore assigned an equal weight of 10 percent each so that 50 percent of the allocation is determined by the five factors. The remaining 50 percent of units are allocated in accordance with the Regional Growth Forecast and the base allocation. This supports consistency with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), as well as member jurisdiction General Plans and favors a more balanced distribution of growth, rather than concentrating a vast majority in the City of Chico. All weights are summarized below.

- Combined TCAC/HCD Opportunity and Childhood Poverty Status Factor: 10-percent weight
- Transit Connectivity: 10-percent weight
- Number of Jobs: 10-percent weight
- Wildfire Risk: 10-percent weight
- Agriculture and Forest Land Preserves: 10-percent weight
- Base Allocation: 50-percent weight

Table 5 shows the resulting factor-adjusted allocations for each jurisdiction.

TABLE 5 BASE ALLOCATION AND FACTOR ADJUSTMENT

Jurisdiction	Base Allocation	Factor-Adjusted Allocation	Net Change
Biggs	87	81	(6)
Chico	3,016	3,488	472
Gridley	362	345	(17)
Oroville	650	625	(25)
Paradise	376	342	(34)
Unincorporated	2,212	1,822	(390)
Total	**6,703**	**6,703**	—

FIRE REBUILD ALLOCATION

Once the regular growth allocation has been distributed to each jurisdiction, the fire rebuild allocation is added to reach the total allocation for all jurisdictions. As described previously, this step simply distributes the units explicitly assigned by HCD as fire rebuild units to the two jurisdictions that lost housing units in the Camp Fire, based on each jurisdiction's proportion of total housing units lost. Table 6 shows the combination of the factor-adjusted regular growth allocation with the fire rebuild allocation to create the cumulative total allocation.

TABLE 6 FIRE REBUILD AND FINAL ALLOCATION

Jurisdiction	Factor-Adjusted Allocation	Fire Allocation	Total Allocation
Biggs	81	—	81
Chico	3,488	—	3,488
Gridley	345	—	345
Oroville	625	—	625
Paradise	342	6,837	7,179
Unincorporated	1,822	1,966	3,788
Total	**6,703**	**8,803**	**15,506**

4.2 INCOME ALLOCATION METHODOLOGY

The regional housing allocation provided by HCD includes both a total number of housing units and a distribution of those units across four affordability tiers: very low-income, low-income, moderate-income, and above-moderate income. Once the overall allocation for each jurisdiction is set, each jurisdiction's housing unit allocation must be distributed among the four income tiers and the sum allocation in each income tier across all jurisdictions must equal the total amount set by HCD for the entire region. The BCAG regional income tier allocation from HCD is separated into two categories: regular growth and fire rebuild units, which are shown in Table 7.

TABLE 7 BCAG REGIONAL INCOME TIER ALLOCATION

Income Level	Regular Growth		Fire Rebuild		All Units Combined	
	Unit Percent	Unit Total	Unit Percent	Unit Total	Unit Percent	Unit Total
Very low	26.4%	1,771	3.5%	310	13.4%	2,081
Low	14.6%	980	3.5%	310	8.3%	1,290
Moderate	15.8%	1,060	24.3%	2,142	20.7%	3,202
Above Moderate	43.1%	2,892	68.6%	6,041	57.6%	8,933
Total	**100%**	**6,703**	**100.00%**	**8,803**	**100%**	**15,506**

Note: Due to rounding, percentages may not total precisely.

REGULAR GROWTH INCOME DISTRIBUTION

The approved methodology uses the following process to distribute the regular growth units by income tier to each jurisdiction. Each numbered step is accompanied by a bulleted description of the justification and relevant background to that step, where appropriate.

1. Determine the current distribution of household income tiers for each jurisdiction.
    - » This step uses data from the 2013–2018 ACS. Though this data predates the 2018 Camp Fire, it was agreed upon by PDG members as the best-available measure of household incomes.
2. Calculate the number of units to allocate to each municipality by income tier, such that they make proportional progress toward an equal distribution of income tiers over the long-term.
    - » The region aims to achieve an equal housing unit income distribution across all jurisdictions; however, the level of change needed is too extreme to reasonably achieve over the eight-year RHNA cycle. Instead, the methodology calculates the increase in units for each income tier needed to have each community match HCD's assigned income tier allocation by the horizon year 2040 and then adjust each municipality's income distribution on a straight-line basis for the eight-year period of the RHNA.
    - » BCAG's member agencies agree that the unincorporated County should not increase its share of low- and very low-income units, and that those units should instead be concentrated in better resourced, incorporated jurisdictions.
    - » Based on the ACS data gathered in step 1, the City of Biggs has already met its share of low-income units needed to achieve an equal distribution by 2040. This would suggest that Biggs should receive a low-income allocation of zero. However, Government Code stipulates that all jurisdictions must receive an allocation of one or more units in both the low- and very low-income tiers, so Biggs is assigned one unit in the low-income tier.

3. Review each jurisdictions' combined allocation of low- and very low-income units to ensure that the combined percentage is less than or equal to the percentage assigned to it in the 5th Cycle. This requires reallocation for Biggs, Chico, Gridley, and Paradise.

    » This step is in accordance with a practice followed in BCAG's 5th Cycle RHNA. The combined percentage of low- and very low-income units in the 5th Cycle RHNA were between 37.8 and 45.4 percent of units for all jurisdictions.

4. As a final step, the methodology makes adjustments to ensure that each jurisdiction's sum allocation across income tiers equals the jurisdiction's total regional allocation and that the county-wide allocation in each income tier is equal to the amount set by HCD. Note that this process also results in revised combined allocations of low- and very low-income units to Biggs, Chico, Gridley, and Paradise, whose percentages are greater than the percentages assigned in the 5th Cycle.

The final distribution of units across all income tiers is shown in Table 8.

TABLE 8 INCOME DISTRIBUTIONS BY JURISDICTION

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total Housing Units
	%	Housing Units	%	Housing Units	%	Housing Units	%	Housing Units	
City of Biggs	44.4%	36	1.2%	1	14.8%	12	39.5%	32	81
City of Chico	31.6%	1,101	14.5%	507	22.1%	770	31.8%	1,110	3,488
City of Gridley	34.2 %	118	11.9%	41	8.7%	30	45.2%	156	345
City of Oroville	27.4%	171	1.0%	6	11.7%	73	60.0%	375	625
Town of Paradise	21.3%	73	18.7%	64	9.4%	32	50.6%	173	342
Unincorporated	14.9%	272	19.8%	361	7.8%	143	57.4%	1,046	1,822
County Total	**26.4%**	**1,771**	**14.6%**	**980**	**15.8%**	**1,060**	**43.1%**	**2,892**	**6,703**
HCD Requirement	**26.4%**	**1,771**	**14.6%**	**980**	**15.8%**	**1,060**	**43.1%**	**2,892**	**6,703**

FIRE REBUILD ALLOCATION INCOME DISTRIBUTION

To distribute the fire rebuild units by income tier between the Town of Paradise and the County, the methodology assigns a rebuild share proportionate with the actual loss of units in each jurisdiction by income tier. This distribution is shown in Table 9.

TABLE 9 FIRE REBUILD ALLOCATION INCOME DISTRIBUTION

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	Housing Units	%	Housing Units	%	Housing Units	%	Housing Units	Housing Units
Town of Paradise	3.5%	310	3.5%	310	14.6%	1,287	56.0%	4,930	6,838
Unincorporated	0.0%	—	0.0%	0	9.7%	855	12.6%	1,111	1,965
County Total	**3.5%**	**310**	**3.5%**	**310**	**24.3%**	**2,142**	**68.6%**	**6,041**	**8,803**

TOTAL ALLOCATION BY INCOME TIER

As a final step, the jurisdictional allocation by income tier for regular growth and fire rebuild are combined, yielding the total allocation for each jurisdiction in each income tier, shown in Table 10. The final row in Table 10 shows the overall HCD requirement for comparison.

TABLE 10 TOTAL ALLOCATION BY INCOME TIER

Jurisdiction	Very Low		Low		Moderate		Above Moderate		Total
	%	Housing Units	%	Housing Units	%	Housing Units	%	Housing Units	Housing Units
City of Biggs	44.4%	36	1.2%	1	14.8%	12	39.5%	32	81
City of Chico	31.6%	1,101	14.5%	507	22.1%	770	31.8%	1,110	3,488
City of Gridley	34.2%	118	11.9%	41	8.7%	30	45.2%	156	344
City of Oroville	27.4%	171	1.0%	6	11.7%	73	60.0%	375	625
Town of Paradise	5.3%	383	5.2%	374	18.4%	1,319	71.1%	5,103	7,179
Unincorporated	7.2%	272	9.5%	361	26.3%	998	56.9%	2,157	3,788
County Total	**13.4%**	**2,081**	**8.3%**	**1,290**	**20.7%**	**3,202**	**57.6%**	**8,933**	**15,506**
Overall HCD Requirement	**13.4%**	**2,081**	**8.3%**	**1,290**	**20.7%**	**3,202**	**57.6%**	**8,933**	**15,506**

4.3 STATUTORY OBJECTIVES

In compliance with California law, the final methodology furthers all statutory objectives, as outlined herein.

Objective 1. *Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.*

As described above, the methodology for allocating units in each income tier supports a redistribution of units, such that the jurisdictions that currently have a lesser share of low- and very low-income units receive a larger allocation. The methodology allocates units in all four income tiers to each of the region's six jurisdictions.

Objective 2. *Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the California Air Resources Board pursuant to Government Code Section 65080.*

The methodology places the preponderance of units in incorporated, urbanized municipalities to support infill and socioeconomic equity. Moreover, two of the factors used in the methodology prioritize transit connectivity and proximity to jobs to encourage efficient development patterns and support efforts to minimize VMT and greenhouse gas (GHG) emissions. The methodology's incorporation of the Growth Forecast used in the RTP further supports consistency of the methodology with planning efforts to achieve regional GHG emission-reduction targets. Additionally, the Agriculture and Forest Land Preserves factor prioritizes locating housing in areas not preserved or dedicated to agricultural uses or open space.

Objective 3. *Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.*

A typical target relationship between jobs and housing is between 1.3 and 1.6 jobs for every one housing unit. No jurisdiction in the BCAG region has achieved this balance. Two jurisdictions (Paradise and Oroville) have an excess of jobs, although these estimates do not account for the Camp Fire so the number of jobs in Paradise has likely decreased. All other jurisdictions have an oversupply of housing units compared to jobs, as depicted in **Table 11**.

TABLE 11 JOBS TO HOUSING BALANCE

Jurisdiction	Total Jobs	Total Housing Units	Jobs-Housing Balance
Biggs	237	696	0.34
Chico	49,238	41,738	1.18
Gridley	2,252	2,540	0.89
Oroville	12,879	7,391	1.74
Paradise	4,226	1,766	2.39
County Unincorporated	11,869	31,991	0.37

The jobs-housing fit, or relationship of low-wage jobs to very low- and low-income households, shows similar but slightly different results. Looking only at existing low- and very low-income households and low-wage jobs located in the jurisdictions, Oroville (2.24 low-wage jobs to low-income households), Chico (2.13 low-wage jobs to low-income households), and Gridley (1.69 low-wage jobs to low-income households) show a need for more low- and very low-income housing in this respect.

The allocation methodology addresses these issues as follows:

1. The fire rebuild allocation addresses the pre-Camp Fire imbalance of jobs to housing units in Paradise by assigning a large number of units to that jurisdiction.

2. Oroville's higher number of jobs and better transit access, reflected in the Jobs and Transit Connectivity Factors, support the allocation of more housing units to Oroville. However, Oroville's low Opportunity Score suggests that fewer units should be assigned to it. Further, Oroville's existing low- and very low-income households as a percentage of total households in the city exceeds the regional average, so, in accordance with Objective 4, the city's percentage allocation of low- and very low-income households is less than the percentage allocation to other jurisdictions.

3. Gridley is just slightly outside of the preferred jobs-housing fit and is allocated a sufficient share of low- and very low-income housing units to encourage a shift to within the desired range.

4. Chico's significant allocation of housing units supports a better jobs-housing balance overall. Further, the City's proportionately large allocation of the region's low- and very low-income housing units supports an improved jobs-housing fit in Chico.

Objective 4. *Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.*

The methodology's distribution of housing units by income tier allocates a lower proportion of housing units by income category to jurisdictions whose existing share of units in that income tier is larger than the regional average. Similarly, the methodology allocates a greater proportion of units by income category to those jurisdictions whose existing share of units in that income tier is smaller than the regional average. As a result, all jurisdictions are assigned housing units by income tier at levels that would move their share of units by income tier closer to the regional average once constructed.

Objective 5. *Affirmatively furthering fair housing.*

BCAG addresses the objective of affirmatively furthering fair housing by including the HCD/TCAC Opportunity Analysis and Children Living in Poverty as factors in the methodology.

The methodology results in a concentration of housing units in the City of Chico, which offers by far the greatest opportunity in the county, as defined by the HCD/TCAC Opportunity Maps. Chico is one of only two jurisdictions in the county to achieve a positive score (13.14) when the TCAC/HCD Opportunity Map census block group data is aggregated on a jurisdictional scale. The only other jurisdiction to receive a positive score, the City of Gridley, scored only 0.22, and all other jurisdictions scored below zero. Thus, the placement of a preponderance of units in the City of Chico is a strong step toward affirmatively furthering fair housing in the BCAG region.

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Appendices

1. Excerpts from California Government Code Section 65584
2. Regional Allocation Determination Letter from HCD
3. RHNA Methodology Consistency Determination from HCD
4. Butte County Long-Term Regional Growth Forecasts 2018-2040
5. Affirmatively Furthering Fair Housing Survey Results and Full Text
6. Public Outreach and Notices

APPENDIX 6-4

APPENDIX 1

Excerpts from California Government Code Section 65584

GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58]

(Heading of Title 7 amended by Stats. 1974, Ch. 1536.)

DIVISION 1. PLANNING AND ZONING [65000 - 66301]

(Heading of Division 1 added by Stats. 1974, Ch. 1536.)

CHAPTER 3. Local Planning [65100 - 65763]

(Chapter 3 repealed and added by Stats. 1965, Ch. 1880.)

ARTICLE 10.6. Housing Elements [65580 - 65589.11]

(Article 10.6 added by Stats. 1980, Ch. 1143.)

65584.

(a) (1) For the fourth and subsequent revisions of the housing element pursuant to Section 65588, the department shall determine the existing and projected need for housing for each region pursuant to this article. For purposes of subdivision (a) of Section 65583, the share of a city or county of the regional housing need shall include that share of the housing need of persons at all income levels within the area significantly affected by the general plan of the city or county.

(2) It is the intent of the Legislature that cities, counties, and cities and counties should undertake all necessary actions to encourage, promote, and facilitate the development of housing to accommodate the entire regional housing need, and reasonable actions should be taken by local and regional governments to ensure that future housing production meets, at a minimum, the regional housing need established for planning purposes. These actions shall include applicable reforms and incentives in Section 65582.1.

(3) The Legislature finds and declares that insufficient housing in job centers hinders the state's environmental quality and runs counter to the state's environmental goals. In particular, when Californians seeking affordable housing are forced to drive longer distances to work, an increased amount of greenhouse gases and other pollutants is released and puts in jeopardy the achievement of the state's climate goals, as established pursuant to Section 38566 of the Health and Safety Code, and clean air goals.

(b) The department, in consultation with each council of governments, shall determine each region's existing and projected housing need pursuant to Section 65584.01 at least two years prior to the scheduled revision required pursuant to Section 65588. The appropriate council of governments, or for cities and counties without a council of governments, the department, shall adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county at least one year prior to the scheduled revision for the region required by Section 65588. The allocation plan prepared by a council of governments shall be prepared pursuant to Sections 65584.04 and 65584.05.

(c) Notwithstanding any other provision of law, the due dates for the determinations of the department or for the council of governments, respectively, regarding the regional housing need may be extended by the department by not more than 60 days if the extension will enable access to more recent critical population or housing data from a pending or recent release of the United States Census Bureau or the Department of Finance. If the due date for the determination of the department or the council of governments is extended for this reason, the department shall extend the corresponding housing element revision deadline pursuant to Section 65588 by not more than 60 days.

(d) The regional housing needs allocation plan shall further all of the following objectives:

(1) Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low income households.
(2) Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.
(3) Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.
(4) Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.
(5) Affirmatively furthering fair housing.
(e) For purposes of this section, "affirmatively furthering fair housing" means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.
(f) For purposes of this section, "household income levels" are as determined by the department as of the most recent American Community Survey pursuant to the following code sections:
(1) Very low incomes as defined by Section 50105 of the Health and Safety Code.
(2) Lower incomes, as defined by Section 50079.5 of the Health and Safety Code.
(3) Moderate incomes, as defined by Section 50093 of the Health and Safety Code.
(4) Above moderate incomes are those exceeding the moderate-income level of Section 50093 of the Health and Safety Code.
(g) Notwithstanding any other provision of law, determinations made by the department, a council of governments, or a city or county pursuant to this section or Section 65584.01, 65584.02, 65584.03, 65584.04, 65584.05, 65584.06, 65584.07, or 65584.08 are exempt from the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).
(Amended by Stats. 2018, Ch. 989, Sec. 1.5. (AB 1771) Effective January 1, 2019.)

65584.01.

For the fourth and subsequent revision of the housing element pursuant to Section 65588, the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing for each region in the following manner:

(a) The department's determination shall be based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. If the total regional population forecast for the projection year, developed by the council of governments and used for the preparation of the regional transportation plan, is within a range of 1.5 percent of the total regional population forecast for the projection year by the Department of Finance, then the population forecast developed by the council of governments shall be the basis from which the department determines the existing and projected need

for housing in the region. If the difference between the total population projected by the council of governments and the total population projected for the region by the Department of Finance is greater than 1.5 percent, then the department and the council of governments shall meet to discuss variances in methodology used for population projections and seek agreement on a population projection for the region to be used as a basis for determining the existing and projected housing need for the region. If agreement is not reached, then the population projection for the region shall be the population projection for the region prepared by the Department of Finance as may be modified by the department as a result of discussions with the council of governments.

(b) (1) At least 26 months prior to the scheduled revision pursuant to Section 65588 and prior to developing the existing and projected housing need for a region, the department shall meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs. The council of governments shall provide data assumptions from the council's projections, including, if available, the following data for the region:

(A) Anticipated household growth associated with projected population increases.

(B) Household size data and trends in household size.

(C) The percentage of households that are overcrowded and the overcrowding rate for a comparable housing market. For purposes of this subparagraph:

(i) The term "overcrowded" means more than one resident per room in each room in a dwelling.

(ii) The term "overcrowded rate for a comparable housing market" means that the overcrowding rate is no more than the average overcrowding rate in comparable regions throughout the nation, as determined by the council of governments.

(D) The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures.

(E) The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs. For purposes of this subparagraph, the vacancy rate for a healthy rental housing market shall be considered no less than 5 percent.

(F) Other characteristics of the composition of the projected population.

(G) The relationship between jobs and housing, including any imbalance between jobs and housing.

(H) The percentage of households that are cost burdened and the rate of housing cost burden for a healthy housing market. For the purposes of this subparagraph:

(i) The term "cost burdened" means the share of very low, low-, moderate-, and above moderate-income households that are paying more than 30 percent of household income on housing costs.

(ii) The term "rate of housing cost burden for a healthy housing market" means that the rate of households that are cost burdened is no more than the average rate of households that are cost burdened in comparable regions throughout the nation, as determined by the council of governments.

(I) The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the data request.

(2) The department may accept or reject the information provided by the council of governments or modify its own assumptions or methodology based on this information. After consultation with the council of governments, the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (I), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments. The methodology submitted by the department may make adjustments based on the region's total projected households, which includes existing households as well as projected households.

(c) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (b). The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the applicable regional transportation plan. Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.
(2) The objection shall be based on and substantiate either of the following:
(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (a), and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.
(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (b). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (b), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (b).
(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made.
(d) Statutory changes enacted after the date the department issued a final determination pursuant to this section shall not be a basis for a revision of the final determination.
(Amended by Stats. 2019, Ch. 497, Sec. 146. (AB 991) Effective January 1, 2020.)

65584.02.

(a) For the fourth and subsequent revisions of the housing element pursuant to Section 65588, the existing and projected need for housing may be determined for each region by the department as follows, as an alternative to the process pursuant to Section 65584.01:
(1) In a region in which at least one subregion has accepted delegated authority pursuant to Section 65584.03, the region's housing need shall be determined at least 26 months prior to the housing element update deadline pursuant to Section 65588. In a region in which no subregion has accepted delegation pursuant to Section 65584.03, the region's housing need shall be determined at least 24 months prior to the housing element deadline.
(2) At least six months prior to the department's determination of regional housing need pursuant to paragraph (1), a council of governments may request the use of population and household forecast assumptions used in the regional transportation plan. This request shall include all of the following:
(A) Proposed data and assumptions for factors contributing to housing need beyond household growth identified in the forecast. These factors shall include allowance for vacant or replacement units, and may include other adjustment factors.
(B) A proposed planning period that is not longer than the period of time covered by the regional transportation improvement plan or plans of the region pursuant to Section 14527, but a period not less than five years, and not longer than six years.

(C) A comparison between the population and household assumptions used for the Regional Transportation Plan with population and household estimates and projections of the Department of Finance.
(b) The department shall consult with the council of governments regarding requests submitted pursuant to paragraph (2) of subdivision (a). The department may seek advice and consult with the Demographic Research Unit of the Department of Finance, the State Department of Transportation, a representative of a contiguous council of governments, and any other party as deemed necessary. The department may request that the council of governments revise data, assumptions, or methodology to be used for the determination of regional housing need, or may reject the request submitted pursuant to paragraph (2) of subdivision (a). Subsequent to consultation with the council of governments, the department will respond in writing to requests submitted pursuant to paragraph (1) of subdivision (a).
(c) If the council of governments does not submit a request pursuant to subdivision (a), or if the department rejects the request of the council of governments, the determination for the region shall be made pursuant to Sections 65584 and 65584.01.
(Amended by Stats. 2008, Ch. 728, Sec. 9. Effective January 1, 2009.)

65584.03.
(a) At least 28 months prior to the scheduled housing element update required by Section 65588, at least two or more cities and a county, or counties, may form a subregional entity for the purpose of allocation of the subregion's existing and projected need for housing among its members in accordance with the allocation methodology established pursuant to Section 65584.04. The purpose of establishing a subregion shall be to recognize the community of interest and mutual challenges and opportunities for providing housing within a subregion. A subregion formed pursuant to this section may include a single county and each of the cities in that county or any other combination of geographically contiguous local governments and shall be approved by the adoption of a resolution by each of the local governments in the subregion as well as by the council of governments. All decisions of the subregion shall be approved by vote as provided for in rules adopted by the local governments comprising the subregion or shall be approved by vote of the county or counties, if any, and the majority of the cities with the majority of population within a county or counties.
(b) Upon formation of the subregional entity, the entity shall notify the council of governments of this formation. If the council of governments has not received notification from an eligible subregional entity at least 28 months prior to the scheduled housing element update required by Section 65588, the council of governments shall implement the provisions of Sections 65584 and 65584.04. The delegate subregion and the council of governments shall enter into an agreement that sets forth the process, timing, and other terms and conditions of the delegation of responsibility by the council of governments to the subregion.
(c) At least 25 months prior to the scheduled revision, the council of governments shall determine the share of regional housing need assigned to each delegate subregion. The share or shares allocated to the delegate subregion or subregions by a council of governments shall be in a proportion consistent with the distribution of households assumed for the comparable time period of the applicable regional transportation plan. Prior to allocating the regional housing needs to any delegate subregion or subregions, the council of governments shall hold at least one public hearing, and may consider requests for revision of the proposed allocation to a subregion. If a proposed revision is rejected, the council of governments shall respond with a written explanation of why the proposed revised share has not been accepted.
(d) Each delegate subregion shall fully allocate its share of the regional housing need to local governments within its subregion. If a delegate subregion fails to complete the regional housing need

allocation process among its member jurisdictions in a manner consistent with this article and with the delegation agreement between the subregion and the council of governments, the allocations to member jurisdictions shall be made by the council of governments.
(Added by Stats. 2004, Ch. 696, Sec. 6. Effective January 1, 2005.)

65584.04.

(a) At least two years before a scheduled revision required by Section 65588, each council of governments, or delegate subregion as applicable, shall develop, in consultation with the department, a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, where applicable pursuant to this section. The methodology shall further the objectives listed in subdivision (d) of Section 65584.
(b) (1) No more than six months before the development of a proposed methodology for distributing the existing and projected housing need, each council of governments shall survey each of its member jurisdictions to request, at a minimum, information regarding the factors listed in subdivision (e) that will allow the development of a methodology based upon the factors established in subdivision (e).
(2) With respect to the objective in paragraph (5) of subdivision (d) of Section 65584, the survey shall review and compile information that will allow the development of a methodology based upon the issues, strategies, and actions that are included, as available, in an Analysis of Impediments to Fair Housing Choice or an Assessment of Fair Housing completed by any city or county or the department that covers communities within the area served by the council of governments, and in housing elements adopted pursuant to this article by cities and counties within the area served by the council of governments.
(3) The council of governments shall seek to obtain the information in a manner and format that is comparable throughout the region and utilize readily available data to the extent possible.
(4) The information provided by a local government pursuant to this section shall be used, to the extent possible, by the council of governments, or delegate subregion as applicable, as source information for the methodology developed pursuant to this section. The survey shall state that none of the information received may be used as a basis for reducing the total housing need established for the region pursuant to Section 65584.01.
(5) If the council of governments fails to conduct a survey pursuant to this subdivision, a city, county, or city and county may submit information related to the items listed in subdivision (e) before the public comment period provided for in subdivision (d).
(c) The council of governments shall electronically report the results of the survey of fair housing issues, strategies, and actions compiled pursuant to paragraph (2) of subdivision (b). The report shall describe common themes and effective strategies employed by cities and counties within the area served by the council of governments, including common themes and effective strategies around avoiding the displacement of lower income households. The council of governments shall also identify significant barriers to affirmatively furthering fair housing at the regional level and may recommend strategies or actions to overcome those barriers. A council of governments or metropolitan planning organization, as appropriate, may use this information for any other purpose, including publication within a regional transportation plan adopted pursuant to Section 65080 or to inform the land use assumptions that are applied in the development of a regional transportation plan.
(d) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community as well as members of protected classes under Section 12955. The proposed methodology, along with any relevant underlying

data and assumptions, an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, how each of the factors listed in subdivision (e) is incorporated into the methodology, and how the proposed methodology furthers the objectives listed in subdivision (e) of Section 65584, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written or electronic request for the proposed methodology and published on the council of governments', or delegate subregion's, internet website. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

(e) To the extent that sufficient data is available from local governments pursuant to subdivision (b) or other sources, each council of governments, or delegate subregion as applicable, shall include the following factors to develop the methodology that allocates regional housing needs:

(1) Each member jurisdiction's existing and projected jobs and housing relationship. This shall include an estimate based on readily available data on the number of low-wage jobs within the jurisdiction and how many housing units within the jurisdiction are affordable to low-wage workers as well as an estimate based on readily available data, of projected job growth and projected household growth by income level within each member jurisdiction during the planning period.

(2) The opportunities and constraints to development of additional housing in each member jurisdiction, including all of the following:

(A) Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.

(B) The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.

(C) Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis, including land zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts conversion to nonagricultural uses.

(D) County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of that jurisdiction that prohibits or restricts its conversion to nonagricultural uses.

(3) The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.

(4) Agreements between a county and cities in a county to direct growth toward incorporated areas of the county and land within an unincorporated area zoned or designated for agricultural protection or preservation that is subject to a local ballot measure that was approved by the voters of the jurisdiction that prohibits or restricts conversion to nonagricultural uses.

(5) The loss of units contained in assisted housing developments, as defined in paragraph (9) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.
(6) The percentage of existing households at each of the income levels listed in subdivision (e) of Section 65584 that are paying more than 30 percent and more than 50 percent of their income in rent.
(7) The rate of overcrowding.
(8) The housing needs of farmworkers.
(9) The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.
(10) The housing needs of individuals and families experiencing homelessness. If a council of governments has surveyed each of its member jurisdictions pursuant to subdivision (b) on or before January 1, 2020, this paragraph shall apply only to the development of methodologies for the seventh and subsequent revisions of the housing element.
(11) The loss of units during a state of emergency that was declared by the Governor pursuant to the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2), during the planning period immediately preceding the relevant revision pursuant to Section 65588 that have yet to be rebuilt or replaced at the time of the analysis.
(12) The region's greenhouse gas emissions targets provided by the State Air Resources Board pursuant to Section 65080.
(13) Any other factors adopted by the council of governments, that further the objectives listed in subdivision (d) of Section 65584, provided that the council of governments specifies which of the objectives each additional factor is necessary to further. The council of governments may include additional factors unrelated to furthering the objectives listed in subdivision (d) of Section 65584 so long as the additional factors do not undermine the objectives listed in subdivision (d) of Section 65584 and are applied equally across all household income levels as described in subdivision (f) of Section 65584 and the council of governments makes a finding that the factor is necessary to address significant health and safety conditions.
(f) The council of governments, or delegate subregion, as applicable, shall explain in writing how each of the factors described in subdivision (e) was incorporated into the methodology and how the methodology furthers the objectives listed in subdivision (d) of Section 65584. The methodology may include numerical weighting. This information, and any other supporting materials used in determining the methodology, shall be posted on the council of governments', or delegate subregion's, internet website.
(g) The following criteria shall not be a justification for a determination or a reduction in a jurisdiction's share of the regional housing need:
(1) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by a city or county.
(2) Prior underproduction of housing in a city or county from the previous regional housing need allocation, as determined by each jurisdiction's annual production report submitted pursuant to subparagraph (H) of paragraph (2) of subdivision (a) of Section 65400.
(3) Stable population numbers in a city or county from the previous regional housing needs cycle.
(h) Following the conclusion of the public comment period described in subdivision (d) on the proposed allocation methodology, and after making any revisions deemed appropriate by the council of governments, or delegate subregion, as applicable, as a result of comments received during the public comment period, and as a result of consultation with the department, each council of governments, or delegate subregion, as applicable, shall publish a draft allocation methodology on its internet website and submit the draft allocation methodology, along with the information required pursuant to subdivision (e), to the department.

(i) Within 60 days, the department shall review the draft allocation methodology and report its written findings to the council of governments, or delegate subregion, as applicable. In its written findings the department shall determine whether the methodology furthers the objectives listed in subdivision (d) of Section 65584. If the department determines that the methodology is not consistent with subdivision (d) of Section 65584, the council of governments, or delegate subregion, as applicable, shall take one of the following actions:
(1) Revise the methodology to further the objectives listed in subdivision (d) of Section 65584 and adopt a final regional, or subregional, housing need allocation methodology.
(2) Adopt the regional, or subregional, housing need allocation methodology without revisions and include within its resolution of adoption findings, supported by substantial evidence, as to why the council of governments, or delegate subregion, believes that the methodology furthers the objectives listed in subdivision (d) of Section 65584 despite the findings of the department.
(j) If the department's findings are not available within the time limits set by subdivision (i), the council of governments, or delegate subregion, may act without them.
(k) Upon either action pursuant to subdivision (i), the council of governments, or delegate subregion, shall provide notice of the adoption of the methodology to the jurisdictions within the region, or delegate subregion, as applicable, and to the department, and shall publish the adopted allocation methodology, along with its resolution and any adopted written findings, on its internet website.
(l) The department may, within 90 days, review the adopted methodology and report its findings to the council of governments, or delegate subregion.
(m) (1) It is the intent of the Legislature that housing planning be coordinated and integrated with the regional transportation plan. To achieve this goal, the allocation plan shall allocate housing units within the region consistent with the development pattern included in the sustainable communities strategy.
(2) The final allocation plan shall ensure that the total regional housing need, by income category, as determined under Section 65584, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households.
(3) The resolution approving the final housing need allocation plan shall demonstrate that the plan is consistent with the sustainable communities strategy in the regional transportation plan and furthers the objectives listed in subdivision (d) of Section 65584.
(Amended (as amended by Stats. 2018, Ch. 990, Sec. 3.7) by Stats. 2019, Ch. 335, Sec. 4. (AB 139) Effective January 1, 2020.)

65584.05.

(a) At least one and one-half years before the scheduled revision required by Section 65588, each council of governments and delegate subregion, as applicable, shall distribute a draft allocation of regional housing needs to each local government in the region or subregion, where applicable, and the department, based on the methodology adopted pursuant to Section 65584.04 and shall publish the draft allocation on its internet website. The draft allocation shall include the underlying data and methodology on which the allocation is based, and a statement as to how it furthers the objectives listed in subdivision (d) of Section 65584. It is the intent of the Legislature that the draft allocation should be distributed before the completion of the update of the applicable regional transportation plan. The draft allocation shall distribute to localities and subregions, if any, within the region the entire regional housing need determined pursuant to Section 65584.01 or within subregions, as applicable, the subregion's entire share of the regional housing need determined pursuant to Section 65584.03.
(b) Within 45 days following receipt of the draft allocation, a local government within the region or the delegate subregion, as applicable, or the department may appeal to the council of governments or the delegate subregion for a revision of the share of the regional housing need proposed to be allocated to

one or more local governments. Appeals shall be based upon comparable data available for all affected jurisdictions and accepted planning methodology, and supported by adequate documentation, and shall include a statement as to why the revision is necessary to further the intent of the objectives listed in subdivision (d) of Section 65584. An appeal pursuant to this subdivision shall be consistent with, and not to the detriment of, the development pattern in an applicable sustainable communities strategy developed pursuant to paragraph (2) of subdivision (b) of Section 65080. Appeals shall be limited to any of the following circumstances:

(1) The council of governments or delegate subregion, as applicable, failed to adequately consider the information submitted pursuant to subdivision (b) of Section 65584.04.

(2) The council of governments or delegate subregion, as applicable, failed to determine the share of the regional housing need in accordance with the information described in, and the methodology established pursuant to, Section 65584.04, and in a manner that furthers, and does not undermine, the intent of the objectives listed in subdivision (d) of Section 65584.

(3) A significant and unforeseen change in circumstances has occurred in the local jurisdiction or jurisdictions that merits a revision of the information submitted pursuant to subdivision (b) of Section 65584.04. Appeals on this basis shall only be made by the jurisdiction or jurisdictions where the change in circumstances has occurred.

(c) At the close of the period for filing appeals pursuant to subdivision (b), the council of governments or delegate subregion, as applicable, shall notify all other local governments within the region or delegate subregion and the department of all appeals and shall make all materials submitted in support of each appeal available on a publicly available internet website. Local governments and the department may, within 45 days, comment on one or more appeals. If no appeals are filed, the draft allocation shall be issued as the proposed final allocation plan pursuant to paragraph (2) of subdivision (e).

(d) No later than 30 days after the close of the comment period, and after providing all local governments within the region or delegate subregion, as applicable, at least 21 days prior notice, the council of governments or delegate subregion shall conduct one public hearing to consider all appeals filed pursuant to subdivision (b) and all comments received pursuant to subdivision (c).

(e) No later than 45 days after the public hearing pursuant to subdivision (d), the council of governments or delegate subregion, as applicable, shall do both of the following:

(1) Make a final determination that either accepts, rejects, or modifies each appeal for a revised share filed pursuant to subdivision (b). Final determinations shall be based upon the information and methodology described in Section 65584.04 and whether the revision is necessary to further the objectives listed in subdivision (d) of Section 65584. The final determination shall be in writing and shall include written findings as to how the determination is consistent with this article. The final determination on an appeal may require the council of governments or delegate subregion, as applicable, to adjust the share of the regional housing need allocated to one or more local governments that are not the subject of an appeal.

(2) Issue a proposed final allocation plan.

(f) In the proposed final allocation plan, the council of governments or delegate subregion, as applicable, shall adjust allocations to local governments based upon the results of the appeals process. If the adjustments total 7 percent or less of the regional housing need determined pursuant to Section 65584.01, or, as applicable, total 7 percent or less of the subregion's share of the regional housing need as determined pursuant to Section 65584.03, then the council of governments or delegate subregion, as applicable, shall distribute the adjustments proportionally to all local governments. If the adjustments total more than 7 percent of the regional housing need, then the council of governments or delegate subregion, as applicable, shall develop a methodology to distribute the amount greater than the 7 percent to local governments. The total distribution of housing need shall not equal less than the regional housing need, as determined pursuant to Section 65584.01, nor shall the subregional

distribution of housing need equal less than its share of the regional housing need as determined pursuant to Section 65584.03.

(g) Within 45 days after the issuance of the proposed final allocation plan by the council of governments and each delegate subregion, as applicable, the council of governments shall hold a public hearing to adopt a final allocation plan. To the extent that the final allocation plan fully allocates the regional share of statewide housing need, as determined pursuant to Section 65584.01 and has taken into account all appeals, the council of governments shall have final authority to determine the distribution of the region's existing and projected housing need as determined pursuant to Section 65584.01. The council of governments shall submit its final allocation plan to the department within three days of adoption. Within 30 days after the department's receipt of the final allocation plan adopted by the council of governments, the department shall determine if the final allocation plan is consistent with the existing and projected housing need for the region, as determined pursuant to Section 65584.01. The department may revise the determination of the council of governments if necessary to obtain this consistency.

(h) Any authority of the council of governments to review and revise the share of a city or county of the regional housing need under this section shall not constitute authority to revise, approve, or disapprove the manner in which the share of the city or county of the regional housing need is implemented through its housing program.

(i) Any time period in subdivision (d) or (e) may be extended by a council of governments or delegate subregion, as applicable, for up to 30 days.

(j) The San Diego Association of Governments may follow the process in this section for the draft and final allocation plan for the sixth revision of the housing element notwithstanding such actions being carried out before the adoption of an updated regional transportation plan and sustainable communities strategy.

(Amended by Stats. 2019, Ch. 634, Sec. 4. (AB 1730) Effective January 1, 2020.)

APPENDIX 2

Regional Allocation Determination Letter from HCD

APPENDIX B-4

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

June 15, 2020

Jon Clark, Executive Director
Butte County Association of Governments
326 Huss Dr. Suite 150
Chico, CA 95928

Dear Jon Clark:

RE: Final Regional Housing Need Determination

This letter provides Butte County Association of Governments (BCAG) its final Regional Housing Need Determination. Pursuant to state housing element law (Government Code section 65584, et seq.), the Department of Housing and Community Development (HCD) is required to provide the determination of BCAG's existing and projected housing need.

In assessing BCAG's regional housing need, HCD and BCAG staff completed an extensive consultation process from December 2019 through May 2020 covering the methodology, data sources, and timeline for HCD's determination of the Regional Housing Need. HCD also consulted with Walter Schwarm and Doug Kuczynski of the California Department of Finance (DOF) Demographic Research Unit.

Attachment 1 displays the minimum regional housing need determination of **15,506** total units among four income categories for BCAG to distribute among its local governments. Attachment 2 explains the methodology applied pursuant to Gov. Code section 65584.01. In determining BCAG's housing need, HCD considered all the information specified in state housing law (Gov. Code section 65584.01(c)).

As you know, BCAG is responsible for adopting a methodology for RHNA allocation and RHNA Plan for the projection period beginning December 31, 2021 and ending June 15, 2030. Pursuant to Gov. Code section 65584(d), the methodology to prepare BCAG's RHNA plan must further the following objectives:

(1) Increasing the housing supply and mix of housing types, tenure, and affordability
(2) Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patters
(3) Promoting an improved intraregional relationship between jobs and housing
(4) Balancing disproportionate household income distributions
(5) Affirmatively furthering fair housing

Pursuant to Gov. Code section 65584.04(d), to the extent data is available, BCAG shall include the factors listed in Gov. Code section 65584.04(d)(1-13) to develop its RHNA

plan, and pursuant to Gov. Code section 65584.04(f), BCAG must explain in writing how each of these factors was incorporated into the RHNA plan methodology and how the methodology furthers the statutory objectives described above. Pursuant to Gov. Code section 65584.04(h), BCAG must submit its draft methodology to HCD for review.

Increasing the availability of affordable homes, ending homelessness, and meeting other housing goals continues to be a priority for the State of California. To support these goals, the 2019-20 Budget Act allocated $250 million for all regions and jurisdictions for planning activities through the Regional Early Action Planning (REAP) and Local Early Action Planning (LEAP) Grant programs. BCAG has $883,334 available through the REAP program and HCD applauds BCAG's efforts to engage early on how best to utilize these funds and HCD looks forward to continuing this collaboration. All BCAG jurisdictions are also eligible for LEAP grants and are encouraged to apply to support meeting and exceeding sixth cycle housing element goals. While the SB 2 Planning Grant deadline has passed, ongoing regionally tailored technical assistance is still available through that program as well.

The November 2018 Camp Fire in Butte County has become California's deadliest and most destructive wildfire on record and destroyed approximately 19,000 structures, including 14,000 homes. Tragically, 85 lives were lost. To assist with disaster recovery efforts both federal Community Development Block Grant – Disaster Recovery (CDBG-DR) grants and disaster-related housing tax credits are available to Butte County and its impacted jurisdictions. California was allocated $1.02 Billion for CDBG-DR and another $1 Billion in housing tax credits. The CDBG-DR allocation alone for Butte County is estimated to be between $150 to $180 Million dollars across county and municipal jurisdictions. CDBG-DR program will also support single family homeowners impacted by the Camp Fire to repair or reconstruct owner occupied housing units with grants up to $200,000. These funds can assist with planning, infrastructure and housing needs to assist the county in meeting housing needs.

HCD also encourages all BCAG's local governments to consider the many other affordable housing and community development resources available to local governments. HCD's programs can be found at *https://www.hcd.ca.gov/grants-funding/nofas.shtml*

HCD commends BCAG its leadership in fulfilling its important role in advancing the state's housing, transportation, and environmental goals. HCD looks forward to its continued partnership with BCAG and its member jurisdictions and assisting BCAG in its planning efforts to accommodate the region's share of housing need.

If HCD can provide any additional assistance, or if you, or your staff, have any questions, please contact Megan Kirkeby, Acting Deputy Director, at *megan.kirkeby@hcd.ca.gov* or Tom Brinkhuis, Housing Policy Specialist at (916) 263-6651 or *tom.brinkhuis@hcd.ca.gov*.

Sincerely,

Megan Kirkeby
Acting Deputy Director

Enclosures

ATTACHMENT 1

HCD REGIONAL HOUSING NEED DETERMINATION
BCAG: December 31, 2021 through June 15, 2030

Income Category	Percent	Housing Unit Need
Very-Low*	13.4%	2,081
Low	8.3%	1,290
Moderate	20.7%	3,202
Above-Moderate	57.6%	8,933
Total	**100.0%**	**15,506**
* Extremely-Low	14.3%	Included in Very-Low Category

Notes:
Income Distribution:
Income categories are prescribed by California Health and Safety Code (Section 50093, et. seq.). Percents are derived based on Census/ACS reported household income brackets and county median income and have been adjusted to account for structures lost during the Camp Fire.

HCD REGIONAL HOUSING NEED DETERMINATION: BCAG December 31, 2021 through June 15, 2030

Methodology

BCAG: PROJECTION PERIOD (8.5 years) HCD Determined Population, Households, & Housing Unit Need		
Reference No.	Step Taken to Calculate Regional Housing Need	Amount
1.	**Population: June 15 2030 (DOF June 30 2030 projection adjusted - .5 months to June 15 2030)**	239,700
2.	*- Group Quarters Population: June 15 2030 (DOF June 30 2028 projection adjusted - .5 months to June 15 2030)*	-6,035
3.	**Household (HH) Population**	233,655
4.	**Projected Households**	**85,750**
5.	+ Vacancy Adjustment (.78%)	+669
6.	+ Overcrowding Adjustment (0%)	+0
7.	+ Replacement Adjustment (.64%)	+550
8.	*- Occupied Units (HHs) estimated December 31, 2021*	-80,499
9.	+ Cost-burden Adjustment	+233
10.	+ Camp Fire Adjustment	8,803
Total	**6th Cycle Regional Housing Need Assessment (RHNA)**	**15,506**

Detailed background data for this chart is available upon request.

Explanation and Data Sources

1-4. Population, Group Quarters, Household Population, & Projected Households: Pursuant to Gov. Code Section 65584.01, projections were extrapolated from DOF projections. Population reflects total persons. Group Quarter Population reflects persons in a dormitory, group home, institute, military, etc. that do not require residential housing. Household Population reflects persons requiring residential housing. Projected Households reflect the propensity of persons within the Household Population to form households at different rates based on American Community Survey (ACS) trends.

5. Vacancy Adjustment: HCD applies a vacancy adjustment (standard 5% maximum to total projected housing stock) and adjusts the percentage based on the region's current vacancy percentage to provide healthy market vacancies to facilitate housing availability and resident mobility. The adjustment is the difference between standard 5% vacancy rate and regions current vacancy rate based **(4.22%)** on the 2014-2018 ACS data. For BCAG that difference is **.078%**.

6. Overcrowding Adjustment: In regions where overcrowding is greater than the U.S. overcrowding rate of 3.35%, HCD applies an adjustment based on the amount the regions overcrowding rate **(3.18%)** exceeds the U.S. overcrowding rate. Data is from the 2014-2018 ACS. For BCAG, the county overcrowding rate does not exceed the national average, therefore an adjustment is not applied.

7. Replacement Adjustment: HCD applies a replacement adjustment between .5% and 5% to the total housing stock based on the current 10-year annual average percent of demolitions the region's local government annual reports to Department of Finance (DOF). For BCAG the 10-year annual average multiplied by the length of the projection period is **.64%**, excluding the Camp Fire year as an outlier.

8. Occupied Units: This figure reflects DOF's estimate of occupied units at the start of the projection period (December 31, 2021).

9. Cost Burden Adjustment: Cost Burden Adjustment: HCD applies an adjustment to the projected need by comparing the difference in cost-burden by income group for the region to the cost-burden by income group in the nation. The very-low and low income RHNA is increased by the percent difference (68.31%-64.23%=**4.08%**) between the region and the national cost burden rate for households earning 80% of area median income and below, then this difference is applied to very low- and low-income RHNA proportionate to the share of the population these groups currently represent. The moderate and above-moderate income RHNA is increased by the percent difference (14.75%-11.48%=**3.27%**) between the region and the national cost burden rate for households earning above 80% Area Median Income, then this difference is applied to moderate and above moderate income RHNA proportionate to the share of the population these groups currently represent. Data is from 2012-2016 CHAS.

10. Camp Fire Adjustment: HCD used data provided pursuant to Government Code 65584.01(b)(1)(I) (units lost due to a declared state of emergency) to apply a Camp Fire Adjustment. HCD used data from the Department of Finance to determine the structure type of units lost, and proportionally assigned a structure type to the 8,803 units expected to be rebuilt by BCAG. This does not represent the full estimate of units lost during the Camp Fire, only those expected to be rebuilt during the projection period. Those unit types correspond to different affordability levels, and are applied to each income category of the RHNA accordingly.

APPENDIX 6-4

APPENDIX 3

RHNA Methodology Consistency Determination from HCD

STATE OF CALIFORNIA - BUSINESS, CONSUMER SERVICES AND HOUSING AGENCY GAVIN NEWSOM, *Governor*

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT
2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

October 9, 2020

Jon Clark, Executive Director
Butte County Association of Governments
326 Huss Dr. Suite 150
Chico, CA 95928

Dear Executive Director Jon Clark:

RE: Review of Draft Regional Housing Need Allocation (RHNA) Methodology

Thank you for submitting the draft Butte County Association of Governments (BCAG) Sixth Cycle Regional Housing Need Allocation (RHNA) Methodology. Pursuant to Government Code Section 65584.04(i), the California Department of Housing and Community Development (HCD) is required to review draft RHNA methodologies to determine whether a methodology furthers the statutory objectives described in Government Code Section 65584(d).

The draft BCAG RHNA methodology begins with the total regional determination provided by HCD and separates it into two methodologies to allocate the full determination: regular growth and housing need (6,703) and fire rebuild units (8,803).

For regular growth and housing need, the draft BGAG methodology uses the Regional Transportation Plan (RTP) and five weighted factors—transit, jobs, wildfire risk, agricultural and forest land preserves, and opportunity—to determine each jurisdiction's total RHNA number. The methodology makes several adjustments to rebalance the distribution among the income categories of RHNA.

For fire rebuild, the draft BCAG methodology allocates units to the two jurisdictions—Unincorporated Butte County and Paradise—that lost housing units in the Camp fire. The allocation is based on each jurisdiction's share of lost housing units. RHNA units are distributed among the income categories of RHNA based on actual unit loss. The fire rebuild units represent the expected rebuild during the housing element cycle and account for 60 percent of the housing units destroyed in the Camp Fire.

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HCD has completed its review of the methodology and finds that the draft BCAG RHNA Methodology furthers the five statutory objectives of RHNA conditional upon small revisions.[1] HCD commends BCAG for including factors in the draft methodology that augment the base allocation in a manner which directs units toward jurisdictions with more transit, jobs, and areas of high opportunity. In the interest of furthering RHNA statutory objective 1 (to promote a mix of affordability) and statutory objective 4 (to balance income distributions), the draft BCAG methodology made adjustments that resulted in no lower income units for the City of Biggs. A minimal modification is needed to meet the requirement from statutory objective 1 that each jurisdiction receive an allocation of units for low- and very-low income units.

Below is a brief summary of findings related to each statutory objective described within Government Code Section 65584(d):

1. Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in each jurisdiction receiving an allocation of units for low- and very low-income households.

To further this objective, the methodology must be revised to ensure the City of Biggs receives an allocation of low-income units, but is otherwise furthering the requirements of this objective. The methodology generally allocates larger shares of lower income RHNA to jurisdictions that experience higher rates of housing cost burden and higher rents. For example, the Cities of Gridley and Chico have the highest share of lower-income cost burdened households and receive the highest percentage of lower-income RHNA units. The three jurisdictions with the highest rent in the region also receive the three largest lower-income RHNA allocations.

2. Promoting infill development and socioeconomic equity, the protection of environmental and agricultural resources, the encouragement of efficient development patterns, and the achievement of the region's greenhouse gas reductions targets provided by the State Air Resources Board pursuant to Section 65080.

The draft BCAG methodology generally encourages a more efficient development pattern. The five factors included in the methodology direct more housing units to areas with lower vehicle miles traveled (VMT) and more accessible jobs and transit. For example, the jurisdictions with the lowest annual household VMT receive the most RHNA and jobs access also aligns with the RHNA allocation well. While the City of Paradise and unincorporated Butte County receive additional allocations to account for their expected rebuilds, it is worth noting that of the 14,639 homes lost in these two jurisdictions during the Camp Fire, only 8,803 homes are expected to be rebuilt in these jurisdictions over the course of the housing element cycle.

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[1] This finding is conditionally based on the methodology being revised to include an allocation of low-income units to the City of Biggs to meet statutory requirement that each jurisdiction receive an allocation of units for low- and very low-income households (Government Code Section 65584(d)(1)). Further, while HCD finds this methodology conditionally compliant, applying this methodology to another region or cycle may not necessarily further the statutory objectives as housing conditions and circumstances may differ.

The regular growth and housing need RHNA of 6,703 units is directed by the regional transportation plan and adjustment factors that direct that need toward infill areas near jobs and transit. HCD finds that the methodology furthers statutory objective 2 as proposed, and would be open to the prospect of BCAG increasing the weighting of the five adjustment factors (transit, jobs, wildfire risk, agricultural and forest land preserves, and opportunity) to further this objective beyond what is proposed in the draft methodology.

3. Promoting an improved intraregional relationship between jobs and housing, including an improved balance between the number of low-wage jobs and the number of housing units affordable to low-wage workers in each jurisdiction.

The draft BCAG methodology generally allocates more RHNA units to jurisdictions with more jobs and allocates more RHNA units to jurisdictions with a higher jobs-housing imbalance. For instance, under this draft methodology the City of Chico represents 52.6 percent of the region's job share and would receive 52 percent of the region's regular growth and housing need RHNA allocation.

4. Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category, as compared to the countywide distribution of households in that category from the most recent American Community Survey.

This objective is furthered by the adjustments made to rebalance allocated units among the income categories. For instance, Oroville currently has the largest percentage of lower income households and receives the smallest percentage of lower income RHNA units. The adjustments generally move the region towards planning for a more even distribution of lower-income households. BCAG's adjustments toward a more equitable distribution will increase housing planning for low- and very-low-income households in higher income communities.

5. Affirmatively furthering fair housing, which means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws.

HCD supports the inclusion of the TCAC/HCD Opportunity Maps in the draft BCAG RHNA methodology. Using both opportunity scores and childhood poverty data, the methodology generally directs more lower income RHNA to higher resourced areas. For instance, Chico is the highest resourced jurisdiction in the region and also receives the largest allocation of lower income RHNA units. Conversely, the lowest resourced area (as defined by the combined opportunity and child poverty indices) receives the lowest lower-income RHNA units as a percentage of its total RHNA allocation.

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HCD appreciates the active role of BCAG staff in providing data and input throughout the draft BCAG RHNA methodology development and review period. HCD especially thanks Brian Lasagna, Chris Devine, Andrea Howard, and David Early for their significant efforts and assistance.

HCD looks forward to continuing our partnership with BCAG to assist its member jurisdictions to meet and exceed the planning and production of the region's housing need.

Support opportunities available for the BCAG region this cycle include, but are not limited to:

- SB 2 Planning Technical Assistance
- Regional and Local Early Action Planning grants
- SB 2 Permanent Local Housing Allocation

If HCD can provide any additional assistance please contact Megan Kirkeby, Deputy Director, megan.kirkeby@hcd.ca.gov.

Megan Kirkeby
Deputy Director

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APPENDIX 4

Butte County Long-Term Regional Growth Forecasts 2018-2040

Provisional Long-Term Regional Growth Forecasts 2018 – 2040

Prepared by:
Butte County Association of Governments
September 2019

Chico, CA 95928
Phone: 530-809-4616 FAX: 530-879-2444 www.bcag.org

This document is available online at www.bcag.org. Please direct any questions or comments to Mr. Brian Lasagna, BCAG Regional Analyst by phone or email at blasagna@bcag.org.

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APPENDICE

INTRODUCTION

Approximately every four years, the Butte County Association of Governments (BCAG) prepares long-term regional growth forecasts of housing, population, and employment for the Butte County area. Once prepared, the forecasts are utilized in developing BCAG's Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), Air Quality Conformity Determination, and Regional Housing Needs Plan and provides data support for BCAG's regional Travel Demand Model. Local land use planning agencies may also elect to utilize the forecasts for preparing district plans or city and county long range plans.

The forecasts have been prepared as the Camp Fire related impacts to population, housing, and employment are still being assessed. Therefore, these figures are provisional. Concurrently, BCAG has undertaken an effort to better understand these impacts and the associated changes to planning assumptions resulting from the Camp Fire with the preparation of a Post-Camp Fire Regional Population and Transportation Study. It is anticipated the study will be completed in early 2021, at which time the regional forecasts will be revised.

As in the past, the forecasts have been developed by BCAG in consultation with its Planning Directors Group which consists of representatives from each of BCAG's local jurisdiction members and the Butte Local Agency Formation Commission. Each of the local jurisdictions provided valuable input regarding anticipated development and related growth within their respective planning areas.

A low, medium, and high scenario has been developed for each forecast of housing, population, and employment. The use of these scenarios provides for increased flexibility when utilizing the forecast for long-term planning and alleviates some of the uncertainty inherent in long range projections.

As stated above, the regional growth forecasts will be revised upon completion of the Post-Camp Fire Regional Population and Transportation Study and incorporated into the development of BCAG's 2024 RTP/SCS.

APPROACH

The growth forecasts presented in this document represent an update of the 2014-2040 forecasts developed during the 2014/15 fiscal year and include a revised methodology which considers the latest California Department of Finance (DOF) population projections and estimates, California Employment Development Department (EDD) job estimates, past housing production by the local jurisdictions, and preliminary housing unit loss and population re-distribution estimates resulting from the Camp Fire. As presented, the forecasts meet both state and federal transportation planning requirements.

REGIONAL FORECASTS

In comparison to the regional forecast prepared by BCAG in 2014, the 2018 forecast presents a significantly slower growth trend. Compound annual growth rates (CAGR) for the 2018 forecasts (2018-2040) range from 0.48% to 0.88% for housing, compared to the 1.17% to 1.57% CAGR prepared in 2014 (2014-2040). This represents a 50% decrease for the medium scenario.

As observed in BCAG's past forecasts, the City of Chico is expected to see the greatest growth in housing units, followed by the unincorporated areas of Butte County and the City of Oroville. As a temporary place holder, the Town of Paradise has been given a range of housing recovery, due to the Camp Fire, at 69% (low scenario) to 106% (high scenario). As previously mentioned, these figures will be updated upon completion of the Post-Camp Fire Regional Population and Transportation Study.

In terms of population, the cities of Chico and Oroville show a significant increase between 2018 and 2020 as a result of the re-distribution of people associated with the Camp Fire with this trend reversing into 2025. By the year 2030, Chico and Oroville are again gaining in population. In contrast, the Town of Paradise shows significant growth for the 2020-2025 period. The cities of Biggs and Gridley are each projected to increase by over 40% for the long-term planning period.

Employment exceeded forecasts prepared in 2014 with a job to housing unit ratio of 0.83 achieved for 2018, compared to the 0.78 projected ratio included in 2014. In 2020, this ratio continues to increase to 0.96 as a result of the housing loss associated with the Camp Fire. By the year 2030, the area returns to its historic ratio of 0.80 and this continues into the horizon year of 2040.

Table 1: Housing Forecasts 2018-2040

Low Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	711	761	805	839	920	228	33%	1.30%
Chico	39,810	40,594	42,317	43,809	44,993	47,767	7,957	20%	0.83%
Gridley	2,517	2,593	2,799	2,978	3,120	3,453	936	37%	1.45%
Oroville	7,333	7,467	7,841	8,165	8,422	9,024	1,691	23%	0.95%
Paradise	13,091	1,856	5,035	7,000	8,038	8,994	-4,097	-31%	-1.69%
Unincorporated^^	35,910	33,256	35,333	36,916	38,029	40,232	4,322	12%	0.52%
Total County	99,353	86,477	94,087	99,673	103,442	110,391	11,038	11%	**0.48%**

Medium Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	718	790	853	903	948	256	37%	1.44%
Chico	39,810	40,689	43,168	45,314	47,018	48,574	8,764	22%	0.91%
Gridley	2,517	2,622	2,920	3,177	3,381	3,567	1,050	42%	1.60%
Oroville	7,333	7,524	8,062	8,528	8,898	9,236	1,903	26%	1.05%
Paradise	13,091	1,916	6,490	9,318	10,811	11,347	-1,744	-13%	-0.65%
Unincorporated^^	35,910	33,460	36,449	38,726	40,328	41,563	5,653	16%	0.67%
Total County	99,353	86,929	97,879	105,916	111,339	115,235	15,882	16%	**0.68%**

High Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	692	725	821	905	971	978	286	41%	1.59%
Chico	39,810	40,792	44,088	46,943	49,209	49,446	9,636	24%	0.99%
Gridley	2,517	2,654	3,049	3,391	3,663	3,692	1,175	47%	1.76%
Oroville	7,333	7,586	8,301	8,921	9,413	9,465	2,132	29%	1.17%
Paradise	13,091	1,980	8,064	11,824	13,809	13,891	800	6%	0.27%
Unincorporated^^	35,910	33,681	37,656	40,684	42,814	43,003	7,093	20%	0.82%
Total County	99,353	87,418	101,980	112,668	119,880	120,474	21,121	21%	**0.88%**

* Source: *State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019.*

Notes:
^ Jurisdictional figures reflect anticipated new growth within the anticipated boundaries of each jurisdiction and do not reflect future annexation of existing units or as-yet-unbuilt new units in unincorporated areas to the respective cities. Assumptions about future boundaries are not intended by BCAG to be interpreted as factors limiting such jurisdictions' future boundaries.

^^ Unincorporated Butte County figures exclude forecasted growth identified in the Butte County General Plan 2030 - Environmental Impact Report as Bell Muir/Chico Area, Doe Mill/Honey Run Specific Plan, Thermolito Afterbay, Biggs Area, and Gridley Area and includes shared growth (50%) of Thermalito, Southern Oroville and Eastern Oroville.

Table 2: Population Forecasts 2018-2040

Low Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,103	2,148	2,221	2,303	2,519	625	33%	1.30%
Chico	92,861	111,631	105,472	104,133	105,550	111,421	18,560	20%	0.83%
Gridley	6,921	7,398	7,809	8,222	8,590	9,494	2,573	37%	1.45%
Oroville	18,091	21,934	20,757	20,552	20,904	22,264	4,173	23%	0.95%
Paradise	26,423	4,880	11,342	14,585	16,380	18,154	-8,269	-31%	-1.69%
Unincorporated^^	81,706	79,569	81,981	84,456	86,670	91,541	9,835	12%	0.52%
Total County	227,896	227,515	229,508	234,169	240,398	255,392	27,496	12%	**0.52%**

Medium Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,123	2,230	2,354	2,477	2,595	701	37%	1.44%
Chico	92,861	111,892	107,593	107,712	110,301	113,303	20,442	22%	0.91%
Gridley	6,921	7,482	8,144	8,770	9,308	9,810	2,889	42%	1.60%
Oroville	18,091	22,102	21,342	21,466	22,086	22,785	4,694	26%	1.05%
Paradise	26,423	5,037	14,619	19,413	22,031	22,902	-3,521	-13%	-0.65%
Unincorporated^^	81,706	80,057	84,570	88,597	91,910	94,569	12,863	16%	0.67%
Total County	227,896	228,694	238,497	248,313	258,113	265,964	38,068	17%	**0.70%**

High Scenario

Jurisdiction^	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040	Compound Annual Growth Rate (CAGR) 2018-2040
Biggs	1,894	2,145	2,318	2,498	2,665	2,677	783	41%	1.59%
Chico	92,861	112,174	109,886	111,583	115,440	115,338	22,477	24%	0.99%
Gridley	6,921	7,573	8,506	9,363	10,085	10,151	3,230	47%	1.76%
Oroville	18,091	22,283	21,976	22,455	23,364	23,350	5,259	29%	1.17%
Paradise	26,423	5,207	18,164	24,634	28,142	28,038	1,615	6%	0.27%
Unincorporated^^	81,706	80,585	87,370	93,077	97,576	97,844	16,138	20%	0.82%
Total County	227,896	229,968	248,219	263,610	277,271	277,397	49,501	22%	**0.90%**

* Source: *State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019.*

Notes:
^Jurisdictional figures reflect anticipated new growth within the anticipated boundaries of each jurisdiction and do not reflect future annexation of existing units or as-yet-unbuilt new units in unincorporated areas to the respective cities. Assumptions about future boundaries are not intended by BCAG to be interpreted as factors limiting such jurisdictions' future boundaries.

^^ Unincorporated Butte County figures exclude forecasted growth identified in the Butte County General Plan 2030 - Environmental Impact Report as Bell Muir/Chico Area, Doe Mill/Honey Run Specific Plan, Thermolito Afterbay, Biggs Area, and Gridley Area and includes shared growth (50%) of Thermalito, Southern Oroville and Eastern Oroville.

Table 3: Employment Forecasts 2018-2040

Low Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,018	80,915	79,738	82,753	88,313	5,413	7%

Medium Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,452	84,176	84,733	89,071	92,188	9,288	11%

High Scenario

Jurisdiction	2018*	2020	2025	2030	2035	2040	Total Increase 2018-2040	Percent Increase 2018-2040
Butte County	82,900	83,921	87,703	90,135	95,904	96,379	13,479	16%

Table 4: Jobs (Non-Farm) to Housing Unit Ratios 2018-2040

Factor	2018*	2020	2025	2030	2035	2040
Jobs/Housing Unit	0.83	0.96	0.86	0.80	0.80	0.80

* Source: *State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2010-2019, with 2010 Benchmark. Sacramento, California, May 2019. California Employment Development Department, Industry Employment & Labor Force - by Annual Average, March 2018 Benchmark, for Butte County (Chico MSA).*

FORECAST METHODOLOGY

BCAG has prepared the forecasts using professionally accepted methodologies for long-range forecasting. Utilizing a "top down" approach, long-term projections prepared by the DOF were consulted for Butte County and used to re-establish control totals for the region. Additionally, a variety of data sources, including input from local jurisdictions, were reviewed and inserted at the local jurisdiction level, therefore incorporating a "bottom up" approach. Adjustments were made to compensate for the re-distribution and re-population of the Camp Fire burn area. Forecasts were then allocated into five-year increments until the year 2040. Lastly, low, medium, and high scenarios were prepared for each forecasted category.

HOUSING

The latest DOF long range projections, as of January 2018, were analyzed for the period 2018-2040 for the Butte County region. These projections estimate that the Butte County region will add ~16,600 new housing units over the next 22 years. This information was used to establish the control total for BCAG's medium forecast scenario.

BCAG then prepared an update of the 2014 BCAG growth forecasts utilizing 2018 base line data and the long-range forecasts from DOF. A base allocation of units at the jurisdictional level was built on each jurisdiction's share of regional growth contained in the 2014-2040 forecasts and then balanced to historical building permit data for the 2000-2017 period. Appendix A provides details and assumptions regarding the county and jurisdiction level adjustments.

A Camp Fire adjustment was then incorporated into the methodology to account for the units lost (~14,500) within the burn area. An initial 75% re-build assumption (~10,900 units) was first applied to Town of Paradise and unincorporated portions of the burn area, followed by a secondary re-distribution of 20% (~2,900) units to all jurisdictions using the base allocation method.

The units developed at the jurisdictional level for the base allocation and Camp Fire adjustment were then combined resulting in regional Compound Annual Growth Rate (CAGR) of 0.68%. This information was used to represent the medium forecast scenario. The information was then reviewed by local agency planning staff.

Based on a 0.2 percent incremental change between the established high and medium scenarios, a low and high housing scenario were developed using a CAGR of 0.48% and 0.88%. This incremental change is identical to that included with the 2014 forecasts.

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POPULATION

Population forecasts were prepared by applying the 2018 average persons per housing unit to the housing unit forecasts. This method allows for the capture of variations in household size for each jurisdiction. As with the housing unit forecasts, a Camp Fire adjustment was made. This adjustment incorporates 2019 post-Camp Fire person per housing unit numbers then assumes 2018 averages will be re-established by the year 2040.

EMPLOYMENT

Employment forecasts were prepared at the regional/county level only and are based on a ratio of jobs per housing unit.

Baseline 2018 and historical employment data was obtained from the California Employment Development Department (EDD) for the years 1999-2018. The EDD data provide an annual average total of all non-farm jobs for the region. This information was then used in conjunction with DOF housing unit estimates to calculate a ratio of 0.83 jobs per housing unit for the year 2018 and a ratio of 0.80 20-year (1999-2018) average.

The 20-year ratio was applied to the years 2035-2040 based on the long-term historical average. Year 2020 (0.82) and 2030 (0.81) represent a linear reduction of the 2018 average.

The ratios for year 2020 and 2025 are based on employment information from EDD which shows minimal job loss within the region as a result of the Camp Fire. These numbers, in conjunction with the regional housing losses, drive the ratio up to 0.96 for the 2020 period then return to 0.86 in 2025 as housing begins to rebound.

Lastly, the jobs to housing unit ratio developed for each 5-year period was applied to all scenarios.

Appendix A

Housing Assumptions

Share of Regional Growth (Base Allocation)

	A	B	C
Jurisdiction	2014 Forecasts	Building Permit History (2000-2017)	2018 Forecasts
Biggs	2.0%	0.6%	1.3%
Chico	39.3%	50.7%	45.0%
Gridley	7.4%	3.5%	5.4%
Oroville	14.4%	4.9%	9.7%
Paradise	6.3%	5.0%	5.6%
Unincorporated	30.6%	35.3%	33.0%
Total County	100.0%	100.0%	100.0%

A. Share of regional growth used in BCAG's 2014-2040 Long-Term Regional Growth Forecasts
B. Share of regional growth based on each jurisdiction's building permit history for the 2000-2017 period
C. Share of regional growth developed for BCAG's 2018-2040 Long-Term Regional Growth Forecasts. Formula (A+B)/2=C

Camp Fire Adjustment

	A	B	C	D	E	F	G	H	I
		Base Allocation		Camp Fire Adjustment					
Jurisdiction	Revised 2018 Housing Units (Jan. 1, 2018)*	Base Distribution of New Units	Base Housing Unit Growth	Estimated Housing Unit Loss (Burn Area)	75% HU Re-Build (Burn Area Only)	20% Remaining Distribution (All Jurisdictions)	Housing Unit Growth (Gross Total)	Housing Unit Growth (Net Total)	Year 2040 Housing Unit Totals
Biggs	692	1.3%	217			38	255	255	947
Chico	39,810	45.0%	7,474			1,304	8,779	8,779	48,589
Gridley	2,517	5.4%	900			157	1,058	1,058	3,575
Oroville	7,333	9.7%	1,604			280	1,884	1,884	9,217
Paradise	13,091	5.6%	937	11,371	8,528	164	9,629	-1,742	11,349
Unincorporated	35,910	33.0%	5,473	3,119	2,339	955	8,768	5,649	41,559
Total	99,353	100.00%	16,606	14,490	10,868	2,898	30,372	15,882	115,235

* DOF E-5 City/County Population and Housing Estimates -January 1, 2018 (Updated May 2019)

A. Year 2018 housing unit total by jurisdiction from DOF E-5 report (May 2019)
B. Base distribution of units by jurisdictions based on historical housing production and 2014 BCAG forecasts
C. Base housing unit growth of estimated units over 22-year planning period (2018-2040)

D. Estimated unit loss in Camp Fire burn area by jurisdiction (source: DOF E-5 report May 2019)
E. Camp Fire - 75% housing unit re-build applied to burn area jurisdictions
F. Camp Fire - 20% housing unit re-distribution to all jurisdictions
G. Gross total of housing units by jurisdiction over 22-year planning period
H. Net total of housing units by jurisdiction over 22-year planning period
I. Total housing units by jurisdiction for year 2040

Population Assumptions

Persons Per Housing Unit by Year

Jurisdiction	Average Persons Per Housing Unit					
	2018*	2020	2025	2030	2035	2040
Biggs	2.74	2.96	2.82	2.76	2.74	2.74
Chico	2.33	2.75	2.49	2.38	2.35	2.33
Gridley	2.75	2.85	2.79	2.76	2.75	2.75
Oroville	2.47	2.94	2.65	2.52	2.48	2.47
Paradise	2.02	2.63	2.25	2.08	2.04	2.02
Unincorporated	2.28	2.39	2.32	2.29	2.28	2.28
Total County	2.29	2.63	2.44	2.34	2.29	2.29

* DOF E-5 City/County Population and Housing Estimates -January 1, 2018 (Updated May 2019)

Countywide Population Forecast Comparison to DOF Estimates

	A	B	C
Year	DOF	BCAG	Meets State Requirement
2018	227,804	227,896	-
2020	230,701	228,694	YES
2025	238,538	238,497	YES
2030	247,331	248,313	YES
2035	256,034	258,113	YES
2040	263,634	265,964	YES

A. Population projections prepared by Demographic Research Unit, California Department of Finance, January 2018
B. BCAG Provisional Long-Term Regional Growth Forecasts 2018-2040
C. California regulations (CA Code §65584.01) require that population forecasts used in preparing the RTP/SCS must be within +/- 1.5% of DOF numbers

APPENDIX 5

Affirmatively Furthering Fair Housing Survey Results

Butte County Association of Governments

Regional Housing Needs Assessment

Member Jurisdiction Survey

Survey Results

APPENDIX 6-4

The Regional Housing Needs Allocation (RHNA) is governed by California Government Code, which specifies certain requirements for the RHNA, including the provision that each Council of Governments must survey its member jurisdictions to request information that will inform the development of the RHNA, by collecting data related to the Objectives and Factors required for consideration in RHNA development, described below.

Government Code specifies five objectives all RHNAs must further:

1. **Increased Supply and Affordability**—Increase housing supply and mix of housing types, tenure, and affordability in all cities and counties in an equitable manner
2. **Environmental Justice**—Promote infill development and socioeconomic equity, protect environmental and agricultural resources, encourage efficient development patterns, and achieve GHG reduction targets
3. **Jobs-Housing Balance**—Promote improved intraregional jobs-housing relationship, including balance between low-wage jobs and affordable housing
4. **Affordability Balance**—Balance disproportionate household income distributions (more high-income RHNA to lower-income areas and vice-versa)
5. **Affirmatively Further Fair Housing—**promote fair housing choice and foster inclusive communities that are free from discrimination.

Additionally, Government Code identifies several factors (including some which are new for the 6th RHNA Cycle, identified in **bold**) to be included in developing the methodology that allocates regional housing needs:

1. Existing and projected jobs and housing relationship, **particularly low-wage jobs and affordable housing**
2. Lack of capacity for sewer or water service due to decisions outside jurisdiction's control
3. Availability of land suitable for urban development
4. Lands protected from urban development under existing federal or state programs
5. County policies to preserve prime agricultural land
6. Distribution of household growth in the RTP and opportunities to maximize use of transit and existing transportation infrastructure
7. Agreements to direct growth toward incorporated areas
8. Loss of deed-restricted affordable units
9. **Households paying more than 30 percent and more than 50 percent of their income in rent**
10. **The rate of overcrowding**
11. Housing needs of farmworkers
12. Housing needs generated by a university within the jurisdiction
13. **Housing needs of individuals and families experiencing homelessness**
14. **Units lost during a state of emergency that have yet to be replaced**
15. **The region's GHG targets**

The survey questions, which are each related to one of the above listed Factors or Objectives, were intended to gather information to inform the RHNA pursuant to the law. The table depicted on page 3 of this report, was included in the Survey to display data that had been gathered to date; survey Question 6 asks respondents to identify data points, in addition to those listed in the table, which would be important to inform the RHNA.

If a jurisdiction provided information, the survey asked that it be provided in a format that would be comparable across all jurisdictions.

Results Summary
Four respondents representing the following four jurisdictions submitted complete surveys:

- Butte County
- City of Chico
- City of Oroville
- Town of Paradise

Chico and Paradise respondents noted that they keep databases with records of approved residential development

Butte County respondents emphasized the importance of temporary housing unit data. This information is readily available online for Butte County and for the Town of Paradise.

Butte County noted two additional data sources:

1. Information regarding farmworkers in Butte County from the 2014 Regional Housing Needs Assessment, and

2. Housing Policies being considered by the Butte County Board of Directors, like SRO preservation policies.

Raw survey results are provided after the original data collection table, followed by the original full survey text.

Objectives/Factors \ Data	Household Growth Projections	Housing Tenure	Existing Housing Unit Types	Housing Cost Burden	Camp Fire Housing Lost	Agricultural Lands	Natural Hazards	Environmental Lands	Existing and Future Jobs	Jobs-Housing Balance	Affordable Housing Stock	Local Development Capacity	Homelessness	Childhood Poverty Status	Jobs-Housing Fit	Existing and Projected Sewer and Water Capacity	Overcrowding	Racial Distribution	Housing-Related VMT	Approved Residential Development	Farmworker Employment and Housing Needs	Infill Development Potential
Existing and projected jobs/housing relationship, particularly low-wage jobs and affordable housing	X	X	X	X					X	X					X		X	X		X		
Lack of capacity for sewer or water service due to decisions outside jurisdiction's control																X						
Availability of land suitable for urban development						X	X	X				X										X
Lands protected from urban development under existing federal or State programs						X		X														
County policies to preserve prime agricultural land						X																
Distribution of household growth in RTP and opps. to maximize use of transit & existing transportation infrastructure	X								X	X	X	X			X				X			X
Agreements to direct growth toward incorporated areas						X		X														
Loss of deed-restricted affordable units			X																			
Households paying more than 30 percent and more than 50 percent of their income in rent				X																		
The rate of overcrowding																	X					
Housing needs of farmworkers																					X	
Housing needs generated by a university within the jurisdiction	X	X	X																			
Units lost during a state of emergency that have yet to be replaced	X				X																	
The region's GHG targets	X								X	X									X			X
Increased housing supply and affordability				X		X	X	X				X					X					
Environmental justice														X				X	X			
Jobs-housing balance	X								X	X										X		
Affordability balance				X					X		X		X							X		
Affirmatively Further Fair Housing														X				X				

Have Data
Information needed

APPENDIX 6-4

Town of Paradise

Participant Information

Jurisdiction: Town of Paradise
Survey Respondent Name: Susan Hartman
Survey Respondent Title: Community Development Director

6TH CYCLE RHNP REQUIRED OBJECTIVES AND FACTORS

Q6	**No**
Are there additional data points that are important to consider in developing the BCAG RHNP?	

Q7

Are you familiar with any data sources that might be relevant to this effort and provide information post-Camp Fire?

If yes, please list all. :
The Town's Building Dept can provide reports on approved residential development.

HOUSING OPPORTUNITIES AND CONSTRAINTS

Q8

Which of the following apply to your jurisdiction as either an opportunity or a constraint for development of additional housing by 2030? You can indicate that something is both an opportunity and a constraint, or leave both boxes unchecked if the issue does not have an impact on housing development in your jurisdiction. Check all that apply.

Water Capacity	**Constraint**
Land Suitability	**Opportunity**
Construction costs	**Constraint**
Availability of construction workforce	**Constraint**
Availability of vacant land	**Opportunity**

Please explain any opportunities and/or constraints listed above, and/or list any additional opportunities or constraints.

Water capacity is a constraint at this time because of the damage done to the water distribution system by the Camp Fire. Repairs are being made, but funding at a State level is also in jeopardy. Land suitability is an opportunity because there is a lot of empty residential lots for sale that already have underground improvements (gas lines/septic/electrical) that make redevelopment of the parcels more streamlined than the average vacant lot. Also, there are vacant mobile home parks for sale that buyers may be interested in converting to multi-family housing instead. Construction costs and availability of construction workforce is a constraint because the construction demand that the Camp Fire and Carr Fire has placed on the industry in the Northstate, along with the regular Chico development, has put a strain on available resources and those resources now come at a premium. Availability of vacant land - again, like 'land suitability', there is a surplus of vacant residential land that is for sale in Paradise as a result of the Camp Fire.

Q9

The location and type of housing can play a key role in meeting State and regional targets to reduce greenhouse gas (GHG) emissions. What land use policies or strategies has your jurisdiction implemented to minimize GHG emissions? Check all that apply.

Energy efficiency standards in new construction or retrofits

Investment in pedestrian, bicycle, and active transportation infrastructure

Q10

Does your jurisdiction collect data on homelessness within the jurisdiction and demand for transitional housing for those experiencing homelessness?

No

Q11

What are the primary barriers or gaps your jurisdiction faces in meeting its RHNA goals for producing housing affordable to very low- and low-income households? Check all that apply.

Local gap financing for affordable housing development

Other (please specify):

High density housing of any affordability is difficult to achieve in Paradise as the entire town is on individual septic systems and wastewater discharge rates for both standard and secondary treatment require quite a bit of land.

Q12

Over the course of a typical year, is there a need in your jurisdiction for housing for farmworkers?

No

Q13

If your jurisdiction is not currently meeting the demand for farmworker housing, what are the main reasons for this unmet demand?

Respondent skipped this question

QUESTIONS ABOUT FAIR HOUSING ISSUES, GOALS, AND ACTIONS

Q14

Which of the following factors contribute to fair housing issues in your jurisdiction?Check all that apply.

Lack of private investments in low-income neighborhoods and/or communities of color, including services or amenities

Other (please explain):

Limited wastewater capacities

Q15

What actions has your jurisdiction taken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?Check all that apply.

Funding rehabilitation and accessibility improvements for low-income homeowners

Q16

Which of the following policies, programs, or actions does your jurisdiction use to prevent or mitigate the displacement of low-income households?Check all that apply:

Condominium conversion regulations	**In Use**
Promoting streamlined processing of ADUs	**Potential Council/Board Interest**

APPENDIX 6-4

City of Chico

Participant Information

Jurisdiction: City of Chico
Survey Respondent Name: Brendan Vieg
Survey Respondent Title: Community Development Director

6TH CYCLE RHNP REQUIRED OBJECTIVES AND FACTORS

Q6

Are there additional data points that are important to consider in developing the BCAG RHNP? If so, please specify.

Yes.
The City of Chico has Residential "Pipeline" data that identifies proposed, approved, and under construction units for both single-family and multi-family residential development. The City of Chico prepared a Land Absorption Study in 2018 that identified infill housing potential.

Q7

Are you familiar with any data sources that might be relevant to this effort and provide information post-Camp Fire? If yes, please list all.

Yes.
Local Economist Richard Hunt has been preparing a regional analysis of housing demand for the Camp Fire Long-Term Recovery Group - Housing Committee. CalOES has also prepared Recovery Reports that include housing data and needs.

HOUSING OPPORTUNITIES AND CONSTRAINTS

Q8

Which of the following apply to your jurisdiction as either an opportunity or a constraint for development of additional housing by 2030? You can indicate that something is both an opportunity and a constraint, or leave both boxes unchecked if the issue does not have an impact on housing development in your jurisdiction. Check all that apply.

Water Capacity	**Opportunity, Constraint**
Land Suitability	**Constraint**
Lands protected by federal or State programs	**Constraint**
County policies to preserve agricultural land	**Constraint**
Availability of schools	**Opportunity**
Availability of parks	**Opportunity**
Availability of public or social services	**Opportunity, Constraint**
Impact of climate change and natural hazards	**Opportunity, Constraint**
Construction costs	**Constraint**
Availability of construction workforce	**Constraint**
Availability of surplus public land	**Constraint**
Availability of vacant land	**Opportunity, Constraint**
Financing/funding for affordable housing	**Opportunity, Constraint**
Utility connection fees	**Constraint**

Please explain any opportunities and/or constraints listed above, and/or list any additional opportunities or constraints.

The majority of things listed above have some bearing on development potential simply as a matter of fact.

Q9

The location and type of housing can play a key role in meeting State and regional targets to reduce greenhouse gas (GHG) emissions. What land use policies or strategies has your jurisdiction implemented to minimize GHG emissions? Check all that apply.

Energy efficiency standards in new construction or retrofits

Investment in maintaining or improving existing public transportation infrastructure

Investment in pedestrian, bicycle, and active transportation infrastructure

Land use changes that encourage a diversity of housing types and/or mixed-use development

Land use changes to allow greater density near transit,

Incentives or policies to encourage housing development on vacant or underutilized land near transit

Changes to parking requirements for new residential and/or commercial construction

Implementing a Climate Action Plan,

Other (please specify):

The City of Chico has created a "standing" Climate Action Commission, funded a planner position to support the Commission, and is currently updating its Climate Action Plan to be consistent with State GHG emission reduction goals. The City of Chico and Butte County are also developing a Community Choice Aggregation.

Q10

Does your jurisdiction collect data on homelessness within the jurisdiction and demand for transitional housing for those experiencing homelessness? If so, please provide an estimate for the local homeless population and corresponding need for transitional housing.

Yes.
I provided consultant with the most recent Point in Time Homelessness Count report.

Q11

What are the primary barriers or gaps your jurisdiction faces in meeting its RHNA goals for producing housing affordable to very low- and low-income households? Check all that apply.

Local gap financing for affordable housing development

Local affordable housing development capacity

Availability of land

Construction costs and labor pool; affordability of suitable land

Q12

Over the course of a typical year, is there a need in your jurisdiction for housing for farmworkers?

No

Q13

If your jurisdiction is not currently meeting the demand for farmworker housing, what are the main reasons for this unmet demand?

No Demand

QUESTIONS ABOUT FAIR HOUSING ISSUES, GOALS, AND ACTIONS

Q14

Which of the following factors contribute to fair housing issues in your jurisdiction?Check all that apply.

Community opposition to proposed or existing developments

Displacement of residents due to increased rents or other economic pressures

Displacement of low-income residents and/or residents of color

The availability of affordable units in a range of sizes (especially larger units)

Access to financial services

Availability, frequency, and reliability of public transit

Range of job opportunities available

People with disabilities report difficulty in finding appropriate housing

Q15

What actions has your jurisdiction taken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?Check all that apply.

Land use changes to allow a greater variety of housing types

Dedicated local funding source for affordable housing development

Support for affordable housing development near transit

Support for the development of larger affordable housing units that can accommodate families (2- and 3-bedroom units, or larger)

Support for the development of affordable housing for special needs populations (seniors, the disabled, those experiencing homelessness, those with mental health and/or substance abuse issues, etc.)

Support for the development of affordable housing on publicly-owned land

Exploring partnerships with Community Development Financial Institutions, large regional employers, and investors to add to the financial resources available for the creation and preservation of deed-restricted affordable housing units

Funding and supporting outreach services for homeowners and renters at risk of losing their homes and/or experiencing fair housing impediments

Providing financial support or other resources for low-income home buyers

Funding rehabilitation and accessibility improvements for low-income homeowners

Streamlining entitlements processes and/or removing development fees for affordable housing construction

Financial resources or other programs to support the preservation of existing affordable housing

Ensuring affirmative marketing of affordable housing is targeted to all segments of the community

Q16

Which of the following policies, programs, or actions does your jurisdiction use to prevent or mitigate the displacement of low-income households?Check all that apply:

Rent stabilization/rent control	**In Use**
Single-room occupancy (SRO) preservation	**In Use**
Condominium conversion regulations	**In Use**
Inclusionary zoning	**Potential Council/Board Interest**
Community land trusts	**Potential Council/Board Interest**
Promoting streamlined processing of ADUs	**In Use**
Fair housing legal services	**In Use**
Acquisition of affordable units with expiring subsidies	**In Use**
Dedicating surplus land for affordable housing	**In Use**

APPENDIX 6-4

Butte County

Participant Information

Jurisdiction: Butte County
Survey Respondent Name: Daniel Breedon
Survey Respondent Title: Planning Manager

6TH CYCLE RHNP REQUIRED OBJECTIVES AND FACTORS

Q6 Are there additional data points that are important to consider in developing the BCAG RHNP? If so, please specify.	**Yes.** **Ensuring that an accurate count of those living in temporary housing (e.g., travel trailers) as allowed under temporary circumstances in the wake of the Camp Fire is provided. These could be in both incorporated and unincorporated areas, and areas within the boundary of the Camp Fire and those outside of it.**

Q6 Are there additional data points that are important to consider in developing the BCAG RHNP? If so, please specify.	**Yes. Ensuring that an accurate count of those living in temporary housing (e.g., travel trailers) as allowed under temporary circumstances in the wake of the Camp Fire is provided. These could be in both incorporated and unincorporated areas, and areas within the boundary of the Camp Fire and those outside of it.**
Q7 Are you familiar with any data sources that might be relevant to this effort and provide information post-Camp Fire? If yes, please list all.	Yes. **The County maintains a data base on permits that have been issued for temporary housing in the unincorporated area. Post Camp Fire Regional Population & Transportation Study - Not sure of status.**

HOUSING OPPORTUNITIES AND CONSTRAINTS

Q8

Which of the following apply to your jurisdiction as either an opportunity or a constraint for development of additional housing by 2030? You can indicate that something is both an opportunity and a constraint, or leave both boxes unchecked if the issue does not have an impact on housing development in your jurisdiction. Check all that apply.

Water Capacity	**Constraint**
Land Suitability	**Constraint**
Lands protected by federal or State programs	**Constraint**
County policies to preserve agricultural land	**Constraint**
Availability of schools	**Constraint**
Availability of parks	**Constraint**
Availability of public or social services	**Opportunity, Constraint**
Impact of climate change and natural hazards	**Constraint**
Construction costs	**Constraint**
Availability of construction workforce	**Constraint**
Availability of surplus public land	**Constraint**
Availability of vacant land	**Constraint**
Financing/funding for affordable housing	**Constraint**
Weak market conditions	**Constraint**
Project labor agreements	**Constraint**
Utility connection fees	**Constraint**

Please explain any opportunities and/or constraints listed above, and/or list any additional opportunities or constraints.

While the county provides many services to the County as a whole, including services to incorporated cities, as an unincorporated jurisdiction Butte County does not provide services necessary for urban development in most areas. Local utility districts, especially in the south Oroville area provide water and sewer services to the unincorporated areas of the County. Even in these areas districts have constraints related to service that hinder urban development. The majority of the County requires service with on-site septic systems and domestic wells. This does not allow for the urban densities necessary for affordable housing. Butte County has designated vast areas for agricultural protection, the lifeblood of our economy. These areas are protected through strong policies set forth in the General Plan. Many of these areas are protected through individual Williamson Act contracts that prohibit non-agricultural uses. Foothill and mountain areas are prone to wildland fire risk, ingress and egress constraints for residents and emergency responders. These areas are also important watersheds, and offer important habitat, including for endangered species.

Q9

The location and type of housing can play a key role in meeting State and regional targets to reduce greenhouse gas (GHG) emissions. What land use policies or strategies has your jurisdiction implemented to minimize GHG emissions? Check all that apply.

Energy efficiency standards in new construction or retrofits

Investment in pedestrian, bicycle, and active transportation infrastructure

Land use changes that encourage a diversity of housing types and/or mixed-use development

Land use changes to allow greater density near transit,

Changes to parking requirements for new residential and/or commercial construction

Implementing a Climate Action Plan

Q10

Does your jurisdiction collect data on homelessness within the jurisdiction and demand for transitional housing for those experiencing homelessness? If so, please provide an estimate for the local homeless population and corresponding need for transitional housing.

Yes. Butte County participates in the Continuum of Care report.

Q11

What are the primary barriers or gaps your jurisdiction faces in meeting its RHNA goals for producing housing affordable to very low- and low-income households? Check all that apply.

Land use and zoning laws, such as minimum lot sizes, limits on multi-unit properties, height limits, or minimum parking requirements

Local gap financing for affordable housing development

Local affordable housing development capacity,

Limited water and sewer service providers to allow for urban densities.

Q12

Over the course of a typical year, is there a need in your jurisdiction for housing for farmworkers?
If so, what is the total existing need for housing units for farmworkers in your jurisdiction, what portion of this need is currently unmet, and what is the data source for this information?:

Yes. Farmworker data indicate that approximately 5,021 persons work as either full-time or seasonal employees in Butte County. Butte County has a fluctuating population of seasonal workers as well as a small base of workers who work more than 150 days a year in farm labor. The needs of seasonal workers may be met with farm labor camps, but farmworkers who choose to reside in the county year-round need long-term affordable housing. (2014 Housing Needs Assessment)

Q13

If your jurisdiction is not currently meeting the demand for farmworker housing, what are the main reasons for this unmet demand?

Local affordable housing development capacity

QUESTIONS ABOUT FAIR HOUSING ISSUES, GOALS, AND ACTIONS

Q14

Which of the following factors contribute to fair housing issues in your jurisdiction?Check all that apply.

Community opposition to proposed or existing developments

Displacement of residents due to natural hazards, such as wildfires

Location of affordable housing,

Lack of community revitalization strategies,

Lack of private investments in low-income neighborhoods and/or communities of color, including services or amenities

Lack of public investments in low-income neighborhoods and/or communities of color, including services or amenities

Location of employers,

Creation and retention of high-quality jobs,

Range of job opportunities available,

CEQA and the land use entitlement process

Q15

What actions has your jurisdiction taken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?Check all that apply.

Land use changes to allow a greater variety of housing types

Dedicated local funding source for affordable housing development

Support for the development of larger affordable housing units that can accommodate families (2- and 3-bedroom units, or larger)

Support for the development of affordable housing for special needs populations (seniors, the disabled, those experiencing homelessness, those with mental health and/or substance abuse issues, etc.)

Exploring partnerships with Community Development Financial Institutions, large regional employers, and investors to add to the financial resources available for the creation and preservation of deed-restricted affordable housing units

Funding rehabilitation and accessibility improvements for low-income homeowners

Ensuring affirmative marketing of affordable housing is targeted to all segments of the community

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Q16

Which of the following policies, programs, or actions does your jurisdiction use to prevent or mitigate the displacement of low-income households?Check all that apply:

Single-room occupancy (SRO) preservation	**Potential Council/Board Interest**
Other (please specify)	**Butte County Administration may have a better understanding of these programs and the County's involvement.**

City of Oroville

Participant Information

Jurisdiction: City of Oroville
Survey Respondent Name: Dawn Nevers
Survey Respondent Title: Assistant Community Development Director

6TH CYCLE RHNP REQUIRED OBJECTIVES AND FACTORS

Q6	**No**
Are there additional data points that are important to consider in developing the BCAG RHNP?	

Q7

Are you familiar with any data sources that might be relevant to this effort and provide information post-Camp Fire?

If yes, please list all. :
Fluctuation in populations

HOUSING OPPORTUNITIES AND CONSTRAINTS

Q8

Which of the following apply to your jurisdiction as either an opportunity or a constraint for development of additional housing by 2030? You can indicate that something is both an opportunity and a constraint, or leave both boxes unchecked if the issue does not have an impact on housing development in your jurisdiction. Check all that apply.

Land Suitability	**Opportunity**
Availability of public or social services	**Opportunity, Constraint**
Availability of construction workforce	**Opportunity, Constraint**
Availability of surplus public land	**Opportunity**
Availability of vacant land	**Opportunity Constraint**
Financing/funding for affordable housing	
Utility connection fees	

Please explain any opportunities and/or constraints listed above, and/or list any additional opportunities or constraints.

Land Suitability: Oroville has plenty of suitable land for housing of all types, an opportunity; Availability of public/social services: Oroville is the County seat, location of a plethora of county-provided services. There are also a number of churches, religious organizations, and nonprofits provifing these services as well; Availability of construction workforce: Oroville has a large workforce suitable for construction trades, but since the Camp Fire there has been a shortage, and most of the construction workforce has been imported; Availability of surplus public land: Oroville owns a few parcels suitable for housing development and is actively working with affordable housing developers. This is an opportunity. The constraint is that there are very few such parcels; Availability of vacant land: Oroville has plenty of land suitable for housing of all types, an opportunity. In addition, there is plenty of additional vacant land adjacent to the city, in Thermalito, South Oroville, and north of the River; Financing for affordable housing: Oroville has long had First Time Home Buyer and housing rehab programs, plus there is plenty of new money coming from the State and Federal Government; Utility connection fees: A constraint because they tend to be significant, and often are a deal killer for an otherwise worthy project.

Q9

The location and type of housing can play a key role in meeting State and regional targets to reduce greenhouse gas (GHG) emissions. What land use policies or strategies has your jurisdiction implemented to minimize GHG emissions? Check all that apply.

Energy efficiency standards in new construction or retrofits

Investment in pedestrian, bicycle, and active transportation infrastructure

Land use changes that encourage a diversity of housing types and/or mixed-use development

Implementing a Climate Action Plan

Q10

Does your jurisdiction collect data on homelessness within the jurisdiction and demand for transitional housing for those experiencing homelessness?

No

Q11

What are the primary barriers or gaps your jurisdiction faces in meeting its RHNA goals for producing housing affordable to very low- and low-income households?Check all that apply.

Local gap financing for affordable housing development

Other (please specify):

Economic conditions (Recession, COVID, etc.)

Q12

Over the course of a typical year, is there a need in your jurisdiction for housing for farmworkers?

No

Q13

If your jurisdiction is not currently meeting the demand for farmworker housing, what are the main reasons for this unmet demand?

Other (please specify):

N/A

QUESTIONS ABOUT FAIR HOUSING ISSUES, GOALS, AND ACTIONS

Q14

Which of the following factors contribute to fair housing issues in your jurisdiction?Check all that apply.

Community opposition to proposed or existing developments

Deteriorated or abandoned properties

Lack of private investments in low-income neighborhoods and/or communities of color, including services or amenities

Lack of public investments in low-income neighborhoods and/or communities of color, including services or amenities

Lack of regional cooperation

Availability, frequency, and reliability of public transit

Creation and retention of high-quality jobs

Range of job opportunities available

The impacts of natural hazards, such as wildfires

Q15

What actions has your jurisdiction taken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?Check all that apply.

Land use changes to allow a greater variety of housing types

Support for the development of affordable housing for special needs populations (seniors, the disabled, those experiencing homelessness, those with mental health and/or substance abuse issues, etc.)

Support for the development of affordable housing on publicly-owned land

Providing financial support or other resources for low-income home buyers

Funding rehabilitation and accessibility improvements for low-income homeowners

Streamlining entitlements processes and/or removing development fees for affordable housing construction

Ensuring affirmative marketing of affordable housing is targeted to all segments of the community

Q16

Which of the following policies, programs, or actions does your jurisdiction use to prevent or mitigate the displacement of low-income households?Check all that apply:

Condominium conversion regulations	**In Use**
Promoting streamlined processing of ADUs	**Under Council/Board Consideration**
Housing counseling	**In Use**
Dedicating surplus land for affordable housing	**In Use**

Butte County Association of Governments

Regional Housing Needs Assessment

Member Jurisdiction Survey

Survey Full Text

BCAG 6th Cycle RHNP Survey

Introduction

The Regional Housing Needs Allocation Plan (RHNP) is governed by California Government Code. Section 65584.04(b) (1) states that "each council of governments shall survey each of its member jurisdictions to request, at a minimum, information regarding the factors listed in subdivision (e) that will allow the development of a methodology based upon the factors established in subdivision (e)." In other words, each Council of Governments must survey its member jurisdictions to gather data based on a set of required Factors for analysis in the RHNP development. These are listed below (including some which are new for the 6th RHNA Cycle, identified in bold):

1. **Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing**
2. **Lack of capacity for sewer or water service due to decisions outside jurisdiction's control**
3. **Availability of land suitable for urban development**
4. **Lands protected from urban development under existing federal or state programs**
5. **County policies to preserve prime agricultural land**
6. **Distribution of household growth in the RTP and opportunities to maximize use of transit and existing transportation infrastructure**
7. **Agreements to direct growth toward incorporated areas**
8. **Loss of deed-restricted affordable units**
9. **Households paying more than 30 percent and more than 50 percent of their income in rent**
10. **The rate of overcrowding**
11. **Housing needs of farmworkers**
12. **Housing needs generated by a university within the jurisdiction**
13. **Housing needs of individuals and families experiencing homelessness**
14. **Units lost during a state of emergency that have yet to be replaced**
15. **The region's GHG targets**

Pursuant to the law, the questions in this survey ask about each of the above listed Factors to gather information which will inform the RHNP. Each question identifies the data already obtained that relate to the Factor, so that respondents may focus responses on filling in any data gaps. If a jurisdiction provides information, it should be in a format that is comparable across all jurisdictions.

Note: None of the information received may be used as a basis for reducing the total housing need established for the region pursuant to Government Code Section 65584.01.

BCAG 6th Cycle RHNP Survey

Participant Information

* 1. Name

* 2. Jurisdiction

* 3. Title

* 4. Phone Number

* 5. email Address

BCAG 6th Cycle RHNP Survey

6TH CYCLE RHNP REQUIRED OBJECTIVES AND FACTORS

The following question seeks to identify additional data and information that could inform the Objectives the RHNP is required to advance and/or the Factors required for consideration when developing the RHNP methodology.

This chart lists data collected in the first row and indicates, with an "x", which Objectives and/or Factors the data corresponds to. Note: data will be revised following the May PDG meeting, as appropriate, to reflect Camp Fire impacts across all jurisdictions.

Data / Objectives/Factors	Household Growth Projections	Housing Tenure	Existing Housing Unit Types	Housing Cost Burden	Camp Fire Housing Lost	Agricultural Lands	Natural Hazards	Environmental Lands	Existing and Future Jobs	Jobs-Housing Balance	Affordable Housing Stock	Local Development Capacity	Homelessness	Childhood Poverty Status	Jobs-Housing Fit	Existing and Projected Sewer and Water Capacity	Overcrowding	Racial Distribution	Housing-Related VMT	Approved Residential Development	Farmworker Employment and Housing Needs	Infill Development Potential
Existing and projected jobs/housing relationship, particularly low-wage jobs and affordable housing	x	x	x	x					x	x					x		x	x		x		
Lack of capacity for sewer or water service due to decisions outside jurisdiction's control																x						
Availability of land suitable for urban development						x	x	x				x										x
Lands protected from urban development under existing federal or State programs						x		x														
County policies to preserve prime agricultural land						x																
Distribution of household growth in RTP and opps. to maximize use of transit & existing transportation infrastructure	x								x	x	x	x			x				x			x
Agreements to direct growth toward incorporated areas						x		x														
Loss of deed-restricted affordable units			x																			
Households paying more than 30 percent and more than 50 percent of their income in rent				x																		
The rate of overcrowding																	x					
Housing needs of farmworkers																					x	
Housing needs generated by a university within the jurisdiction	x	x	x																			
Units lost during a state of emergency that have yet to be replaced	x				x																	
The region's GHG targets	x								x	x									x			x
Increased housing supply and affordability				x		x	x	x				x					x					
Environmental justice														x				x	x			
Jobs-housing balance	x								x	x										x		
Affordability balance				x					x		x		x							x		
Affirmatively Further Fair Housing														x				x				

Have Data
Information needed

* 6. Are there additional data points that are important to consider in developing the BCAG RHNP?

- ◯ Yes
- ◯ No

If so, please specify.

7. Are you familiar with any data sources that might be relevant to this effort and provide information post-Camp Fire?

- ◯ Yes
- ◯ No
- ◯ If yes, please list all.

BCAG 6th Cycle RHNP Survey

HOUSING OPPORTUNITIES AND CONSTRAINTS

The following questions are aimed at understanding existing opportunities and constraints to meeting the local jurisdiction's housing needs.

8. Which of the following apply to your jurisdiction as either an opportunity or a constraint for development of additional housing by 2030?

You can indicate that something is both an opportunity and a constraint, or leave both boxes unchecked if the issue does not have an impact on housing development in your jurisdiction. Check all that apply.

	Opportunity	Constraint
Water Capacity	☐	☐
Land Suitability	☐	☐
Lands protected by federal or State programs	☐	☐
County policies to preserve agricultural land	☐	☐
Availability of schools	☐	☐
Availability of parks	☐	☐
Availability of public or social services	☐	☐
Impact of climate change and natural hazards	☐	☐
Construction costs	☐	☐
Availability of construction workforce	☐	☐
Availability of surplus public land	☐	☐
Availability of vacant land	☐	☐
Financing/funding for affordable housing	☐	☐
Weak market conditions	☐	☐
Project labor agreements	☐	☐
Utility connection fees	☐	☐

Please explain any opportunities and/or constraints listed above, and/or list any additional opportunities or constraints.

9. The location and type of housing can play a key role in meeting State and regional targets to reduce greenhouse gas (GHG) emissions. What land use policies or strategies has your jurisdiction implemented to minimize GHG emissions?

Check all that apply.

- [ ] Energy efficiency standards in new construction or retrofits
- [ ] Investment in transit expansion
- [ ] Investment in maintaining or improving existing public transportation infrastructure
- [ ] Investment in pedestrian, bicycle, and active transportation infrastructure
- [ ] Land use changes that encourage a diversity of housing types and/or mixed-use development
- [ ] Land use changes to allow greater density near transit
- [ ] Incentives or policies to encourage housing development on vacant or underutilized land near transit
- [ ] Changes to parking requirements for new residential and/or commercial construction
- [ ] Increasing local employment opportunities to reduce commute lengths for residents
- [ ] Implementing a Climate Action Plan
- [ ] Other (please specify)

10. Does your jurisdiction collect data on homelessness within the jurisdiction and demand for transitional housing for those experiencing homelessness?

- ○ Yes
- ○ No

If so, please provide an estimate for the local homeless population and corresponding need for transitional housing.

11. What are the primary barriers or gaps your jurisdiction faces in meeting its RHNA goals for producing housing affordable to very low- and low-income households?

Check all that apply.

- ☐ Land use and zoning laws, such as minimum lot sizes, limits on multi-unit properties, height limits, or minimum parking requirements
- ☐ Local gap financing for affordable housing development
- ☐ Local affordable housing development capacity
- ☐ Availability of land
- ☐ Community opposition
- ☐ Other (please specify)

12. Over the course of a typical year, is there a need in your jurisdiction for housing for farmworkers?

- ○ Yes
- ○ No

If so, what is the total existing need for housing units for farmworkers in your jurisdiction, what portion of this need is currently unmet, and what is the data source for this information?

13. If your jurisdiction is not currently meeting the demand for farmworker housing, what are the main reasons for this unmet demand?

- [ ] Land use and zoning laws, such as minimum lot sizes, limits on multi-unit properties, height limits, or minimum parking requirements
- [ ] Lack of gap financing for affordable housing development
- [ ] Local affordable housing development capacity
- [ ] Availability of land
- [ ] Community opposition
- [ ] Other (please specify)

BCAG 6th Cycle RHNP Survey

QUESTIONS ABOUT FAIR HOUSING ISSUES, GOALS, AND ACTIONS

As a result of recent legislation, RHNA and local Housing Elements are now required to "affirmatively further fair housing" [Government Code Section 65584(d)]. Per Government Code 65584(e), affirmatively furthering fair housing is defined as "taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, affirmatively furthering fair housing means taking meaningful actions that, taken together, address significant disparities in housing needs and in access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with civil rights and fair housing laws."

To comply with this requirement, BCAG is REQUIRED to collect information on local jurisdictions' fair housing issues as well as strategies and actions for achieving fair housing goals.

14. Which of the following factors contribute to fair housing issues in your jurisdiction?

Check all that apply.

- [ ] Community opposition to proposed or existing developments
- [ ] Displacement of residents due to increased rents or other economic pressures
- [ ] Displacement of low-income residents and/or residents of color
- [ ] Displacement of residents due to natural hazards, such as wildfires
- [ ] Land use and zoning laws, such as minimum lot sizes, limits on multi-unit properties, height limits, or minimum parking requirements
- [ ] Occupancy standards that limit the number of people in a unit
- [ ] Location of affordable housing
- [ ] The availability of affordable units in a range of sizes (especially larger units)
- [ ] Foreclosure patterns
- [ ] Deteriorated or abandoned properties
- [ ] Lack of community revitalization strategies
- [ ] Lack of private investments in low-income neighborhoods and/or communities of color, including services or amenities
- [ ] Lack of public investments in low-income neighborhoods and/or communities of color, including services or amenities
- [ ] Lack of regional cooperation
- [ ] Access to financial services
- [ ] Lending discrimination
- [ ] Location of employers
- [ ] Location of environmental health hazards, such as factories or agricultural production
- [ ] Availability, frequency, and reliability of public transit
- [ ] Access to healthcare facilities and medical services
- [ ] Access to grocery stores and healthy food options
- [ ] Location of proficient schools and school assignment policies
- [ ] Creation and retention of high-quality jobs
- [ ] Range of job opportunities available
- [ ] The impacts of natural hazards, such as wildfires
- [ ] CEQA and the land use entitlement process
- [ ] Private discrimination, such as residential real estate “steering"
- [ ] Other (please explain)

15. What actions has your jurisdiction taken to overcome historical patterns of segregation or remove barriers to equal housing opportunity?

Check all that apply.

- [ ] Land use changes to allow a greater variety of housing types
- [ ] Dedicated local funding source for affordable housing development
- [ ] Support for affordable housing development near transit
- [ ] Support for the development of larger affordable housing units that can accommodate families (2- and 3-bedroom units, or larger)
- [ ] Support for the development of affordable housing for special needs populations (seniors, the disabled, those experiencing homelessness, those with mental health and/or substance abuse issues, etc.)
- [ ] Support for the development of affordable housing on publicly-owned land
- [ ] Exploring partnerships with Community Development Financial Institutions, large regional employers, and investors to add to the financial resources available for the creation and preservation of deed-restricted affordable housing units
- [ ] Funding and supporting outreach services for homeowners and renters at risk of losing their homes and/or experiencing fair housing impediments
- [ ] Providing financial support or other resources for low-income home buyers
- [ ] Funding rehabilitation and accessibility improvements for low-income homeowners
- [ ] Providing incentives for landlords to participate in the Housing Choice Voucher program
- [ ] Streamlining entitlements processes and/or removing development fees for affordable housing construction
- [ ] Inclusionary zoning or other programs to encourage mixed-income developments
- [ ] Financial resources or other programs to support the preservation of existing affordable housing
- [ ] Ensuring affirmative marketing of affordable housing is targeted to all segments of the community
- [ ] Implementing a rent stabilization policy and staffing a rent stabilization board
- [ ] Implementing policies and programs to minimize the displacement of low-income residents and residents of color
- [ ] Improving access to high quality education opportunities for vulnerable students, particularly students of color
- [ ] Other (please specify)

16. Which of the following policies, programs, or actions does your jurisdiction use to prevent or mitigate the displacement of low-income households?

Check all that apply:

	In Use	Under Council/Board Consideration	Potential Council/Board Interest
Rent stabilization/rent control	○	○	○

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	In Use	Under Council/Board Consideration	Potential Council/Board Interest
Rent review board and/or mediation	○	○	○
Mobile home rent control	○	○	○
Single-room occupancy (SRO) preservation	○	○	○
Condominium conversion regulations	○	○	○
Foreclosure assistance	○	○	○
Affordable housing impact/linkage fee on new residential development	○	○	○
Affordable housing impact/linkage fee on new commercial development	○	○	○
Inclusionary zoning	○	○	○
Community land trusts	○	○	○
First source hiring ordinances	○	○	○
Living wage employment ordinances	○	○	○
Promoting streamlined processing of ADUs	○	○	○
Fair housing legal services	○	○	○
Housing counseling	○	○	○
Acquisition of affordable units with expiring subsidies	○	○	○
Acquisition of unsubsidized properties with affordable rents	○	○	○
Dedicating surplus land for affordable housing	○	○	○

Other (please specify)

BCAG 6th Cycle RHNP Survey

Thank You

Thank you for taking the time to complete this survey. Your responses will help inform development of the 6th Cycle RHNP for the BCAG region. If you have any questions, please contact Chris Devine, BCAG Planning Manager, at CDevine@bcag.org.

APPENDIX 6

Public Outreach and Notices

Included:

Press Releases

- June 1, 2020 – BCAG RHNP 2020 Update Underway
- August 19, 2020 – Methodology Public Hearing

Stakeholder Workshop Materials

- May 19, 2020 Stakeholder Workshop Presentation Slides

FOR IMMEDIATE RELEASE

Jon Clark
Chris Devine
Butte County Association of Governments
Phone: (530) 809-4616
Email: jclark@bcag.org
cdevine@bcag.org

BCAG Regional Housing Needs Plan 2020 Update Underway

June 1, 2020 (Chico, California) — The Butte County Association of Governments (BCAG) has initiated the 2020 update of the BCAG Regional Housing Needs Plan. This plan is required by California Government Code Section 65584, and must be updated every eight (8) years. It indicates how Butte County's regional housing need, as stipulated by the California Department of Housing and Community Development (HCD), is to be allocated on a "fair share" basis among the five municipalities and the unincorporated County. Each jurisdiction must then use its regional "fair share" allocation as the basis for updating the Housing Element of its General Plan.

BCAG is coordinating the development of the update with planning staff from the five municipalities and the County, as well as through outreach to key stakeholder groups and the general public. Anyone interested in being included as a stakeholder in the process and receiving notifications and information related to the project should contact BCAG Planning Manager Chris Devine at cdevine@bcag.org.

If you would like more information, please call BCAG Planning Manager Chris Devine or BCAG Executive Director Jon Clark or at (530) 809-4616 or via email at cdevine@bcag.org or jclark@bcag.org.

More information on the BCAG 2020 Regional Housing Needs Plan update can be found at http://www.bcag.org/Planning/Regional-Housing-Need-Plan/2020-Regional-Housing-Need-Plan/index.html.

# # #

FOR IMMEDIATE RELEASE

Jon Clark
Chris Devine
Butte County Association of Governments
Phone: (530) 809-4616
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BCAG Regional Housing Needs Plan 2020 Update - Draft Allocation Methodology Public Hearing

August 19, 2020 (Chico, California) — The Butte County Association of Governments (BCAG) has initiated the 2020 update of the BCAG Regional Housing Needs Plan. This plan is required by California Government Code Section 65584, and must be updated every eight (8) years. It indicates how Butte County's regional housing need, as stipulated by the California Department of Housing and Community Development (HCD), is to be allocated on a "fair share" basis among the five municipalities and the unincorporated County. Each jurisdiction must then use its regional "fair share" allocation as the basis for updating the Housing Element of its General Plan.

BCAG is coordinating the development of the update with planning staff from the five municipalities and the County, as well as through outreach to key stakeholder groups and the general public. A draft allocation methodology has been completed and sent to HCD as required, and a public hearing will be held at the BCAG Board of Directors Meeting at 9:00am on August 27th, 2020 in the BCAG Board Room located at 326 Huss Drive, Suite 150 in Chico, CA.

If you would like more information, please call BCAG Planning Manager Chris Devine or BCAG Executive Director Jon Clark or at (530) 809-4616 or via email at cdevine@bcag.org or jclark@bcag.org.

More information on the BCAG 2020 Regional Housing Needs Plan update can be found at http://www.bcag.org/Planning/Regional-Housing-Need-Plan/2020-Regional-Housing-Need-Plan/index.html.

# # #

APPENDIX 6-4

View of the La Vigne neighborhood by Wikimedia Commons User: Cullen328 (CC BY 3.0) (image cropped and rotated) creativecommons.org/licenses/by/3.0/

PLACEWORKS

Butte County Association of Governments

6th Cycle Regional Housing Needs Plan (RHNP)

May 19, 2020

Stakeholder Workshop

What is the Regional Housing Needs Plan (RHNP)

- The RHNP establishes the number of housing units at specified affordability levels (four income ranges) a jurisdiction must plan for in its Housing Element
- The number of housing units assigned is based on anticipated population growth and replacement unit needs from fire loss
- As the region's Metropolitan Planning Organization, BCAG is responsible for developing the region's RHNP
- The RHNP covers an eight-year period of growth and is updated every 8 years
- The 6th Cycle RHNP will cover the planning period from June 2022 to June 2030

RHNP Process

- State assigns housing needs to regions
- Regions assign needs to local jurisdictions (cities, towns, and counties)
- Local jurisdictions prepare Housing Elements
- Housing units are built consistent with the Housing Element and other applicable plans/codes

Required Objectives

- **Increased Supply and Affordability**—Increase housing supply and mix of housing types, tenure, and affordability in all cities and counties in an equitable manner
- **Environmental Justice**—Promote infill development and socioeconomic equity, protect environmental and agricultural resources, encourage efficient development patterns, and achieve GHG reduction targets
- **Jobs-Housing Balance**—Promote improved intraregional jobs-housing relationship, including balance between low-wage jobs and affordable housing
- **Affordability Balance**—Balance disproportionate household income distributions (more high-income RHNA to lower-income areas and vice-versa)
- **Affirmatively Further Fair Housing—**promote fair housing choice and foster inclusive communities that are free from discrimination.

Factors Required for Consideration

1. Existing and projected jobs and housing relationship, **particularly low-wage jobs and affordable housing**
2. Lack of capacity for sewer or water service due to decisions outside jurisdiction's control
3. Availability of land suitable for urban development
4. Lands protected from urban development under existing federal or state programs
5. County policies to preserve prime agricultural land
6. Distribution of household growth in the RTP and opportunities to maximize use of transit and existing transportation infrastructure
7. Agreements to direct growth toward incorporated areas
8. Loss of deed-restricted affordable units
9. **Households paying more than 30 percent and more than 50 percent of their income in rent**
10. **The rate of overcrowding**
11. Housing needs of farmworkers
12. Housing needs generated by a university within the jurisdiction
13. **Units lost during a state of emergency that have yet to be replaced**
14. **The region's GHG targets**

Items highlighted in yellow are new for the 6th cycle

Data Collection

- **Data collection is underway**
- **Initial data list includes:**
  - Growth projections
  - Existing housing supply
  - Camp fire housing loss
  - Housing types
  - Housing tenure
  - Housing affordability
  - Homelessness
  - Infill development potential
  - Environmental resources
  - Agricultural resources
  - Fire hazards
  - Housing-related vehicle miles traveled (VMT)
  - Overall jobs-housing balance
  - Jobs-housing match (between low-wage jobs and affordable housing)
  - Racial distribution
  - Racial diversity
  - Housing cost burden
  - Overcrowding
  - Farmworker employment, residential locations and housing need

RHNP Work Plan

- **Task 1: Project Kick-Off**
  - 1.1 Project Kick-Off Meeting
  - 1.2 PDG Meeting #1
  - 1.3 Initial Data Collection
- **Task 2: Member Jurisdiction Survey**
- **Task 3: Methodology Development**
  - 3.1 Stakeholder Input Sessions
  - 3.2 Data Assembly and Review
  - 3.3 Potential Factors, Weighting and Formulas
- **Task 4: Formal Methodology Update**
  - 4.1 Draft Methodology
  - 4.2 Public Hearing
  - 4.3 Final Methodology
- **Task 5: RHNP Preparation**
  - 5.1 Draft RHNP
  - 5.2 Final RHNP
  - 5.3 RHNP Adoption

RHNP Schedule APPENDIX 6-4	2020 Delivery
Task 1 Project Kick-Off	
Planning Directors Kick-Off	April 23, 2020
Task 2 Member Jurisdictions Survey	
Member Jurisdiction Data Survey	May 2020
Task 3 Allocation Methodology Development	
Stakeholder Meeting	May 19, 2020
BCAG Board Meeting	May 28, 2020
Data Assembly	May 2020
Planning Directors Meeting # 2: Data review and preliminary factors discussion	May 28, 2020
Develop Formulas	Early June 2020
Planning Directors #3: Review factors and allocation formulas	June 25, 2020
Task 4 Formal Allocation Methodology Update	
Develop Proposed Methodology	July 2020
Planning Directors #4: Review Proposed Methodology	July 23, 2020
Public Hearing	Early August 2020
Draft Methodology	Early August 2020
Submit HCD 60-Day Review	August 10-October 10
Task 5 RHNP Preparation	
Write Draft RHNP	August 10-October 10
Finalize methodology and draft RHNP (after HCD comments received)	October 15, 2020
Planning Directors #5: Review RHNP	October 22, 2020
Final Edits	November 2020
RHNP Adoption (coincides with RTP adoption)	December 10, 2020
Housing Element Adoption Deadline (per State law)	June 12, 2022

Your Input on Objectives and Factors

OBJECTIVES

1. Increased Supply and Affordability of Housing
2. Environmental Justice
3. Jobs-Housing Balance
4. Affordability Balance
5. Affirmatively Further Fair Housing

FACTORS

1. Existing and projected jobs and housing relationship, particularly low-wage jobs and affordable housing
2. Lack of capacity for sewer or water service due to decisions outside jurisdiction's control
3. Availability of land suitable for urban development
4. Lands protected from urban development under existing federal or state programs
5. County policies to preserve prime agricultural land
6. Distribution of household growth in the RTP and opportunities to maximize use of transit and existing transportation infrastructure
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13. Units lost during a state of emergency that have yet to be replaced
14. The region's GHG targets

Thank You

APPENDIX 6-4

APPENDIX 6-4

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

PLACEWORKS

APPENDIX 6-5

Resource Areas and Farmlands Considerations

In developing the RTP/SCS land use forecast and transportation system, BCAG considered the region's latest information regarding resource areas and farmland, as required by Senate Bill 375. The following sections provide a description of the datasets considered and the estimated impacts to farmlands, recreation and open space, habitat and natural resources, and flood control lands.

Farmlands

Prime, Unique, and Farmlands of Statewide Importance

Farmlands provide an important contribution to the economy of Butte County as well as provide environmental benefits such as flood control and habitat. In 2018, the total value of agricultural production in Butte County was valued at $632 million with rice, almonds, walnuts, prunes, and nursery stock as the leading commodities, according to the Butte County Agricultural Crop Report 2018.

The California Department of Conservation maps farmland throughout California under the Farmland Mapping and Monitoring Program (FMMP). A map of farmlands in the RTP/SCS planning area is included as Figure 1. In 2016, farmlands designated as either prime, unique, of statewide or local importance totaled 237,438 acres. Build-out of the RTP/SCS forecasted land use and transportation system could impact up to approximately 3,709 acres (1.6%) of the "important" farmlands defined by the state (i.e., prime, unique, of statewide or local importance). Table 1 provides a breakdown of impacts to these important farmlands by category of impact.

Table 1

RTP/SCS Land Use and Transportation Impacts to Farmland Mapping and Monitoring Program (FMMP) Identified Farmland

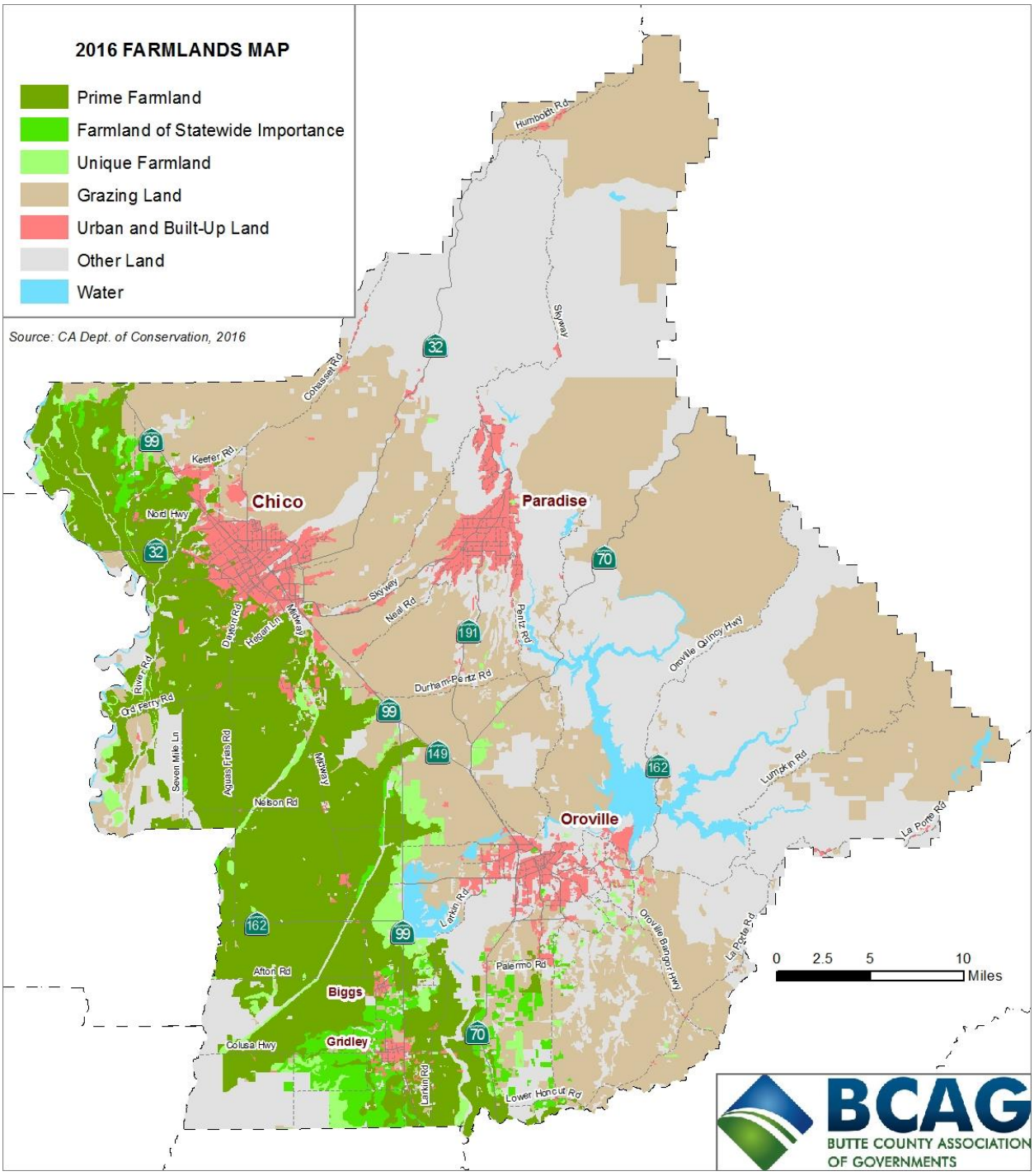
Category of Impact	Acres of Impact *
Land Use	3,631
Transportation Projects **	78
Region Total	**3,709**

* Impact to those lands designated as prime or unique or farmland of statewide importance.

** Transportation projects considered for this analysis include new roadways and roadway widening. Acres of impact were calculated by applying a 100-foot buffer to road centerline.

APPENDIX 6-5

Figure 1



Williamson Act Lands

The California Land Conservation Act of 1965, also known as the Williamson Act, enables local governments to enter into contracts with land owners for the purpose of restricting specific parcels of land to agricultural or open space use. In return, landowners receive a lower property tax rate based on agricultural production value rather than full market value. Williamson Act contracts may be non-renewed by landowners at any time, initiating a 9-year waiting period before the contract expires. Landowner's may alternatively initiate an Immediate Cancellation, which does not require the 9-year waiting period but requires meeting strict findings and the payment of penalties as set forth under the Williamson Act. As of 2013, Butte County has approximately 218,169 acres of land under a Williamson Act contract with 6,593 acres (3%) in non-renewal, according to the California Department of Conservation's 2014 California Land Conservation Act Status Report. Of the 218,169 acres under Williamson Act contract, 286 acres (0.001%) have the potential to be impacted by build-out of the RTP/SCS. Table 2 provides a breakdown of impacts to the 2013 Williamson Act Lands by category of impact.

Table 2

RTP/SCS Land Use and Transportation Impacts to 2013 Williamson Act Lands

Category of Impact	Acres of Impact *
Land Use	278
Transportation Projects **	8
Region Total	**286**

* Impact to those lands designated as prime and non-prime.

** Transportation projects considered for this analysis include new roadways and roadway widening. Acres of impact were calculated by applying a 100-foot buffer to road centerline.

Recreation and Open Space

Open Space, Parks, and Forest Lands

The Butte County region's open space, parks, and forest lands provide for the preservation of natural resources, create opportunities for outdoor recreation, contribute to public health and safety, are used for the managed production of resources, and contribute to the protection of Native American sacred sites. As part of the development of the Butte Regional Conservation Plan, BCAG worked with federal, state, and local agencies to inventory locations throughout the region that are set aside as open space for conservation, recreation, and resource management. A map of BCAG's inventoried open space, parks and forest lands is included as Figure 2. In preparing the RTP/SCS forecasted land use pattern, BCAG avoided allocating future development in these locations, no development density or intensity was attributed to these lands as they are protected by a variety of mechanisms from future development. Table 3 categorizes the acres of open space, parks, and forest lands currently inventoried by BCAG.

APPENDIX 6-5

Figure 2

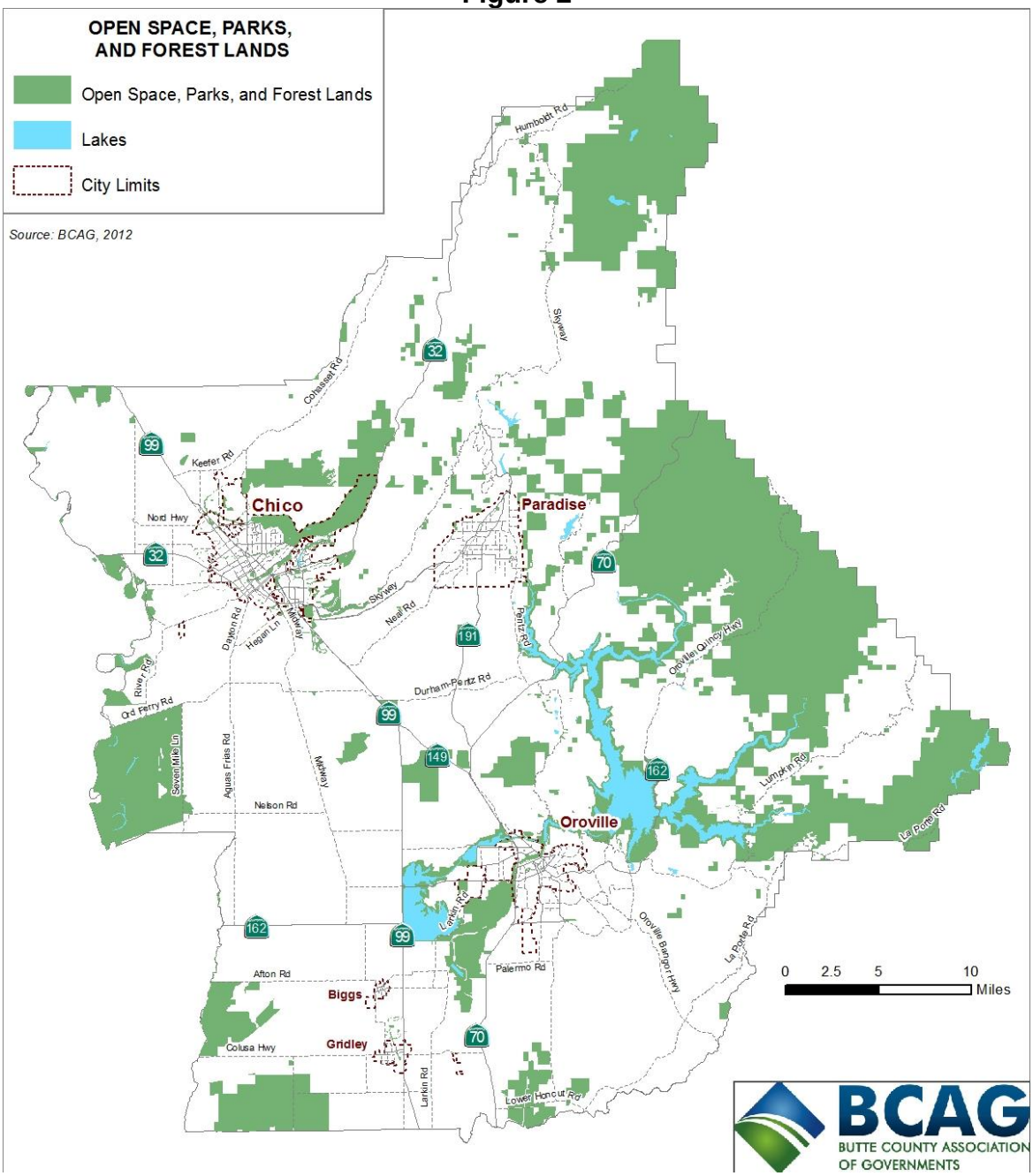


Table 3

RTP/SCS Open Space, Parks, and Forest Lands

Location of Lands	Acres
Within City Limits	7,139
Outside City Limits	285,595
Region Total	**292,734**

Source: BCAG 2012

APPENDIX 6-5

Habitat and Natural Resources

Butte Regional Conservation Plan

Protection of the BCAG region's natural resources (habitat and species) is provided under State and Federal laws. In accordance with these state and federal laws, transportation projects and land development activities must avoid or mitigate for any significant impacts to these resources. In 2007 BCAG began preparing the Butte Regional Conservation Plan (BRCP). The BRCP will be a federal Habitat Conservation Plan and a state Natural Community Conservation Plan encompassing the western portion of Butte County. The 564,205 acre BRCP planning area, encompassing 53% of the county, provides a focus on the areas of greatest conflict between growth and development and federal and state protected species.

The BRCP's conservation strategy will provide a regional approach for the conservation of natural resources while allowing for development under county and city general plans and the RTP/SCS. Urban Permit Areas (UPAs) developed under the BRCP, will define the locations where impacts of future urban development are expected to be incurred based on the region's local general plans and the RTP/SCS. A map of the proposed UPA's has been included as Figure 3. The BRCP proposes to support clearly defined development activities occurring within the UPAs and provide avoidance and minimization measures and compensatory mitigation for all adverse effects of these activities on covered species and covered natural communities.

In developing the RTP/SCS forecasted growth pattern, BCAG worked with the local jurisdictions to direct future development within the BRCP's proposed UPAs in order to remain consistent with the BRCP and to minimize future impacts to covered species and natural communities. Table 4 approximates the percentage of forecasted development occurring within the BRCP UPAs.

Table 4

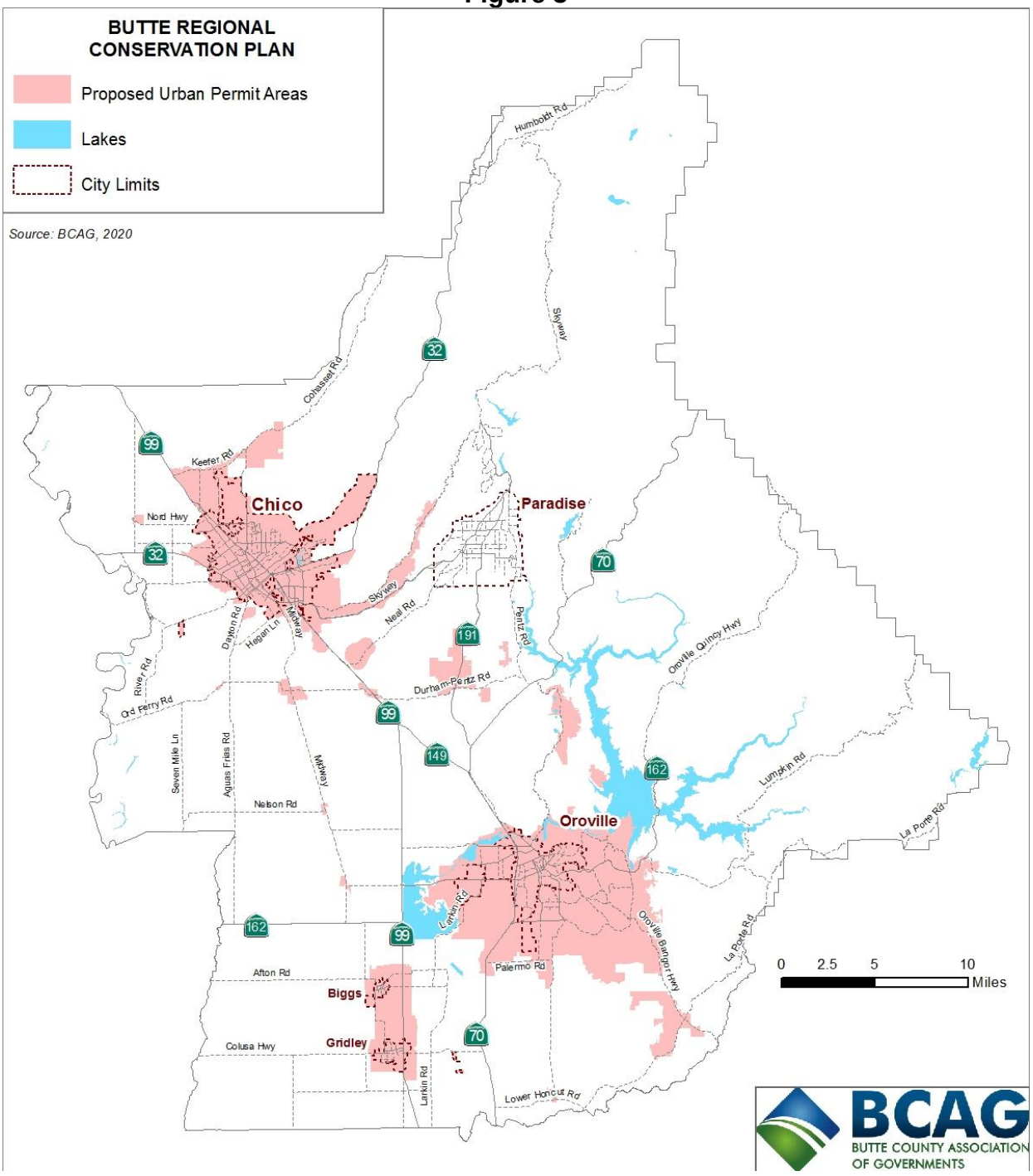
RTP/SCS Forecasted Development within BRCP UPAs

Forecasted Development	Percent Within BRCP UPAs
Land Use - Residential	90%
Land Use - Non-Residential	94%
Transportation Projects *	76%

* Transportation projects considered for this analysis include new roadways and roadway widening.

APPENDIX 6-5

Figure 3

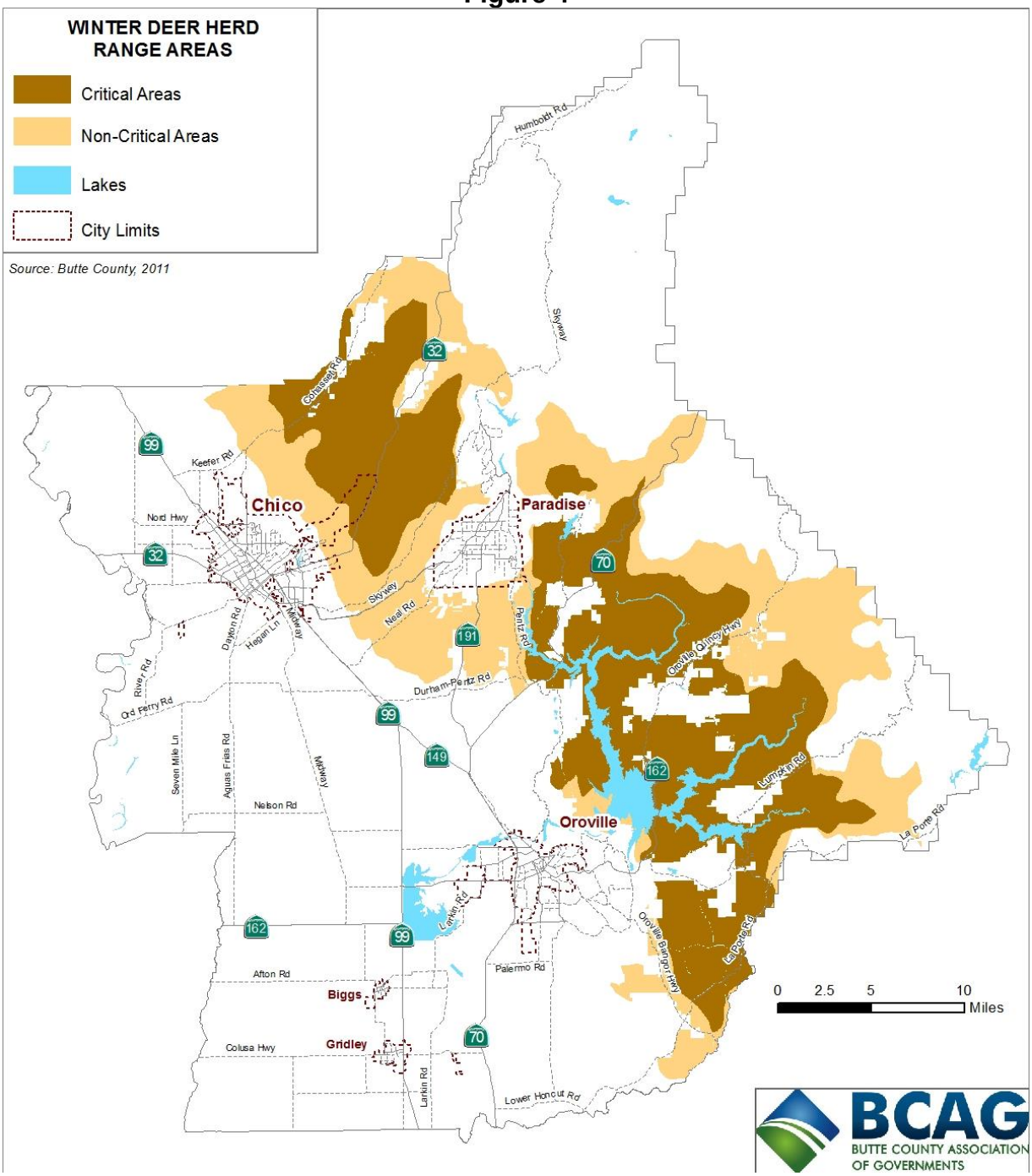


Migratory Deer Herds

Protection of the region's migratory deer herds has long been an issue of concern for Butte County. Migratory deer herds move from higher elevations in Plumas and Lassen Counties to lower elevation winter range areas in Butte County. Winter ranges in the county include both critical and non-critical areas as shown in Figure 4. Non-critical areas

provide habitat for migratory deer herds, while critical areas provide the highest quality habitat for migratory deer herds, and supply the majority of the herd's winter survival needs (November – May). Butte County imposes a 20-acre minimum parcel size on non-critical migratory deer herd range and a 40-acre minimum parcel size on critical range.

Figure 4



As part of Butte County's efforts in preparing its comprehensive general plan update, winter deer herd range maps were updated and used in preparing the land use plan. The

APPENDIX 6-5

Butte County 2030 General Plan established goals and policies regarding migratory deer herds, including minimum lot sizes in these areas in order to facilitate the survival of deer herds. In preparing the RTP/SCS forecasted land use pattern, BCAG considered the designations of these areas. The forecasted land use and transportation system in the RTP/SCS could impact up to approximately 2,285 acres (0.72%) of the migratory deer herd winter range lands (i.e., Critical and Non-Critical Winter Deer Herd Range). Table 5 provides a breakdown of impacts to the migratory winter deer herd ranges by category of impact.

Table 5

RTP/SCS Land Use and Transportation Impacts to Migratory Winter Deer Herd Range Areas

Category of Impact	Acres of Impact *
Land Use	2,285
Transportation Projects **	0
Region Total	**2,285**

* Impact to those areas designated critical and non-critical winter deer herd ranges.

** Transportation projects considered for this analysis include new roadways and roadway widening. Acres of impact were calculated by applying a 100-foot buffer to road centerline.

Mineral Resources

Conflicts between mining and urban uses throughout California led to passage of the Surface Mining and Reclamation Act of 1975 (SMARA). SMARA establishes policies for conservation and development of mineral lands and contains specific provisions for the classification of mineral lands by the State Geologist.

SMARA requires all cities and counties to incorporate in their General Plans mapped designations approved by the State Mining and Geology Board (SMGB). These designations include lands categorized as Mineral Resource Zones (MRZs), the most significant of which is a designation of mineral resources that are of regional or statewide significance. A general plan must recognize these areas and establish policies and programs for their conservation and development.

The State Geologist has not yet mapped the mineral resources in Butte County. However, based on petitioned requests, three sites have been classified by the SMGB as mineral resources of regional or statewide significance. Those sites include the 320-acre Table Mountain Quarry, located approximately 4 miles north of Oroville near SR-70 on North Table Mountain; the 627-acre M&T Chico Ranch Reserve, located adjacent to Little Chico Creek 5 miles southwest of Chico; and the 460-acre Power House Aggregate site, located south of Oroville along SR-70 and the Feather River. The forecasted land use in the RTP/SCS does not allocate any development within the immediate vicinity of these quarries. In addition, no transportation projects are included in the plan which could be expected to impact the quarries.

Flood Control

Flooding in the valley portion of the Butte County region is a concern, and other areas within the County have been subject to flooding from various rivers and creeks. The valley region of the County, which is the most flood prone, supports a significant portion of the County's existing population, and is forecasted to accommodate a majority of the region's future growth.

Nationally, the Federal Emergency Management Agency (FEMA) provides guidance on floodplain management and works with State and local agencies to adopt floodplain management policies and flood mitigation measures. FEMA Flood Insurance Rate Maps (FIRM) identify flood zones (Zone A, AE, AO and AH) within the Butte County area, as shown in Figure 5. Local land use plans and the RTP/SCS forecasted development pattern have been prepared in a manner which minimizes the amount of future development within these areas. However, in order to achieve an efficient transportation system, reduce passenger vehicle GHG emissions, and improve regional air quality, a portion of the region's forecasted growth could occur within FEMA-identified flood zones. Table 6, provides a summary of potential future growth that could occur within FEMA-identified flood zones.

Table 6

RTP/SCS Land Use Development and Transportation Projects within FEMA Flood Zones

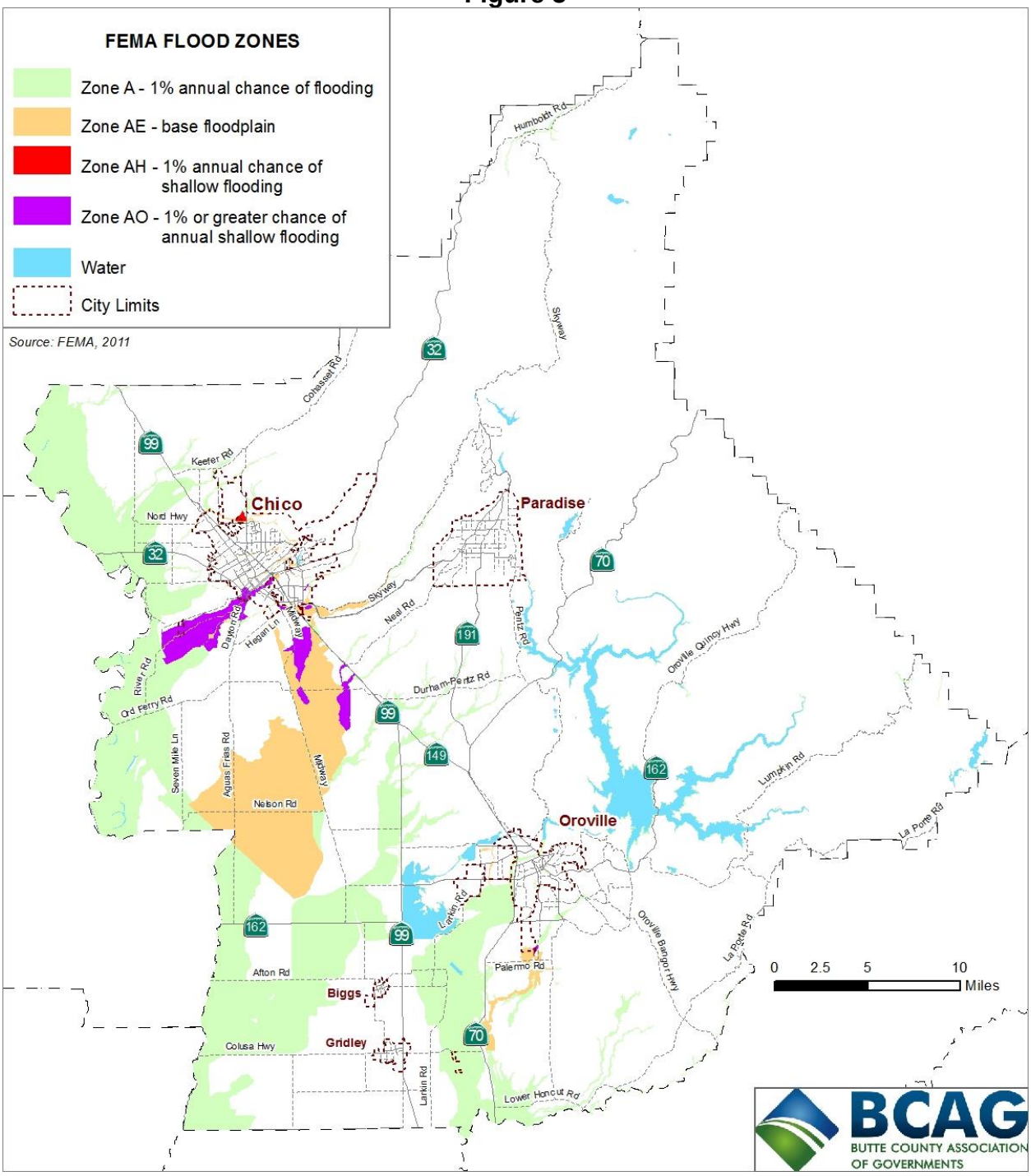
Forecasted Development	Percent Within Flood Zones*
Land Use - Residential	8%
Land Use - Non-Residential	7%
Transportation Projects **	8%

* FEMA Flood Zones designated as A, AE, AO and AH.

** Transportation projects considered for this analysis include new roadways and roadway widening.

APPENDIX 6-5

Figure 5



In accordance with state regulations, any future development within a flood zone must be permitted by the government after certain findings have been made. Specifically, local jurisdictions must find that the flood management facilities protect the urban properties.

APPENDIX 6-6a

Butte County Association of Governments

Land Use Allocation Model

Technical Methodology for Preparing 2020 Regional Transportation Plan / Sustainable Communities Strategy Land Use Allocations

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BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

September 2020

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Contents

APPENDICES

INTRODUCTION

In 2012, BCAG, in coordination with local agency members, California State University-Chico, and the University of California at Davis, developed the Butte County region's first land use allocation model for the purpose of preparing the forecasted development pattern included in BCAG's 2012 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). The model was used by BCAG in developing land use scenarios to be analyzed as part of the 2012 RTP/SCS development process and in preparing the final preferred land use scenario and allocation.

The 2016 RTP/SCS update of the land use allocation model included the addition of five (5) new job categories, new K-12 school enrollment forecasts, an occupancy adjustment of residential and non-residential land uses, and a process of normalizing the data to state sources.

In preparing the 2020 RTP/SCS, the land use allocation model is being used to generate the base year (2018) and update the preferred land use scenarios developed as part of the 2016 RTP/SCS for the forecast years 2020, 2035, and 2040. The model has been updated to include the latest regional growth forecasts, local general plan information, and planned projects. In addition, the model includes an adjustment to account for the loss and rebuilding of housing units and non-residential structures associated with the Camp Fire.

The following sections of the document provide an overview of the modeling process as well as details regarding specific inputs and assumptions associated with the land use allocations.

BASE YEAR DEVELOPMENT (2018)

As in 2016, the base year land use file was prepared using the latest available existing regional land use and school datasets. The regional existing land use dataset is updated annually as part BCAG's data maintenance program and contains the most up-to-date information regarding existing residential and non-residential land uses. School data is updated every four years and includes the latest enrollments for K-12, Chico State University, and Butte Community College.

Prior to finalizing the base year land uses, the dataset was normalized to the California Department of Finance (DOF) housing estimates and California Employment Development Department (EDD) labor force data.

Table 1 provides a summary of the base year assumptions for population, housing, and jobs.

Table 1 - Base Year (2018) Assumptions	
Population[1]	227,896
Household Population[1]	222,378
Housing Units[1]	99,353
Households[1]	91,107
Jobs[2] (Non-Farm)	82,900
Jobs/Housing Unit	0.83

BACK-CAST YEAR (2005)

In consultation with the California Air Resources Board (ARB), BCAG has decided to utilize the 2005 back-cast year from the 2016 RTP/SCS. This is the same back-cast utilized in the most recent round of Senate Bill 375 (SB 375) target setting. Therefore, there was no need to prepare a new land use dataset, as there will be no travel model runs of the dataset. For reference, Table 2 provides a summary of the 2005 back-cast year assumptions for population, housing, and jobs.

Table 2 - Back-Cast Year (2005) Assumptions	
Population[3]	214,582
Household Population[3]	208,322
Housing Units[3]	91,666
Households[3]	85,478
Jobs (Non-Farm)	73,400
Jobs/Housing Unit	0.80

FORECAST YEARS DEVELOPMENT (2020, 2035, & 2040)

The 2020 RTP/SCS land use allocations for the forecasted years of 2020, 2035, and 2040 utilize the land use patterns developed and adopted as part the 2016 RTP/SCS preferred “balanced” scenario.

[1] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, January 1. 2011-2018, with 2010 Benchmark. Sacramento, California, May 2018.
[2] State of California, Employment Development Department, Butte County Industry Employment & Labor Force – by Annual Average, March 2018 Benchmark, for Butte County (Chico MSA).
[3] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2010, with 2000 Benchmark. Sacramento, California, May 2010.

It is important to recognize that although the land use patterns are carried over from the 2016 RTP/SCS, there have been changes which affect the overall forecasted land use for the region. The 2020 RTP/SCS includes revised growth forecasts which call for less population, housing, and jobs over the same planning period. In addition, minor changes in local general plans, planned development, and the accounting of growth occurring over the past four (4) years also affect the future allocations. Lastly, adjustments have been made to the model in order to account for the loss and rebuilding of housing units and non-residential structures associated with the Camp Fire.

The future year forecasts have been prepared using the same process developed as part of the 2016 RTP/SCS, with an additional step to account for the Camp Fire. First, data is prepared utilizing the latest general plans and development activity. Second, housing units and non-residential square footage are removed within the Camp Fire burn area and returned as rebuilt under the specific scenario associated with the forecast year. Third, future growth is allocated utilizing the prepared data and defined "growth area" types. Lastly, an occupancy adjustment is applied to residential and non-residential uses.

DATA PREPERTATION

The data preparation process follows the same overall process that was used with the 2016 RTP/SCS. The latest general plans are cross-walked into the model and planning areas are established at the jurisdictions level, land use assumptions are applied by planning area, and masks are applied to "no growth" areas or areas with planned development. The result of the data preparation is an "available lands" layer which represents those areas which are available for future growth.

General Plan Classifications

A standard list of general plan classification code values was developed for use in the model as part of the 2012 RTP/SCS. Each of the jurisdiction's general plan land use classes were cross-walked into one of twenty standard modeling classifications (See Appendix A). This addressed any variations in general plans across the county, and allowed for the implementation of a single regional general plan classification system. The purpose of the general plan modeling classifications is to restrict the type and location of new growth to designated areas when preparing the forecasted allocations. For the 2020 RTP/SCS the same twenty standard land use classifications were carried over and the latest local general plans were applied.

Planning Areas

As with the 2016 RTP/SCS model, growth has been modeled individually at the jurisdiction level for each of the forecast years. This approach allows for each jurisdiction to retain individual land use assumptions. BCAG member jurisdictions include Chico, Paradise, Oroville, Gridley, Biggs, and the remaining unincorporated area of Butte County.

In 2012, planning area boundaries were created to define the extent of each jurisdiction, for planning purposes. The Oroville planning area was further divided into an Oroville-City and Oroville-County due to the overlap in anticipated growth planned by both the City and County. Planning areas were adapted from a combination of jurisdiction city limits, Local Agency Formation Commission (LAFCo) spheres of influence, general plan and special planning area considerations. Planning areas do not overlap one another and together they encompass the entirety of Butte County (See Appendix B). For the 2020 RTP/SCS, the Magalia planning area was added north of the Town of Paradise. This unincorporated community lost ~50% of housing and non-residential structures, as a result of the Camp Fire.

Land Use Assumptions

Land Use (LU) modeling assumptions for regional and jurisdiction specific employment and housing characteristics were carried over from the model prepared in 2016, unchanged. The LU modeling assumptions are applied to each of the modeling classifications where new growth is assigned (See Appendix C). These assumptions included metrics for the following:

- Dwelling units per acre (DU/AC): Density of homes for a specific residential or mixed use land classification.
- Average square footage per employee (Avg. SF/E): Density of employees working in a business (Retail, Office, Industrial, or Mixed Use).
- Floor Area Ratio (FAR): Described as the relationship between the total useable floor space inside of a building(s) and the total area of the lot where building(s) are located.
- Mixed Use Ratio: Mixed use LU classifications receive a percentage of two or more different LU types (Residential, Retail, Office, and Industrial).

Land Use Masks

In developing the 2012 model layers were utilized to prepare a land use “mask” of areas where new growth is not permitted or reasonably foreseeable not to occur. Areas such

as existing development, public parks, and protected lands are all examples of areas where growth is not permitted.

In preparing the model for the 2020 RTP/SCS, staff reviewed and updated the latest available datasets to be applied to the mask. This ensured that locations newly designated for non-development or which have been developed within the past four years were accounted for.

Table 3 lists the data layers used in preparing the land use mask.

Table 3 - Mask Layers
Public Park Lands
Existing Protected Lands
Existing Developed Lands
Lakes
Rivers
Existing Right of Ways
Areas of Slope > 25%
Public Lands
Federal Lands
Utility Lands
State Lands
Union Pacific Lands
Proposed/Approved Development Areas

Appendix D is included and illustrates the areas which make up the “mask” layer within the region.

Available Lands

For each jurisdiction, an “available lands” layer was created for the 2020 RTP/SCS. The layer represents the areas within each jurisdiction which can accept new growth. This layer is created by simply applying the mask to the general plan layer for each planning area.

Appendix E is included and illustrates the areas designated as “available lands” within the model.

ALLOCATING FUTURE LAND USES

Following the data preparation, the preferred “balanced” regional allocation of growth was executed for each of the three forecast years. Revised population, housing, and jobs were applied to each jurisdiction using a spreadsheet tool which has the ability to allocate growth within specific defined growth areas. The tool also has the ability to allocate future development as planned, mixed use (employment and housing), redevelopment, or to standard available land locations.

Growth Areas

As in 2012 and 2016, each planning area was further broken down into Growth Areas. Planning areas were split into five Growth Areas; Center, Established, New, Rural, and Agricultural. Center growth areas are downtown and central business areas where higher densities of commercial LU's are present or planned. Established growth areas are within the current built environment and represent areas where infill and redevelopment opportunities are present. New growth areas are where new development is planned to occur outside of the currently established built environment. Rural and agricultural growth areas are only present in the unincorporated county and represent areas for new growth that are separated from any incorporated area in the county. Appendix F illustrates the locations of Growth Areas.

Allocation Process

In order to retain the land use pattern of the preferred "balanced" scenario developed as part the 2016 RTP/SCS, allocations were distributed by growth area at equal portions to those prepared in 2016. Once allocations were completed in the spreadsheet tool, they were converted back to a GIS format and aggregated at the traffic analysis zone (TAZ) level for input into the travel demand model.

Planned Projects Allocation

In the case of planned projects, or projects which have been or are likely to be approved by local agencies and can reasonably be assumed to develop within the 2020 RTP/SCS planning period, details on the location and development is pre-determined. For these situations growth was allocated into specified parcels, split by TAZ. Appendix G-1 contains the locations of planned projects allocated in the model. In addition, Appendix G-2 contains the detailed listing of planned projects by plan area.

Redevelopment Allocation

Redevelopment was allocated into designated parcels where redevelopment opportunities existed, based on input from local jurisdiction planning staff. Appendix H illustrates the general location of areas receiving redevelopment allocations.

Camp Fire Adjustment and Rebuild Allocation

In order to account for the estimated loss of housing units and non-residential structures associated with the Camp Fire, and the subsequent estimated recovery rate in which housing units and structures will be rebuilt, BCAG added an additional component to the land use model. The new component simply removes those units and structures lost in the Camp Fire in November 2018, based on the CalFire destroyed structures inventory,

and adds them back at a rate determined by BCAG's Provisional Long-Term Regional Growth Forecasts 2018-2040. All units are returned as rebuilds, rather than new housing or development, at a rate equal to all land use categories (i.e., single-family housing, multi-family housing, mobile homes, retail, industrial, etc.). Appendix I illustrates the Camp Fire burn area in which rebuild allocations have been applied.

Final Allocation Files

The results of each forecast years allocation is combined at the region level by TAZ. Appendix J illustrates the areas receiving allocations of population, housing, and/or employment for the year 2040.

Table 4, 5, and 6 provide a summary of the year 2020, 2035 and 2040 assumptions for population, housing, and jobs accommodated by the final allocations.

Table 4 - Year 2020 Assumptions[4]	
Population	228,694
Household Population[5]	223,157
Housing Units	86,929
Households	80,844
Jobs (Non-Farm)	83,452
Jobs/Housing Unit	0.96

Table 5 - Year 2035 Assumptions[4]	
Population	258,113
Household Population[5]	251,863
Housing Units	111,339
Households	103,545
Jobs (Non-Farm)	89,071
Jobs/Housing Unit	0.80

Table 6 - Year 2040 Assumptions[4]	
Population	265,964
Household Population[5]	259,524
Housing Units	115,235
Households	107,169
Jobs (Non-Farm)	92,188
Jobs/Housing Unit	0.80

[4] BCAG Provisional Long-Term Regional Growth Forecasts 2018-2040

[5] Household population based on the 2018 ratio of group quarters population to overall population

MODEL UPDATES AND IMPROVEMENTS

After receiving several improvements for the 2016 RTP/SCS, the land use model has been carried over for use in developing the 2020 RTP/SCS with minimal updates and improvements. In 2018, the states 6 small Metropolitan Planning Organizations (MPOs) partnered and applied for Caltrans Senate Bill 1 (SB 1) Planning Grant Funds for the development of new land use models within a single standard platform. The SB 1 grant was not selected for funding and was revised and submitted again in 2019. Unfortunately, the 2019 grant proposal was not selected for funding. BCAG is hoping to explore other funding opportunities to develop a new model for use in the 2024 RTP/SCS, as the current model is cumbersome and not able to accept minor changes without extensive use of time and limited resources.

Below are the general updates and improvements made to the BCAG land use allocation model for the 2020 RTP/SCS.

UPDATES

Existing Land Use

The 2020 RTP/SCS includes an updated base year representative of January 1, 2018. As such, the existing land use for year 2018 was updated with BCAG's annually updated Geographic Information System (GIS) database which is compiled from local jurisdiction building report data. In addition, school enrollment is updated at the K-12, Community College, and University levels based on district and state reported data.

General Plan Information

BCAG maintains an annually updated local general plan GIS dataset. Annually, local jurisdictions are asked to report general plan land use updates. Typically, these are minor changes effecting one or two parcels. BCAG then adjusts the regional general plan dataset which provides the basis for developing the "available lands" dataset.

Planned Projects

Prior to preparing forecasts, BCAG reviews and requests updates to the planned projects dataset from each local jurisdiction. This often includes the addition or removal of planned projects based on planning department input.

Land Use Masks

Prior to preparing the "available lands" dataset, BCAG reviews the masking layer (areas not available to future development) and updates as necessary. This includes the updating of existing development, public and protected lands, undevelopable lands, etc.

Future Year Allocations

Allocation for future analysis years (2020, 2035, and 2040) were updated based on the BCAG's Provisional Regional Growth Forecasts 2018-2040 and information contained in the 2020 RTP/SCS. In general, overall growth has been reduced across the board from the 2016 RTP/SCS, while the percentage allocated to each growth area has remained unchanged. The ratios of mixed-use housing and jobs-to-housing has been adjusted to reflect recent trends in development that are also on course with smart growth planning.

IMPROVEMENTS

Camp Fire Adjustment

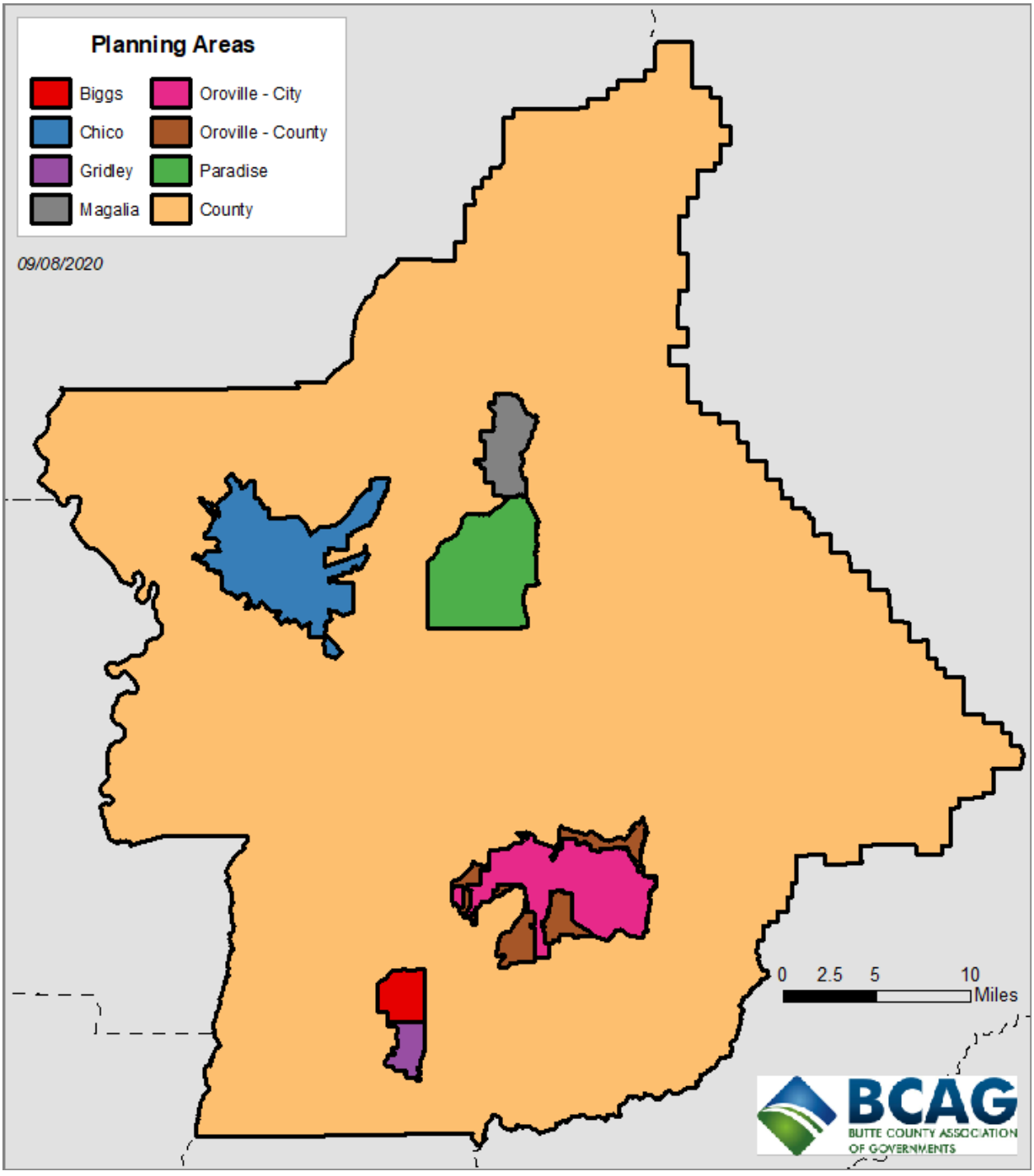
In order to account for the effects of the Camp Fire, as it relates to land use, BCAG incorporated an additional step into the allocation process which removes destroyed structures from the base land use and then applies a rebuild percentage to those housing and non-residential uses. As noted previously, these are tracked separately from new housing or development.

APPENDIX A

General Plan Class to Model Class Crosswalk

Model Code	Model Classification	TransCAD Classification	City of Chico 2030 GP (Final)	Town of Paradise 1994 GP	City of Gridley GP 2030 (Final)	City of Biggs GP 2030 (Pending)	City of Oroville GP 2030 (Final)	Butte County GP 2030 (Final)
0	Unclassified	N/A			Right of Way (ROW), Right of Way Railroad (ROWR), Right of Way Water (ROWW)	Right of Way (ROW), Railroad ROW (RR)	Right of Way (ROW)	Right of Way (ROW), Sports and Entertainment (SE)
1	Agriculture	N/A			Agriculture (AG)	Agriculture (A)		Agriculture (AG)
2	Industry	IND_KSF	Manufactoring and Warehouse (MW)			Agriculture Industrial (AI), Heavy Industrial (HI)	Industrial (IND)	Industrial (I)
4	Agriculture	N/A				Agriculture Commercial (AC)		
5	Office Commercial	OFF_KSF					Office (OFC)	
6.1	Mixed Use Retail	RET_KSF & OFF_KSF	Neighborhood Commercial (NC)	Neighborhood Commercial (NC)	Downtown Mixed Use (DMU)	Commercial (C)	Mixed Use Commercial (MUC)	Mixed Use (MU)
6.2	Mixed Use Retail	RET_KSF & OFF_KSF & MF_DU	Commercial Mixed Use (CMU)	Central Commercial (CC)	Neighborhood Center Mixed Use (MU)	Downtown Mixed Use (DMU)	Retail and Business Services (RBS)	Retail and Office (RTL)
6.3	Mixed Use Retail	RET_KSF & OFF_KSF & MF_DU	Commercial Mixed Use (CMU) with Downtown or Corridor Overlays (OS-3, 7, 9, 13, 14, 15)	Town Commercial (TC)	Commercial (C)	Mixed Use (MU)	Airport Business Park (ABP)	Industrial (I) and Rural Residential (RR) with Retail Overlay (Retail)
6.4	Mixed Use Retail	RET_KSF & OFF_KSF & IND_KSF	Commercial Services (CS)	Business Park (BP)				Recreation Commercial (REC)
6.5	Mixed Use Retail	RET_KSF & OFF_KSF & MF_DU	Regional Commercial (RC)	Community Service (CS)				Research and Business (RBP)
6.6	Mixed Use Office	RET_KSF & OFF_KSF & MF_DU	Office Mixed Use (OMU)					
6.7	Mixed Use Office	RET_KSF & OFF_KSF & MF_DU	Office Mixed Use (CMU) with Downtown or Corridor Overlays (OS-3, 7, 9, 13, 14, 15)					
7	Mixed Use Industrial	IND_KSF & OFF_KSF	Industrial Office Mixed Use (IOMU)	Light Industrial (LI)	Industrial (M), Agriculture Industrial (AI)	Light Industrial (LI)		Agriculture Services (AS)
8.1	Mixed Use Residential	MF_DU & RET_KSF & OFF_KSF	Residential Mixed Use (RMU)					
8.2	Mixed Use Residential	MF_DU & RET_KSF & OFF_KSF	Residential Mixed Use (RMU) with Downtown and Corridor Overlays (OS-3, 7, 9, 13, 14, 15)					
9	High Density Residential	MF_DU	High Density Residential (HDR)		Residential High Density 2 (RHD 2)	High Density Residential (HDR)	High Density Residential (HDR)	High Density Residential (HDR)
10	Medium-High Density Residential	MF_DU	Medium-High Density Residential (MHDR)	Multi-Family Residential (MR)			Medium High Density Residential (MHDR)	
11	Medium Density Residential	SF_DU	Medium Density Residential (MDR)		Residential High Density 1 (RHD 1)	Medium Residential (MDR)	Medium Density Residential (MDR)	Medium High Density Residential (MHDR)
12	Low Density Residential	SF_DU	Low Density Residential (LDR)	Rural Residential (RR) and Town Residential (TR)	Residential Medium Density (RMD), Residential Low Denisty (RLD)	Low Density Residential (LDR)	Medium Low Density Residential (MLDR)	Medium Density Residential (MDR)
13	Very Low Density Residential	SF_DU	Very Low Density Residential (VLDR)	Agricultural Residential (AR)	Residential Very Low Density (RS)		Low Density Residential (LDR)	Very Low Density Residential (VLDR), Low Density Residential (LDR)
14	Rural Residential	SF_DU						Foothill Residential (FR), Rural Residential (RR)
15	Planned Development	N/A	Special Mixed Use (SMU)					Planned Unit Development (PUD)
16	Public Lands & Open Space	N/A	Primary Open Space (POS), Secondary Open Space (SOS)	Recreational (R), Open Space/Agricultural (OS/AG)	Park (PARK), Open Space (OS)		Park (PARK), Environmental Conservation/Safety (ECS), Resource Management (RM)	Resource Conservation (RC)
17	Water Bodies	N/A					State Water Project (SWP)	
18	Urban Reserve	N/A			Urban Reserve (UR)			
19	Timber	N/A		Timber Production (TP)				Timber Mountain (TM)
20	Public Facilities	N/A	Public Facilities and Services (PFS)	Public Institutional (PI)	School (S), Public (PUB)	Public (P)	Public (PUB)	Public (P)

APPENDIX B


Planning Areas
Biggs
Chico
Gridley
Magalia
Oroville - City
Oroville - County
Paradise
County
09/08/2020
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

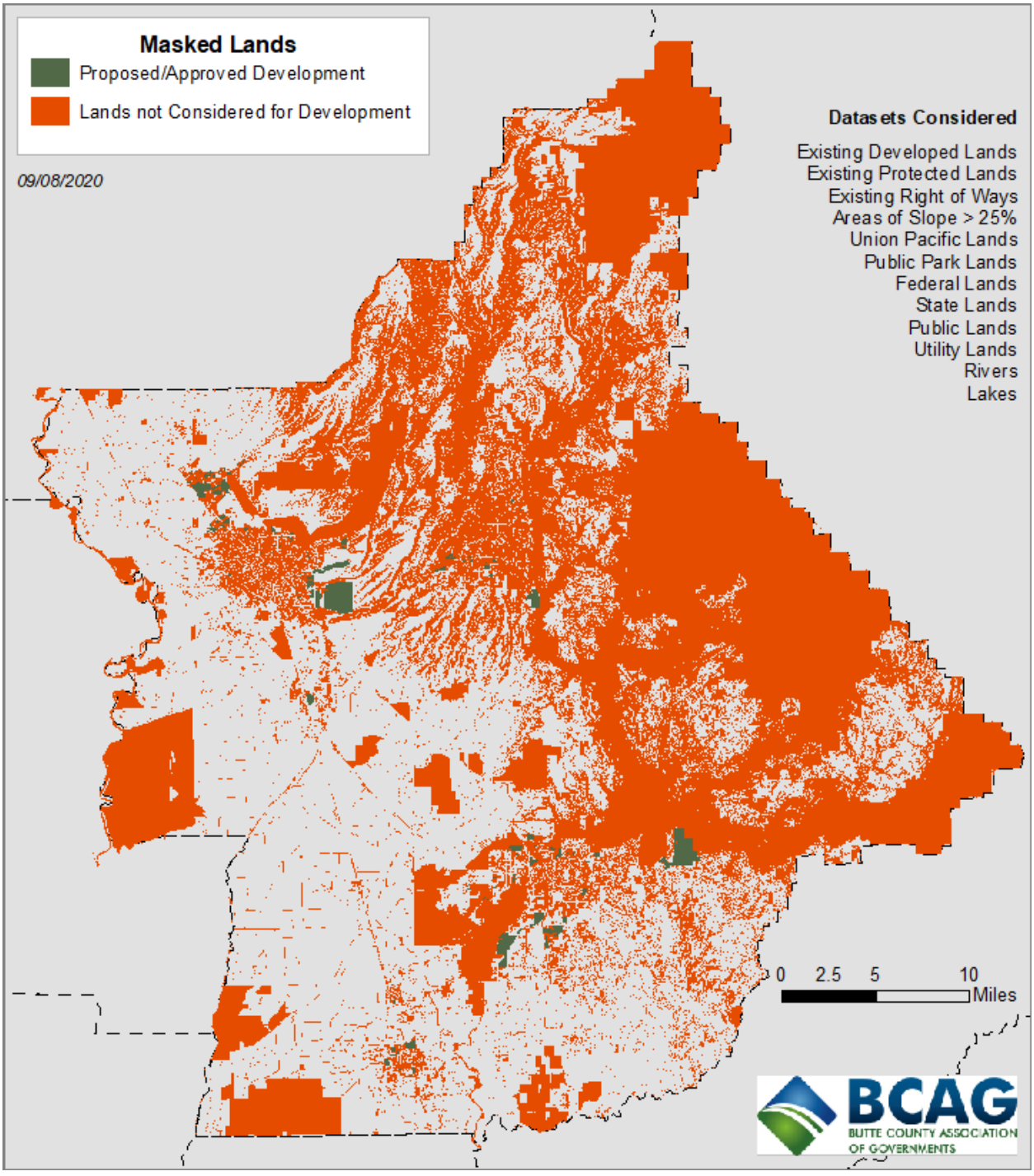
APPENDIX C

Modeling Assumptions

		CHICO				PARADISE				GRIDLEY				BIGGS			
Model Code	Model Classification	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND
2	Industry		900	0.35			900	0.35			900	0.35			900	0.35	
5	Office Commercial		300	0.35			300	0.35			300	0.35			300	0.35	
6.1	Mixed Use Retail		500	0.3	0 / 85 / 15 / 0	0	416.7	0.5	0 / 70 / 30 / 0	20	454.5	1	10 / 60 / 30 / 0		428.6	0.3	0 / 70 / 30 / 0
6.2	Mixed Use Retail	13	545.5	0.3	10 / 75 / 15 / 0	13	555.6	1	30 / 40 / 30 / 0		428.6	0.3	0 / 70 / 30 / 0	20	454.5	1	10 / 60 / 30 / 0
6.3	Mixed Use Retail	33	537.6	1.7	15 / 73 / 12 / 0	6.5	555.6	0.5	30 / 40 / 30 / 0		428.6	0.3	0 / 70 / 30 / 0	13	461.5	0.3	10 / 60 / 30 / 0
6.4	Mixed Use Retail		534.7	0.3	0 / 85 / 10 / 5		403	0.3	0 / 40 / 40 / 20								
6.5	Mixed Use Retail	15.5	531	0.3	3 / 85 / 12 / 0		545.5	0.3	30 / 40 / 30 / 0								
6.6	Mixed Use Office	13	305.1	0.3	10 / 10 / 80 / 0	0											
6.7	Mixed Use Office	30	365	1.7	13 / 12 / 75 / 0	13											
7	Mixed Use Industrial	10.5	562.5	0.35	0 / 0 / 30 / 70		750	0.35	0 / 0 / 10 / 90		642.9	0.35	0 / 0 / 20 / 80		642.9	0.35	0 / 0 / 20 / 80
8.1	Mixed Use Residential	16.2	400	0.3	95 / 2 / 3 / 0												
8.2	Mixed Use Residential	50	400	1.7	90 / 5 / 5 / 0												
9	High Density Residential	40								22.5				20			
10	Medium-High Density	18.5				13											
11	Medium Density Residential	12								12				10			
12	Low Density Residential	5.1								5				4			
13	Very Low Density Residential	1.1				1.5				1							
14	Rural Residential																

		MAGALIA				OROVILLE				OROVILLE - COUNTY PORTION				COUNTY			
Model Code	Model Classification	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND	DU / AC	AVG SF / E	FAR	Mixed Use Ratio RES / RET / OFF / IND
1	Agriculture	0.05												0.05			
2	Industry		900	0.35			900	0.35			900	0.35			900	0.35	
5	Office Commercial		300	0.35			300	0.35			300	0.35			300	0.35	
6.1	Mixed Use Retail	13	461.5	0.3	10 / 60 / 30 / 0	20	507	0.3	15 / 60 / 25 / 0	13	514.3	0.3	10 / 70 / 20 / 0	13	461.5	0.3	10 / 60 / 30 / 0
6.2	Mixed Use Retail		409.1	0.3	0 / 65 / 35 / 0		428.6	0.3	0 / 70 / 30 / 0		473.7	0.3	0 / 80 / 20 / 0		409.1	0.3	0 / 65 / 35 / 0
6.3	Mixed Use Retail		409.1	0.3	0 / 65 / 35 / 0		337.5	0.3	0 / 30 / 60 / 10		428.6	0.3	0 / 70 / 30 / 0		409.1	0.3	0 / 65 / 35 / 0
6.4	Mixed Use Retail		409.1	0.3	0 / 65 / 35 / 0						473.7	0.3	0 / 80 / 20 / 0		409.1	0.3	0 / 65 / 35 / 0
6.5	Mixed Use Retail		275.5	0.3	0 / 0 / 90 / 10						275.5	0.3	0 / 0 / 90 / 10		275.5	0.3	0 / 0 / 90 / 10
6.6	Mixed Use Office																
6.7	Mixed Use Office																
7	Mixed Use Industrial		732.6	0.35	0 / 10 / 10 / 80						818.2	0.35	0 / 10 / 10 / 80		732.6	0.35	0 / 10 / 10 / 80
8.1	Mixed Use Residential																
8.2	Mixed Use Residential																
9	High Density Residential	20					25			20				20			
10	Medium-High Density						18.5										
11	Medium Density Residential	13					13			13				13			
12	Low Density Residential	4.5					5.5			4.5				4.5			
13	Very Low Density Residential	1					1			1				1			
14	Rural Residential	0.1125					0.1			0.1125				0.1125			
19	Timber	0.00625												0.00625			

APPENDIX D


Masked Lands
Proposed/Approved Development
Lands not Considered for Development
09/08/2020
Datasets Considered
Existing Developed Lands
Existing Protected Lands
Existing Right of Ways
Areas of Slope > 25%
Union Pacific Lands
Public Park Lands
Federal Lands
State Lands
Public Lands
Utility Lands
Rivers
Lakes
0 2.5 5 10
Miles
BCAG
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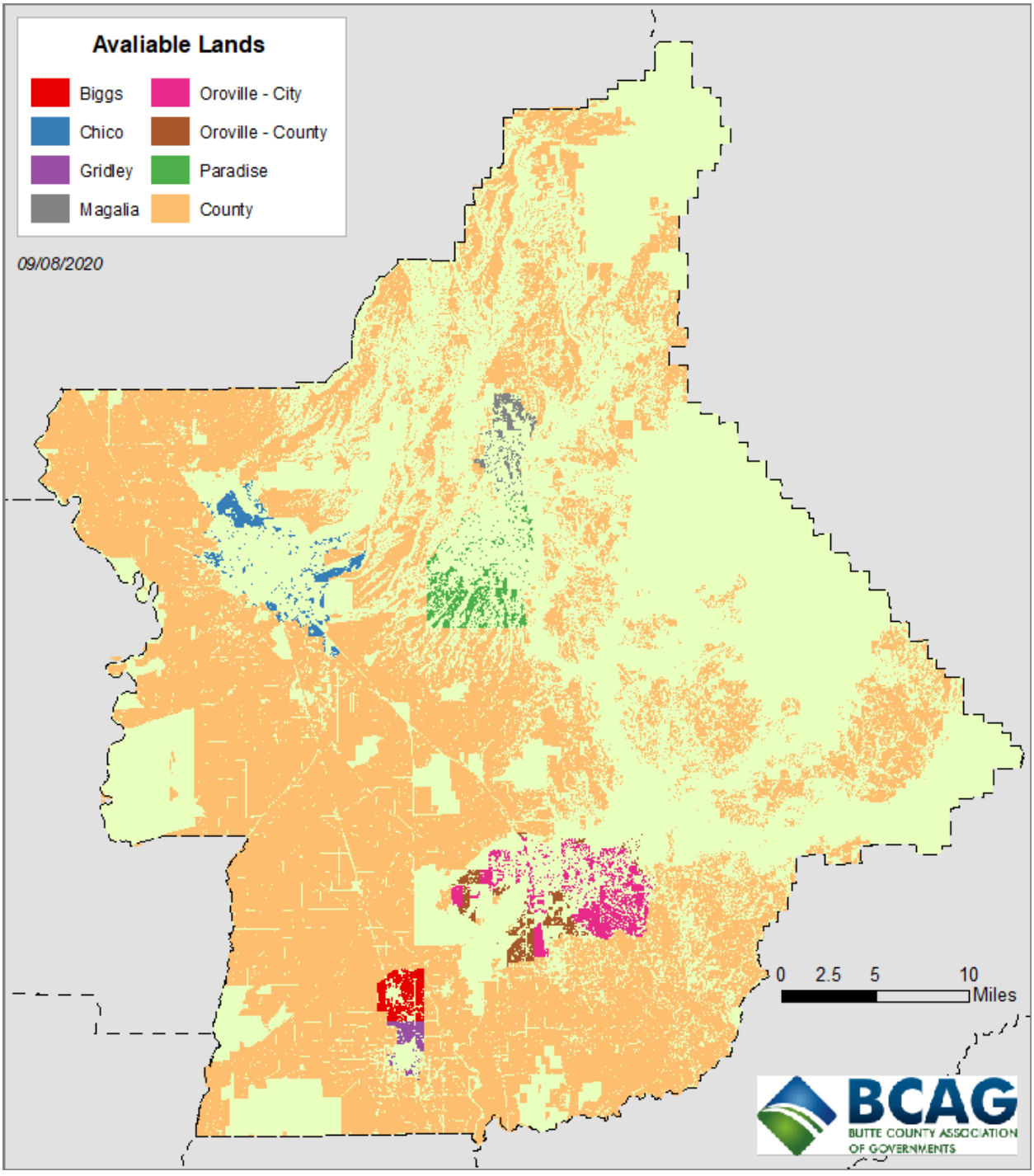
APPENDIX E


Avaliable Lands
Biggs
Chico
Gridley
Magalia
Oroville - City
Oroville - County
Paradise
County
09/08/2020
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Miles
BCAG
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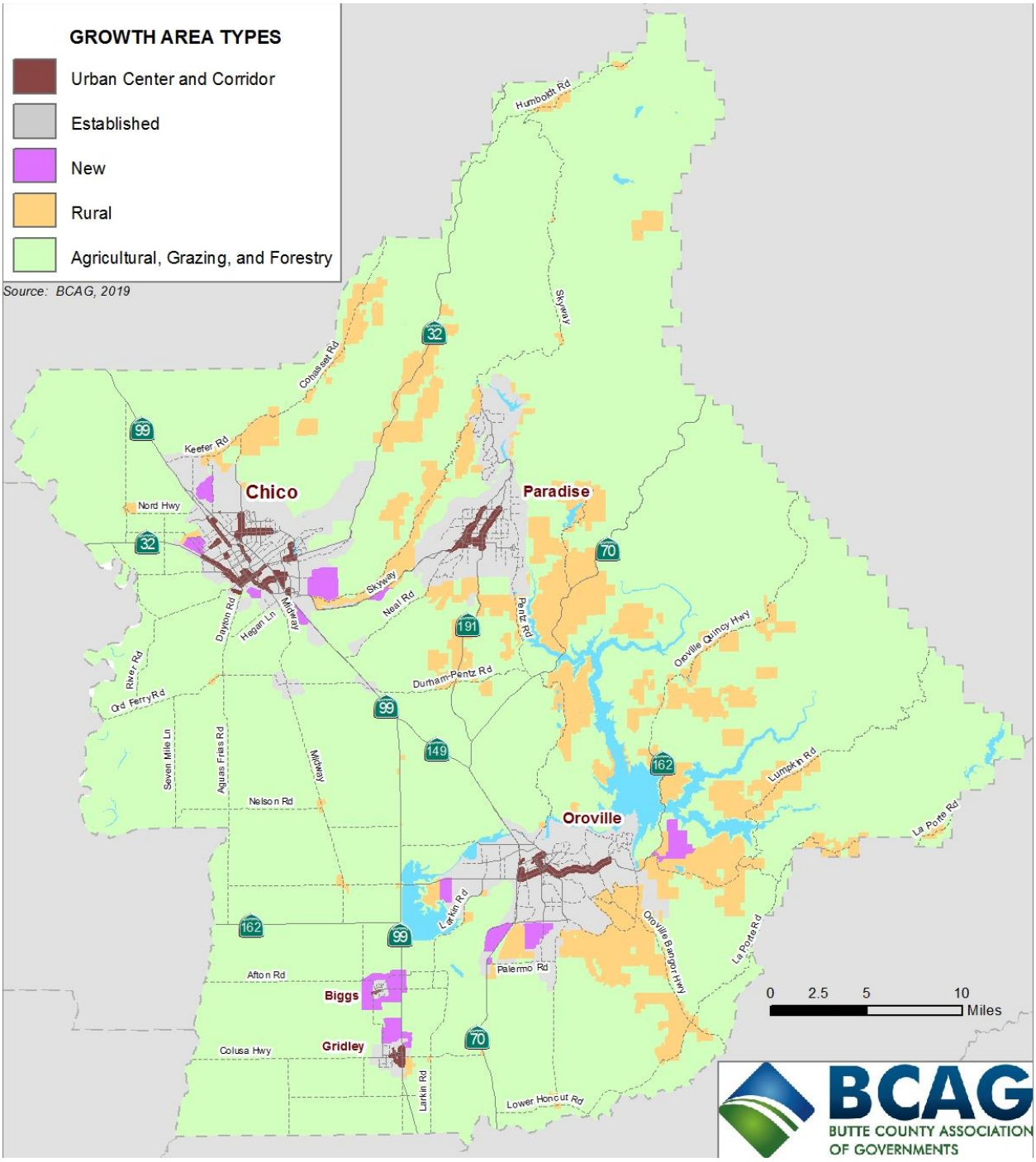
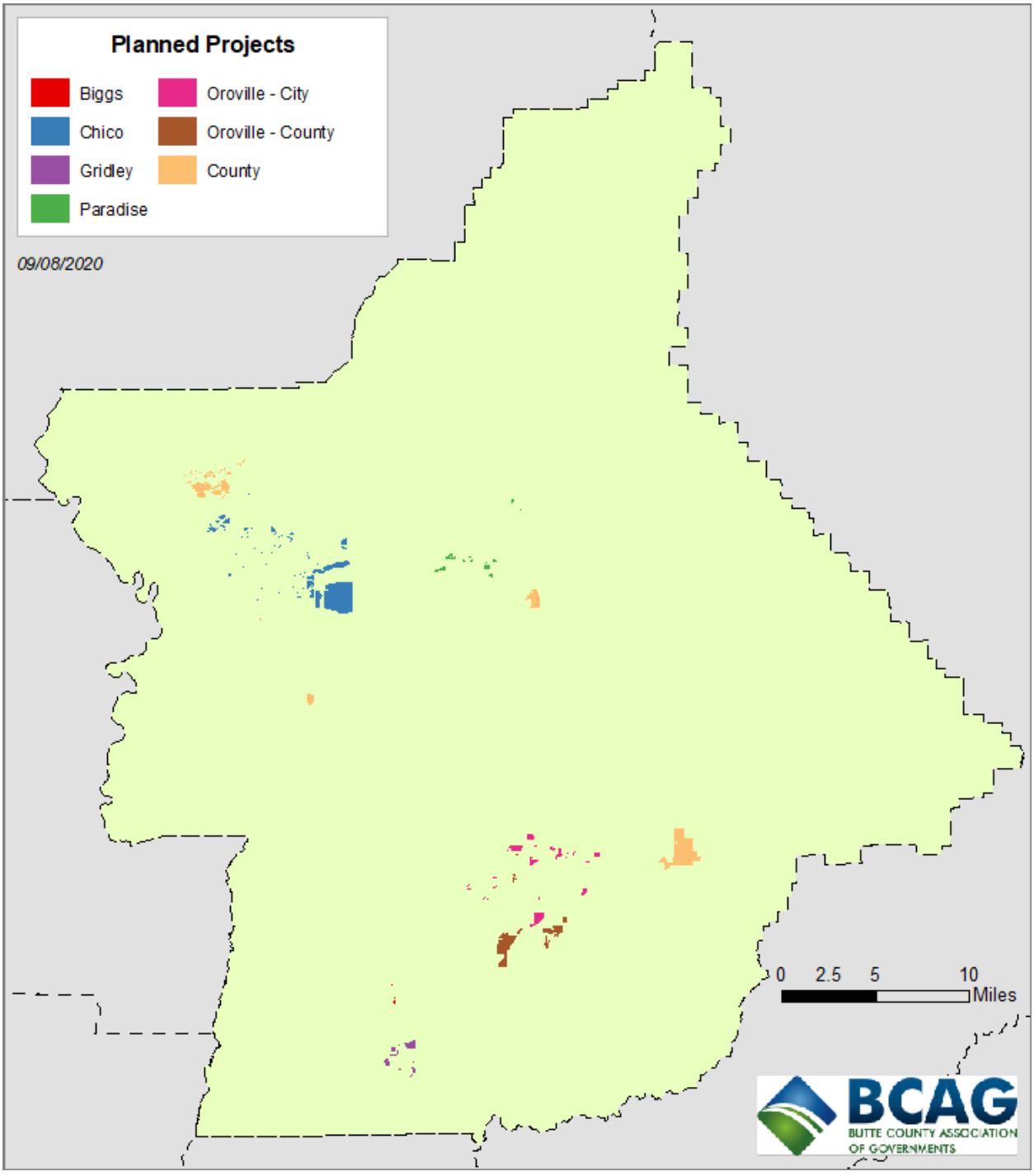
APPENDIX F


GROWTH AREA TYPES
Urban Center and Corridor
Established
New
Rural
Agricultural, Grazing, and Forestry
Source: BCAG, 2019
Chico
Paradise
Oroville
Biggs
Gridley
Humboldt Rd
Skyway
Cohasset Rd
Keefer Rd
Nord Hwy
Dayton Rd
Hegan Ln
Midway
Neal Rd
Pentz Rd
Oroville Quincy Hwy
River Rd
Ord Ferry Rd
Durham-Pentz Rd
Seven Mile Ln
Aguas Frias Rd
Nelson Rd
Lumpkin Rd
La Porte Rd
Larkin Rd
Oroville Bangor Hwy
Palermo Rd
Afton Rd
Colusa Hwy
Lower Honcut Rd
32
99
70
191
149
162
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

APPENDIX G-1


Planned Projects
Biggs
Chico
Gridley
Paradise
Oroville - City
Oroville - County
County
09/08/2020
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

APPENDIX G-2

Planned Projects

CHICO		Capacity									Allocation (Year 2040)								
		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
Sycamore Glen/Mountain Vista	Established	479	200	25	0	0	0	0	0	0	479	200	25	0	0	0	0	0	0
NW Chico Specific Plan Phase 1	Established	600	500	50	0	0	0	0	0	0	600	500	50	0	0	0	0	0	0
Oak Valley Phase 1	Established	160	0	0	0	0	0	0	0	0	160	0	0	0	0	0	0	0	0
Meriam Park Phase 1	Established	150	700	200	150	0	0	0	0	0	150	700	200	150	0	0	0	0	0
Belvedere Heights	Established	192	0	0	0	0	0	0	0	0	192	0	0	0	0	0	0	0	0
Tuscan Village	Established	155	0	0	0	0	0	0	0	0	155	0	0	0	0	0	0	0	0
Foothill Park East 7	Established	65	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0
Wildwood Estates	Established	175	0	0	0	0	0	0	0	0	175	0	0	0	0	0	0	0	0
Various Other Single Family	Established	176	0	0	0	0	0	0	0	0	176	0	0	0	0	0	0	0	0
Various Other Multi Family	Established	0	18	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0
Villa Risa Apartments	Established	0	292	0	0	0	0	0	0	0	0	292	0	0	0	0	0	0	0
Hartford Square	Established	0	58	0	0	0	0	0	0	0	0	58	0	0	0	0	0	0	0
Valley Oak Vet Center	Established	0	0	0	0	13	0	0	0	0	0	0	0	0	13	0	0	0	0
CVS	Established	0	0	14	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0
Sierra Nevada Brewery Security Building	Established	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
NW Chico Specific Plan Phase 2	Established	180	200	250	0	0	0	0	0	0	180	200	250	0	0	0	0	0	0
Oak Valley Phase 2	Established	1164	0	109	0	0	0	0	0	0	1164	0	109	0	0	0	0	0	0
Sierra Gardens Townhouses	Established	0	72	0	0	0	0	0	0	0	0	72	0	0	0	0	0	0	0
Shastan @ Glenwood 2	Established	26	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
Meriam Park Phase 2	Established	650	1000	300	250	0	0	0	0	0	650	1000	300	250	0	0	0	0	0
BCAG Transit Facility	Established	0	0	0	15	0	60	0	0	0	0	0	0	15	0	60	0	0	0
Mission Vista Ranch 2	Center	17	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
Various Other Single Family	Center	22	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0
Westside Place	Center	140	0	0	0	0	0	0	0	0	140	0	0	0	0	0	0	0	0
AA Land and Cattle	Established	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Amber Lynn Estates	Established	109	0	0	0	0	0	0	0	0	109	0	0	0	0	0	0	0	0
Arco AM/PM	Center	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
Avila Estates	Established	17	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
Belvedere Heights	Established	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Belvedere Heights 2	Established	92	0	0	0	0	0	0	0	0	92	0	0	0	0	0	0	0	0
Bentz	Established	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Boeger Subdivision	Established	24	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
Burnap Subdivision	Established	23	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0	0
Carlene Place	Established	17	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
Cedar St Apts	Center	0	20	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
Ceres Avenue	Center	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Channel Apts I & II	Established	0	257	0	0	0	0	0	0	0	0	257	0	0	0	0	0	0	0
Chase Bank	Center	0	0	0	3.5	0	0	0	0	0	0	0	0	3.5	0	0	0	0	0
Chico Nissan Remodel	Center	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
CORE Butte Charter School	Established	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Corrigan	Center	0	23	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0
Creekside Landing	Established	162	0	0	0	0	0	0	0	0	162	0	0	0	0	0	0	0	0
Creekside Place	Established	0	101	0	0	0	0	0	0	0	0	101	0	0	0	0	0	0	0
Crossroads	Established	13	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0
Culinaria @ Meriam Park	Established	0	0	0	31.8	0	0	0	0	0	0	0	0	31.8	0	0	0	0	0
Diamond Hotel expansion	Center	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0	43
Drake Estates	Established	17	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
Eagle Plaza Specific Plan	Established	0	0	78	0	0	0	0	0	80	0	0	78	0	0	0	0	0	80
Engelbert	Established	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Enloe Medical Care	Center	0	0	0	0	12.2	0	0	0	0	0	0	0	0	12.2	0	0	0	0
FifthSun Addition	Established	0	0	0	0	0	25	0	0	0	0	0	0	0	0	25	0	0	0
Foothill Park	Established	68	0	0	0	0	0	0	0	0	68	0	0	0	0	0	0	0	0
Hampton Inn	Center	0	0	0	0	0	0	0	0	148	0	0	0	0	0	0	0	0	148
Harmony Park	Established	18	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
Heritage Landing Apts	Established	0	112	0	0	0	0	0	0	0	0	112	0	0	0	0	0	0	0
Hideaway Park	Established	5	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0
Holiday Inn Hotel	Center	0	0	0	0	0	0	0	0	93	0	0	0	0	0	0	0	0	93
Hopeful Heights	Established	21	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
Humboldt Oak Apts	Center	0	40	0	0	0	0	0	0	0	0	40	0	0	0	0	0	0	0
Humboldt Subdivision	Established	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Innsbrook Sub 2	Established	38	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0
Jensen	Established	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Joshua Tree Domiciles II	Established	0	44	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0
Lamb Parcel Map	Established	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Las Palomas	Established	14	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0

APPENDIX 6-6a

Planned Projects - continued

		Capacity									Allocation (Year 2040)								
CHICO		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
Lassen Subdivision	Established	10	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
Lassen Village	Established	29	0	0	0	0	0	0	0	0	29	0	0	0	0	0	0	0	0
Lee Estates - Established	Established	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0
Lipton Manor	Established	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Magnolia Gardens	Center	14	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
Marigold Heights	Established	24	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
Mariposa Manor	Established	34	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
McGuire Apts	Center	0	20	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
Meriam Park Multi-Family	Established	0	620	0	0	0	0	0	0	0	0	558	0	0	0	0	0	0	0
Meriam Park Non-Residential	Established	0	0	125	200	0	50	0	0	0	0	0	125	200	0	50	0	0	0
Meriam Park Phase 2	Established	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Meriam Park Single Family	Established	294	0	0	0	0	0	0	0	0	235	0	0	0	0	0	0	0	0
Mini Storage	Established	0	0	0	0	0	31.3	0	0	0	0	0	0	0	0	31.3	0	0	0
Mission Vista Ranch 2	Center	17	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
Montecito Place	Established	105	0	0	0	0	0	0	0	0	105	0	0	0	0	0	0	0	0
Moore Duplexes	Established	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Morseman Estates	Established	20	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Mountain Vista	Established	154	0	0	0	0	0	0	0	0	154	0	0	0	0	0	0	0	0
Native Oak Apartments	Established	0	98	0	0	0	0	0	0	0	0	98	0	0	0	0	0	0	0
Neely Apartments	Center	0	8	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0
Nord Ave Apts	Center	0	46	0	0	0	0	0	0	0	0	46	0	0	0	0	0	0	0
Notre Dame / Courtyard Quads	Established	0	20	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0
NVP Facade / BC Offices Infill	Center	0	0	0	26	0	0	0	0	0	0	0	0	26	0	0	0	0	0
NWCSP Phase 1	Established	0	24	50	2	0	0	0	0	0	0	24	50	2	0	0	0	0	0
NWCSP Phase 2	Established	260	240	0	0	0	0	0	0	0	260	240	0	0	0	0	0	0	0
Oak Valley Multi-Family	Center	0	633	0	0	0	0	0	0	0	0	475	0	0	0	0	0	0	0
Oak Valley Single Family	Established	446	0	0	0	0	0	0	0	0	335	0	0	0	0	0	0	0	0
Oak Valley Sub 1	Established	136	0	0	0	0	0	0	0	0	136	0	0	0	0	0	0	0	0
Odiase Duplexes	Center	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
Office Building	Center	0	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0
Office Building	Established	0	0	0	11.4	0	0	0	0	0	0	0	0	11.4	0	0	0	0	0
Office Buildings	Established	0	0	0	7	0	0	0	0	0	0	0	0	7	0	0	0	0	0
Oxford Suites Expansion	Center	0	0	0	0	0	0	0	0	116	0	0	0	0	0	0	0	0	116
Pabbi Nord Apts	Center	0	24	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0
Park Forest Neighborhood	Established	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Penny Building	Established	0	0	0	7.5	0	0	0	0	0	0	0	0	7.5	0	0	0	0	0
Plottel	Established	21	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	0
Restaraunt w/drive thru	Established	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
Ruthie Subdivision	Center	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Salvation Army Complex	Established	0	0	0	0	0	19	0	0	0	0	0	0	0	0	19	0	0	0
Schill Subdivision	Established	56	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0	0
Shasta Crossing Phase 2	Established	0	39	0	0	0	0	0	0	0	0	39	0	0	0	0	0	0	0
Siena @ Canyon Oaks	Established	19	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
Sierra Central Bank	Center	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0
Sierra Gardens	Established	79	0	0	0	0	0	0	0	0	79	0	0	0	0	0	0	0	0
Skyline Condos	Center	0	104	0	0	0	0	0	0	0	0	104	0	0	0	0	0	0	0
Springfield Apts	Established	0	112	0	0	0	0	0	0	0	0	112	0	0	0	0	0	0	0
Stonegate Multi-Family	Established	0	233	0	0	0	0	0	0	0	0	186	0	0	0	0	0	0	0
Stonegate Non-Residential	Established	0	0	200	200	0	0	0	0	0	0	0	160	160	0	0	0	0	0
Stonegate Single-Family	Established	469	0	0	0	0	0	0	0	0	375	0	0	0	0	0	0	0	0
Surf Thru Car Wash	Center	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0
Tank District Apts	Established	0	48	0	0	0	0	0	0	0	0	48	0	0	0	0	0	0	0
Tank District Mixed	Established	0	27	12	0	0	0	0	0	0	0	27	12	0	0	0	0	0	0
Tank District Retail	Established	0	0	9	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0
The Enclave on East	Center	0	44	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0
The Humboldt	Established	0	23	0	0	0	0	0	0	0	0	23	0	0	0	0	0	0	0
Thrive Office Building	Established	0	0	0	9.6	0	0	0	0	0	0	0	0	9.6	0	0	0	0	0
Tower Vista	Established	8	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0
Trinity Park Subdivision	Established	34	0	0	0	0	0	0	0	0	34	0	0	0	0	0	0	0	0
Twin Creeks	Established	16	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
VA Clinic	Established	0	0	0	0	53	0	0	0	0	0	0	0	0	53	0	0	0	0
Valley's Edge Multi-Family	New	0	1040	0	0	0	0	0	0	0	0	572	0	0	0	0	0	0	0
Valley's Edge Non-Residential	New	0	0	350	100	0	0	0	0	0	0	0	165	47	0	0	0	0	0
Valley's Edge Single Family	New	1730	0	0	0	0	0	0	0	0	952	0	0	0	0	0	0	0	0

Planned Projects - continued

		Capacity									Allocation (Year 2040)								
PARADISE		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
various other multi family	Established	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
various other single family	Center	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
various other single family	Established	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
Veteran's Village Housing	Established	0	52	0	0	0	0	0	0	0	0	52	0	0	0	0	0	0	0
Visinoni Brothers	Established	0	0	0	2	0	9	0	0	0	0	0	0	2	0	9	0	0	0
WalMart Expansion	Center	0	0	64	0	0	0	0	0	0	0	0	64	0	0	0	0	0	0
Walnut St Apt	Center	0	18	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0
Westside Place 1	Center	80	0	0	0	0	0	0	0	0	80	0	0	0	0	0	0	0	0
Westside Place 2	Center	60	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0
Wildwood Estates	Established	14	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
Bay Area Concrete	Established	0	0	0	0	0	436	0	0	0	0	0	0	0	0	0	0	0	0
Indian Rock Springs Subdivision	Center	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Neilson Estates Subdivision	Established	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Northwest Assisted Living	Established	0	0	0	0	5	0	0	0	0	0	0	0	0	5	0	0	0	0
Paradise Community Village PD Subdivision	Established	32	96	0	0	0	0	10	0	0	32	96	0	0	0	0	10	0	0
Paradise Land Project PD Subdivision	Center	66	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0	0
Redbud Estates PD Subdivision	Established	16	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
Safeway Shopping Center	Center	0	0	66	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0
Skyway Land Project PD Condominiums	Established	0	35	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0
Valley Vista PD Subdivision	Established	14	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0
Walmart PD Subdivision	Established	0	0	200	0	0	0	0	0	0	0	0	200	0	0	0	0	0	0
Woodview Retirement Cottages	Established	0	56	0	0	0	0	0	0	0	0	56	0	0	0	0	0	0	0
Wrecking Crew Demolition	Established	0	0	0	0	0	218	0	0	0	0	0	0	0	0	0	0	0	0

		Capacity									Allocation (Year 2040)								
GRIDLEY		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
Butte Country Homes Unit 1	Established	43	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0
Butte Country Homes Unit 2	Established	70	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0
Deniz Ranch	Established	465	196	0	0	0	0	0	0	0	177	74	0	0	0	0	0	0	0
Elder Estates	Established	25	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0
Ford and 99 Property	Center	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0
Gridley Industrial Park 1	Established	0	0	0	0	0	60	0	0	0	0	0	0	0	0	23	0	0	0
Gridley Industrial Park 2	Established	0	0	0	0	0	20	0	0	0	0	0	0	0	0	8	0	0	0
Huffman	Established	3	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Little Property	Established	71	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0
Moss Parcel Map	Established	0	0	9	14	0	72	0	0	0	0	0	0	5	0	27	0	0	0
North Valley Estates	Established	17	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0
Qumar Estates	Center	19	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
Smith	Established	22	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0
Smith Parcel Map	Established	4	0	9	0	0	0	0	0	0	4	0	9	0	0	0	0	0	0
Spruce and Washington Property	Center	0	0	10	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0
Steffan Estates	Established	28	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
Valley Oak Estates	Established	18	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0
various other single family	Established	24	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
West Biggs Gridley Road Proper	Established	58	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0

		Capacity									Allocation (Year 2040)								
BIGGS		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
Eagle Meadows of Biggs	Established	17	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	0
North Biggs Estates Project	Established	56	26	0	0	0	0	0	0	0	56	26	0	0	0	0	0	0	0
Summit Estates	New	53	0	0	0	0	0	0	0	0	53	0	0	0	0	0	0	0	0
various other single family	Established	13	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0

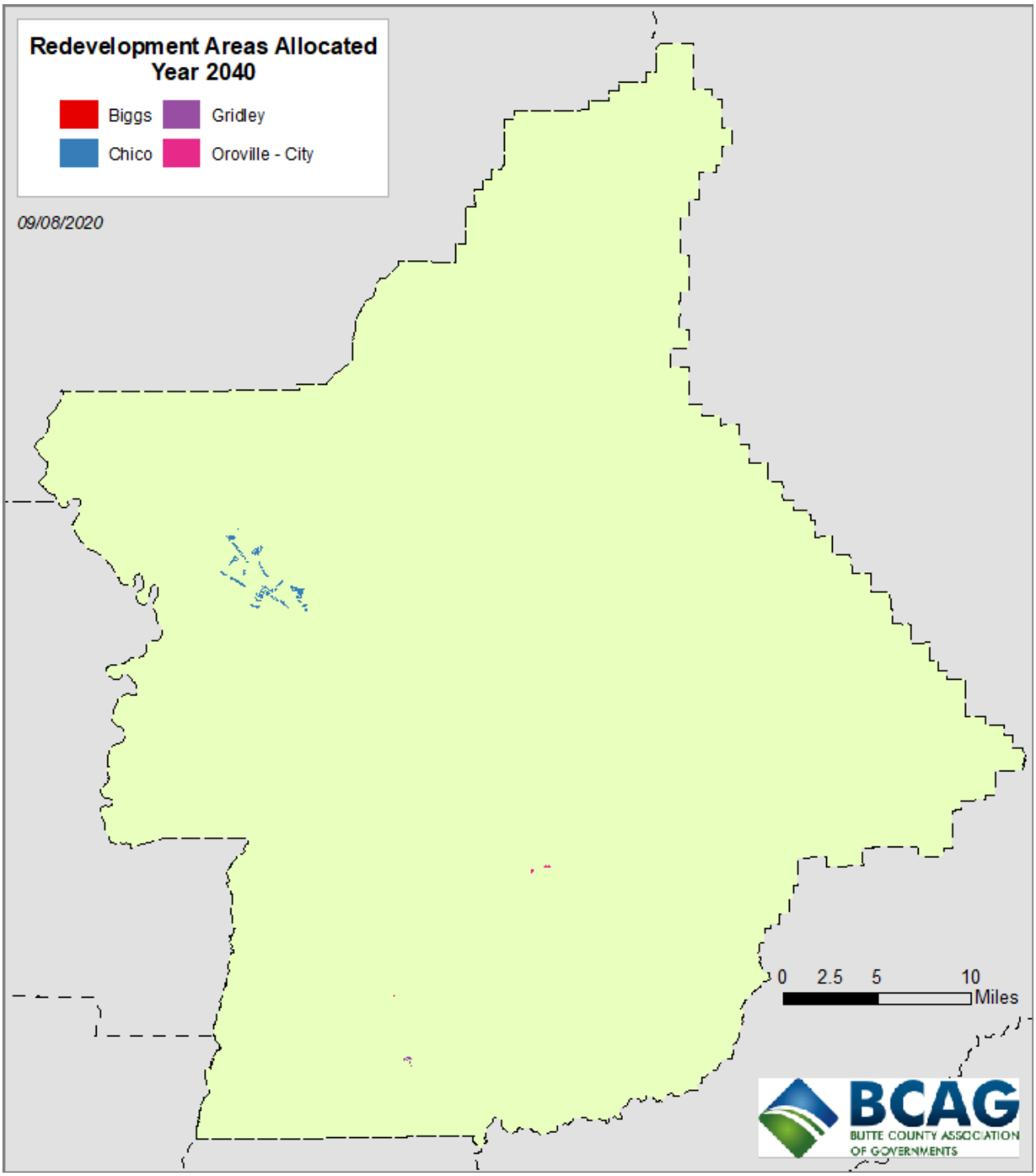
Planned Projects - continued

		Capacity									Allocation (Year 2040)								
OROVILLE		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
Acacia Estates	Established	20	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0
Buttewoods	Established	167	0	0	0	0	0	0	0	0	84	0	0	0	0	0	0	0	0
Calle Vista Phase 2	Established	60	0	0	0	0	0	0	0	0	45	0	0	0	0	0	0	0	0
Canel View Estates	Established	32	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
Community Action Agency	Established	0	0	0	10	0	20	0	0	0	0	0	0	10	0	20	0	0	0
Deer Creek	Established	79	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0
Ford Drive	Established	46	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	0	0
Forebay Estates	Established	122	0	0	0	0	0	0	0	0	61	0	0	0	0	0	0	0	0
GPI Expansion	Established	0	0	0	0	0	350	0	0	0	0	0	0	0	0	263	0	0	0
Greenview Estates	Established	15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
Heritage Oaks	Established	79	0	0	0	0	0	0	0	0	59	0	0	0	0	0	0	0	0
Highlands Estates	Established	32	0	0	0	0	0	0	0	0	24	0	0	0	0	0	0	0	0
Linkside Phase 1	Established	59	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0	0
Linkside Phase 2	Established	50	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	0
Martin Ranch Multi-Family	Established	0	795	0	0	0	0	0	0	0	0	294	0	0	0	0	0	0	0
Martin Ranch Non-Residential	Established	0	0	8	30	0	0	0	0	0	0	0	4	15	0	0	0	0	0
Martin Ranch Single Family	Established	237	0	0	0	0	0	0	0	0	119	0	0	0	0	0	0	0	0
Mission Olive Ranch	Established	25	0	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0
Nelson 56	Established	197	0	0	0	0	0	0	0	0	99	0	0	0	0	0	0	0	0
Oak Park	Established	222	0	0	0	0	0	0	0	0	111	0	0	0	0	0	0	0	0
Oro Industrial Park	Established	0	0	0	10	0	400	0	0	0	0	0	0	3	0	100	0	0	0
Oroville Commercial Development	Established	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0
River View	Established	93	0	0	0	0	0	0	0	0	70	0	0	0	0	0	0	0	0
Rosewood Subdivision	Established	37	0	0	0	0	0	0	0	0	37	0	0	0	0	0	0	0	0
The Bluffs	Established	55	0	0	0	0	0	0	0	0	41	0	0	0	0	0	0	0	0
Used Car Lot	Center	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
various other single family	Established	15	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0
Vista Del Oro	Established	57	0	0	0	0	0	0	0	0	43	0	0	0	0	0	0	0	0

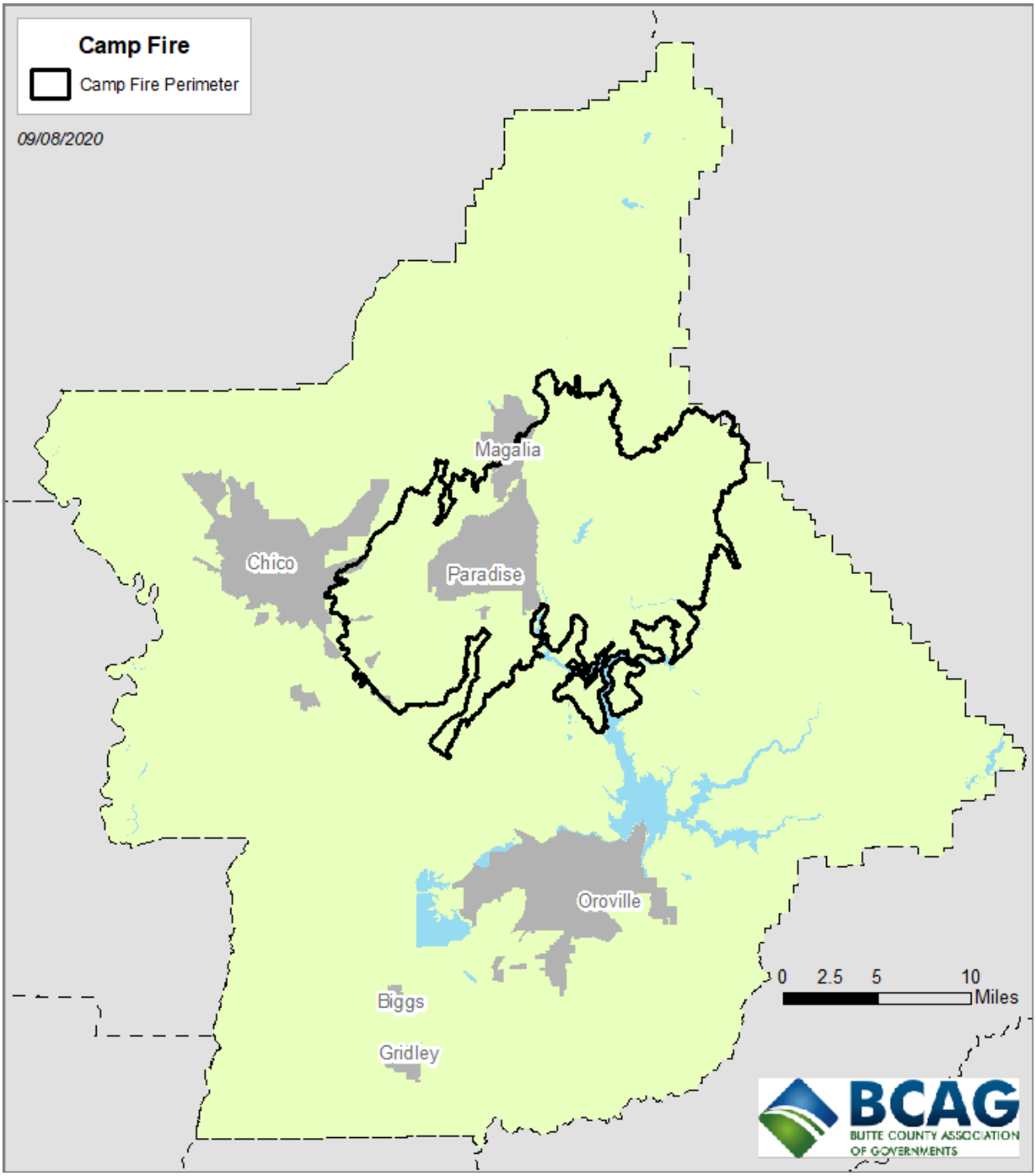
		Capacity									Allocation (Year 2040)								
OROVILLE COUNTY PORTION		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
Butte Vista	Established	42	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0	0	0
Diamond Oak	Established	98	0	0	0	0	0	0	0	0	98	0	0	0	0	0	0	0	0
Garden Oak Estates	Established	118	28	0	0	0	0	0	0	0	59	28	0	0	0	0	0	0	0
Rio d Oro	New	2045	655	248	0	0	0	0	0	0	1023	354	43	0	0	0	0	0	0
South Ophir SP	New	151	0	0	0	0	0	0	0	0	106	0	0	0	0	0	0	0	0
Southlands Subdivision	Established	174	0	0	0	0	0	0	0	0	87	0	0	0	0	0	0	0	0
Tonriha Subdivision	Established	28	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0

		Capacity									Allocation (Year 2040)								
COUNTY		Housing Units		Non-Residential (KSF)							Housing Units		Non-Residential (KSF)						
Development Name	Growth Area	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms	Single Fam	Multi Fam	Retail	Office	Medical Office	Industrial	Public Quasi Public	Hospital	Hotel Rooms
Creekside Estates	Established	47	0	0	0	0	0	0	0	0	47	0	0	0	0	0	0	0	0
Mandville Park	Established	26	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0
North Chico SP	Established	758	0	0	0	0	0	0	0	0	758	0	0	0	0	0	0	0	0
North Chico SP	Rural	60	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0
Paradise Summit	Established	335	0	0	0	0	0	0	0	0	168	0	0	0	0	0	0	0	0
Sierra Moon	Established	65	0	0	0	0	0	0	0	0	65	0	0	0	0	0	0	0	0
Stanley Ave	Established	18	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	0
Stringtown Mtn SP - A	New	230	32	0	0	0	0	0	0	0	150	21	0	0	0	0	0	0	0
Stringtown Mtn SP - B	New	423	0	0	0	0	0	0	0	0	275	0	0	0	0	0	0	0	0

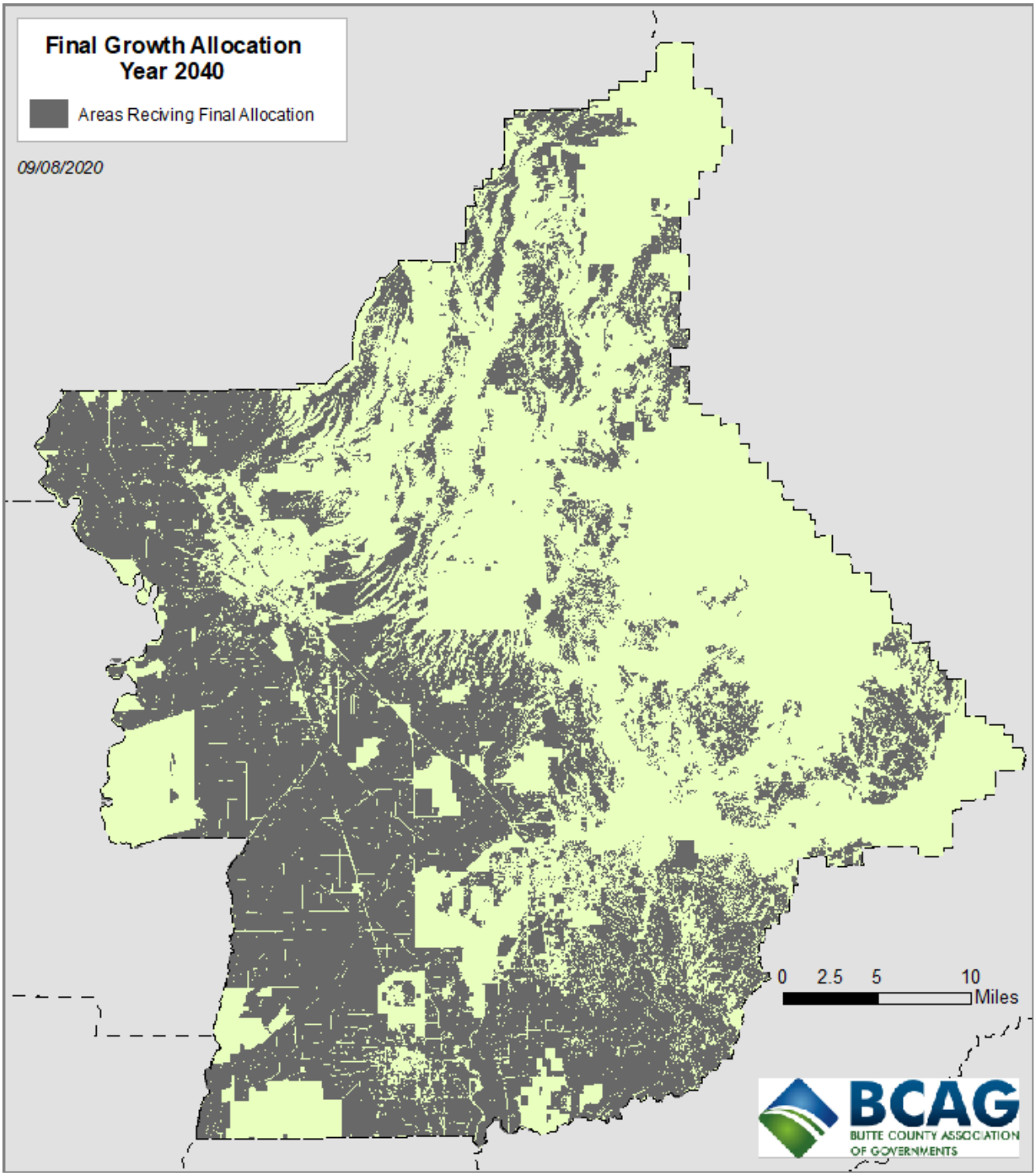
APPENDIX H


Redevelopment Areas Allocated
Year 2040
Biggs
Gridley
Chico
Oroville - City
09/08/2020
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

APPENDIX I


Camp Fire
Camp Fire Perimeter
09/08/2020
Magalia
Chico
Paradise
Oroville
Biggs
Gridley
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

APPENDIX J


Final Growth Allocation
Year 2040
Areas Reciving Final Allocation
09/08/2020
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

APPENDIX 6-6b

FINAL

BCAG 2020 RTP Travel Demand Model

Model Development Report

Prepared for

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

September 2020

FEHR & PEERS

RS18-3710

Final

BCAG 2020 RTP Travel Demand Model

Model Development Report

Prepared for:
Butte County Association of Governments

September 2020

RS18-3710

FEHR PEERS

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1 Introduction

This report presents the Travel Demand Forecasting (TDF) model built for the Butte County Association of Governments (BCAG) in preparation for the 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Update. This report describes the model development process, including the data sources used to develop key model inputs.

General Discussion of the TDF Model

This section summarizes the answers to commonly asked TDF model questions and how BCAG can use the model.

What is a TDF model?

A TDF model is a computer program that simulates traffic levels and travel patterns for a specific geographic area. The program consists of input files that summarize the area's land uses, roadway network, travel characteristics, and other key factors. Using this data, the model performs a series of calculations to determine the number of trips generated, the beginning and ending location of each trip, the mode of travel for each trip, and the route taken by the trip. The model's output includes projections of traffic volumes on major roads and important metrics such as vehicle miles of travel (VMT) needed for emissions forecasts and environmental impact analysis.

How is a TDF model useful?

The TDF model is a valuable tool for preparing long-range transportation planning studies, like the RTP. The TDF model can be used to estimate the average daily traffic volumes on the major area roads in response to planned population and employment growth, changes in transportation infrastructure, and policy assumptions; it also provides a consistent platform to analyze different land use and transportation scenarios.

How do we know if the TDF model is accurate?

To be deemed accurate for projecting traffic volumes in the future, a model must first be calibrated to a year in which actual land use data and traffic volumes are available and well-documented. A model is accurately validated when it replicates actual traffic counts on the major area roads within certain ranges of error established in the *2017 California Regional Transportation Plan Guidelines* (California Regional Transportation Plan Guidelines. (2017). Sacramento, CA: California Transportation Commission.) and it demonstrates stable responses to varying levels of inputs.

The BCAG model has been calibrated and validated to 2018 base year conditions using observed traffic counts, census data travel survey estimates, and land use data compiled by BCAG staff.

Is the BCAG TDF model consistent with standard practices?

The BCAG model is consistent in form and function with standard travel forecasting models used in transportation planning. The model includes a land-use based trip generation module, a gravity-based trip distribution model, a capacity-constrained equilibrium traffic assignment process, and a new mode choice component that estimates transit, walk, and bike trips and generates auto trips for drive alone, shared ride with two people, and shared ride with three or more people. In addition to passenger travel, a separate truck trips model was developed. The travel model uses Version 6.4.3 with GIS of the Citilabs Cube Voyager transportation planning software, which is consistent with many of the models used by local jurisdictions in California and throughout the nation.

How can the TDF model be used?

The TDF model can be used for many purposes related to the planning and design of Butte County's transportation system. The following is a partial listing of the potential uses of the model.

- To update the RTP/SCS
- To estimate VMT for emissions analysis and SB 743 compliant transportation impact studies
- land use and circulation elements of city or county general plans
- To conduct a regional transportation mitigation fee program
- To evaluate the traffic impacts of area-wide land use plan alternatives
- To evaluate the shift in traffic resulting from a roadway improvement
- To evaluate the traffic impacts of land development proposals
- To determine trip distribution patterns of land development proposals
- To support the preparation of project development reports for Caltrans

What are the TDF model limitations?

The BCAG TDF Model has been developed for regional planning purposes within a trip-based model framework. The model conforms to the recommendations outlined in the 2017 California Regional Transportation Guidelines for Group B2 metropolitan planning organization (MPO), but does have limitations.

- The current structure has limited sensitivity to factors that may affect trip generation rates such as significant declines in economic activity. (e.g., COVID-19 effects). However, since the model has a land use occupancy component, economic cycles can be reflected in the assumed intensity of land uses within the model.
- Although the model network includes all local roadways, not all local roadways are assigned vehicle trips. Use of the model for local applications will require sub-area refinements and validation to ensure the model is appropriately sensitive to changes at this scale.
- Model parameters relying on household travel survey data are based on a small sample size. Future model updates would benefit from a larger sample of households in Butte County.

- The trip-based model structure does not allow for complete estimates of forecasts of vehicle trips (VT) or vehicle miles traveled (VMT) generated by residential households or individual persons. Vehicle trips are assigned at the TAZ level and any connection to individual land uses that originally generated the trips are lost. VT and VMT can be expressed as ratios such as VMT per capita or VMT per household. But these ratios are based only on dividing total VMT by the number of people or households in the model area. It does not indicate the level of VT or VMT being generated.

What updates were made to this version of the model?

The model base year was updated from 2014 to 2018 and the modeling platform was changed from TransCAD to Cube. Other updates and changes to the model are summarized below organized by new features and updates to previous features.

New Features

- *Trip Generation:* Replaced total vehicle trips generated with person trips and commercial truck trips
- *Trip Distribution:* Implemented employee salary and household income relationship for home-work trips
- *Interregional Travel:* Improved control over scenario evaluation of interregional inputs by implementing job salary and interregional parameters at a Traffic Analysis Zone (TAZ) scale rather than based on land use and trip purpose model wide.
- *Through Travel:* Values for trips traveling through the region were updated and separated by passengers and trucks.
- *Multimodal Network:* Enhanced network to include modes allowed to use the facility, distinguishing between drive-alone, shared ride, bike/pedestrian, transit, and commercial trucks.
- *Travel Cost:* Added auto operating cost based on all fuel types, travel cost per mile, and parking cost to Trip Distribution and Mode Choice
- *Trip Distribution*: Included cost and modes allowed on transportation facilities in trip distribution.
- *Mode Choice:* Implemented mode choice utility equation based on demographics, distance, cost, and built environment.

Updated Features

- *Land Use Inputs:* Updated base year 2014 data to represent base year 2018. Updated future forecasts to account for the Camp Fire and revised housing, student, and job totals.
- *Transportation Projects:* The transportation project list was updated to reflect the currently planned and programed projects.
- *Auto Operating Cost*: Auto operating cost was updated to include energy sources other than petroleum-based fuels.

What future updates would benefit the model for regional scenario planning?

- Refine economic factors at a more specific geography and forecast cross-classified socio-economics for each scenario for both residential and non-residential land use types.
- Continue to collect traffic count and transit ridership data, and land use development data (residential, school, and employees) to perform near-term forecasts post-Camp Fire and post COVID-19.
- Evaluate shifts in future assumptions such as autonomous vehicles, demographics, fuel price, and land use development patterns.
- Although the model passes the reasonableness checks, and static and dynamic validation, it is recommended that the model be validated in the study area before it used for local-scale projects. This is especially important in the near-term during the recovery of Paradise, since land use development and travel patterns may change significantly in a shorter amount of time than occurred pre-Camp Fire.

Study Area

The model area for the BCAG TDF Model encompasses Butte County, which includes the cities of Chico, Paradise, Oroville, Biggs, and Gridley. **Figure 1** shows the BCAG TDF model area. To represent travel into and out of Butte County, the model also includes 20 "external gateways" at major roads that cross the county line.

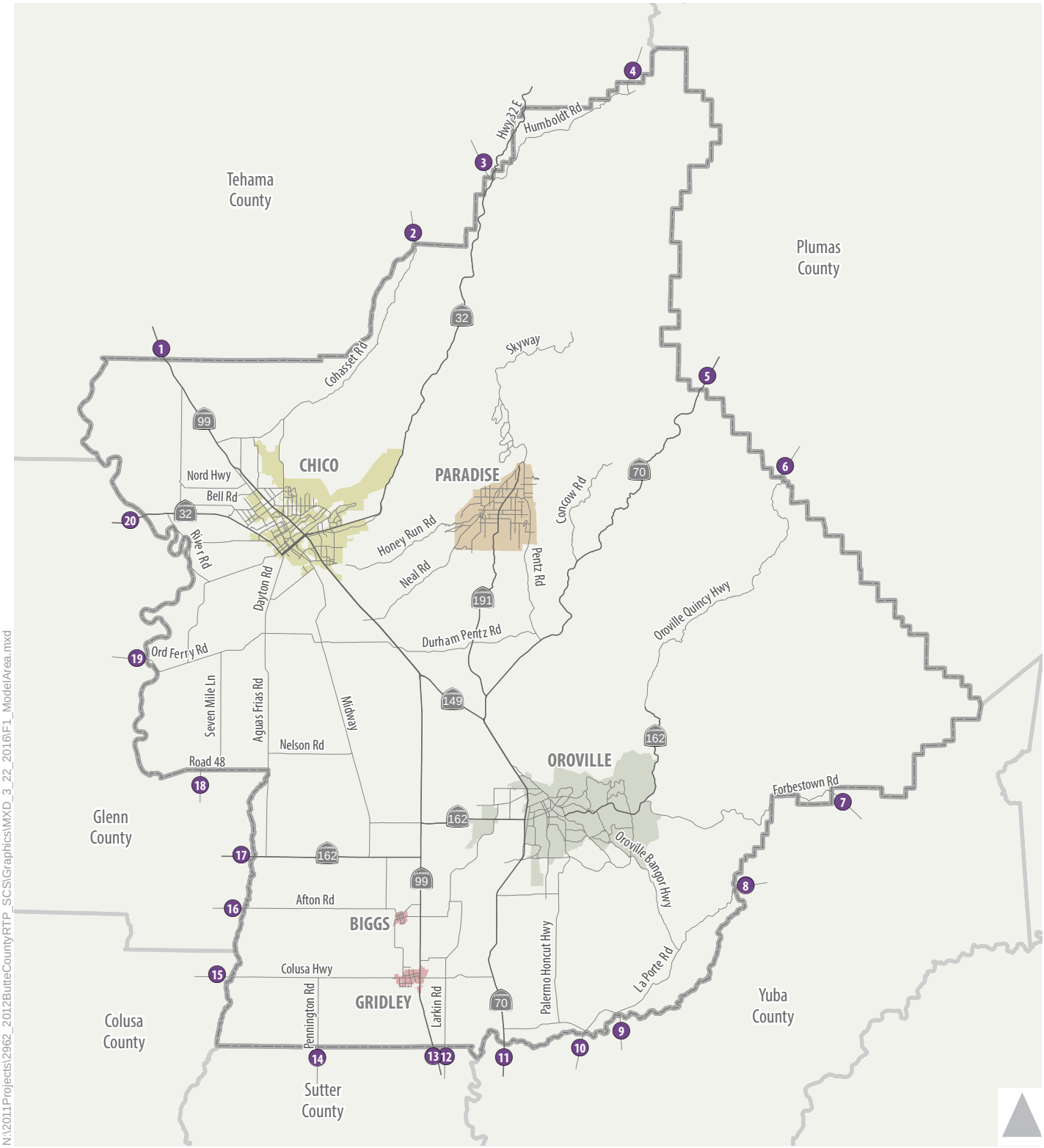


Figure 1

Model Area

2 Model Input Data

This section describes the data collection, review processes, and refinement for developing the model input data of the model.

Data Collection

A data collection effort was undertaken at the outset of the model development process. Data sources included the land use, roadway network, and traffic count database from BCAG, Caltrans Traffic Data Branch for freeway counts, and CSU Chico for Geographic Information Systems (GIS) data. Additional data sources are listed below.

- 2018 Census Bureau data
- Department of Finance (DOF) housing estimates
- California Statewide Household Travel Survey (CHTS), 2012
- Employment Development Department (EDD) employment estimates
- Longitudinal Employer-Household Dynamics (LEHD) data
- StreetLight Origin-Destination Mobile Device Data (Big Data)
- California Statewide Travel Demand Forecasting Model
- Bike and pedestrian facilities
- Transit routes, stops, and schedules
- Traffic counts
- Transit ridership

Traffic Analysis Zone System

TAZs represent geographic areas containing land uses that produce or attract trip ends. Travel demand models use TAZs to connect land uses to the roadway network. The TAZ boundaries for the BCAG model were developed from the Butte County parcel layer and closely nest within city boundaries in Butte County.

The TAZ boundaries from the previous model were maintained for this update, except for a few locations where a TAZ was split into two zones for improved detail within plan area boundaries. The GIS data representing the TAZ and plan area boundaries were provided by BCAG.

This update to the BCAG model included refinement to the TAZ detail for improved organization by plan area with the zone identification numbering, as presented in **Table 1**. TAZ maps showing the zone boundary and zone number are shown in **Appendix A**.

Table 1: TAZ ID by Plan Area

Plan Area	Zone ID Range
Model Gateways	1-20 (21-99 Blank)
Biggs	100-122 (123-199 Blank)
Chico	200-519 (520-599 Blank)
Gridley	600-636 (637-699 Blank)
Oroville	700-816 (817-899 Blank)
Oroville – County	900-924 (925-999 Blank)
Paradise	1000-1117 (1118-1199 Blank)
Magalia	1200-1217 (1218-1299 Blank)
Unincorporated Butte County	1300-1557 (1558-1999 Blank)

Notes: Zone IDs that do not currently exist but are available for use in more detailed project analyses are noted in parentheses.
Source: Fehr & Peers, 2020.

The BCAG model TAZ system includes 916 zones in the model area covering Butte County, and 20 model gateways where major roadways provide access into the model area. The model gateways represent all major routes by which traffic can enter, exit, or pass through the model area. As noted in Table 1, there are blank zone IDs reserved for each plan area available for use in more detailed project analyses.

Land Use Data

Land use data is one of the primary inputs to the BCAG model and this data is instrumental in estimating trip generation. The model's primary source of land use data is BCAG's residential, school, and commercial parcel and footprint datasets (maintained in a GIS format). Each database provides information on the existing level of development within the county and is aggregated to the model's TAZs. These databases are maintained by BCAG staff in association with CSU Chico. The land use data in the model is divided into several residential and non-residential categories. The BCAG model has 17 land use categories, consistent with the previous model, which are described in **Table 2**.

Table 2: Model Land Use Categories

Land Use Type	Model Land Use ID	Units
Single Family Residential	SF_DU	Dwelling Units
Multi-Family Residential	MF_DU	Dwelling Units
Mobile Home Residential	MH_DU	Dwelling Units
Office	OFF_KSF	Thousand Square Feet
Medical Office	MED_KSF	Thousand Square Feet
Hospital	HOSP_KSF	Thousand Square Feet
Industrial	IND_KSF	Thousand Square Feet
Public/Quasi-Public	PQP_KSF	Thousand Square Feet
Park	PARK_AC	Acres
Neighborhood-Serving Retail	RET_KSF	Thousand Square Feet
Region-Serving Retail	RRET_KSF	Thousand Square Feet
Hotels	HOTEL_RMS	Rooms
K-12 School	K12_STU	Students
University	UNIV_STU	Students
Community College	CC_STU	Students
Casino	CASINO_SLT	Slots

Source: Fehr & Peers, 2020.

Socio-Economic Data

The Socio-economic Data (SED) represents the number of households by housing type (single family, multi-family, mobile home), number of residents, and household income level (low, medium, and high) for each TAZ. Additionally, the SED file contains the total square footage for the retail, regional retail, industrial, office, medical, hospital, and public/quasi-public land uses in addition to the number of hotel rooms, university students, community college students, K-12 students, park acreage, and the number of slot machines at the casinos.

The household information in the SED dataset was created by applying the household type proportions information from the U.S. Census Bureau. (U.S. Census Bureau (2018). American Community Survey 1-year Estimates. Retrieved from https://www.census.gov/data/developers/data-sets/acs-1year.html.) and applying them to the number of dwelling units in the land use datasets provided by BCAG. Through the application of these proportions the SED data contains the number of single family and multi-family dwelling units arranged by number of residents and household income category. The household income categories include:

1. Low: less than $35,000 a year
2. Medium: between $35,000 and $75,000 a year

3. High: greater than $75,000 a year

Additionally, the proportion of high, medium, and low-income jobs were calculated for each of the employment related land uses (retail, office, medical, etc.) for each TAZ. The U.S. Census Bureau Longitudinal Employer-Household Dynamics Quarterly Workforce Indicators (QWI)[1] dataset for 2018 was used to divide the employment land uses into the high, medium, and low-income categories. The average annual income was calculated for each North American Industry Classification System (NAICS) sector in Butte County using the QWI dataset. Each of the NAICS sectors were classified into a high (>$75,000), medium ($35,000 to $75,000), or low (<$35,000) category based on the estimated annual income. The NAICS sectors were then associated with one of the non-residential land use categories. **Table 3** below contains the relationship of NAICS sectors to the model land use with the corresponding income category. This relationship is currently used for both the 2018 base year and all forecast scenarios.

Table 3: Land Use Type by NAICS Sectors and Income Category

Land Use	Income Category	NAICS Sectors
Retail & Regional Retail	All Income Categories	44-45 Retail Trade, 72 Accommodation and Food Services
	Low (<$35,00)	44-45 Retail Trade, 72 Accommodation and Food Services
	Medium ($35,000 to $75,000)	-
	High (>$75,000)	-
Industrial	All Income Categories	21 Mining, 22 Utilities, 31-33 Manufacturing, 48-49 Transportation and Warehousing
	Low (<$35,00)	-
	Medium ($35,000 to $75,000)	21 Mining, 31-33 Manufacturing, 48-49 Transportation and Warehousing
	High (>$75,000)	22 Utilities
Office	All Income Categories	42 Wholesale Trade, 51 Information, 52 Finance and Insurance, 53 Real Estate Rental and Leasing, 54 Professional Scientific, and Technical Services, 55 Management of Companies and Enterprises, 56 Administrate and Support and Waste Management and Remediation Services, 71 Arts, Entertainment, and Recreation, 81 Other Services (except Public Administration)
	Low (<$35,00)	53 Real Estate Rental and Leasing, 56 Administrate and Support and Waste Management and Remediation Services, 71 Arts, Entertainment, and Recreation, 81 Other Services (except Public Administration)
	Medium ($35,000 to $75,000)	42 Wholesale Trade, 51 Information, 52 Finance and Insurance, 54 Professional Scientific, and Technical Services, 55 Management of Companies and Enterprises
	High (>$75,000)	-

[1] U.S. Census Bureau. Longitudinal Employer-Household Dynamics, Quarterly Workforce Indicators (QWI). 2018. https://lehd.ces.census.gov/data/#qwi

Table 3: Land Use Type by NAICS Sectors and Income Category

Land Use	Income Category	NAICS Sectors
Medical & Hospital	All Income Categories	62 Heath Care and Social Assistance
	Low (<$35,00)	-
	Medium ($35,000 to $75,000)	62 Heath Care and Social Assistance
	High (>$75,000)	-
Public/Quasi-Public	All Income Categories	22 Utilities, 61 Educational Services, 92 Public Administration
	Low (<$35,00)	-
	Medium ($35,000 to $75,000)	61 Educational Services, 92 Public Administration
	High (>$75,000)	22 Utilities

The total number of employees by NACIS sector was calculated for each TAZ using the Workplace Area Summary datasets from the U.S. Census Bureau's Longitudinal Employer-Household Dynamics Origin-Destination Employment Statistics (LODES)[2] dataset for 2018. The proportion of employees in each NAICS sector was calculated for each Census Tract, and these values were allocated to the TAZs using a spatial join in ArcGIS. The TAZs were assigned the NACIS sector proportions based on which Tract their centroid fell within.

The employment totals were then used to estimate the proportion of employees in each NAICS sector. The NAICS sector proportions were then assigned to the TAZs using a spatial join in ArcGIS. TAZs were assigned the proportion values based on which Tract their centroid fell within. The sector proportions were then summarized to each land use and income category using the crosswalk detailed in Table 3. The same percentages file is currently used in all scenarios and can be changed for individual scenarios as appropriate.

Gateways Data

The gateways dataset represent travel beyond the model boundary and contains the initial number of productions and attractions associated with the gateway locations by trip purpose. The home-based work productions and attractions are broken down by income category.

[2] U.S. Census Bureau. Longitudinal Employer-Household Dynamics. LEHD Origin-Destination Employment Statistics (LODES). 2018. https://lehd.ces.census.gov/data/#qwi

Roadway and Bicycle Network

The model network combines the roadway and bicycle networks into one master network file. The master network is inclusive of all roadway and bicycle network links that existed in 2018 plus those planned to be added through 2040. The planned network links contain an attribute indicating the year it will be constructed. This attribute is used when creating a network representing a specific year between 2018 and 2040. Development of the master network included appropriately sorting and merging all the GIS data collected for the roadway and bicycle networks, reviewing current and historical aerial maps, and refining the network for implementation into the model structure. The model master network maintains a high level of detail of the roadway and bicycle facilities, keeping the true shape of each facility from the GIS centerline files.

The roadway and bicycle facilities included within the master network also focuses on the most used facility types. The master network facility classifications included in the model, consistent with the Butte County RTP/SCS, are described below.

Freeways

Freeways are high-capacity facilities that primarily serve longer distance travel. Access is limited to interchanges typically spaced at least one mile apart. State Route (SR) 70 and SR 99 are the major freeways in the Butte County. Portions of SR 149 that connect SR 70 and SR 99 are also designed to freeway standards.

High Occupancy Vehicle Lanes

High Occupancy Vehicle (HOV) lanes are dedicated facilities on freeways with access restricted to single occupant vehicles (i.e., vehicles with only the driver, no passengers). These facilities can be restricted by time-of-day. Currently, no HOV lanes exist within Butte County; this facility type is included in the available options for possible future projects and modeling.

Expressways

Expressways are high-capacity facilities that primarily serve intermediate distance travel between intercity destinations. Access is limited, but not to the extent of freeways, and travel lanes may or may not be divided. Portions of SR 70, SR 99, SR 149, and Skyway are classified as expressways in Butte County.

Arterials

Roadway segments classified as Arterials are major roads that provide connections within cities, between cities and neighboring areas, and through the cities (cut-through traffic) of Butte County. Arterials in Butte County typically have one or two lanes in each direction, with travel speeds of 30-40 miles per hour (mph). Examples of these arterials are East Avenue in Chico, Clark Road in Paradise, and Olive Highway in Oroville.

Collectors

Collectors (Major and Minor) are facilities that connect local streets to the arterial system, and may also provide direct access to local land uses. Collectors generally provide two travel lanes and typically have a posted speed limit of 25 mph or greater. Examples of these collectors are Ceres Avenue in Chico, Nunneley Road in Paradise, and Myers Street in Oroville.

Local Streets

Local Streets primarily feed collector roads and generally provide two travel lanes with a posted speed limit of 25-30 mph. The model network focuses on freeways, arterials, and collectors but does include most of the local streets represented in the Butte County GIS centerline file to provide access from traffic analysis zones to the larger network. If a project application needs to assess local roadway performance, the model has been designed such that detail can be added to improve its sensitivity related to these facilities. These types of changes would typically be performed as part of a specific project application.

Transit Only Facilities

Transit Only facilities represent any lanes or dedicated travel-ways for transit use, restricted to all other vehicles. Currently no transit only facilities exist within Butte County; this facility type is included in the available options for possible future projects and modeling.

Bicycle Only Facilities

Bicycle Only facilities represent Class I multi-use off-street paths, or paved trails separated from roadways. These facilities restrict vehicle access, and allow for shared use by cyclists and pedestrians.

Class II bike lanes or Class II bike routes are represented along a roadway and identified separately based on the bicycle facility type attribute.

The existing facilities were coded into the transportation network and coded with the appropriate functional type to prohibit use by other modes in both the accessibility calculation and in traffic assignment.

Pedestrian Facilities

Pedestrian facilities, such as sidewalks or multi-use paths, are not separately identified in this model. Access for pedestrians is assumed on all roadway and bicycle facilities, except for along freeways and expressways.

Table 4 shows each of the roadway and bicycle network facility types, along with the initial roadway speeds and capacities used for each roadway classification in the model.

Table 4: Model Roadway Facility Types

Facility Type ID	Facility Classification	Speed Range (MPH)	Lane Capacity Range (vphl)[1]
1	Freeway	55-65	1,750 – 2,000
2	Ramp: Freeway-to-Freeway	55-65	1,800
3	Ramp: Slip	20-45	1,500
4	Ramp: Loop	20-45	1,250
5	HOV	55-65	1,300 – 1,800
6	Expressway	35-55	800 – 1,100
7	Arterial	30-40	750 – 900
8	Collector	25-45	700 – 800
9	Local	25-30	600 – 700
10	Transit Only	25-55	NA
11	Bike Only	-	NA
100	Centroid Connector[2]	25	NA

1. vphl – vehicles per hour, per lane
2. Centroid connectors are abstract representations of the starting and ending point of each trip, and therefore should have no capacity constraints

Source: Fehr & Peers, 2020.

The structure of the master network assumes an initial "BASE" condition for the roadways and associated attributes based on facilities open to travel in 2018. Improvements to the roadway network over time are incorporated whenever there is a change, such as construction of a new roadway, removal of a roadway, or a change to the number of lanes, speed, bicycle facility type, or other attribute. The first improvement to a roadway (if applicable) is represented by the network link attributes identified under "IMP1" along with the implementation year specified. A second improvement to a roadway (if applicable) is represented by the network link attributes identified under "IMP2" along with the implementation year specified. These roadway and bicycle facility improvements are identified for all projects constructed by base year 2018, and all planned projects included within the 2020 RTP project list by future year 2040.

The roadway and bicycle master network database include the network link attributes identified in **Table 5** These attributes were checked using maps, aerial photographs, and other data provided by BCAG. In addition, the vehicle count data for the 312 roadway segments where traffic counts were collected in 2017/2018 are included at the relevant links for model validation.

Table 5: Master Network Link Variables

Attribute	Description	Example
A	A node	43
B	B node	11791
NAME	Roadway Name	SR 99
DISTANCE	Link distance in miles	30
DIST_ADJ	Link distance adjustment (e.g., at Model Gateways)	104
DIR	Overall direction under all years (Two-Way = 0, One-Way=1). If any year is two-way, then this attribute is set to two-way.	0
TERRAIN	Terrain (1=Flat, 2=Rolling, 3=Mountain)	1
JURISDICTION	Political jurisdiction where link is located	Oroville
PLAN_AREA	Planning area where link is located	Chico
SCREENLINE	Screenline by direction	43
BASE_AREATYP	Land use development affecting roadway capacity: Rural-1, Suburban-2, Urban-3, CBD-4	1
BASE_FACTYP	Facility type under Base Year (2018). See Facility Types tab for codes	11
BASE_DIR	Direction under base year (Two-Way= 0, One-Way = 1)	0
BASE_LANES	Number of directional through vehicle travel lanes under Base Year	1
BASE_CAPADJ	Vehicle lane capacity adjustment for Auxiliary lane under Base Year (factor for vehicle lane capacity adjustment: null, 0, or 1 = no adjustment, 0.9 = 90% capacity)	1
BASE_SPEED	Vehicle free-flow speed in miles-per hour under Base Year	50
BASE_TOLL	Code used for cost for vehicles on toll facilities under Base Year (could be used for VMT tax)	0
BASE_BIKETYP	Bicycle facility type under Base Year (2005). Class I path = 1, Class II bike lane = 2, Class III bike route =3, Class IV protected bikeway = 4. (Automatically Class I if BASE_FACTYP = Bike only)	
IMP1_PRJID	RTP Project ID number	0
IMP1_PRJYR	RTP Project Opening Year	0
IMP1_AREATYP	Land use development affecting roadway capacity: Rural-1, Suburban-2, Urban-3, CBD-4	2
IMP1_FACTYP	Facility type under Improvement 1 Year. See Facility Types tab for codes	0
IMP1_DIR	Direction under Improvement Year 1 (Two-Way= 0, One-Way = 1)	0
IMP1_LANES	Number of directional through vehicle travel lanes under Improvement 1 Year	0
IMP1_CAPADJ	Link Segment capacity adjustment (for Auxiliary lane) under Improvement Year 1 (factor for vehicle lane capacity adjustment: 1 = no adjustment, 1.15 = 115% of original link capacity)	1
IMP1_SPEED	Vehicle free-flow speed in miles-per hour under Improvement 1 Year	0
IMP1_TOLL	Code used for cost for vehicles on toll facilities under Improvement 1 Year	0
IMP1_BIKETYP	Bicycle facility type under Improvement 1 Year. Class I path = 1, Class II bike lane = 2, Class III bike route =3, Class IV protected bikeway = 4. (Automatically Class I if BASE_FACTYP = Bike only)	

Table 5: Master Network Link Variables

Attribute	Description	Example
IMP2_PRJID	RTP Project ID number	0
IMP2_PRJYR	RTP Project Opening Year	0
IMP2_AREATYP	Land use development affecting roadway capacity: Rural-1, Suburban-2, Urban-3, CBD-4	2
IMP2_FACTYP	Facility type under Improvement 2 Year. See Facility Types tab for codes	0
IMP2_DIR	Direction under Improvement Year 2 (Two-Way= 0, One-Way = 1)	0
IMP2_LANES	Number of directional through vehicle travel lanes under Improvement 2 Year	0
IMP2_CAPADJ	Link Segment capacity adjustment (for Auxiliary lane) under Improvement Year 2 (factor for vehicle lane capacity adjustment: 1 = no adjustment, 1.15 = 115% of original link capacity)	0
IMP2_SPEED	Vehicle free-flow speed in miles-per hour under Improvement 2 Year	0
IMP2_TOLL	Code used for cost for vehicles on toll facilities under Improvement 2 Year	0
IMP2_BIKETYP	Bicycle facility type under Improvement 1 Year. Class I path = 1, Class II bike lane = 2, Class III bike route =3, Class IV protected bikeway = 4. (Automatically Class I if BASE_FACTYP = Bike only)	
CNTID	Count ID	0
CNT_YR	Count Year	2017
CNT_SOURCE	Count Source (BCAG or Caltrans PeMS, or project specific)	BCAG
DAY_CNT_TOT	Daily Count Two-Way Total	0
AM1_CNT_TOT	AM Peak Hour Count Two-Way Total	0
PM1_CNT_TOT	PM Peak Hour Count Two-Way Total	0

Notes: BASE represents backcast calibration/validation year 2005, IMP1 represents the status after first improvement, and IMP2 represents the status after second improvement.
Source: Fehr & Peers, 2020.

In addition, the master network is also represented by nodes at the end of each roadway/bicycle link. The node attributes for the master network are presented in **Table 6**.

Table 6: Master Network Node Variables

Attribute	Description	Example
N	Node number	43
X	Y-coordinate of node in NAD_1983_StatePlane_California_II_FIPS_0402_Feet	6664944.483
Y	X-coordinate of node in NAD_1983_StatePlane_California_II_FIPS_0402_Feet	2248124.439
JURISDICTION	Political jurisdiction where node is located	Oroville
PLAN_AREA	Planning area where node is located	Chico
STUDY_INT	Study location number used to record turning movements when non-zero	1

Source: Fehr & Peers, 2020.

Transit System

Rather than coding detailed transit routes, stops, and access, the transit system is represented by zones that have access and the frequency (in the form of headway) for adjacent transit routes. The TAZ dataset contains information on the peak and off-peak frequency of transit service for each TAZ. The frequency of transit service was determined for each of the TAZs using a GIS layer representing the bus stop locations throughout Butte County and 2018 B-Line schedules. TAZs that occurred within a quarter mile of a bus stop location were considered to be served by that bus stop. The frequency of peak and off-peak transit service was determined for each bus stop, and this information was assigned to TAZs that were within a quarter mile of the stop. If a TAZ was served by more than one bus stop, then the values from the bus stops with the most frequent service were assigned to the TAZ. The 2018 transit frequency values were updated for future scenarios based on information provided by BCAG.

As with most regional models, the transit system only includes routes and stops within Butte County. The primary reason is the sensitivity to transit of stop location relative to land uses outside of the travel model not being available or being too costly to obtain and model. Other common reasons for not including transit outside of the model region are the inability to accurately include number of stops, travel time, or transfers beyond the model boundary and the relatively low number of riders for a high level of effort.

Roadway Vehicle Counts

BCAG provided count data of vehicle traffic volumes on 312 roadway segments throughout the model area. Vehicle counts were conducted over a three-day period mid-week (Tuesday through Thursday) in September 2017 or October 2018. The data also include breakdown by travel speed and number of heavy vehicles. The roadway vehicle count data was used for validation of the base year model.

Multimodal Trip Generation Counts

Fehr & Peers collected vehicle, bicycle, and pedestrian volumes at several locations throughout Butte County to develop refined trip generation rates for various model land use categories. Multimodal trip generation counts were conducted in October 2018.

Transit Routes and Ridership

BCAG provided transit stop, route, and ridership information for B-Line Transit, the local and regional transit service provider in the base year 2018. BCAG also provided the list of future transit projects as identified in the 2020 RTP and previous 2016 RTP.

2012 California Household Travel Survey (CHTS)

The California Household Travel Survey (CHTS) was conducted in 2012 and 2013 in 58 counties.[3] The CHTS is a combination of travel diary and GPS data, which allowed for under-reported information such as walking trips, non-home-based trips, and stops along a long trip. The CHTS is publicly available on nrel.gov at a granular level.

Preparation and Cleaning of CHTS Data

The publicly available version of the 2012 CHTS required a substantial amount of preparation, including re-weighting, before it was suitable for model development. Fehr & Peers has done extensive data preparation, including statewide and county weights, to create tailored summaries. Examples are residential VMT, trip length, and mode share summaries. These can be found in the 2018 Base Year Validation spreadsheet and in **Appendix B.**

Identification of Trip Purposes

The 2012 CHTS data does not describe trip purposes directly; instead, it contains a "place" file whose attributes include a listing of up to three activities the respondent participated in at that place. A small list of place purposes was distilled from this activity information: HOME, WORK, COLLEGE, K12, SHOP, or OTHER. In this project, we summarize total person trips starting and ending within Butte County for all trip purposes.

Estimation of Survey Weights

Surveys capture the characteristics of an entire population by randomly sampling a small proportion of the population. Often, a perfectly random sample is hard to achieve — some groups are difficult to survey and are under-represented, other groups are over-represented. To balance this bias, estimated sample weights "reshape" the sample. Fehr & Peers estimated household sample weights for the CHTS to balance the survey sample to match county-level percentages for several variables as reported in the 2012 ACS 5-year estimates (U.S. Census Bureau (2018). American Community Survey 5-year Estimates. Retrieved from https://www.census.gov/data/developers/data-sets/acs-5year.html.). Listed below are variables used as controls for the re-weighting.

- Household size (one to seven or more).
- Household income (nine income categories).
- Number of workers per household (zero to three or more).
- Number of vehicles owned per household (zero to four or more).
- Household residential unit type (three categories).
- Household size (one to five or more) cross-classified by household income (five categories).

[3] https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics/ca-household-travel-survey

- Household size (one to five or more) cross-classified by number of vehicles per household (zero to four or more).
- Household size (one to five or more) cross-classified by number of workers per household (zero to three or more).

The survey weights must be correctly applied to yield accurate summaries. There are three types of weights included with the cleaned CHTS data:

- Household-level weights (hhweight, hhexpweight, and hhexpweight_weekday)
- Trip-level weights (tripweight, tripexpweight, and tripexpweight_weekday)
- Trip correction factor (tcf)
- The relationship among the three weighting factors is:
    - *Tripweight = hhweight * tcf*
    - *Tripexpweight = hhexpweight * tcf*
    - *Tripexpweight_weekday = hhexpweight_weekday * tcf*

To use CHTS data accurately, one or more of these weights must be applied. A trip weight is used to weight trips relative to one another, and it is useful for computing percentages. At the same time, the tripexpweight factors provide estimates of the total number of trips. In this project, we implemented the tripexpweight_weekday weighting factor.

Place Type

In addition to locating households and trip ends using census tracts, Census Designated Places (CDPs), and counties, each household location and a trip end is assigned a place type category. The place type is based on the number of jobs and the working-age population accessible from the household or trip end.

CHTS Summaries for Validation

The CHTS data were summarized for trips starting and ending within Butte County for model validation purposes. The type of information from the CHTS used for validation are listed below.

- Mode share
- Mode share by trip purpose
- Total Households (for comparison and statistical purposes)
- VMT per household (and by trip purpose) for validation
- Daily vehicle trips per household (and by trip purpose) for trip generation
- Average vehicle trip length (and by trip purpose) for validation
- Average person trip length (and by trip purpose) for validation
- VMT and Person Miles Traveled (PMT) per capita/household for validation

The “simple” and “flat” summaries contain one record per geography which is suitable for joining to GIS. The “simple” summary includes a smaller number of metrics, while the “flat” summary contains many more details. The “filterable” summary provides many records per geography and is viewable in Excel.

In this project, we created a summary of trips that only start and end within Butte County. The methodology is summarized below:

- The code is CHTS_nonhighway_validation.R
- The trip unit is "personTrips"
- Region name countyList is set for 6007 which is Butte County
- Input files are households_clean.csv and trips_clean.csv for households and trips variables, respectively.
- For the home and work tracts, the geoglookup variable is set to geoglookup_full.csv
- The output is written in the CSV format.

A high level summary of the survey records is shown below for both the SACOG region and Butte County. Detailed tables with metadata are in **Appendix B**.

Code	Name	Type	lookup	Total Households	Total person trips
3	SACOG	region	SACOG region	816,939	6,803,865
6007	Butte	county	Butte County	85,074	664,437

Interregional Travel

The travel model generates total person and commercial vehicle trips that travel completely internal to Butte County, and interregional trips that travel to, from, and through Butte County. These trip types are referenced as follows in the remainder of this document.

- Internal-internal (I-I) trips that originate and terminate within the model area.
- Internal-external (I-X) trips that originate within but terminate outside of the model area.
- External-internal (X-I) trips that originate outside and terminate inside of the model area.

To estimate base and future year data for the interregional trips, the California Statewide Travel Demand Model (CSTDM), California Statewide Freight Forecasting Model (CSFFM), and mobile device data were used. Mobile device trip estimates were obtained from StreetLight data to refine the gateway values for the base year, and the growth from the CSTDM and CSFFM were applied to the refined base year interregional data.

California Statewide Travel Demand Model

The 2016 RTP/SCS model utilized the CSTDM to estimate base year and future year interactions with the gateways and for through trips. Since the latest version of the model has not been released, the same

through trips and interregional factors from the 2016 RTP/SCS model were used as the starting point for calibration and then refined based on mobile device data, count data, and the updated trip generation for passengers and commercial vehicles. Similar to the CSTDM forecast for passengers, the CSFFM was used to estimate the interregional commercial vehicles travel.

Mobile Device Data (Big Data)

Travel patterns are typically expressed in terms of origins and destinations – origins being locations where trips begin, and destinations being locations where trips end. In its most basic form, a travel pattern is an origin-destination pair that represents a direct trip from one location to another. Work commute trips are among the most common origin-destination pairs, typically from a residence to a place of employment in the morning, and then back to home at the end of a work day.

StreetLight aggregates anonymized location data collected from GPS devices in smartphones and car/truck navigation systems and estimates the distribution and quantity of trips between or through geographic areas. Conventional approaches to estimating trip distribution rely on travel demand models. The use of StreetLight data, however, casts a snapshot of origin-destination information grounded in the actual travel behavior of roadway users. The use of GPS data was to capture the auto travel separate from the commercial vehicle travel, and was appropriate for distribution of internal-external (IX) and external-internal (XI) personal and commercial vehicles (medium and heavy trucks), and external-external (XX) personal and commercial vehicles since the model does not reflect interregional transit.

Travel Cost

In addition to travel time, the cost of travel influences auto ownership, trip distribution, mode choice, and route choice. Although the model allows for a link-based cost, BCAG does not have existing or planned roadway user fees based on distance traveled or for using specific roadways. If such facilities are expected in the future, this feature should be calibrated prior to use.

Parking Cost

The average parking cost per trip ($ 2018) is stored as a zonal attribute and is used in both trip distribution and mode choice. The primary locations with parking cost are downtown Chico and near Butte College and CSU Chico.

Auto Operating Cost

Auto operating costs are a major influence on travel. Auto operating costs include fuel price, maintenance costs, and tire replacement costs. The California Air Resources Board (CARB) has developed a spreadsheet that takes these factors into account for each MPO and for predetermined evaluation years. The spreadsheet was used to develop costs for the years corresponding to the base year and future scenario years and the model interpolates the values for other model years. A significant change to previous auto operating costs is the inclusion of all fuel types in the weighted average cost rather than petroleum-based fuels only. **Table 7** shows the presumed auto operating costs applied in the model.

Table 7: BCAG Auto Operating Costs

Year	Cost[1]
2018	$0.2103
2020	$0.2084
2030	$0.1987
2035	$0.1892
2040	$0.1846

1. Costs represented in 2018 dollars. Model input file is in cents and contains interpolated values for years between those listed in the table.

Source: California Air Resources Board spreadsheet tool, 2020.

Accessibility

The BCAG TDF model includes two accessibility pre-processors. These are Python scripts, operating on the input TAZ and network shapefiles to produce accessibility metrics.

- Intersections.py produces a count of the number of intersections per TAZ.
- RoadwayMiles.py produces the sum of walkable network miles.

These script outputs, in data base format (DBF), are used during the model input preparation stage to calculate the accessibility metrics shown in **Table 8** at the TAZ level.

A third input file, VMTseed, contains an estimate of the average commuting VMT generated per worker in the TAZ. The starting estimates can be approximate because this estimate is updated throughout the model process.

During the input preparation phase of the model, TAZ-level accessibility metrics and built environment ("D variable") metrics are produced. These metrics are updated as the model runs through its feedback loops. Some of the accessibility metrics are implemented later in the model; others are provided as model outputs. Table 8 below shows key accessibility metrics used in the model.

Table 8: Accessibility Metrics

Metric	Description	Where used
EMP_30AUT	Jobs within 30 minutes by auto	Place Type calculation
WRK_30AUT	Working-age population within 30 minutes by auto	Place Type Calculation
ATYPE	Place Type categorization of job+worker to five categories. (See Table 9 below).	Trip Generation
LOG_EMPD	Log of employment density (jobs per developed acre)	Auto Ownership, Mode Choice
INTDEN	Intersection density (intersections per square mile)	Auto Ownership, Mode Choice
EMP_30TRN	Jobs within 30 minutes by transit	Auto Ownership, Mode Choice
COMMUTECOST	Average annual commute cost	Auto Ownership

Source: Fehr & Peers, 2020.

Place type is calculated from the sum of jobs within 30 minutes by auto- and working-age populations, and categorized into the five categories listed in **Table 9** below. Although the sample size was insufficient to estimate and calibrate trip generation rates by Place Type, the accessibility is used in Mode Choice and can be a future enhancement to Trip Generation.

Table 9: Place Types

Place Type Category	Alternate Name	Description of Placetype based on Total Service Population[1]
1	POP1	Under 40,000 jobs + working-age population within 30 minutes by auto
2	POP2	Between 40,000 and 100,000 jobs + working-age population within 30 minutes by auto
3	POP3	Between 100,000 and 200,000 jobs + working-age population within 30 minutes by auto
4	POP4	Between 200,000 and 450,000 jobs + working-age population within 30 minutes by auto
5	POP5	Over 450,000 jobs + working-age population within 30 minutes by auto

1. Service population is based on occupied commercial and residential development where total jobs is calculated using jobs per square foot conversion factors and working age population is based on household demographics of residents 18-65 years of age.

Source: Fehr & Peers, 2020.

Data Quality Checks

The input data were reviewed and compared using statistical methods or reasonableness checks prior to calibration and validation of the model. Survey data were evaluated statistically to determine if there was a sufficient sample to use for calibration or validation, resulting in the combination of multiple sources of data for calibration to provide a larger data set and using Butte County only data for validation at an appropriate level to match the samples. Traffic count data were compared between the multiple days to identify potential outliers. If there were outliers nearby locations were compared to determine which

count was most reasonable to use as a single day observation, while those without outliers were averaged. Roadway, transit, and bike/pedestrian networks and TAZ boundaries were reviewed visually using color themed maps. Land use control totals by category and totals by jurisdiction were reviewed. Transit system data were compared to published route maps and schedules.

3 Model Estimation, Calibration, and Reasonableness Checks

This section describes the model estimation, calibration, and reasonableness checks performed during the update to the model.

Model estimation is the term used to describe the process by which model inputs (e.g., trip rates, friction factors, I-X/X-I percentages) are derived from sources like survey and count data for application in the model calculations.

Model calibration refers to the adjustment of the model parameters to better replicate observed travel behavior and traffic volumes in the region. Calibration improves model accuracy and is a required step to ensure that the model reflects existing data, is sensitive to the type of projects it will be applied, and meet the validation criteria described in the following section.

Reasonableness checks refer to testing of individual model components to ensure they closely replicate observed data prior to the result being used in a downstream process.

The sections below describe the calibration from the previous model or other similar models followed by the resulting reasonableness check for each model component. For new model components, the sub model structures and parameters were borrowed from recent work in the San Joaquin Valley as a starting point for local area calibration.

Trip Generation and Trip Balancing

Trip generation relates to the number of person trips going to/from a site based on the type of land use intensity and diversity of that particular site. With the new functionality of person trips rather than total vehicle trips, separating home-work trips by income for the household and salary for the worker allowed for matching of home and work location.

The person trip generation portion of the model follows the following process:

- Daily person trip generation rates for each land use type
- Trip purpose percentages of daily person trip generation rates
- Interregional (IX and XI) trip percentages by trip purpose
- Trip productions and attractions balanced by trip purpose and income level

Trip Generation Rates

The trip generation capability existed previously and generated total vehicle trips. The new functionality replaced total vehicle trips generated with person trips and commercial truck trips. Developing person trip rates started with the 2016 RTP/SCS calibrated total vehicle trips by purpose and implemented the process described below.

- Remove trucks trips (from traffic counts)
- Convert to person trips in autos (based on occupancy – from CHTS)
- Convert mode share and persons in autos to get overall person trips

Residential Person Trip Generation

The previous update of the BCAG model for the 2016 RTP/SCS enhanced the residential trip generation sub-model from one that relied exclusively on land use as the independent variable to one that considered land use, demographic, and socio-economic factors in a cross-classified formulation. The trip generation rates for single family and multi-family homes were expanded to represent the different trip making characteristics of a variety of households within Butte County. For this model update, since the cross-classified socio-economic factors for each residential unit type are not being forecast, the number of workers per household was removed to simplify the land use inputs for model users. The cross-classification is based on household size (1, 2, 3, or 4+) and household income (<$35K, $35K-$50K, $50K-$75K, >$75K).

Table 10 contains the cross-classified residential vehicle trip rates for occupied single family, multi-family and mobile homes. The rates were estimated using the 2012 CHTS data and adjusted during the model calibration. This survey was conducted statewide and provides a complete summary of daily household trip making.

Table 10: Residential Daily Person Trip Generation Rates

Household Type	Household Size	Income			
		< $35K	$35K – $50K	$50K – $75K	> $75K
Single Family	1	2.03	2.03	2.46	2.46
	2	3.85	3.85	3.90	3.90
	3	5.73	5.73	5.36	5.36
	4	7.68	7.68	8.51	8.51
	5	11.43	11.43	14.04	14.04
Multi-Family	1	1.14	1.14	2.46	2.46
	2	3.64	3.64	3.90	3.90
	3	5.73	5.73	5.36	5.36
	4	8.09	8.09	8.51	8.51
	5	11.43	11.43	14.04	14.04
Mobile Home	1	1.14	1.14	2.46	2.46
	2	3.64	3.64	3.90	3.90
	3	5.73	5.73	5.36	5.36
	4	8.09	8.09	8.51	8.51
	5	11.43	11.43	14.04	14.04

Note: To account for land use density, in addition to the trips by income and household size, the total households per zone generate an additional 0.89 trips per household.
Source: Fehr & Peers, 2020

Non-Residential Person Trip Generation

The primary source for non-residential person trip generation rates in the model was the 2016 RTP/SCS model, with the vehicle trips converted to person trips using the mode split and persons per vehicle from the 2012 CHTS. The 2016 RTP/SCS model was based on ITE 9th Edition Trip Generation[4] vehicle trip generation rates, which contains national averages of vehicle trip generation rates for a variety of land uses in what are generally suburban locations. The 2016 RTP/SCS model vehicle trip rates based on the 9th Edition were used rather than starting with rates from the 10th Edition since the travel model rates had been previously calibrated to reflect travel in Butte County, unlike the national data provided directly by ITE. The rates from the 2016 RTP/SCS model were calibrated for major non-residential land uses such as prominent retail centers and institutions within Butte County using a methodology similar to that explained above for residential uses. **Table 11** displays the final non-residential trip rates.

[4] *Trip Generation* (9th edition.). (2012). Washington, D.C.: Institute of Transportation Engineers.

Table 11: Non-Residential Land Use Daily Person Trip Generation Rates

Land Use Type	Model LU	Units	Person Rate
Office	OFF_KSF	Thousand Square Feet	12.56
Medical Office	MED_KSF	Thousand Square Feet	33.79
Hospital	HOSP_KSF	Thousand Square Feet	18.91
Industrial	IND_KSF	Thousand Square Feet	9.09
Public/Quasi-Public	PQP_KSF	Thousand Square Feet	8.00
Park	PARK_AC	Acres	1.89
Neighborhood-Serving Retail	RET_KSF	Thousand Square Feet	32.63
Region-Serving Retail	RRET_KSF	Thousand Square Feet	40.82
Hotels	HOTEL_RMS	Rooms	6.23
K-12 School	K12_STU	Students	1.54
University	UNIV_STU	Students	1.71
Community College	CC_STU	Students	1.23
Casino (Special Generator)	CASINO_SLT	Slots	5.18

Source: Fehr & Peers, 2020.

Commercial Truck Trip Generation

Along with generating person trips rather than total vehicle trips, the commercial truck trips were separated from passenger travel. The trip generation is based on the CSFFM and calibrated to local conditions. The trip generation for aggregated non-residential sectors is shown below in **Table 12**.

Table 12: Commercial Truck Daily Trip Generation

Model Industry/Commodity	NAICS 2007	Daily Trip Rate
Total Households	NA	0.61
Total Employees	NA	0.52
Ag/Farm/Fish	11	0.16
Mining	21	0.20
Construction	23	0.20
Manufactured Products	31-325	0.25
Manufactured Equipment	326-33	0.17
Transportation/Communication/Utilities	22, 48 ,492, 493, 51	0.17
Wholesale	42	0.17
Retail Trade	44-45	0.17
Finance, Insurance, Real Estate, Service	52-56, 62, 71, 72, 81	0.07
Education/Govt	491, 61, 92	0.07

Person Trip Purposes and Income

Trip generation rates are initially defined for total trips and later split by trip purpose. Each trip has two ends, a "production" and an "attraction." By convention, trips with one end at a residence are defined as being "produced" by the residence and "attracted" to the other use (workplace, school, retail store, etc.), and are called "Home-Based" trips. Trips that do not have one end at a residence are called "Non-Home-Based" trips.

There are seven primary trip purposes used in the BCAG model.

- *Home-Based Work (HBW):* trips between a residence and a workplace, separated into low, medium, and high to improve the commute location by matching jobs and household income
- *Home-Based Shop (HBS):* trips between a residence and a store
- *Home-Based Other (HBO):* trips between a residence and any other destination
- *Non-Home-Based (NHB):* trips that do not begin or end at a residence, such as traveling from a workplace to a restaurant, or from a retail store to a bank
- *School (SCHOOL):* trips to and from a school (K-12)
- *University (UNIV):* trips to and from a community college or university
- *Casino (CASINO):* trips to and from a casino

The 2012 CHTS data was used to determine the appropriate proportion of trips that represent each purpose. The University trip purpose category was added as part of this model update to better represent the travel patterns of students attending CSU Chico and Butte College.

Interregional (IX and XI) Trip Percentages

The interregional factors are based on CHTS for each trip purpose and refined based on StreetLight data to have an improved geographic sensitivity. Each TAZ incorporates an IX and XI percentage for each trip purpose.

Internal/External Trips Interactions

One of the important inputs to a travel model is an estimate of the amount of travel between the study area and neighboring areas outside the model. These I-X/X-I, trips. and have one trip end in the county with the other trip end outside the county. The I-X/X-I percentages were initially estimated for each model trip purpose using the 2012 CHTS data. These estimates were then refined using the county's external station counts. **Table 13** summarizes the proportion of IX and XI trips by purpose for the base year.

Table 13: Percent of Trips by Purpose That are Interregional

Purpose	Model	CHTS
Home-Based Work (HBW)	15.3%	15.9%
Home-Based Other (HBO)	7.2%	8.8%
Non-Home-Based (NHB)	10.4%	11.4%

Source: Fehr & Peers, 2020.

After the number of I-X/X-I trips are estimated, these trips are distributed to the stations around the perimeter of the model area using external station weights. External station weights are based on counts collected at each external station (these are roadway segments at the border of the model area). The number of through trips at each station was subtracted from the count and the remainder was filled in by I-X/X-I trips estimates. The resulting external station weights are presented in **Table 14**.

Table 14: External Station Weights

ID	Description	Weight
1	Hwy 99 – north of Butte County Line	17.0%
2	Cohasset Rd – north of Musty Buck Rd	0.2%
3	Hwy 32 – north of Humboldt Rd	0.9%
4	Humboldt Rd – north of Jonesville Rd	0.01%
5	Hwy 70 – north of Butte County Line	1.7%
6	Oroville Quincy Hwy – north of Haskins Valley Rd	0.4%
7	Forbestown Rd – east of Reservoir Rd	1.1%
8	La Porte Rd – northeast of Robinson Mill Rd	0.4%
9	Loma Rica Rd – south of La Porte Rd	0.3%
10	La Porte Rd – south of Butte County Line	0.2%
11	Hwy 70 – south of Butte County Line	18.0%
12	Larkin Rd – south of Butte County Line	4.9%
13	Hwy 99 – south of Butte County Line	24.0%
14	Pennington Rd – south of Rutherford Rd	0.6%
15	Colusa Hwy – west of Cherokee Canal Rd	1.2%
16	Afton Rd – west of Aguas Frias Rd	0.2%
17	Hwy 162 – west of Butte County Line	2.3%
18	Road Z – south of Road 48	0.1%
19	Ord Ferry Rd – west of Hugh Baber Ln	4.9%
20	Hwy 32 – west of Butte County Line	21.3%

Source: Fehr & Peers, 2020.

Through Trips

Through trips (also called external-external, or X-X trips) are trips that pass through the study area without stopping inside the study area. The major flows of through traffic in Butte County use Hwy 99, Hwy 70, and Hwy 32, with lower volumes of through traffic using other arterials. The CSTDM was the starting point for passenger vehicle trips and the CSFFM for commercial vehicles. The size of these flows was calibrated using StreetLight data and traffic counts collected as part of the model update.

Trip Productions and Attractions Balancing

Local trips (internal-to-internal, or I-I) are trips that both start and end in the model area. One of the basic requirements of any travel model is that the total number of local trips produced is equal to the total number of local trips attracted. It is logically assumed that if a journey begins, it must have an ending somewhere else. If the total productions and attractions are not equal, the model will typically adjust the

attractions to match the productions, thus ensuring that each departing traveler finds a destination. While it is never possible to achieve a perfect match between productions and attractions prior to the automatic balancing procedure, a substantial mismatch in one or more trip purposes may indicate an error in the model land use inputs or trip generation.

Table 15 summarizes the local trip productions and attractions from the model for each trip purpose, prior to the application of the automatic balancing procedure. Guidelines published by the Travel Model Validation and Reasonableness Checking Manual [5] and the National Cooperative Highway Research Program (NCHRP) Report 716 [6] suggest that, prior to balancing, the number of productions and attractions should match to within plus or minus 10% (i.e., the production-to-attraction ratio should be within the range of 0.90 to 1.10). The results shown in Table 15 indicate that the 2020 base year model meets the published guidelines for all trip purposes.

Table 15: Person Trip Production to Attraction Ratios by Purpose

Trip Purpose	Production/Attraction
Home-Based Work (HBW)	1.01
Home-Based Shop (HBS)	0.99
Home-Based Other (HBO)	1.06
Non-Home-Based (NHB)	1.03

1. The trip purposes listed are the broad categories applied in most every travel model. The more specific BCAG trip purposes are subsets of these broader trip purposes, and have been aggregated here for ease of comparison. The School, Casino, and University purposes are subsets of the HBO trip purpose.
Source: Fehr & Peers, 2020.

Trip Generation Sensitivity

The BCAG TDF model contains enhancements added as part of the previous update to better capture local trip making characteristics and provide the ability to test certain policy options for future development scenarios. These new features with this model update include adjustments for residential and non-residential vacancy rates and adding sensitivity for aging population, the cost of travel, smart growth development, and changes to the transit system.

[5] *Model Validation and Reasonableness Checking Manual* (2nd edition). (2001). Washington, D.C.: U.S. Dept. of Transportation, Federal Highway Administration, Federal Transit Administration, Assistant Secretary for Transportation Policy.

[6] *Travel Demand Forecasting: Parameters and Techniques* (Report 716). (2012). Washington, D.C: Transportation Research Board.

Vacancy Rates

The trip generation sub-model has the ability to reflect varying levels of occupancy for residential and non-residential buildings. However, for this update, BCAG staff elected to provide land use information already adjusted for vacancy. Therefore, the vacancy rate adjustment factors were set to 1.0.

Aging Population

It has long been recognized that households with older residents generate fewer vehicle trips than households where the residents are younger. The reason behind the reduced trip generation is generally thought to be due to the reduced number of work trips, fewer activities requiring travel, and the fact that a portion of this age group cannot drive.

In previous TDF model versions, a scenario testing adjustment tool was developed to account for the impact an aging population would have on trip generation. However, detailed age distribution forecasts were not available at a subarea level within the county, so the tool was not applied to the future year models. For this model update, there is an age of head of household adjustment that applies for each trip purpose and multiplies by the calibrated trip rate to test for potential increases or decreases in travel relative to age. The factor is currently set at 1.0 to represent the 2012 CHTS data as calibrated to represent 2018 conditions in Butte County.

Trip Distribution (Gravity Model)

Once the trip generation step has estimated the number of trips that begin and end in each zone, the trip distribution process determines the specific destination of each originating trip. The destination may be within the zone itself, resulting in an intra-zonal trip. If the destination is outside of the zone of origin, it is an inter-zonal trip. Inter-zonal trips consist of II, IX, and XI trips.

The trip distribution model uses a gravity model equation to distribute trips to all TAZs. This equation estimates an accessibility index for each TAZ based on the number of attractions in each TAZ and the travel time between TAZ. Each attraction TAZ is given its share of productions based on its share of the accessibility index. This process applies to the I-I, I-X, and X-I trips. The X-X trips are added to the trip matrix prior to final assignment.

The model previously used a similar gravity model and the values were updated to include multimodal network. New features in trip distribution were added to match household income locations with job locations by salary, allow for internal-external and external-internal trips to vary by individual zone rather than by land use type and trip purpose, and to have the gateway used by each purpose more flexible. The trip distribution also added a new feature allowing the vehicles available to a household influence the distribution and the accessibility of a location to influence the attractiveness.

Friction Factors

Friction factors, also known as travel time factors, are used in calculating the relative attractiveness of each destination zone based on the travel time between TAZs and the number of potential origins and

destinations in each TAZ. These factors are used in the trip distribution stage of the model. The BCAG model friction factors are based on data reported in national modeling reference documents such as *Travel Estimation Techniques for Urban Planning*, NCHRP 365 [7] and remain unchanged from the previous model update.

Vehicle Availability

The updated model forecasts include a new feature of vehicle availability as an input to both the trip distribution and mode choice. The vehicle availability model is a disaggregate multinomial logit model which predicts the probability of a household owning 0, 1, 2, or 3, or 4+ vehicles based on the variables in **Table 16**.

Table 16: Variables in Vehicle Availability Model

Category	Variable	Description
Cost Variable	Commute Cost Ratio	Average annual commute cost divided by household income
Accessibility Variables	Intersection Density	Intersections per square mile
	Transit Accessibility	Jobs within 30 minutes via transit
	Employment Density	Log of (jobs per developed acre)
Household Demographic Variables	Household Size	Household size 1, 2, 3, 4+
	Household Income	Less than $35K, $35K – $50K, $50K – $75K, Greater than $75K
	Household Residential Unit Type	Single Family, Multi-Family, Mobile Home

The commute cost ratio variable is an estimate of the proportion of a household's income required to own vehicles. It is derived from a county-level estimate of per-mile auto ownership costs, tract-level estimates of commuting VMT derived from the EPA's Smart Location Calculator[8], an annualization factor of 250 working days per year, and the household income. The variable is applied on a per-vehicle basis, so that owning no vehicles incurs no cost, owning two vehicles incurs twice the cost of owning one vehicle, and so on. **Table 17** below provides the coefficients of the auto ownership model.

[7] Martin, W. A., & McGuckin, N. A. (1998). *Travel Estimation Techniques for Urban Planning* (Report 365). Washington, DC: National Academy Press.

[8] https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources

Table 17: VMIP 2 Auto Ownership Model Coefficients

	0 Vehicles	1 Vehicle	2 Vehicles	3 Vehicles	4+ Vehicles
Alternative-Specific Constant					
CommuteCostRatio	7.51	3.95	0.00	0.00	0.00
PedOrIntDens	0.009	0	0	-0.004	-0.004
TransitAccessibility (x1000)	0.009	0.010	0	-0.051	-0.112
LogEmpDensity	0.39	0.24	0	0.00	-0.19
RUGroup=RU1	0	0	0	0	0
RUGroup=RU3	1.27	0.53	0	-1.53	-1.53
RUGroup=RU6	0.27	-.27	0	0	0
HH_size=1	-1.16	1.5	0	-3.15	-4.94
HH_size=2	-3.03	-0.42	0	-2.26	-4.19
HH_size=3	-3.37	-0.24	0	-1.34	-3.40
HH_size=4	-4.02	-0.66	0	-1.61	-3.13
HH_size=5+	-3.50	-0.89	0	-1.32	-2.44
HH_inc=IncG1	0	0	0	0	0
HH_inc=IncG2	-1.33	-0.28	0	0.86	0.98
HH_inc=IncG3	-3.87	-0.93	0	1.2	2.35
HH_inc=IncG4	-2.98	-1.55	0	1.55	2.35
HH_inc=IncG5	-4.23	-1.96	0	1.44	2.87

Note the model uses owning two vehicles as its base, and calculates the relative probability of owning fewer or greater vehicles; thus, the model coefficients describe relative probabilities as in the example below:

$$\ln\left(\frac{Prob(0\ vehicles)}{Prob(2\ vehicles)}\right) = 7.51(CommuteCostRatio) + 0.0093(PedOrIntDensity) + \ \ldots$$

The coefficients for this model are generally intuitive in direction and scale.

- Higher commuting cost increases the probability of owning 0 or 1 vehicles, and decreases the probability of owning 3 or 4 vehicles, as compared to the baseline of 2 vehicles.
- Higher scores for the three accessibility variables, indicating generally better accessibility by non-auto modes, increase the probability of owning 0 vehicles (and sometimes also 1 vehicle) relative to owning 2; and decrease the probability of owning 3 or 4.

- Household income is the demographic variable which has the largest influence in auto ownership. Generally, as incomes go up, probabilities of owning 0 or 1 vehicles go down, and probabilities of owning 3 or 4 vehicles go up.
- Household size behaves in the expected way, with probability of owning 0 or 1 vehicles going down as household size increases and probability of owning 3 or 4 vehicles going up.
- Multi-family unit types are more likely to own 0 or 1 vehicles, and less likely to own 3 or 4 vehicles, than single family. There weren't enough records in the RUG6 "other" category (RV, mobile home, etc.) to distinguish them from single family, and they were generally more similar to single family than multi-family uses, so they share the same coefficients as single family.

An important consideration for future model development is that car sharing and transportation network companies (i.e., UBER, LYFT, etc.) are changing auto availability dynamics and, potentially, long-term auto ownership. As more data becomes available it may be appropriate to modify the auto ownership model to recognize these changes and focus more on auto availability across multiple sub modes and costs per mile. **Table 18** summarizes the autos owned for both the model and the CHTS.

Table 18: Percent of Autos Owned

Autos Owned	Model	CHTS
0	7%	9%
1	37%	37%
2	39%	34%
3+	17%	20%

Source: Fehr & Peers, 2020.

Mode Choice

The previous model generated total auto trips. With the addition of vehicle availability, person trips, and a multimodal network with simplified transit, the model implemented a new feature as a full multinomial logit mode choice model that was developed for the San Joaquin Valley MPOs due to the similar rural character and transportation options. A nested logit form might have been preferred for theoretical reasons, given the strong relationships among drive, transit, and active modes. However, no satisfactory nested logit models were estimated, likely because of severe constraints on the amount of transit data available. Multinomial logit models produced generally more sensible results and were used instead. The mode choice model is segmented by trip purpose and vehicle availability, using three vehicle availability categories as described in **Table 19**.

Table 19: Vehicle Availability Segments in Mode Choice Model

Name	Description
0veh	Households which own no vehicles
1veh	Households which have one vehicle but more than one person
Others	Households with either one vehicle and one person, or more than one vehicle

Source: Fehr & Peers, 2020.

Table 20 below lists the modes available in the model.

Table 20: Modes Available in Mode Choice Models

Category	Name	Segments Available	Trip Purposes	Description
Auto	da	1Veh, Other	All	Drive-alone
	s2	All	All	Shared ride, 2 persons
	s3	All	All	Shared ride, 3+ persons
Transit	twb	All	All	Transit, walk-access, bus
	tdb	All	All	Transit, drive-access, bus
	twr	All	All but HBK, HBC	Transit, walk-access, rail
	tdr	All	All but HBK, HBC	Transit, drive-access, rail
	sb	All	HBK only	School bus
Active	walk	All	All	Walk
	bike	All	All	Bike

Source: Fehr & Peers, 2020.

The variables used in each of the modes in the choice model are listed in **Table 21** below. Not all variables are used in all trip purposes models. For the accessibility and built environment variables, the table notes whether the variable is measured at the trip production (P) or trip attraction (A). Note that value of time is a direct consequence of the relationship between in-vehicle time and cost. As such, it is not estimated directly but is instead a consequence of the in-vehicle time (IVT) and cost coefficients. For model implementation purposes, only value of time (VOT) is used in the mode choice utility equation; for clarity, both are reported in the tables below.

Table 21: Variables in Mode Choice Models

Variable	Purposes	Description
(Constants)	All	Alternative-specific constants
IVT	All	In-vehicle time
OVT	All	Out-of-vehicle time (access, transfer, egress, and waiting times)
Cost	All	Total cost, including auto operating cost, parking cost and tolls, and transit fares.
VOT	All	Value of time (conversion between cost variables and time variables)
TransitAccess	HBW, WBO, OBO	Jobs available within 30 minutes via transit, decay-weighted (P)
LogEmpDensity	HBW, HBS, HBO	Log (employment density of block group) (A)
IntDensity	HBK, HBC	Pedestrian-oriented intersection density (A)

Source: Fehr & Peers, 2020.

Home-Based Work

Table 22 lists model coefficients for HBW segments. Drive-alone was used as a reference mode for all trip purposes including the 0-vehicle segment where this mode is not permitted. In this segment, utility calculations were carried out without the drive-alone mode.

Table 22: HBW Mode Choice Model Coefficients

Variable	Mode	0-Vehicle	1-Vehicle, 2+ person HH	All Others
Constant	da	x	0	0
	s2	0.710	-1.839	-2.340
	s3	-0.229	-2.587	-2.936
	twb	-1.900	-1.602	-2.754
	tdb	-1.900	-1.602	0.000
	twr	-1.900	-4.173	-5.937
	tdr	-1.900	-0.444	-5.432
	bike	-2.438	-2.898	-3.763
	walk	1.477	0.030	-1.075
IVT	All	-0.035	-0.040	-0.040
OVT	All	-0.070	-0.080	-0.080
OVT/IVT	All	2	2	2
Cost	All	-0.003	-0.002	-0.001
VOT	All	6	10.055	18

Table 22: HBW Mode Choice Model Coefficients

Variable	Mode	0-Vehicle	1-Vehicle, 2+ person HH	All Others
LogEmpDensity	da	x	0	0
	s2	0.828	0.329	0.506
	s3	0.458	0.408	0.506
	twb	1.873	0.586	1.066
	tdb	1.873	0.586	1.066
	twr	1.202	0.850	1.202
	tdr	1.066	0.189	1.202
	bike	2.147	0.765	0.506
	walk	1.025	0.178	0.005
TransitAccess	da	0	0	0
	s2	0.013	0.013	0.005
	s3	0.013	0.013	0.005
	twb	0.158	0.027	0.032
	tdb	0.158	0.027	0.032
	twr	0.158	0.027	0.032
	tdr	0.158	0.027	0.032
	bike	0.136	0.031	0.062
	walk	0.136	0.031	0.062

Source: Fehr & Peers, 2020.

Home-Based Shop

Table 23 below lists model coefficients for HBS segments. Drive-alone was used as a reference mode for the 1-vehicle and 2-vehicle segments, while walk was used as a reference mode for the 0-vehicle segment.

Table 23: HBS Mode Choice Model Coefficients

Variable	Mode	0-Vehicle	1-Vehicle, 2+ person HH	All Others
Constant	da	x	0	0
	s2	-3.420	-0.495	-0.889
	s3	-4.269	-0.380	-1.009
	twb	-2.439	-3.542	-5.834
	tdb	-2.439	-3.542	-5.834
	twr	-2.439	-3.542	-5.834
	tdr	-2.439	-3.542	-6.961
	bike	-5.341	-3.756	-2.972
	walk	0	2.191	-0.684
IVT	All	-0.025	-0.025	-0.025
OVT	All	-0.050	-0.050	-0.050
OVT/IVT	All	2	2	2
Cost	All	-0.005	-0.003	-0.002
VOT	All	3	6	6.319
LogEmpDensity	da	x	0	0
	s2	-0.040	0.297	0.161
	s3	0.957	0.026	0.161
	twb	0.732	0.916	1.141
	tdb	0.732	0.916	1.141
	twr	0.866	0.866	0.750
	tdr	0.866	0.866	0.750
	bike	1.274	1.171	0.594
	walk	0	0.190	0.458

Source: Fehr & Peers, 2020.

Home-Based School (K-12)

Table 24 below lists model coefficients for SCHOOL segments. The reference mode for the 0- and 1-vehicle segments is walk; the reference mode for the 2-vehicle segment is shared ride 3.

Table 24: SCHOOL Mode Choice Model Coefficients

Variable	Mode	0-Vehicle	1-Vehicle, 2+ person HH	All Others
Constant	da	x	-4.874	-2.110
	s2	-3.560	-1.710	-0.703
	s3	-3.115	-1.540	0
	twb	-0.887	-7.657	0.316
	tdb	-0.887	-7.657	0.316
	bike	-4.456	-4.456	-2.876
	walk	0	0	0.273
	sb	-1.198	-1.346	0.449
IVT	All	-0.025	-0.025	-0.025
OVT	All	-0.050	-0.050	-0.050
OVT/IVT	All	2	2	2
Cost	All	-0.005	-0.003	-0.002
VOT	All	3	6	9
IntDensity	da	x	-0.004	0
	s2	0	-0.004	0.004
	s3	0	-0.004	-0.019
	twb	-0.019	0.003	0.004
	tdb	0	0	0
	bike	0.003	0.009	0.005
	walk	-0.008	0.000	0.005
	sb	-0.012	-0.004	-0.003

Source: Fehr & Peers, 2020.

Home-Based University

Table 25 below lists model coefficients for UNIV segments. Because of the very small number of trips in the household survey data, all vehicle ownership segments were pooled for model estimation purposes, with distinctions between segments left for adjustment during model calibration. Drive-alone was used as a reference mode. In the 0-vehicle segment, utility calculations were carried out without the drive-alone mode.

Table 25: UNIV Mode Choice Model Coefficients

Variable	Mode	0-Vehicle	1-Vehicle, 2+ person HH	All Others
Constant	da	x	0	0
	s2	-2.230	-2.230	-2.230
	s3	-2.396	-2.396	-2.396
	twb	-0.521	-0.521	-0.521
	tdb	-0.521	-0.521	-0.521
	bike	-3.848	-3.848	-3.848
	walk	-1.126	-1.126	-1.126
IVT	All	-0.025	-0.025	-0.025
OVT	All	-0.050	-0.050	-0.050
OVT/IVT	All	2	2	2
Cost	All	-0.005	-0.003	-0.002
VOT	All	3	6	9
IntDensity	da	x	0	0
	s2	-0.004	0.004	0.004
	s3	-0.004	-0.019	-0.019
	twb	0.003	0.004	0.004
	tdb	0	0	0
	bike	0.009	0.005	0.005
	walk	0	0.005	0.005

Source: Fehr & Peers, 2020.

Home-Based Other

Table 26 below lists model coefficients for HBO segments. Drive-alone was used as a reference mode for the 2-vehicle segment, while walk was used as a reference mode for the 0- and 1-vehicle segments.

Table 26: HBO Mode Choice Model Coefficients

Variable	Mode	0-Vehicle	1-Vehicle, 2+ person HH	All Others
Constant	da	x	-1.538	0
	s2	-3.032	-1.086	-0.151
	s3	-3.354	-1.250	0.014
	twb	-4.518	-3.406	-3.174
	tdb	-8.953	-5.947	-3.341
	twr	-6.684	-6.405	-7.221
	tdr	-6.684	-6.405	-7.221
	bike	-3.368	-3.596	-1.963
	walk	0	0	0.561
IVT	All	-0.025	-0.025	-0.025
OVT	All	-0.050	-0.050	-0.050
OVT/IVT	All	2	2	2
Cost	All	-0.005	-0.003	-0.002
VOT	All	3	6	9
LogEmpDensity	da	x	-0.455	0
	s2	-0.455	-0.455	0
	s3	-0.614	-0.614	0
	twb	0.387	0.277	0.315
	tdb	0.924	0.277	0.315
	twr	-0.407	0.277	0.363
	tdr	-0.407	0.277	0.363
	bike	-0.143	0.559	0.455
	walk	0	0	0.455

Source: Fehr & Peers, 2020.

Non-Home Based

Table 27 below lists model coefficients for NHB segments. Walk was used as a reference mode for the 0- and 1-vehicle segments; drive-alone was used as a reference mode for the 2-vehicle segment.

Table 27: NHB Mode Choice Model Coefficients

Variable	Mode	0-Vehicle	1-Vehicle, 2+ person HH	All Others
Constant	da	x	-0.732	0
	s2	-1.975	-0.223	-0.228
	s3	-2.353	-0.732	-0.388
	twb	-2.764	-3.899	-4.442
	tdb	-2.764	-3.899	-4.442
	twr	-4.017	-3.899	-5.409
	tdr	-4.017	-3.899	-5.409
	bike	-3.036	-4.219	-3.627
	walk	0	0	-0.444
IVT	All	-0.030	-0.030	-0.074
OVT	All	-0.061	-0.061	-0.147
OVT/IVT	All	2	2	2
Cost	All	-0.004	-0.003	-0.005
VOT	All	5.191	6	9
TransitAccess	da	x	-0.200	0
	s2	-0.200	-0.200	0
	s3	-0.369	-0.369	0
	twb	0.027	0.097	0.025
	tdb	0.027	0.097	0.025
	twr	0.027	0.097	0.025
	tdr	0.027	0.097	0.025
	bike	0.043	0.150	0.039
	walk	0	0	0.039

Source: Fehr & Peers, 2020.

Table 28 summarizes the aggregated mode choice for both the model and the CHTS. Note that while the model produces results for each individual mode by purpose, due to sample size in the CHTS the aggregated mode shares are used for validation. Prior to using the detailed mode choice by purpose and mode, a sub-area validation and potentially calibration should be undertaken.

Table 28: Mode Choice Results

Mode	Model	CHTS
Drive-alone	40%	43%
Shared Ride	42%	45%
Transit	4%	3%
Walk/Bike/Other	14%	9%

Note: Other includes school bus, taxi, and other specialized modes accounted for in the CHTS.
Source: Fehr & Peers, 2020.

Trip Assignment

The trip assignment process determines the route each vehicle trip takes from a particular origin to a particular destination. It uses an iterative, capacity-restrained assignment routine to determine a travel path that minimizes travel time, while considering congestion delays caused by the other simulated trips in the model. The model added new capabilities to account for the number of passengers in the car for passenger trips, the type of truck being used (small, medium, and large) for commercial trips, and the potential for roadway pricing on a roadway segment on a per mile basis or spot location for a single charge.

The general assignment process includes the following steps.

- Assign all trips to the links along their selected paths
- After all assignments, examine the volume on each link and adjust its impedance based on the volume-to-capacity ratio
- Repeat the assignment process for a set number of iterations or until specified criteria related to minimizing travel delays are satisfied

Calibration of the roadway network included modification of the centroid connectors to more accurately represent the location that traffic accesses local roads; adjustment of speeds from posted speed limits to reflect the attractiveness of the route and the prevailing speed of traffic; and adjustment of capacities to reflect the attractiveness of the route.

Time Periods

The model estimates travel for the average weekday (Monday through Friday). The daily roadway volumes are aggregated from the AM and PM peak period, and Mid-day and Evening off-peak period assignments. Additionally, although not included in the validation, the model performs AM and PM peak one hour assignments. Descriptions of each assignment time period are presented in **Table 29**. The specific time periods represented in the model were developed by reviewing the distribution of existing traffic counts across a 24-hour period as well as reviewing the time period distributions of travel models in neighboring jurisdictions (i.e., NCTC, SACOG, TRPA).

Table 29: Time Periods

Description	Duration	Time
AM Peak Period	3 Hours	6:00 – 8:59 AM
Mid-day Period	7 Hours	9:00 AM – 3:59 PM
PM Peak Period	3 Hours	4:00 – 6:59 PM
Off-Peak Period	11 Hours	7:00 PM – 5:59 AM
AM Peak Hour	1 Hour	7:00 – 7:59 AM
PM Peak Hour	1 Hour	5:00 – 5:59 PM

Source: Fehr & Peers, 2020.

Turn Penalties

Turn penalties are used to prohibit or add delay to certain turning movements. The BCAG model prohibits traffic from making turns across impassable medians. In addition, the model may prohibit U-turns at some locations to avoid counterintuitive traffic routing. Turn penalties may be in effect during the entire day, during one or all peak periods, or only at the peak hour level. Currently the turn penalties apply to all vehicles and there are no specific truck only turn penalties or prohibitions.

Vehicle Miles of Travel

A major focus of recent transportation related legislation in California focuses on VMT. In addition to Air Quality Conformity determinations, SB 375 and subsequent legislation such as SB 743 have highlighted the need to have a reliable method for forecasting VMT for regional planning. The traditional reasonableness check for VMT is to compare the regional model to HPMS for VMT on the roadways with the model area. **Table 30** below shows that the VMT for the model is within the 3% suggested error relative to HPMS. In addition to total VMT, it is often useful to understand the contribution of VMT from trip traveling through the model area and the ratio of VMT per capita.

Table 30: Model VMT Comparison to HPMS

HPMS	Model	% Deviation	% Through trip VMT	Model VMT per Capita
5,027,730	4,869,564	-3.15%	3.4%	21.39

Note:
HPMS estimates from 2018 for all roadways in Butte County
Model VMT per capita represents total VMT on the model network divided by the population. This is a ratio and not a VMT generation rate per resident.
Source: Fehr & Peers, 2020.

Transit Forecasting

Although the simplified representation of transit in terms of access and headway is validated at the regional mode share level, the mode choice and distribution processes allow for evaluation of mode share at the zone-to-zone and individual zone levels. Interregional transit must be done off-model. The regional mode share for transit from the travel model and CHTS are shown in **Table 28.**

4 Model Validation

Model validation is the term used to describe model performance in terms of how closely the model's output matches existing travel data in the base year. The extent to which model outputs match existing travel data validates the model algorithms and inputs.

Traditionally, most model validation guidelines have focused on the performance of the trip assignment function in accurately assigning trips to the roadway network. This method is called static validation, and it remains the most common means of measuring model's ability to replicate base year observed conditions.

Models, however, are seldom used for static applications. By far the most common use of models is to forecast how a change in inputs would result in a change in traffic conditions. Therefore, another test of a model's accuracy focuses on the model's ability to predict realistic differences in outputs as inputs are changed. This method is referred to as dynamic validation. This section describes the highest-level validation checks that have been performed for the model.

Static Validation

The 2017 *California Regional Transportation Plan Guidelines* [9], contains the following specific static validation criteria and thresholds.

- *At least 75 percent of the roadway links for which counts are available should be within the maximum desirable deviation*, which ranges from approximately 15 to 60 percent depending on total volume (the larger the volume, the less deviation is permitted).
- *A correlation coefficient of at least 0.88* – The correlation coefficient estimates the overall level of accuracy between observed traffic counts and the estimated traffic volumes from the model. These coefficient ranges from 0 to 1.0, where 1.0 indicates that the model perfectly fits the data.
- *The percent root mean squared error (%RMSE) below 40%* – The %RMSE is the square root of the model volume minus the actual count squared, divided by the number of counts. In other words, it is the average of all the link-by-link percent differences, and it is an indicator of how far the model volumes differ from the counts, on a link-by-link average, expressed as a percent. It is a measure similar to standard deviation in that it assesses the accuracy of the entire model.

In addition to these criteria, the model-wide volume-to-count ratio was checked against a desired maximum threshold of no more than a 10 percent deviation. The static validation results for the model are show in **Table 31** and reveal that the model passed all the tests

[9] *California Regional Transportation Plan Guidelines.* (2017). Sacramento, CA: California Transportation Commission.

Table 31: Results of Model Validation

Validation Item	Criterion of Acceptance	Daily
Model-wide Volume-to-Count Ratio	Within ± 10%	0.95
Percent of Links Within Deviation Allowance	At Least 75%	79%
Correlation Coefficient	At Least 88%	93%
RMSE	40% or Less	36%

Source: Fehr & Peers, 2020.

Dynamic Validation and CARB Model Sensitivity Tests

The tests below were conducted to evaluate the functionality of the model directly related to the scenarios being evaluated as part of the 2020 RTP/SCS, and to provide both BCAG and CARB information for determining the capabilities and sensitivity to the new features of the model.

Induced Vehicle Travel

The balance between traveler convenience and increased auto dependency is at the core of many legislative initiatives in California. MPOs expected to manage congestion while also reducing VMT. As such, induced vehicle travel effects are an essential consideration in forecasting VMT especially when future conditions included through expansion of roadway capacity. To evaluate the model sensitivity to induced vehicle travel, both short-term and long-term effects of increased roadway capacity listed below were evaluated by comparing different combinations of roadway network and socioeconomics.

Short-term responses

1. New vehicle trips that would otherwise would not be made
2. Longer vehicle trips to more distant destinations
3. Shifts from other modes to driving
4. Shifts from one driving route to another

Longer-term responses

5. Changes in land use development patterns (these are often more dispersed, low density patterns that are auto dependent)
6. Changes in overall growth

The scenarios are listed in **Table 32**: Induced Vehicle Travel Elasticity Scenarios with a detailed calculation sheet included in **Appendix C**.

Table 32: Induced Vehicle Travel Elasticity Scenarios

Model Scenario/ Components	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Model Framework	2018 RTP/SCS	2018 RTP/SCS	2018 RTP/SCS	2040 RTP/SCS
Network	2018 RTP	2040 RTP/SCS	2018 RTP	2040 RTP/SCS
Socioeconomic	2018 RTP	2018 RTP	2040 RTP/SCS	2040 RTP/SCS
Total VMT	4,869,563	4,873,926	5,503,619	5,527,618
Total Lane-Miles	7,020	7,069	7,020	7,069
VMT Per Lane-Mile	694	690	784	782

Source: Fehr & Peers, 2020.

Short-Term Induced Vehicle Travel

Short-term induced travel is caused by the immediate change in speeds and travel when a new roadway capacity expansion project is open to traffic (i.e. a Build compared to a No Build scenario). To reflect the short-term induced vehicle travel, the base year roadway network and the future year RTP/SCS roadway network were both implemented in the model with all other factors being the same (i.e. land use, demographics, and regional travel), and the resulting VMT and elasticity of VMT to lane miles were calculated. Since the change is short-term, mandatory travel from home such as work and school related trips were held constant with the presumption that changing home, work, or school location would not occur as an immediate response to new roadway capacity. Discretionary trips such as shopping were allowed to change.

The research shows a short-term elasticity of 0.1 to 0.60.[10] As shown in **Table 33**, the VMT change is in the correct direction and on the lower end of the magnitude relative to the elasticity in the literature. This is consistent with the expected response due to the low levels of congestion in Butte County. Hence, the model output demonstrates an appropriate sensitivity to short-term induced travel.

[10] https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf

Table 33: Short-Term Induced Vehicle Travel Elasticity Check

	Unconstrained	Constrained	Change
Lane Miles	7,020	7,069	0.69%
Total VMT	5,356,425	5,332,327	0.09%
Model VMT Change	4,363		
Literature VMT Change [1]	3,356 to 20,135		

Note:
1. The change in VMT is based on CARB research for short-term elasticity ranging from 0.1 to 0.6.
Source: Fehr & Peers, 2020.

Long-Term Induced Vehicle Travel

Long-term induced vehicle travel effects consider the influence on land use and growth patterns over time.. Travel models are typically used to compare a Build and No Build condition and combine the influence of land use, demographics, socioeconomic conditions, and travel. To isolate the long-term VMT changes due to increased roadway capacity, two model runs were used in comparison to the Base Year as shown in **Table 34**.

Table 34: Long-Term Induced Vehicle Travel Elasticity Check

	Scenario 1	Scenario 2	Scenario 3
Model Framework	2018 RTP/SCS	2018 RTP/SCS	2040 RTP/SCS
Network	2018 RTP	2018 RTP	2040 RTP/SCS
Socioeconomic	2018 RTP	2040 RTP/SCS	2040 RTP/SCS
Lane Miles	7,020	7,020	7,069
Total VMT	4,869,563	5,503,619	5,527,618
Model VMT Change			658,055
Model VMT Change due to Population and Employment		634,056	
Model VMT Change due to Roadway Capacity			23,999
Literature VMT Change [1]	34,565		

Note:
1. https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Policy_Brief.pdf. The specific elasticity value used from this research policy brief is 1.03 from Table 1 Duranton and Turner (2009)..
Source: Fehr & Peers, 2020.

Scenario 3 reflects the combination of land use and transportation network capacity increases anticipated by 2040 under the RTP/SCS. This resulted in an increase in VMT compared to the base year of 658,055. To

isolate the change due to land use alone, Scenario 2 was run using the RTP/SCS land use and 2040 interregional travel with the 2018 base year roadway network. This resulted in an increase in VMT of 634,056 compared to the base year. Subtracting the isolated land use change in VMT from the total VMT change for the RTP/SCS model run, the change due to long-term induced travel from network changes alone is estimated to be 23,999. This is the correct direction of change, but the estimated VMT from the isolated test is lower than the value when applying the research elasticity.

If the VMT based on the elasticity from literature were applied rather than the model, the estimated VMT would be 668,621, a value 10,566 higher than what the model produced for the change in the RTP/SCS model run.

Given the rural nature of Butte County congestion is limited and is unlikely to influence vehicle travel such that trip making would be suppressed. Without suppression, induced vehicle travel effects will be substantially dampened. In other words, trip generation in the county is not constrained and trip rates tend to represent full demand levels. . For the model to produce the much higher VMT change estimated by the research elasticity would require unrealistic trip generation rates and/or longer trip lengths. This may be an example of ecological fallacy in the application of the elasticity where an inappropriate inference is being made for a single analysis unit (i.e. Butte County) based on a much larger population representing all of the Metropolitan Statistical Areas (MSAs) in the United States from which the elasticity value was derived.

Since the change due to induced travel in the long-term is much higher than the change in the short-term and the elasticity from the published literature seems to be much higher and not representative of travel conditions in Butte County, the model appears to be appropriately sensitive to long term induced travel.

Auto Operating Cost

The recommended CARB auto operating cost (AOC) methodology changed from including only petroleum-based vehicles to all energy sources. To test model sensitivity to the changes, the auto operating cost for the original method based on petroleum-based vehicles was compared to the updated method. The published literature presents the demand for fuel or the VMT and has only the impact of gas price not total auto operating cost as used in the model to determine auto ownership, distribution, travel mode, and route choice. The literature reports a short-term elasticity of VMT change relative to fuel price of -0.24 for low income groups to -0.40 for high income groups.

Table 35 below shows the results for both the base year and the future year with a similar VMT elasticity in both magnitude and direction. The negative on the elasticity indicates the VMT changes in the opposite direction than the auto operating cost. Although the magnitude of change is less than the expected range for fuel price, the recommended CARB parameter of auto operating cost accounts for more than fuel price and the past literature based on empirical data does not account for the non-petroleum vehicles currently included in the auto operating cost. As the fuel price decreases due to more efficient vehicles, the fixed costs become a larger percentage of the auto operating cost. Since the model is not overly sensitive to auto operating cost but does show reasonable sensitivity, the model is appropriate for RTP/SCS scenarios

that do not include change of fleet or fuel sources. If the scenario being evaluated changes the auto operating cost or fuel cost as a scenario specific policy, it is recommended that additional calibration be considered. As noted in the CARB technical document, these results highlight the importance of considering equity impacts in analyzing the effects of changes in gas prices (and gas taxes).

Table 35: Auto Operating Cost Elasticity Check

	2018			2040		
	Updated	Original	Change	Updated	Original	Change
AOC	21.03	23.24	-9.5%	18.46	23.19	-20.4%
Total VMT	5,006,143	5,000,560	0.11%	6,593,556	6,575,916	0.27%
Model Elasticity	-0.0117			-0.0132		
Literature Elasticity [1]	-0.24 to -0.40					

Note:
1. The CARB research for short term elasticity only accounts for the fuel cost and excludes the fixed and maintenance costs.
Source: Fehr & Peers, 2020.

Active Transportation and Transit Enhancements

Active transportation such as sidewalks and bike lanes function as a system and often provide enhanced access to transit. For this test, the unconstrained active transportation network was implemented to provide access to transit, and the transit headways were reduced by half. As shown in **Table 36**, the direction of the elasticity is consistent with empirical data such that a reduction of headway and improved access to transit has a decrease in VMT. The magnitude of the elasticity is on the lower end of the range of elasticity, which is consistent with the rural character of Butte County. Although the model is sensitive to transit enhancements and is appropriate for use on the RTP/SCS, further investigation and sub-area validation with potential calibration should be considered prior to using the model on a transit-focused project.

Table 36: Active and Transit Enhancement Elasticity Check

	Enhanced	Base	Change
Headway	0.5	1	-50.0%
Total VMT	5,498,988	5,527,717	-0.52%
Model Elasticity	0.0104		
Literature Elasticity [1]	0 to 0.19		

Note:
1. The CARB research for elasticity does not reflect the interaction between enhanced access to transit through pedestrian or bike facilities and the reduction in headway.
Source: Fehr & Peers, 2020.

Land Use Tests

The BCAG Model has been developed to be used as a tool to evaluate land use scenarios in planning efforts such as EIRs, City General Plans, and the Regional Transportation Plan. The specific dynamic validation tests completed for this model update are listed below.

- Add 1, 10, and 100 dwelling units to a TAZ
- Add 1, 10, and 100 square feet of retail to a TAZ
- Remove 1, 10, and 100 dwelling units from a TAZ
- Remove 1, 10, and 100 square feet of retail from a TAZ

The key model output variable involved in the dynamic validation tests are daily vehicle trips (VT) generated. These tests are intended to reveal whether the model output changes in the correct direction and magnitude. The dynamic validation results for the land use changes summarized in **Table 37** show that the model responds reasonably to changes in both residential and non-residential land uses. For example, when changing residential uses, the change in overall model vehicle trip generation is stable across the entire range and produces results that are reasonable (i.e., 9.0 to 9.3 vehicle trips per household). In addition, the change in trip generation at the TAZ level is as expected with the increase/decrease corresponding to the change in households. The magnitude of vehicle trip generation at the TAZ level is reasonable given the socioeconomic characteristics of the test area located in Chico.

Table 37: Land Use Sensitivity Check

Land Use Change	Unit Change	VT Change	VT Change/Unit Change
Residential (DUs)	+1	9.30	9.30
	+10	90.80	9.08
	+100	909.30	9.09
	-1	-9.00	-9.00
	-10	-90.60	-9.06
	-100	-913.60	-9.14
Retail Space (KSF)	+1	12.11	12.11
	+10	121.00	12.10
	+100	1,208.67	12.09
	-1	-12.43	-12.43
	-10	-123.29	-12.33
	-100	-1,238.73	-12.39

Source: Fehr & Peers, 2020.

Parking Pricing

Parking pricing is a local policy that has proven beneficial in reducing auto travel and overall VMT. To evaluate the model sensitivity to changes in parking cost, the parking cost was increased by 20% at locations that currently have paid parking. As shown in **Table 38**, the direction of the elasticity is consistent with empirical data such that an increase in parking costs result in a reduction of VMT. The magnitude of change in regional VMT is much lower than the literature primarily due to the relatively small area covered by parking fees and the rural character of Butte County. Although the model is not overly sensitive to parking pricing and is appropriate for the RTP/SCS purposes, it is recommended that sub-area validation and investigation of specific zones and trips associated with parking areas be investigated before using the model for a parking specific study.

Table 38: Parking Pricing Elasticity Check

	TDM Parking Fee	Base	Change
Parking Price	1.2	1	20.0%
Total w\o XX	5,489,651	5,498,988	-0.17%
Model Elasticity	-0.0085		
Literature Elasticity	Average of -0.3		

Source: Fehr & Peers, 2020.

5 Future Year Model

This section describes the future year model data that were developed, with the following section combining the input data into scenarios for the 2020 RTP/SCS. The inputs that were developed for the future year model include the land use, transportation system, and interregional travel.

Future Land Use

Once the base year model calibration and validation was complete, Fehr & Peers received TAZ growth projections provided by BCAG staff and developed one future year (2040) and three interim (2020, 2030, and 2035) model scenarios. **Table 39** reports the land use totals for the base year, interim years, and future year, along with the growth projections. Note that due to the Camp Fire the land use development decreases from 2018 to 2020 and then increases into the future.

Table 39: Model Land Use Totals by Scenario Year

Land Use Type	Units	2018	2020	2030	2035	2040
Population	People	222,378	223,157	242,293	251,863	259,524
Single Family Residential	DU	55,279	48,635	60,278	64,200	65,980
Multi-Family Residential	DU	23,864	22,656	26,161	27,925	29,496
Mobile Home Residential	DU	11,819	9,552	12,058	11,420	11,694
Retail	KSF	11,949	11,772	11,272	13,012	13,729
Regional Retail	KSF	895	925	895	934	975
Industrial	KSF	12,367	14,297	13,430	13,631	14,014
Office	KSF	7,014	7,143	6,929	7,748	7,880
Medical Office	KSF	2,229	2,216	2,149	2,425	2,459
Public	KSF	2,311	2,246	2,439	2,598	2,710
Hospitals (HOSP_KSF)	KSF	1,159	966	1,049	1,272	1,320
Hotels (HOTEL_RMS)	Rooms	2,095	2,188	2,376	2,450	2,450
Park (PARK_AC)	Acres	476	491	533	554	556
Casino (CASINO_SLT)	Slots	2,000	2,000	2,172	2,257	2,326
University (UNIV_STU)	Students	16,500	16,578	18,000	18,710	19,279
Butte College (CC_STU)	Students	12,950	13,011	14,127	14,685	15,129
Schools (K12_STU)	Students	29,852	29,048	32,132	32,482	32,550

Source: BCAG, 2020 RTP/SCS Land Use Forecast.

Future Transportation System

The master network contains the planned and programmed transportation improvements for roadway and bike/pedestrian facilities with attributes related to the number of lanes, facility type, and type of travel allowed to use the facility along with the year the facility is open to traffic. The TAZ file contains the future transit accessibility and headway representing the simplified transit approach described previously. The list of planned and programmed projects can be found in **Appendix D**. It should be noted that this is not a complete listing of projects included in the 2020 RTP/SCS, rather, only projects which include changes to roadway capacity, effect the volume of the roadways, relate to bike/pedestrian facilities, or transit system characteristics.

Future Interregional Travel

For the future year, the production and attraction ratio for some purposes was not within the 10% guideline. After the Camp Fire, land use development was concentrated in existing jurisdictions while Paradise recovered. This caused a change to interregional travel that was not reflected in the base year data, so the interregional trip percentages were modified to reflect a better balance of trips staying within Butte County. This was especially true for work and shopping trips in 2020 and non-home based trips in the future scenarios. The adjusted interregional trip percentages used are the same for the future scenarios.

6 Alternatives Analysis

This section contains a quantification of strategies related to reducing Vehicle Miles Traveled (VMT) including transportation demand management (TDM) and pricing for the scenarios evaluated as part of the air quality conformity and RTP/SCS. This information can be used to evaluate related greenhouse gas (GHG) reductions, the air quality conformity determination, and the RTP/SCS EIR. A summary of the model results can be found in **Appendix E**.

Scenario Definition

The scenarios quantified and reported in this memo are described below.

- *2018 Base:* the base year land use and transportation system for the model used for validation against 2018 counts (pre-Camp Fire) and travel behavior based on 2012 California Household Travel Survey (CHTS)
- *2020 Base:* year 2020 forecast (post-Camp Fire) based on the 2020 RTP land use with 2020 RTP planned and programed transportation projects
- *2030 Base:* year 2030 forecast based on the 2020 RTP land use with2020 RTP planned and programed transportation projects
- *2035 Base:* year 2035 forecast based on the 2020 RTP land use with 2020 RTP planned and programed transportation projects
- *2040 Project:* year 2040 forecast based on the 2020 RTP land use with 2020 RTP planned and programed transportation projects
- *2040 No Project:* year 2040 forecast based on the adopted 2016 RTP land use with 2016 adopted transportation projects
- *2040 Unconstrained:* year 2040 forecast based on the 2020 RTP land use with the 2020 RTP planned and programed transportation projects including those that were unfunded.
- *2040 Environmentally Superior:* year 2040 forecast based on the 2020 RTP land use with all active planned and programed transportation projects and transit headways at half of Project headway (with a minimum of 15 minutes)
- *2040 Environmentally Superior with TDM:* year 2040 forecast based on the 2020 RTP land use with all active planned and programed transportation projects, transit headways at half of Project headway (with a minimum of 15 minutes), and parking costs 20% higher than existing (in areas with existing paid parking)

Land Use Summary

After the 2018 Base Year, the Camp Fire destroyed much of Paradise and displaced residents and employment. As a result, the 2020 land use has a much higher occupancy rate than 2018 and is more distributed within existing communities. After 2020, rebuilding in Paradise is forecast to proceed at a high rate, with a majority being single-family residential dwelling units (DUs). Due to the immediate housing need, the rebuilding is expected to be at a high rate until 2035 and then slow down slightly between 2035 and 2040. The summary of land use for each of the 2020 RTP scenarios is shown in **Table 39**.

VMT Summary

After implementing the model scenarios with the transportation and land use development, the VMT and VMT per capita ratio were calculated. **Table 40** summarizes the VMT traveling completely within Butte County (VMT w/o XX), VMT associated with trips traveling through Butte County (XX VMT), percentage of VMT traveling through Butte County (% of XX trips), total VMT on roadways within Butte County (Total with XX), total population for the scenario, and VMT related to trips completely within Butte County per capita. The VMT per Capita is a proxy for the SB 375 metric of GHG based on VMT within Butte County which was used in the target setting. The VMT per capita decreases from 2018 to 2020 due to the higher occupancy and density of development without having a substantial amount of development in Paradise. As Paradise recovers, the VMT per capita increases with the 2040 scenario being slightly lower than the 2018 base year. The 2040 No Project has a much higher population since the forecast was pre-Camp Fire and had more of the development in Paradise than the 2020 RTP, resulting in a higher total VMT but a slightly lower VMT per Capita. The No Project being higher in total VMT and lower in VMT per capita is reasonable given higher density of the No Project being forecast before the Camp Fire. Both Environmentally Superior scenarios result in similar VMT and VMT per capita due to the minimal locations that have parking pricing, the only difference between the scenarios. The highest VMT per capita of the 2040 scenarios is the Unconstrained scenario, which is expected due to its increased focus on auto travel and expanded roadway infrastructure projects.

The VMT by speed bin used for GHG and air quality conformity can be found in **Appendix E**.

Table 40: VMT Summary for 2020 RTP Scenarios

Scenario	VMT (w/o X-X VMT)	XX VMT	IX-XI VMT	Total VMT	% of X-X VMT	% IX-XI VMT	Population	VMT per Capita
2018 Base	4,705,417	164,146	700,748	4,869,563	3.4%	14.39%	222,378	21.2
2020 Base	4,343,919	164,153	697,312	4,508,072	3.6%	15.47%	223,157	19.5
2030 Base	4,883,463	169,430	445,363	5,052,893	3.4%	8.81%	242,293	20.2
2035 Base	5,181,813	181,958	485,998	5,363,771	3.4%	9.06%	251,863	20.6
2040 Project	5,332,327	195,390	504,900	5,527,717	3.5%	9.13%	259,524	20.5
2040 No Project	6,216,655	195,396	559,905	6,412,051	3.0%	8.73%	319,342	19.5
2040 Unconstrained	5,356,425	195,390	507,274	5,551,815	3.5%	9.14%	259,524	20.6
2040 Environmentally Superior	5,303,598	195,390	504,900	5,498,988	3.6%	9.18%	259,524	20.4
2040 Environmentally Superior (with TDM)	5,294,261	195,390	504,633	5,489,651	3.6%	9.19%	259,524	20.4

Source: Fehr & Peers, 2020.

Highway and Freeway Congestion

The revised State Transportation Improvement Program (STIP) guidelines for evaluating congestion are based on highways and freeways operating at or below 35 mph during the AM or PM peak periods. Congestion will be used for the RTP/SCS EIR for each of the scenarios. Based on the travel model for each of the scenarios, there are no scenarios that have highways or freeways at or below 35 mph during the AM or PM peak periods.

7 Model Use

This section shows the user interface and describes the key inputs for applying the model for project application. **Appendix F** contains the metadata for the key inputs. The Model User Guide contains more detailed information on how to use the model.

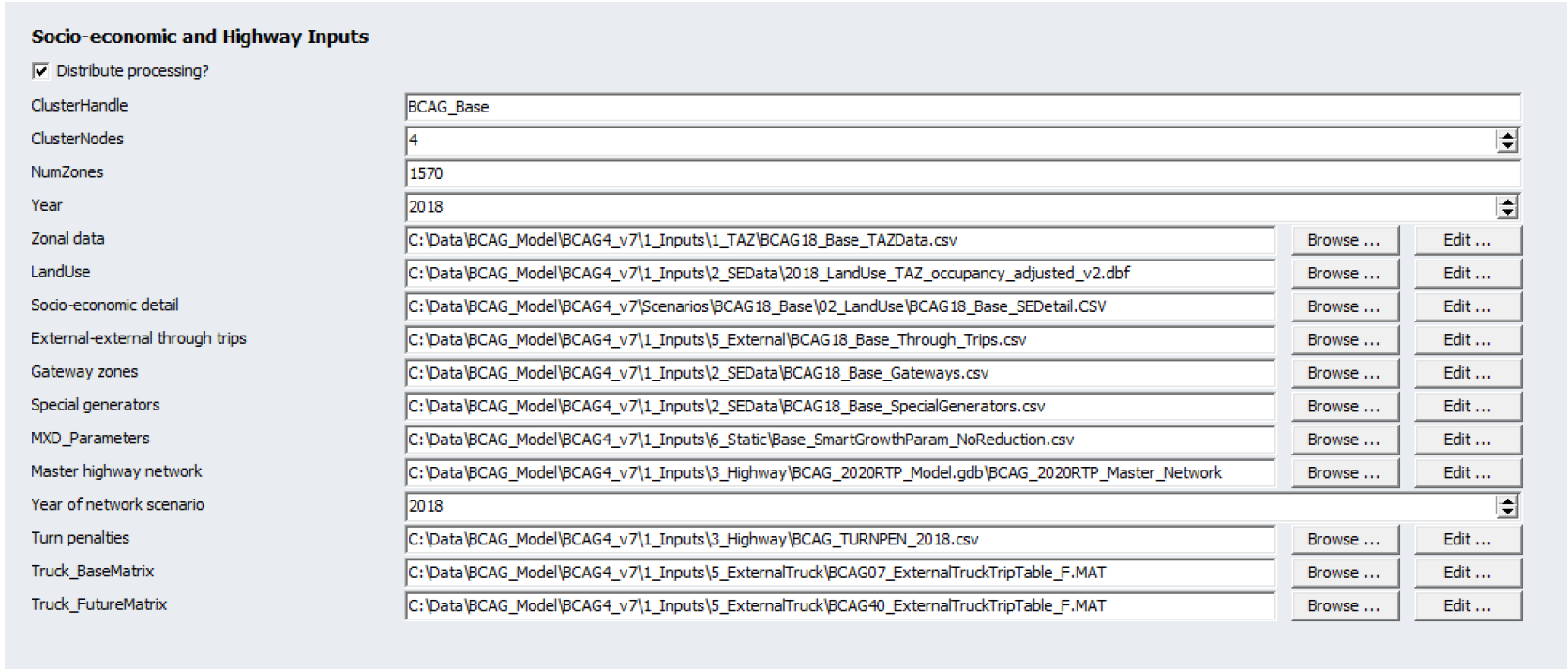
Model Interface and Key Inputs

The screen capture on the following page shows the base 2018 scenario manager in the Cube Application Manager. The primary inputes are all located on this screen and should be evaluated prior to running a new scenario.

The inputs for the screen capture are shown below, with bold indicating the values that are most often updated with every scenario.

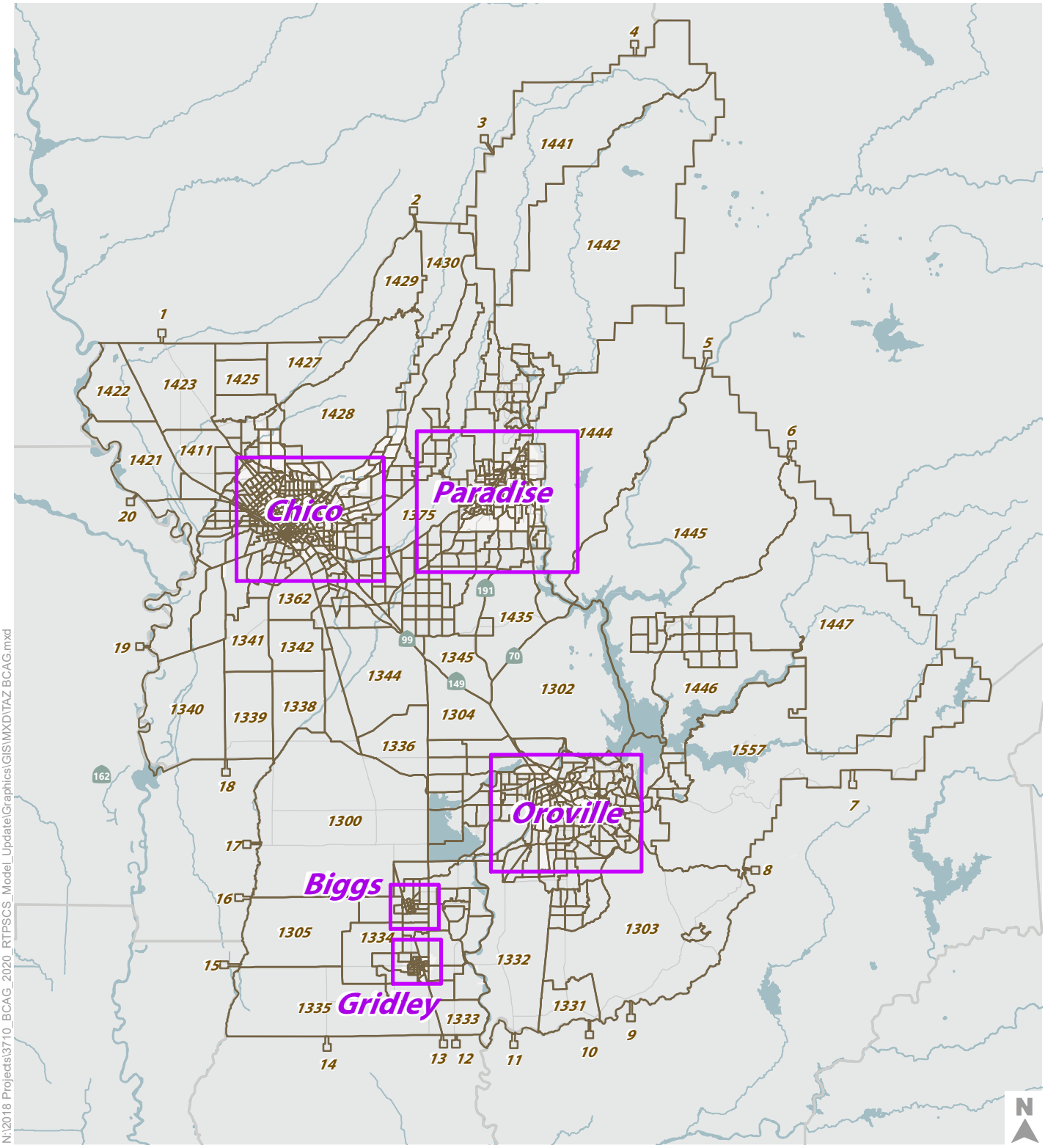
- Distributed processing, ClusterHandle, and ClusterNodes are used for running the model with Cube Voyager on multiple cores. It is recommended that this not be modified unless the machine running the model has fewer than four cores.
- Number of zones in general should not be modified unless the model is expanded in the future.
- **Year** refers to the time that the land use, interregional travel, and overall activity occur.
- **Land Use** data is the control total by zone in terms of occupied residential and occupied non-residential units.
- **Zonal data** contain the cross-classified residential factors, interregional travel percentages by purpose, simplified transit headways, parking fees, and other TAZ level information.
- **Socio-economic data** is an intermediate file that is output by combining the cross-classified demographics and the land use control totals.
- **External through trips** are personal vehicles traveling through the model area.
- Gateway zones are the productions and attractions by purpose used to balance with internal trips.
- **Special generators** are trips by purpose that cannot be accurately reflected by multiplying the trip generation and the land use. Note that special generators are additive to the land use generated trips.
- MXD parameters contain the built environment parameters to reflect the "Ds." In general, this should not be modified except for special land use types the model may not be able to capture, and for which a special generator is not possible.
- Master network refers to the geodatabase transportation network that contains base and future projects.
- **Year of network scenario** reflects the year that transportation projects are open to traffic. This can be different than the land use and interregional travel.
- Turn penalties are usually prohibitions for turning by time of day.
- Truck Base and Future are derived from the CSFFM and are interpolated based on Year.

APPENDIX 6-6b



The Browse boxes are used to search for the input file and the Edit boxes are used to edit the file within Cube.

Appendix A:
TAZ Maps

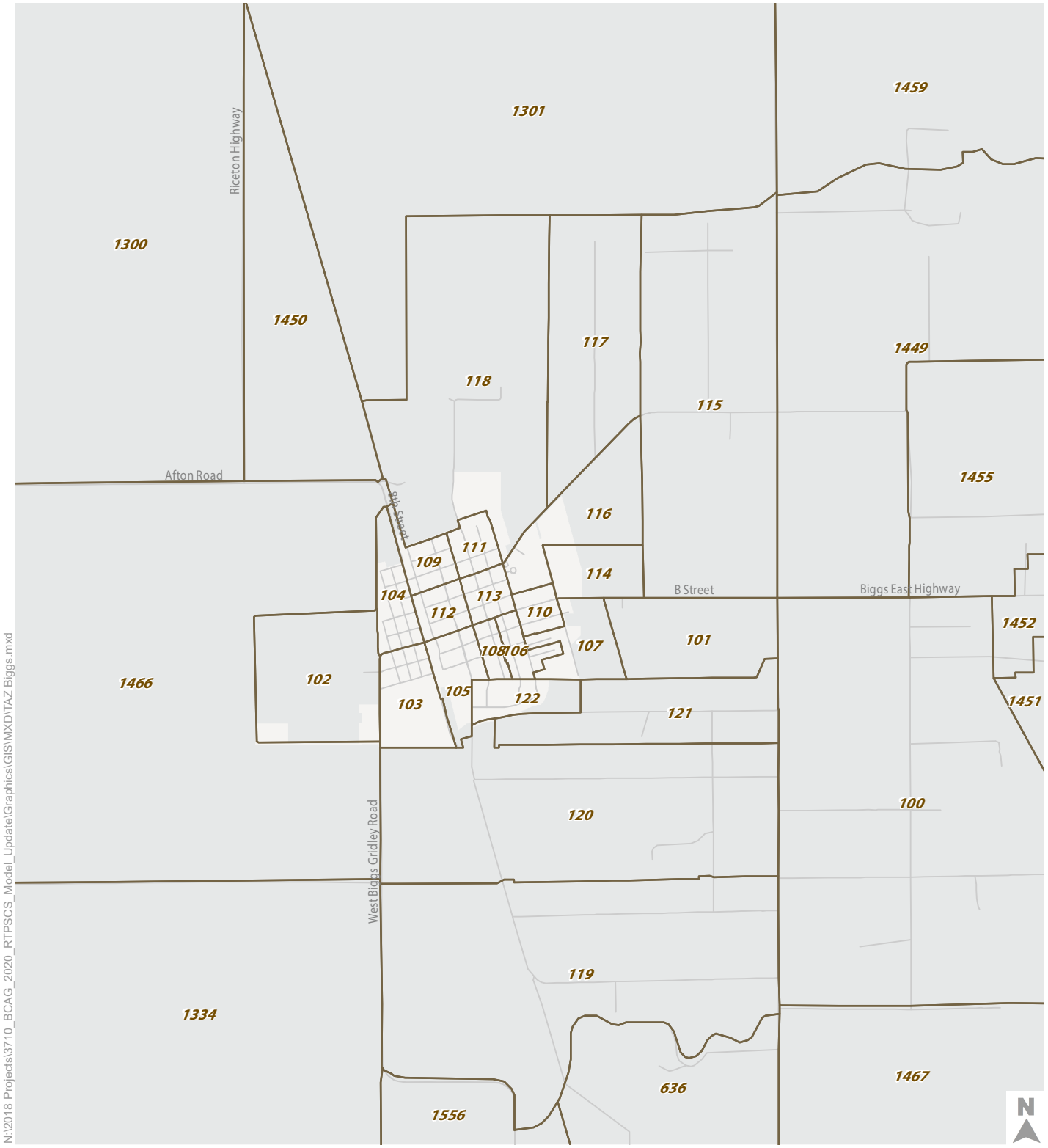


Traffic Analysis Zone Boundaries

City Limits

BCAG Model Update - Traffic Analysis Zone Boundaries

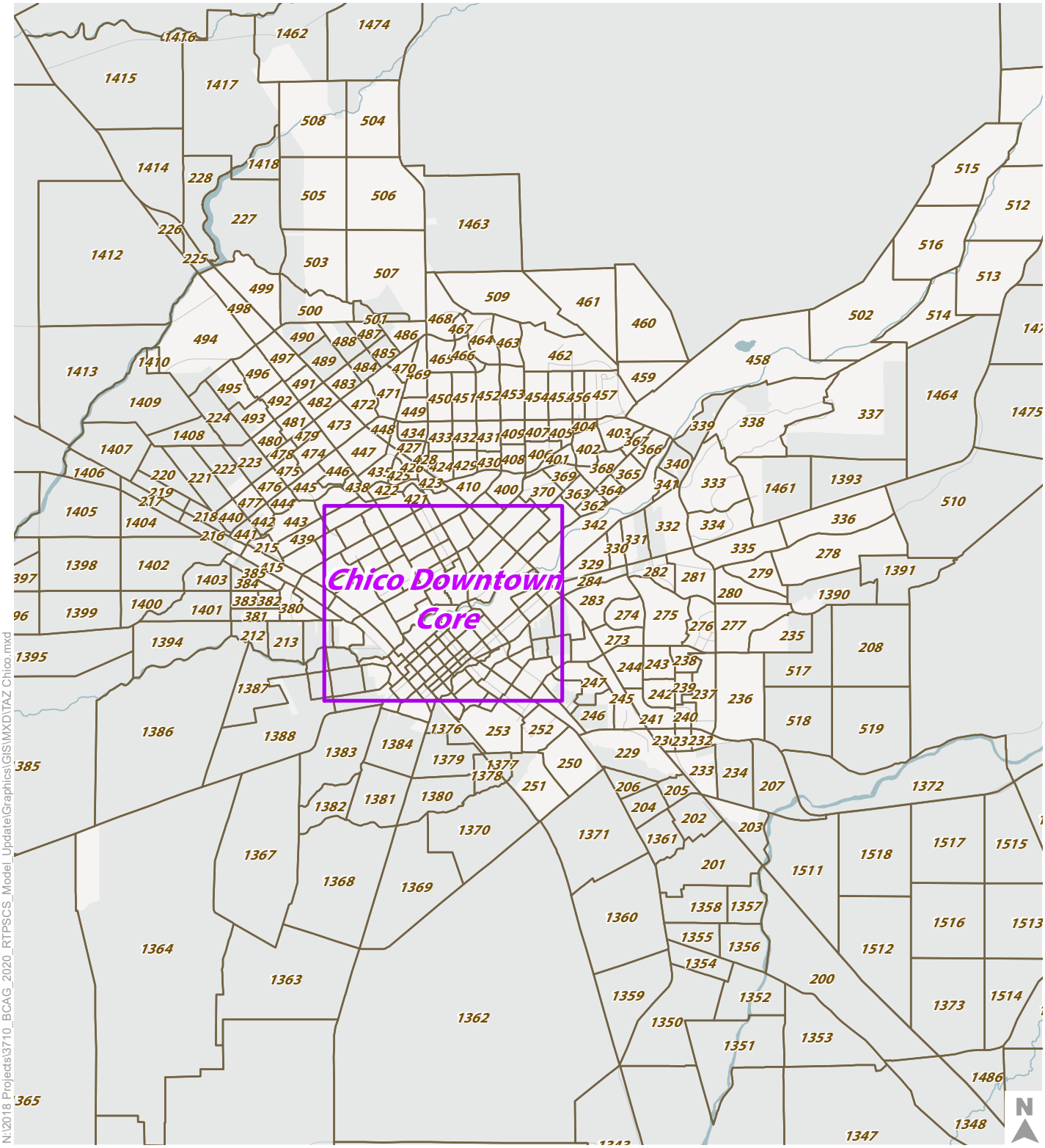
APPENDIX 6-6b



Traffic Analysis Zone Boundaries

City Limits

BCAG Model Update - Biggs TAZ Boundaries

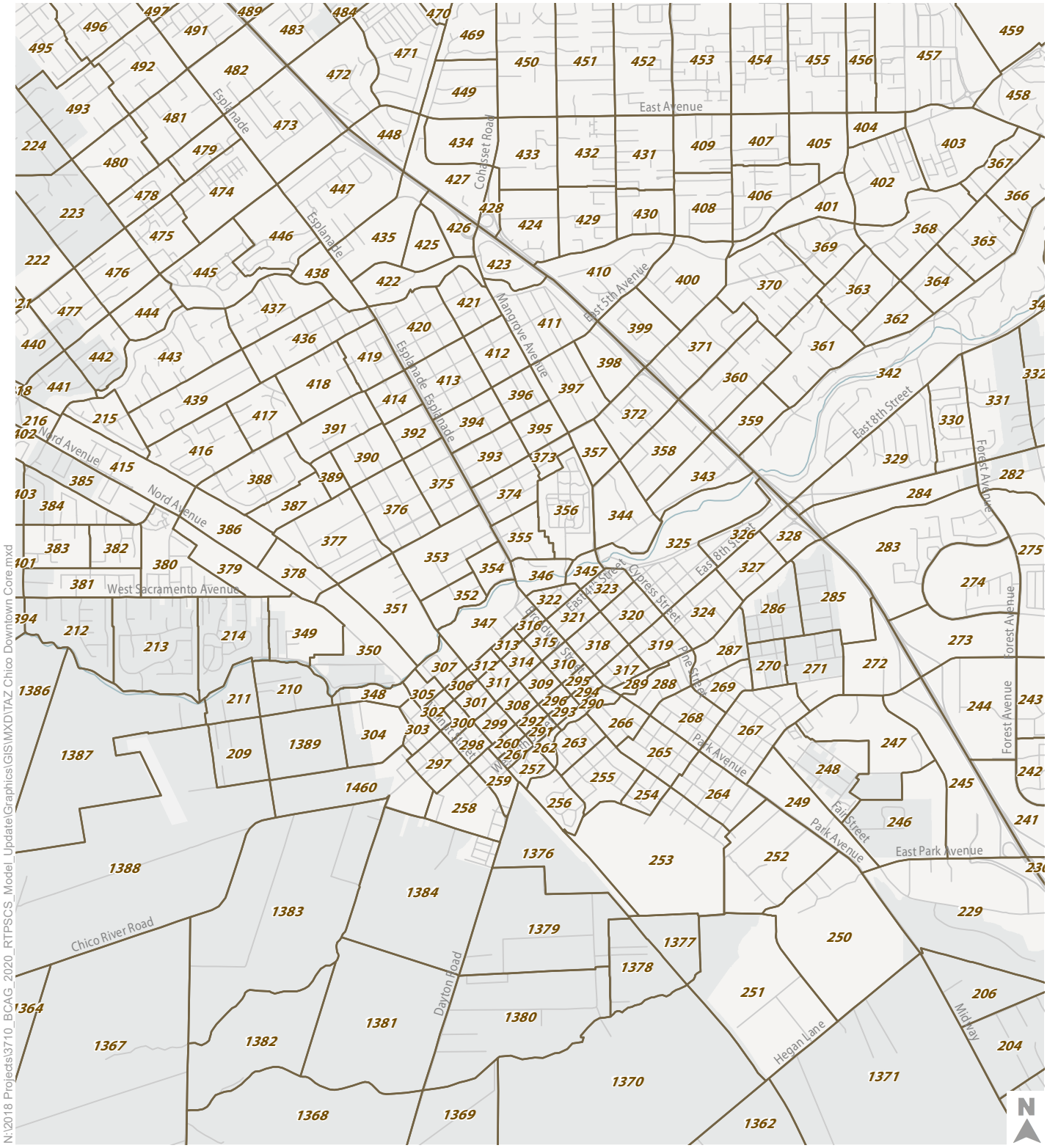


Traffic Analysis Zone Boundaries

City Limits

BCAG Model Update - Chico TAZ Boundaries

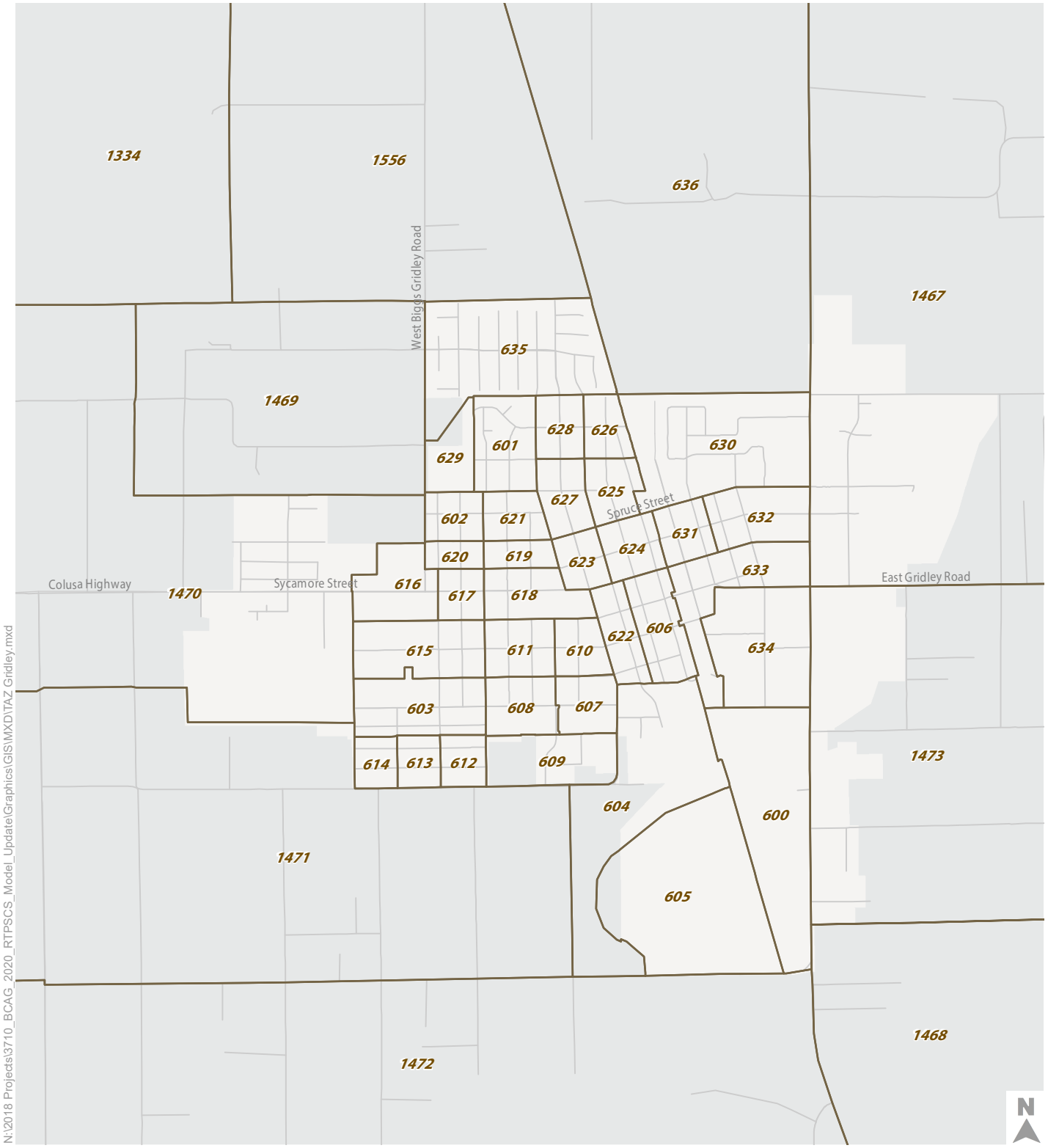
APPENDIX 6-6b



Traffic Analysis Zone Boundaries

City Limits

BCAG Model Update - Chico Downtown Core TAZ Boundaries

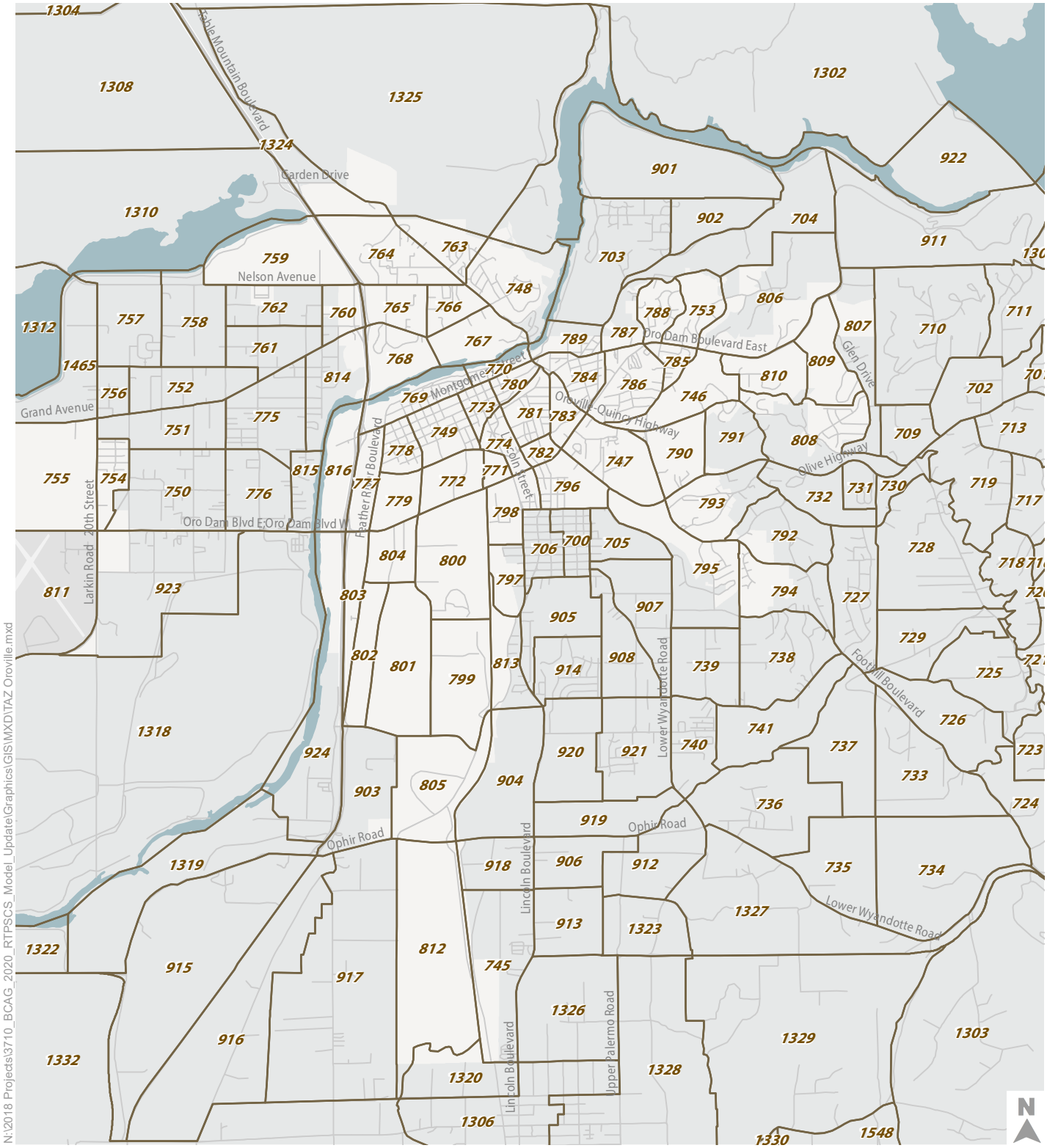


Traffic Analysis Zone Boundaries

City Limits

BCAG Model Update - Gridley TAZ Boundaries

APPENDIX 6-6b



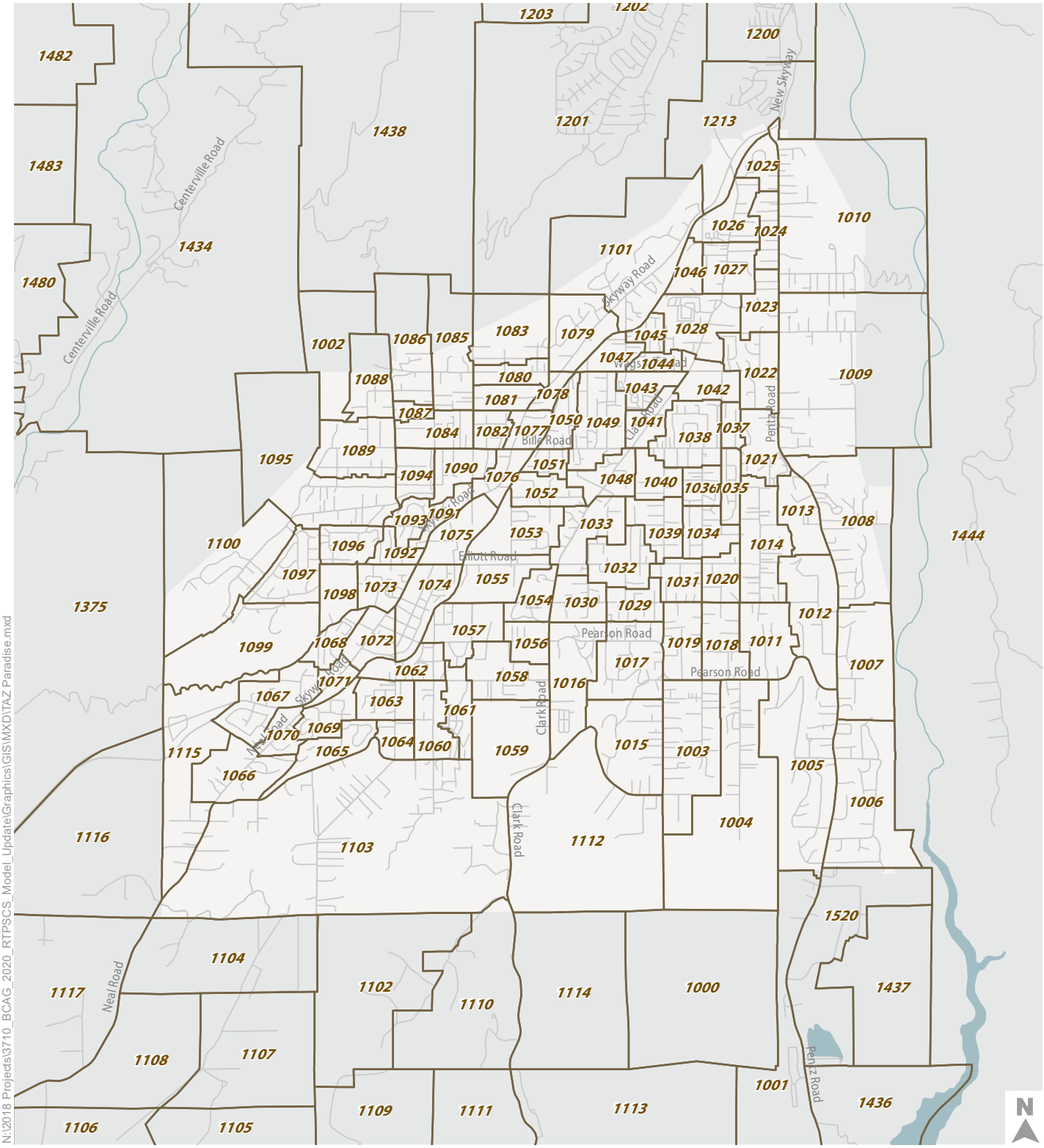
N:\2018 Projects\3710_BCAG_2020_RTPSCS_Model_Update\Graphics\GIS\MXD\TAZ Oroville.mxd

Traffic Analysis Zone Boundaries

City Limits

BCAG Model Update - Oroville TAZ Boundaries

APPENDIX 6-6b



N:\2018 Projects\3710_BCAG_2020_RTPSCS_Model_Update\Graphics\GIS\MXD\TAZ Paradise.mxd

Traffic Analysis Zone Boundaries

City Limits

BCAG Model Update - Paradise TAZ Boundaries

Appendix B:
California Household Travel Survey Data

This appendix contains metadata and data from the CHTS that were used for overall comparisons and validation for the 2018 BCAG TDF Model.

CHTS Detailed Summaries

The tables below contain the metadata for the results of the CHTS processing. The raw summary files are included with the model files and the data used for validation are summarized in the 2018 BCAG Model Validation spreadsheet. Since the model was validated to the county level data, the warning levels are provided for the potential use at a more detailed level.

Table 1: Daily Trip Mode Shares – Metadata

Label	Field Type	Description	Notes
Geography Name	Text	Name of geographic unit whose residents are being summarized	
Geography Type	Text	Type of geography: state, region, county, or city	
Total Trips (all purposes)	Numeric	Total number of person-trips in this geography.	
Sample Trips (all purposes)	Numeric	Number of person-trips surveyed by CHTS in this geography	
Warning Level (all purposes)	Numeric (0, 1, 2)	Warning level 0: All-purpose mode shares can be used with confidence. Warning level 1: All-purpose mode shares should be used with caution and cross-referenced with other sources. Warning level 2: All-purpose mode shares should not be used alone, but can be aggregated with other geographies of the same type to achieve a larger sample size.	Warning level 0: Over 100 trips; warning level 1: 51-100 trips; warning level 2: 50 or fewer trips.
Drive-alone mode share (all trips)	Percentage	Percentage of drive-alone trips among all trips within the geography.	
Shared Ride 2 mode share (all trips)	Percentage	Percentage of 2-person carpool trips among all trips within the geography.	
Shared Ride 3+ mode share (all trips)	Percentage	Percentage of 3-or-more person carpool trips among all trips within the geography.	
Transit mode share (all trips)	Percentage	Percentage of transit trips among all trips within the geography.	
Bike mode share (all trips)	Percentage	Percentage of bike trips among all trips within the geography.	
Walk mode share (all trips)	Percentage	Percentage of walk trips among all trips within the geography.	
Other mode share (all trips)	Percentage	Percentage of other mode trips among all trips within the geography.	

Table 1: Daily Trip Mode Shares – Metadata			
Label	**Field Type**	**Description**	**Notes**
Total Trips (HBO trips)	Numeric	Total number of HBO person-trips in this geography.	
Sample Trips (HBO trips)	Numeric	Number of HBO person-trips surveyed by CHTS in this geography	
Warning Level (HBO trips)	Numeric (0, 1, 2)	Warning level 0: HBO mode shares can be used with confidence. Warning level 1: HBO mode shares should be used with caution and cross-referenced with other sources. Warning level 2: HBO mode shares should not be used alone, but can be aggregated with other geographies of the same type to achieve a larger sample size.	Warning level 0: Over 100 trips; warning level 1: 51-100 trips; warning level 2: 50 or fewer trips.
Drive-alone mode share (HBO)	Percentage	Percentage of drive-alone trips among HBO trips within the geography.	
Shared Ride 2 mode share (HBO)	Percentage	Percentage of 2-person carpool trips among HBO trips within the geography.	
Shared Ride 3+ mode share (HBO)	Percentage	Percentage of 3-or-more person carpool trips among HBO trips within the geography.	
Transit mode share (HBO)	Percentage	Percentage of transit trips among HBO trips within the geography.	
Bike mode share (HBO)	Percentage	Percentage of bike trips among HBO trips within the geography.	
Walk mode share (HBO)	Percentage	Percentage of walk trips among HBO trips within the geography.	
Other mode share (HBO)	Percentage	Percentage of other mode trips among HBO trips within the geography.	Other modes include school bus, taxi, private shuttles, etc.
Total Trips (HBW trips)	Numeric	Total number of HBW person-trips in this geography.	
Sample Trips (HBW trips)	Numeric	Number of HBW person-trips surveyed by CHTS in this geography	
Warning Level (HBW trips)	Numeric (0, 1, 2)	Warning level 0: HBW mode shares can be used with confidence. Warning level 1: HBW mode shares should be used with caution and cross-referenced with other sources. Warning level 2: HBW mode shares should not be used alone, but can be aggregated with other geographies of the same type to achieve a larger sample size.	Warning level 0: Over 100 trips; warning level 1: 51-100 trips; warning level 2: 50 or fewer trips.
Drive-alone mode share (HBW)	Percentage	Percentage of drive-alone trips among HBW trips within the geography.	
Shared Ride 2 mode share (HBW)	Percentage	Percentage of 2-person carpool trips among HBW trips within the geography.	

Table 1: Daily Trip Mode Shares – Metadata			
Label	**Field Type**	**Description**	**Notes**
Shared Ride 3+ mode share (HBW)	Percentage	Percentage of 3-or-more person carpool trips among HBW trips within the geography.	
Transit mode share (HBW)	Percentage	Percentage of transit trips among HBW trips within the geography.	
Bike mode share (HBW)	Percentage	Percentage of bike trips among HBW trips within the geography.	
Walk mode share (HBW)	Percentage	Percentage of walk trips among HBW trips within the geography.	
Other mode share (HBW)	Percentage	Percentage of other mode trips among HBW trips within the geography.	Other modes include school bus, taxi, private shuttles, etc.
Total Trips (NHB trips)	Numeric	Total number of NHB person-trips in this geography.	
Sample Trips (NHB trips)	Numeric	Number of NHB person-trips surveyed by CHTS in this geography	
Warning Level (NHB trips)	Numeric (0, 1, 2)	Warning level 0: HBO mode shares can be used with confidence. Warning level 1: HBO mode shares should be used with caution and cross-referenced with other sources. Warning level 2: HBO mode shares should not be used alone, but can be aggregated with other geographies of the same type to achieve a larger sample size.	Warning level 0: Over 100 trips; warning level 1: 51-100 trips; warning level 2: 50 or fewer trips.
Drive-alone mode share (NHB)	Percentage	Percentage of drive-alone trips among NHB trips within the geography.	
Shared Ride 2 mode share (NHB)	Percentage	Percentage of 2-person carpool trips among NHB trips within the geography.	
Shared Ride 3+ mode share (NHB)	Percentage	Percentage of 3-or-more person carpool trips among NHB trips within the geography.	
Transit mode share (NHB)	Percentage	Percentage of transit trips among NHB trips within the geography.	
Bike mode share (NHB)	Percentage	Percentage of bike trips among NHB trips within the geography.	
Walk mode share (NHB)	Percentage	Percentage of walk trips among NHB trips within the geography.	
Other mode share (NHB)	Percentage	Percentage of other mode trips among NHB trips within the geography.	Other modes include school bus, taxi, private shuttles, etc.

Table 2: Daily Vehicle Trip Metrics per Household – Metadata			
Label	**Field Type**	**Description**	**Notes**
Geography Name	Text	Name of geographic unit whose residents are being summarized	
Geography Type	Text	Type of geography: state, region, county, or city	
Total Households	Numeric	Total number of households in this geography	CHTS is weighted at county level to match household totals from 2012 5-year ACS. For city geography, this total reflects the CHTS city households, weighted and expanded.
Sample Households	Numeric	Number of households surveyed by CHTS in this geography	
Warning Level	Numeric (0, 1, 2)	Warning level 0: Household metrics can be used with confidence. Warning level 1: Household metrics should be used with caution and cross-referenced with other sources. Warning level 2: Household metrics should not be used alone, but can be aggregated with other geographies of the same type to achieve a larger sample size.	Warning level 0: Over 100 households; warning level 1: 51-100 households; warning level 2: 50 or fewer households.
VMT per Household, total	Numeric	Vehicle Miles Travelled generated per household, all trip purposes.	
VMT per Household, HBO	Numeric	Vehicle Miles Travelled generated per household, Home-Based Other trips only.	
VMT per Household, HBW	Numeric	Vehicle Miles Travelled generated per household, Home-Based Work trips only.	
VMT per Household, NHB	Numeric	Vehicle Miles Travelled generated per household, Non-Home-Based trips only.	
Vehicle Trips per Household, Total	Numeric	Vehicle Trips generated per household, all trip purposes.	
Vehicle Trips per Household, Total	Numeric	Vehicle Trips generated per household, Home-Based Other trips only.	
Vehicle Trips per Household, Total	Numeric	Vehicle Trips generated per household, Home-Based Work trips only.	
Vehicle Trips per Household, Total	Numeric	Vehicle Trips generated per household, Non-Home-Based trips only.	
Vehicle Trip Length, Total	Numeric	Average Vehicle Trip distance, all trip purposes.	Calculation: Total VMT per HH / Total VT per HH
Vehicle Trip Length, HBO	Numeric	Average Vehicle Trip distance, Home-Based Other trips only.	Calculation: HBO VMT per HH / HBO VT per HH
Vehicle Trip Length, HBW	Numeric	Average Vehicle Trip distance, Home-Based Work trips only.	Calculation: HBW VMT per HH / HBW VT per HH
Vehicle Trip Length, NHB	Numeric	Average Vehicle Trip distance, Non-Home-Based trips only.	Calculation: NHB VMT per HH / NHB VT per HH

Table 3: Daily Vehicle Trip Metrics per Capita – Metadata			
Label	**Field Type**	**Description**	**Notes**
Geography Name	Text	Name of geographic unit whose residents are being summarized	
Geography Type	Text	Type of geography: state, region, county, or city	
Total Persons	Numeric	Total number of persons living in capitas in this geography	Persons not living in capitas (e.g., persons living in group quarters such as university dorms) are not included in this total. CHTS is weighted by capitas at county level to match capita totals from 2012 5-year ACS. For city geography, this total reflects the CHTS city persons, weighted and expanded.
Sample Persons	Numeric	Number of persons in CHTS-surveyed capitas in this geography	
Warning Level	Numeric (0, 1, 2)	Warning level 0: Capita metrics can be used with confidence. Warning level 1: Capita metrics should be used with caution and cross-referenced with other sources. Warning level 2: Capita metrics should not be used alone, but can be aggregated with other geographies of the same type to achieve a larger sample size.	Warning level 0: Over 100 persons; warning level 1: 51-100 persons; warning level 2: 50 or fewer persons.
VMT per Capita, total	Numeric	Vehicle Miles Travelled generated per capita, all trip purposes.	
VMT per Capita, HBO	Numeric	Vehicle Miles Travelled generated per capita, Home-Based Other trips only.	
VMT per Capita, HBW	Numeric	Vehicle Miles Travelled generated per capita, Home-Based Work trips only.	
VMT per Capita, NHB	Numeric	Vehicle Miles Travelled generated per capita, Non-Home-Based trips only.	
Vehicle Trips per Capita, Total	Numeric	Vehicle Trips generated per capita, all trip purposes.	
Vehicle Trips per Capita, Total	Numeric	Vehicle Trips generated per capita, Home-Based Other trips only.	
Vehicle Trips per Capita, Total	Numeric	Vehicle Trips generated per capita, Home-Based Work trips only.	
Vehicle Trips per Capita, Total	Numeric	Vehicle Trips generated per capita, Non-Home-Based trips only.	
Vehicle Trip Length, Total	Numeric	Average Vehicle Trip distance, all trip purposes.	Calculation: Total VMT per capita / Total VT per capita
Vehicle Trip Length, HBO	Numeric	Average Vehicle Trip distance, Home-Based Other trips only.	Calculation: HBO VMT per capita / HBO VT per capita

Table 3: Daily Vehicle Trip Metrics per Capita – Metadata			
Label	**Field Type**	**Description**	**Notes**
Vehicle Trip Length, HBW	Numeric	Average Vehicle Trip distance, Home-Based Work trips only.	Calculation: HBW VMT per capita / HBW VT per capita
Vehicle Trip Length, NHB	Numeric	Average Vehicle Trip distance, Non-Home-Based trips only.	Calculation: NHB VMT per capita / NHB VT per capita

Table 4: Daily Person Trip Metrics per Household – Metadata			
Label	**Field Type**	**Description**	**Notes**
Geography Name	Text	Name of geographic unit whose residents are being summarized	
Geography Type	Text	Type of geography: state, region, county, or city	
Total Households	Numeric	Total number of households in this geography	CHTS is weighted at county level to match household totals from 2012 5-year ACS. For city geography, this total reflects the CHTS city households, weighted and expanded.
Sample Households	Numeric	Number of households surveyed by CHTS in this geography	
Warning Level	Numeric (0, 1, 2)	Warning level 0: Household metrics can be used with confidence. Warning level 1: Household metrics should be used with caution and cross-referenced with other sources. Warning level 2: Household metrics should not be used alone, but can be aggregated with other geographies of the same type to achieve a larger sample size.	Warning level 0: Over 100 households; warning level 1: 51-100 households; warning level 2: 50 or fewer households.
PMT per Household, total	Numeric	Person Miles Travelled generated per household, all trip purposes.	
PMT per Household, HBO	Numeric	Person Miles Travelled generated per household, Home-Based Other trips only.	
PMT per Household, HBW	Numeric	Person Miles Travelled generated per household, Home-Based Work trips only.	
PMT per Household, NHB	Numeric	Person Miles Travelled generated per household, Non-Home-Based trips only.	
Person Trips per Household, Total	Numeric	Person Trips generated per household, all trip purposes.	
Person Trips per Household, Total	Numeric	Person Trips generated per household, Home-Based Other trips only.	
Person Trips per Household, Total	Numeric	Person Trips generated per household, Home-Based Work trips only.	
Person Trips per Household, Total	Numeric	Person Trips generated per household, Non-Home-Based trips only.	
Person Trip Length, Total	Numeric	Average Person Trip distance, all trip purposes.	Calculation: Total PMT per HH / Total PT per HH
Person Trip Length, HBO	Numeric	Average Person Trip distance, Home-Based Other trips only.	Calculation: HBO PMT per HH / HBO PT per HH
Person Trip Length, HBW	Numeric	Average Person Trip distance, Home-Based Work trips only.	Calculation: HBW PMT per HH / HBW PT per HH
Person Trip Length, NHB	Numeric	Average Person Trip distance, Non-Home-Based trips only.	Calculation: NHB PMT per HH / NHB PT per HH

APPENDIX 6-6b

ModeShare

Geography Name			California	SACOG	Butte
Geography Type			state	region	county
All Trips	Trip Data	Total Trips	121,791,338	7,591,534	704,387
		Sample Trips	248,398	12,657	2,055
		Warning Level	0	0	0
	Mode Share, all trips	Drive Alone	40.1%	42.9%	42.9%
		Shared Ride 2	22.6%	23.3%	27.8%
		Shared Ride 3+	20.1%	20.9%	18.1%
		Transit	3.6%	2.0%	3.1%
		Bike	1.6%	2.8%	2.1%
		Walk	10.9%	7.1%	5.6%
		Other	1.0%	1.0%	0.3%
HBO Trips	Trip Data	Total Trips	17,630,532	1,055,514	92,052
		Sample Trips	39,865	1,974	311
		Warning Level	0	0	0
	Mode Share, HBO trips	Drive Alone	30.2%	33.1%	31.5%
		Shared Ride 2	25.4%	25.8%	29.9%
		Shared Ride 3+	24.6%	26.7%	23.8%
		Transit	3.3%	1.2%	4.7%
		Bike	1.8%	3.6%	3.0%
		Walk	13.3%	8.2%	6.7%
		Other	1.4%	1.5%	0.3%
HBW Trips	HBW Trips	Total Trips	68,518,400	4,393,210	392,226
		Sample Trips	135,701	6,892	1,066
		Warning Level	0	0	0
	Mode Share, HBW trips	Drive Alone	76.1%	76.8%	79.7%
		Shared Ride 2	7.9%	6.0%	15.5%
		Shared Ride 3+	2.4%	3.9%	0.8%
		Transit	8.1%	7.6%	2.2%
		Bike	1.9%	3.0%	1.7%
		Walk	3.4%	2.1%	0.0%
		Other	0.2%	0.6%	0.0%
NHB Trips	NHB Trips	Total Trips	35,642,406	2,142,810	220,108
		Sample Trips	72,832	3,791	678
		Warning Level	0	0	0
	Mode Share, NHB trips	Drive Alone	41.5%	46.3%	47.6%
		Shared Ride 2	24.5%	26.6%	29.2%
		Shared Ride 3+	20.4%	17.6%	15.3%
		Transit	0.8%	1.1%	0.7%
		Bike	2.1%	1.1%	0.7%
		Walk	10.1%	7.1%	6.1%
		Other	0.6%	0.2%	0.3%

APPENDIX 6-6b

VehicleTripHH

Geography Name			California	SACOG	Butte
Geography Type			state	region	county
Household Metrics		Total Households	12,465,947	816,939	85,074
		Sample Households	30,215	1,438	222
		Warning Level	0	0	0
Daily Vehicle Trip Metrics	MT per Household	Total	41.6	42.9	39.3
		HBO	15.4	18.1	15.8
		HBW	14.1	12.4	8.7
		NHB	11.2	11.6	14.3
	e Trips per Hou	Total	5.3	5.3	4.8
		HBO	2.5	2.6	2.2
		HBW	1.2	1.1	0.9
		NHB	1.6	1.6	1.7
	ge Vehicle Trip I	Total	7.9	8.1	8.3
		HBO	6.1	6.9	7.1
		HBW	12.2	11.6	9.4
		NHB	6.9	7.2	8.6

APPENDIX 6-6b

VehicleTripCapita

Geography Name			California	SACOG	Butte
Geography Type			state	region	county
Capita Metrics		Total Persons	34,153,524	2,120,050	195,774
		Sample Persons	77,587	3,648	534
		Warning Level	0	0	0
Daily Vehicle Trip Metrics	VMT per Capita	Total	15.1	16.6	17.2
		HBO	5.8	7.2	7.0
		HBW	5.1	4.7	3.8
		NHB	4.2	4.6	6.4
	Vehicle Trips per Capita	Total	2.0	2.1	2.1
		HBO	1.0	1.1	1.0
		HBW	0.4	0.4	0.4
		NHB	0.6	0.6	0.7
	Average Vehicle Trip Length	Total	7.6	7.9	8.1
		HBO	6.0	6.8	7.1
		HBW	12.1	11.5	9.3
		NHB	6.8	7.2	8.6

APPENDIX 6-6b

PersonTripHH

Geography Name			California	SACOG	Butte
Geography Type			state	region	county
Household Metrics		Total Households	12,465,947	816,939	85,074
		Sample Households	30,215	1,438	222
		Warning Level	0	0	0
Daily Person Trip Metrics	PMT per Household	Total	63.0	69.3	58.7
		HBO	28.0	36.6	26.8
		HBW	17.0	14.9	10.0
		NHB	16.7	16.4	21.3
	Person Trips per Household	Total	8.9	8.5	7.5
		HBO	4.9	4.9	4.2
		HBW	1.4	1.3	1.0
		NHB	2.6	2.4	2.4
	Average Person Trip Length	Total	7.1	8.1	7.8
		HBO	5.7	7.5	6.4
		HBW	11.8	11.4	9.7
		NHB	6.4	6.9	8.8

APPENDIX 6-6b

PersonTripCapita

Geography Name			California	SACOG	Butte
Geography Type			state	region	county
Capita Metrics		Total Persons	34,153,524	2,120,050	195,774
		Sample Persons	77,587	3,648	534
		Warning Level	0	0	0
Daily Person Trip Metrics	PMT per Capita	Total	22.4	26.2	25.1
		HBO	10.2	14.1	11.7
		HBW	6.1	5.7	4.4
		NHB	6.2	6.4	9.2
	Person Trips per Capita	Total	3.3	3.3	3.3
		HBO	1.8	1.9	1.8
		HBW	0.5	0.5	0.5
		NHB	1.0	0.9	1.1
	Average Person Trip Length	Total	6.8	7.9	7.7
		HBO	5.6	7.4	6.4
		HBW	11.8	11.4	9.7
		NHB	6.4	6.8	8.7

Appendix C:
Induced Vehicle Demand Calculations

SB 743 TRANSPORTATION PROJECT - INDUCED TRAVEL AND VMT TESTING

Fehr & Peers Version 1.1 - 7.22.16

Model Scenarios/ Components	Scenario 1	Scenario 2	Scenario 3	Scenario 4
Model Framework	2018 RTP/SCS	2018 RTP/SCS	2018 RTP/SCS	2040 RTP/SCS
Network	2018 RTP	2040 RTP/SCS	2018 RTP	2040 RTP/SCS
Socioeconomic	2018 RTP	2018 RTP	2040 RTP/SCS	2040 RTP/SCS
Total VMT	4,869,563	4,873,926	5,503,619	5,527,618
Total Lane-Miles	7,020	7,069	7,020	7,069
VMT Per Lane-Mile	694	690	784	782

Model vs Elasticity Comparisons		C-B	E-B
Model	VMT Change	4,363	658,055
	Lane Miles Change	48	48
Elasticity Results	Lane Miles Change	0.69%	0.69%
	VMT Change (Low)	3,356	NA
	VMT Change (High)	20,135	34,565

VMT Growth Comparisons (2036-2012)		
Method 1		
Total VMT (E-B)		658,055
VMT from Population and Employment (D-B)	634,056	
VMT from Increased Lane Miles (1)		23,999
Method 2		
VMT from Population and Employment (D-B)		634,056
VMT from Induced Travel (2)		34,565
Total VMT = VMT from Population and Employment (D-B) Plus Induced Travel VMT (2)		668,621

Notes:

Short-range elasticity	Low = 0.10, High = 0.60
Long-range elasticity	1.03. This is a 'minimum' benchmark for a travel model forecast since population and employment growth was controlled for in the statistical estimate of the elasticity.

(1)'Total VMT - VMT from Population and Employment.

All results were generated with the BCAG version of the 2020 RTP/SCS models.

This work was performed as part of Fehr & Peers internal R&D and hasn't gone through normal QA procedures related to project work so the spreadsheet may contain errors or omissions.

Appendix D:
Planned and Programmed Project List

APPENDIX 6-6b

ROAD CAPACITY PROJECTS v2

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Descriptioin	New Lane Miles	Fund Total Estimate (1,000s)	Primary Fund Source	Roadway Classification	Status*	IMP1 PRJID	Difference from V1	Implement ation Year	Updated Model - Project ID and Project Year?	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End											2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
1	20200000107	Butte County	Capacity	Central House Rd Over Wymann Ravine Bridge	0.2 miles east of SR 70	-	Located at 0.2 miles east of SR 70. Scope is to replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No: 12C011	0.04	4000	HBP	Collector	Programmed	n/a in model	same	**2,030**	n/a			X	X	X	Yes	Butte County Capital Improvement Program
2	10200000176	Caltrans	Capacity	SR 70 Passing Lanes (Segment 1)	0.1 mile south of Palermo Rd	Ophir Rd	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Widen from 2 lanes to 4 lanes. (EA 3H71U). Capacity increasing portion only.	4.25	12480	STIP & Demo	Arterial/Expressway	Programmed	2	same	**2,020**			X	X	X	X	Yes	BCAG RTP/SCS & STIP
3	10200000177	Caltrans	Capacity	SR 70 Passing Lanes (Segment 2)	Cox Ln	0.1 mile south of Palermo Rd	On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Widen from 2 lanes to 4 lanes. (EA 3F281 & 3H720)	5.33	16540	STIP	Arterial/Expressway	Programmed	3	same	**2,030**				X	X	X	Yes	BCAG RTP/SCS & STIP
4	10200000205	Caltrans	Capacity	SR 70 Passing Lanes (Segment 3)	0.4 mile south of E. Gridley Rd	0.3 mile south of Butte/Yuba Co. line	On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3H930 & 3F282)	8.21	21800	STIP	Arterial/Expressway	Programmed	4	same	**2,030**				X	X	X	Yes	BCAG RTP/SCS & STIP
5	20200000204	Chico	Capacity	Bruce Rd Bridge Replacement Project	Bruce Rd	at Little Chico Creek	In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek.Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility.	0.00	7900	LOCAL	Arterial	Planned	5	new	**2,030**				X	X	X	Yes	Chico General Plan
6	20200000108	Chico	Capacity	Guynn Rd over Lindo Channel Bridge Project	north of W Lindo Ave	-	Project is located just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No 12C0066	0.03	5300	HBP	Local	Programmed	n/a in model	same	**2,030**				X	X	X	Yes	Chico Capital Improvement Program
7	Nexus 601	Chico	Capacity	Bruce Rd. Widening	Skyway	SR 32	From Skyway to SR 32, widen Roadway (Bridge included as separate project)	4.09	13400	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico Nexus
8	Nexus 602	Chico	Capacity	Commerce Court Connection	Ivy St	Park Ave	From Ivy Street to Park Ave. connect existing Commerce Ct. to Park Avenue via Westfield Lane.	0.06	1300	LOCAL	Local	Planned		same	**2,030**				X	X	X	No	Chico Nexus
9	Nexus 603	Chico	Capacity	E. 20th Street Widening	Forest Ave	Bruce Rd	From Forest Avenue to Bruce Road. Widen from 1 lane per direction to 2 lanes per direction with median	0.98	3100	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico Nexus
10	Nexus 604	Chico	Capacity	W. Eaton Rd Extension	SR 32	Catherine Ct	From SR 32 to Catherin Ct. Construct new alignment. 2 lane expressway and bridge - RR crossing	3.18	53700	Unfunded	Arterial	Unconstrained		same	**2,045**							Yes	Chico Nexus
11	Nexus 605	Chico	Capacity	W. Eaton Rd Connection	Catherine Ct	Esplanade	Catherine Ct to Esplanade. New road connection	0.74	6200	Unfunded	Arterial	Unconstrained		same	**2,045**							No	Chico Nexus
12	Nexus 606	Chico	Capacity	Eaton Rd Widening	Hicks Ln	Cohasset Rd	From Hicks Lane to Cohasset. Widen and extend to 4 lanes with median and new bridge at Sycamore Creek Tributary	2.71	22000	LOCAL	Arterial	Planned		same	**2,040**						X	No	Chico Nexus
13	Nexus 607	Chico	Capacity	Eaton Rd Widening	Cohasset Rd	Manzanita Ave	From Cohasset to Manzanita. Widen to 4 lanes with median	5.17	14000	LOCAL	Arterial	Planned		same	**2,040**						X	Yes	Chico Nexus
14	Nexus 608	Chico	Capacity	Esplanade Widening	Eaton Rd	Nord Hwy	Eaton Rd to Nord Highway. Widen to 4 lanes with median. Extend median south to Shasta Ave	1.34	6500	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico Nexus
15	Nexus 609	Chico	Capacity	Mariposa Ave Connection	Glenshire Ln	Eaton Rd	From Glenshire Lane to Eaton Road, add new arterial connection. 1 lane per direction.	1.10	1800	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	No	Chico Nexus
16	Nexus 611	Chico	Capacity	Fair Street / Park Avenue Connection	Fair St	Park Ave	From Fair St to Park Ave. Extend E. 23rd St. /Silver Dollar Pkwy thru "wedge" to connect to Commerce Ct. Connection.	0.25	970	Unfunded	Collector	Unconstrained		same	**2,045**							No	Chico Nexus
17	Nexus 612	Chico	Capacity	Holly Avenue / Warner Avenue Connection	Capshaw Ct	Fuchsia Way	From Capshaw Ct. to Fuchsia Way. Construct new 2 lane connector.	0.54	2580	Unfunded	Collector	Unconstrained		same	**2,045**							No	Chico Nexus
18	Nexus 613	Chico	Capacity	Ivy Street Extension	Hazel St	Meyers St	From Hazel St to Meyers St. Construct new 2 lane connector.	0.84	71300	Unfunded	Collector	Unconstrained		same	**2,045**							No	Chico Nexus
19	Nexus 614	Chico	Capacity	Yosemite Drive Extension	SR 32	Humboldt Rd	From SR 32 to Humboldt Rd. Construct new 2 lane connection.	0.31	5820	Unfunded	Collector	Unconstrained		same	**2,045**							No	Chico Nexus
20	Nexus 615	Chico	Capacity	Notre Dame Boulevard Connection	Little Chico Creek	E. 20th St	From Little Chico Creek to E. 20th Street. Construct new 2 lane street and bridge at Little Chico Creek.	1.76	7850	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico Nexus
21	Nexus 616	Chico	Capacity	Silver Dollar Way Extension	MLK Blvd	Fair St	From MLK Parkway to Fair St. Connect exist road stubs.	0.48	2760	Unfunded	Local	Unconstrained		same	**2,045**							Yes	Chico Nexus
22	Nexus 617	Chico	Capacity	Midway Widening	Hegan Ln	Park Ave	From Hegan Lane to Park Ave. Widen road from 2 lanes to 4 lanes with a median.	0.86	5660	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico Nexus
23	Nexus 635	Chico	Capacity	West Park Extension	Midway	Otterson Dr	Extension from Midway to Otterson Dr (Bridge at creek)	0.91	9390	Unfunded	Collector	Unconstrained		new	**2,045**							No	Chico Nexus
24	Nexus 701	Chico	Capacity	SR 99 Auxilary Lanes (Segment 1)	Skyway I/C	E. 20th St I/C	From Skyway to E. 20th Street. Construct auxiliary lanes to the outside.	1.12	11500	STIP	Freeway	Planned		same	**2,035**					X	X	Yes	Chico Nexus
25	Nexus 702	Chico	Capacity	SR 99 Auxiliary Lanes (Segment 2)	E. 20th St I/C	SR 32 I/C	E. 20th to SR 32. Construct auxiliary lanes to the outside. CP 18057.	1.56	11000	STIP	Freeway	Planned		same	**2,035**					X	X	Yes	Chico Nexus
26	Nexus 703	Chico	Capacity	SR 99 Auxiliary Lanes (Segment 3)	E. 1st Ave I/C	Cohasset Rd I/C	E. 1st to Cohasset Rd. Construct auxiliary lanes to the outside.	2.17	20000	Unfunded	Freeway	Unconstrained		same	**2,045**							No	Chico Nexus
27	Nexus 706	Chico	Capacity	SR 32 Widening (Segment 3)	El Monte Ave	Bruce Rd	From El Monte to Bruce Rd. Widen from 2 to 4 lanes.	0.89	2000	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico Nexus

APPENDIX 6-6b

ROAD CAPACITY PROJECTS v2

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Descriptioin	New Lane Miles	Fund Total Estimate (1,000s)	Primary Fund Source	Roadway Classification	Status*	IMP1 PRJID	Difference from V1	Implement ation Year	Updated Model - Project ID and Project Year?	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End											2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
28	Nexus 707	Chico	Capacity	SR 32 Widening (Segment 4)	Bruce Rd	Yosemite Dr	From Bruce Rd to Yosemite. Widen from 2 to 4 lanes with signal at Yosemite.	1.32	4000	LOCAL	Arterial	Planned		same	**2,035**						X	X	Yes	Chico Nexus
29	Nexus 710	Chico	Capacity	SR 99 / Eaton Rd Interchange	Esplanade	Hicks Ln	Widen overpass structure (2 to 4 lanes) and ramps, construct dual lane roundabouts.	0.97	22000	LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico Nexus
30	Nexus 711	Chico	Capacity	SR 99 / Cohasset Road Interchange	SR 99 @ Cohasset Rd	-	Construct Southbound direct on-ramp.	0.12	11000	LOCAL	Freeway	Planned		same	**2,035**					X	X	No	Chico Nexus
31	Nexus 717	Chico	Capacity	SR 99 at Southgate complex (I/C and connector roads)	SR 99 @ Southgate	-	I/C and connector roads (Player, Fair Street, Midway Connection, Notre Dame, Speedway, West Southgate, East Southgate, Midway)	8.00	4000	LOCAL	Arterial	Project Development Only		same	**2,045**							Yes	Chico Nexus
32	CH-CAPACITY-LOCAL-2020-1	Chico	Capacity	Cohasset Road Widening (Airport Blvd to Eaton Rd)	Eaton Rd	Airport Blvd	Widen Cohasset Road (2 to 4 lanes) from Eaton Rd to Airport Blvd.	3.61		LOCAL	Arterial	Planned		same	**2,030**				X	X	X	Yes	Chico
33	CH-CAPACITY-LOCAL-2020-2	Chico	Capacity	MLK Blvd Widening (E. Park Ave to E. 20th St)	E. Park Ave	E. 20th St	Widen MLK Blvd (2 to 4 lanes) from Park Ave to E. 20th St.	1.62		LOCAL	Collector	Planned		same	**2,030**				X	X	X	Yes	Chico
34	ORO-CAPACITY-LOCAL-2020-1	Oroville	Capacity	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Oro-Dam Blvd	Foothill Blvd	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.	0.90	3000	LOCAL	Arterial	Planned	leed to fix in Cub	same	**2,040**						X	Yes	SR 162 Corridor Plan
35	PAR-CAPACITY-LOCAL-2020-1	Paradise	Capacity	Neal Road Widening - Emergency Evacuation Route	Skyway	SR 99	Widen Neal Road (2 to 4 lanes) to facilitate emergency evacuation. Provides a critical alternative to SR 191 and Skyway.	16.80	20000	Unfunded	Arterial	Unconstrained		same	**2,045**							No	Paradise Vision Plan
36	PAR-CAPACITY-LOCAL-2020-2	Paradise	Capacity	Upper Skyway Widening	Bille Rd	Pentz Rd	Widen Skyway to facilitate emergency evacuation.	5.46	30000	Unfunded	Arterial	Unconstrained		same	**2,045**							No	Paradise Vision Plan
37	PAR-CAPACITY-LOCAL-2020-3	Paradise	Capacity	Roe Road Extension to SR 191	Roe Rd end	Clark Rd (SR 191)	Extend Roe Road to SR 191 to facilitate emergency evacations.	1.02	5000	Unfunded	Collector	Unconstrained		same	**2,045**							No	Paradise Vision Plan
	Chico		Capacity	SR 32 (Nord Avenue) Improvements	W. Lindo Ave	W. 1st St	From W. Lindo Ave to W. 1st Street. Corridor improvements (roundabouts, bike lanes, ped crossings) per specific plan.	0.00			Arterial	Planned	removed						X	X	X	No	Chico Nexus
	Chico		Capacity	SR 32 (W. 8th St) at UPRR	W. 8th Ave	W. 9th Ave	Overpass, highway over railroad with reinforced earth retaining walls.	0.36			Arterial	Project Development Only	removed									No	Chico Nexus

STATUS FIELD:

Programmed (constrained) – all FTIP projects

Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040

Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.

Unconstrained – all other projects outside of the constrained list

APPENDIX 6-6b

TRANSIT AND PASSENGER RAIL PROJECTS v3

#	Project ID	Implementing Agency	Project Type	Title	Segment		Project Descriptioin	Fund Total Estimate (1,000s)	Primary Fund Source	Status*	2020 RTP Analysis Year					In 2016 RTP/SCS	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
					Start	End					2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
1	BCAG-TRANSIT-FTA-2020-1	BCAG	Transit	Eaton/Bruce Rd Corridor Route	Skyway	Esplanade	Add service along Eaton and Bruce Road. Frequency = 30 minute Peak and 60 minute Base		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
2	BCAG-TRANSIT-FTA-2020-2	BCAG	Transit	Route 1 Transit Emphasis Corridor (Phase 1)	Chico Mall	Lassen & Ceres Transfer Point	Increase freqeuncy for Route 14/15. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
3	BCAG-TRANSIT-FTA-2020-3	BCAG	Transit	Route 1 Transit Emphasis Corridor (Phase 2)	Chico Mall	North Valley Plaza Transit Village	Operations improvements along corridor = transit signal priority, improved stop spacing, mobile fare payment, improved routing		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
4	BCAG-TRANSIT-FTA-2020-4	BCAG	Transit	Warner Street Transit Priority Corridor	W 2nd Street	W 8th Avenue	Add new service along Warner St. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
5	BCAG-TRANSIT-FTA-2020-5	BCAG	Transit	East Avenue Transit Priority Corridor	Pillsbury Road	Manzanita Avenue	Add new service or increase existing service along East Ave. Frequency = 15 minute Peak and 30 minute Base		Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
6	BCAG-TRANSIT-FTA-2020-6	BCAG	Transit	North Valley Plaza Transit Center Improvements	North Valley Plaza Transit Center	-	Improve and realign stops at North Valley Plaza to include new shelters, bike parking, and pedestrian improvements	250	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
7	BCAG-TRANSIT-FTA-2020-7	BCAG	Transit	Oroville Park & Ride Improvements	3rd St	-	Increase parking capacity at existing facility	1000	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
8	BCAG-TRANSIT-FTA-2020-8	BCAG	Transit	Paradise Transit Center	Black Olive Dr	-	New transit center with park & ride	2000	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
9	BCAG-TRANSIT-FTA-2020-9	BCAG	Transit	Gridley Park & Ride	Butte County Fairgrounds	-	New park & ride with pedestrian and bike facilities	1000	Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
10	BCAG-TRANSIT-FTA-2020-10	BCAG	Transit	Chico (Fir St) Park & Ride Improvements	Fir St Park & Ride	-	Add bus stops along 8th St (east bound) and 9th St (west bound)	250	Federal Transit Administration	Planned				X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
11	BCAG-TRANSIT-FTA-2020-11	BCAG	Transit	Implement Van Pool Service	Regional	-	Implement van pool services for commuter routes (Route 31 and 32)		Federal Transit Administration	Planned			X	X	X	Yes	BCAG Transit and Non-Motorized Plan (2015)
12	BCAG-TRANSIT-LCTOP-2020-1	BCAG	Transit	LCTOP - Electric Bus and Charger	Chico Area	-	New zero emission electric bus and charger to operate on Route 14/15 in the Chico area	1500	LCTOP	Programmed			X	X	X	No	B Line Budget
13	BCAG-TRANSIT-LCTOP-2020-2	BCAG	Transit	LCTOP - Mobile Ticketing	Regional	-	New mobile ticketing application for B-Line	250	LCTOP	Programmed		X	X	X	X	No	B Line Budget
14	BCAG-TRANSIT-FTALOWNO-2020-1	BCAG	Transit	FTA Low or No Emissions Program - Electric Bus and Charger	Chico Area	-	New zero emission electric bus and charger to operate in Chico area	1500	FTA LowNo	Planned			X	X	X	No	B Line Budget
15	BCAG-TRANSIT-FTA5339-2020-1	BCAG	Transit	FTA 5339 - Electric Bus and Charger (2)	Chico Area	-	2 New zero emission electric bus and charger to operate in Chico area	2000	FTA 5339	Planned			X	X	X	No	B Line Budget
16	BCAG-TRANSIT-TBD-2020-1	BCAG	Transit	Chico to Sacramento Inter-City Commuter Bus Service	Chico	Sacramento	New inter-city commuter bus serving Chico, Oroville, Marysville, and Sacramento.	5000	CMAQ/TDA/TIRCP/LCTOP/LOCAL	Planned			X	X	X	No	Butte County Inter-City Commuter Bus Feasibility Study
17	20200000200	BCAG	Transit	Butte Regional Transt - Capital and Operating Assistance	Countywide		Federal Transit Admininstration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit.	27300	FTA 5307	Programmed	X	X	X	X	X	Yes	B Line Budget
18	20200000182	BCAG & Work Training Center	Transit	Paratransit Assistance Program	Countywide		Non Infrastructure Projects in Butte County for the Help Central Mobility Management Program for Butte 211 call center and for Butte Regional Transit for supplemental ADA paratransit operations.	600	FTA 5310	Programmed	X	X	X	X	X	Yes	B Line Budget
19	BCAG-TRANSIT-TBD-2020-2	BCAG	Passenger Rail	Oroville to Sacramento Commuter Rail Service	Oroville	Sacramento	New inter-city commuter rail serving Oroville, Marysville, and Sacramento. 3 daily round-trips (AM, Mid-Day, and PM)	5000	CMAQ/TDA/TIRCP/LCTOP/LOCAL	Planned			X	X	X	No	2018 California State Rail Plan; San Joaquin Joint Powers Authority - 2018 Business Plan Update

STATUS FIELD:
Programmed (constrained) – all FTIP projects
Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040
Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.
Unconstrained – all other projects outside of the constrained list

APPENDIX 6-6b

BIKE AND PEDESTRIAN PROJECTS v4

#	IMP1 PRJID	Project ID	Implementation Year	Implementing Agency	Project Type	Title	Segment		Project Description	New Class I or II (miles)	Fund Total Estimate (1,000s)	Primary Fund Source	Status	2020 RTP Analysis Year					In 2016 RTP/SCS (for reference)	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
							Start	End						2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
10	1,010	20200000117	2,030	City of Chico	Bike/Ped	SR 99 Bikeway Phase 5	Chico Mall	Business Ln	Class 1	0.49	15500	ATP/CMAQ/LOCAL	Programmed			X	X	X	No	2019 City of Chico Bike Plan (Group A)
9	1,009	20200000189	2,030	City of Chico	Bike/Ped	SR 99 Bikeway Phase 4	Business Ln	Notre Dame Blvd	Class 1	0.84	2400	ATP/CMAQ/LOCAL	Programmed			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
53	1053	20200000190	2030	Town of Paradise	Bike/Ped	Pentz Rd Class 2	Bille Rd	Wagstaff Rd	Class 2	0.60	1733	ATP	Programmed			X	X	X	Yes	2012, Town of Paradise Master Bicycle and Pedestrian Plan
7	1,007	20200000194	2,030	City of Chico	Bike/Ped	Explanade Class 1	Memorial Way	11th Ave	Class 1	1.20	7700	ATP	Programmed			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
5	1,005	20200000195	2,030	Butte County	Bike/Ped	Monte Vista & Lower Wyandotte Class II Bike Project	_	_	Construct Class II bike facilities	0.00	750	CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
5	1,005	20200000195	2,030	Butte County	Bike/Ped	Monte Vista Ave Class 2	Lincoln Blvd	Lower Wyandotte Rd	Class 2	0.93	750	CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
5	1,005	20200000195	2,030	Butte County	Bike/Ped	Lincoln Blvd Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.27	750	CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
5	1,005	20200000195	2,030	Butte County	Bike/Ped	Lower Wyandotte Class 2	Forestview Dr	Las Plumas Ave	Class 2	0.43	750	CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
5	1,005	20200000195	2,030	Butte County	Bike/Ped	Las Plumas Ave Class 2	Lincoln Blvd	Lower Wyandotte Rd	Class 2	0.99	750	CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
4	1,004	20200000196	2,030	Butte County	Bike/Ped	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure	_	_	Curb, gutter, sidewalk,	0.00	3150	CMAQ/ATP	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
4	1,004	20200000196	2,030	Butte County	Bike/Ped	Autrey Ln Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.26	3150	CMAQ/ATP	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
4	1,004	20200000196	2,030	Butte County	Bike/Ped	Via Pacana and Cresridge Dr connector Class 2	Monte Vista Ave	Las Plumas Ave	Class 2	0.25	3150	CMAQ/ATP	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
24	1,024	20200000199	2,030	City of Oroville	Bike/Ped	SR 162 Class 2	Feather River Bridge	Foothill Blvd	Class 2	2.76	3951	ATP	Programmed			X	X	X	Yes	SR 162 Corridor Plan
19	1,019	20200000216	2,030	City of Gridley	Bike/Ped	SR 99 Class 1	Township Rd	Archer Ave	Class 1	0.97	2160	ATP	Programmed			X	X	X	No	Gridley Bike and Ped Plan
1	1,001	20200000217	2030	City of Biggs	Bike/Ped	SR2S 2nd St Class 2	H St	Bannock St	Class 2	0.32	15	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
55	1055	20200000219	2030	Town of Paradise	Bike/Ped	Pentz Rd Trailway Phase 2 (Segment 1) Class 1	Pearson Rd	Bille Rd	Class 1	1.65	9970	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
56	1056	20200000219	2035	Town of Paradise	Bike/Ped	Pentz Rd Trailway Phase 2 (Segment 2) Class 1	Wagstaff Rd	Skyway	Class 1	1.51	9970	CMAQ	Programmed				X	X	No	BCAG - 2020 RTP Consultation
52	1052	20200000220	2030	Town of Paradise	Bike/Ped	Neal Rd Class 1	Red Sky Ln	Skyway	Class 1	1.63	8525	ATP/CMAQ	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
54	1054	20200000221	2030	Town of Paradise	Bike/Ped	Oliver Rd Class 1	Valley View Dr	Skyway	Class 1	0.40	4975	CMAQ	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
1	1,001	BC-BIKE-LOCAL-2020-2	2,020	Butte County	Bike/Ped	Neal Rd Class 2	Oroville Chico Hwy	Wayland Rd	Class 2	5.06	_	LOCAL	Completed		X	X	X	X	Yes	2011, Butte County Bicycle Plan
2	1,002	BC-BIKE-LOCAL-2020-3	2,035	Butte County	Bike/Ped	Oroville Chico Hwy Class 2	Durham-Pentz	Midway	Class 2	4.90	2000	LOCAL	Planned				X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
3	1,003	BC-BIKE-LOCAL-2020-4	2,035	Butte County	Bike/Ped	Durham-Pentz	Oroville Chico Hwy	Butte College	Class 2	4.19	100	LOCAL	Planned				X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
4	1,004	BC-BIKE-LOCAL-2020-5	2,030	Butte County	Bike/Ped	Neal Rd Class 2	Wayland Rd	Red Sky Ln	Class 2	2.28	750	LOCAL	Planned			X	X	X	Yes	2011, Butte County Bicycle Plan (High Priority)
8	1,008	CH-BIKE-ATP-2020-1	2,030	City of Chico	Bike/Ped	Little Chico Creek Bike Bridge Class 1	Humboldt Ave	20th St Park	Class 1	0.05	2142	ATP/LOCAL	Programmed			X	X	X	No	2019 City of Chico Bike Plan (Group A)
11	1,011	CH-BIKE-LOCAL-2020-1	2,030	City of Chico	Bike/Ped	Whittmeier Dr Class 1 (Bikeway 99 connector)	SR99 Class 1	Forest Ave	Class 1	0.18	115	LOCAL	Planned			X	X	X	Yes	2019 City of Chico Bike Plan (Group A)
12	1,012	CH-BIKE-LOCAL-2020-2	2,020	City of Chico	Bike/Ped	Cohasset Rd Class 2	East Ave	Eaton Rd	Class 2	1.04	_	LOCAL	Completed		X	X	X	X	No	City of Chico

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BIKE AND PEDESTRIAN PROJECTS v4

#	IMP1 PRJID	Project ID	Implementation Year	Implementing Agency	Project Type	Title	Segment		Project Description	New Class I or II (miles)	Fund Total Estimate (1,000s)	Primary Fund Source	Status	2020 RTP Analysis Year					In 2016 RTP/SCS (for reference)	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
							Start	End						2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
13	1,013	CH-BIKE-LOCAL-2020-3	2,020	City of Chico	Bike/Ped	Sycamore Creek Class 1	Gibson Landing	Floral Ave	Class 1	0.46	_	LOCAL	Completed		X	X	X	X	No	City of Chico
14	1,014	CH-BIKE-LOCAL-2020-4	2,030	City of Chico	Bike/Ped	Oleander Ave Class 2	E 10th Ave	E 1st Ave	Class 2	0.76	76	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
15	1,015	CH-BIKE-LOCAL-2020-5	2,020	City of Chico	Bike/Ped	Humboldt Rd Class 1	Morning Rose Way	Bruce Rd	Class 1	0.51	305	LOCAL	Planned		X	X	X	X	No	2019 City of Chico Bike Plan (Group A)
16	1,016	CH-BIKE-LOCAL-2020-6	2,030	City of Chico	Bike/Ped	Esplanade Class 2	W 11th Ave	East Ave	Class 2	1.09	31	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
17	1,017	CH-BIKE-LOCAL-2020-7	2,030	City of Chico	Bike/Ped	Bruce Rd Class 1	Hwy 32	Remington Dr	Class 1	0.65	72	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
18	1,018	CH-BIKE-LOCAL-2020-8	2,030	City of Chico	Bike/Ped	Comanche Creek Class 1 (Phase 2)	Midway	Meyers Ind Park	Class 1	0.55	1662	LOCAL	Planned			X	X	X	No	2019 City of Chico Bike Plan (Group A)
21	1,021	GR-BIKE-LOCAL-2020-1	2,035	City of Gridley	Bike/Ped	Magnolia St Class 2	Idaho St	Vermont St	Class 2	0.42	5	LOCAL	Planned				X	X	Yes	2011 Gridley Bicycle Plan (High Priority)
22	1,022	GR-BIKE-LOCAL-2020-2	2,035	City of Gridley	Bike/Ped	Gridley Rd Class 2 (component of Magnolia Class 2)	Jackson St	SR 99	Class 2	0.25	3	LOCAL	Planned				X	X	Yes	2011 Gridley Bicycle Plan (High Priority)
23	1,023	OR-BIKE-LOCAL-2020-1	2,020	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Las Plumas Ave	Wyandotte Ave	Class 2	1.42	_		Completed		X	X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
33	1,033	OR-BIKE-LOCAL-2020-10	2,035	City of Oroville	Bike/Ped	Feather River Trail (North) Class 1	Table Mountain Bridge	SR 70 Bridge	Class 1	3.09	2009	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
34	1,034	OR-BIKE-LOCAL-2020-11	2,035	City of Oroville	Bike/Ped	5th Ave Class 2	SR 162	Safford St	Class 2	0.87	16	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
35	1,035	OR-BIKE-LOCAL-2020-12	2,035	City of Oroville	Bike/Ped	Veatch St Class 2	SR 162	Robinson St	Class 2	0.68	12	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
36	1,036	OR-BIKE-LOCAL-2020-13	2,035	City of Oroville	Bike/Ped	Power Lines ROW Class 1	Olive Hwy	Old Ferry Rd	Class 1	1.59	1034	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
37	1,037	OR-BIKE-LOCAL-2020-14	2,035	City of Oroville	Bike/Ped	Railroad Class 1	SR 162	Daryl Porter Way	Class 1	0.72	468	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
38	1,038	OR-BIKE-LOCAL-2020-15	2,035	City of Oroville	Bike/Ped	Feather River / Hwy 70 Class 1	SR 162	Montgomery St	Class 1	0.65	423	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
39	1,039	OR-BIKE-LOCAL-2020-16	2,035	City of Oroville	Bike/Ped	Robinson St Class 2	Oliver St	Feather River Blvd	Class 2	1.03	19	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
40	1,040	OR-BIKE-LOCAL-2020-17	2,035	City of Oroville	Bike/Ped	Montgomery St Class 2	Bridge St	Hwy 70	Class 2	1.88	34	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
41	1,041	OR-BIKE-LOCAL-2020-18	2,035	City of Oroville	Bike/Ped	Gilmore Ln Class 2	Oro-Dam Blvd	Executive Parkway	Class 2	0.22	4	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
42	1,042	OR-BIKE-LOCAL-2020-19	2,035	City of Oroville	Bike/Ped	Bird St Class 2	Washington Ave	Feather River Blvd	Class 2	1.23	22	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
25	1,025	OR-BIKE-LOCAL-2020-2	2,035	City of Oroville	Bike/Ped	Railroad Class 1	Villa Ave	SR 162	Class 1	5.09	3309	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
43	1,043	OR-BIKE-LOCAL-2020-20	2,035	City of Oroville	Bike/Ped	Bridge St Class 2	Oro-Dam Blvd E	Montgomery St	Class 2	0.58	10	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
44	1,044	OR-BIKE-LOCAL-2020-21	2,035	City of Oroville	Bike/Ped	Oroville Dam Blvd Class 2	Oro-Quincy Hwy	Acacia Ave	Class 2	0.71	13	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
45	1,045	OR-BIKE-LOCAL-2020-22	2,035	City of Oroville	Bike/Ped	Oliver St Class 2	Robinson St	Montgomery St	Class 2	0.20	4	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
46	1,046	OR-BIKE-LOCAL-2020-23	2,035	City of Oroville	Bike/Ped	Orange Ave Class 2	Washington Ave	Montgomery St	Class 2	0.31	6	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
47	1,047	OR-BIKE-LOCAL-2020-24	2,035	City of Oroville	Bike/Ped	Norton St Class 2	Bridge St	Montgomery St	Class 2	0.14	3	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
48	1,048	OR-BIKE-LOCAL-2020-25	2,030	City of Oroville	Bike/Ped	Oroville Dam Blvd Class 2	Olive Hwy	Oro-Quincy Hwy	Class 2	0.32	6	LOCAL	Planned			X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
49	1,049	OR-BIKE-LOCAL-2020-26	2,030	City of Oroville	Bike/Ped	Oro-Quincy Hwy Class 2	Oroville Dam Blvd	Foothill Blvd	Class 2	0.33	6	LOCAL	Planned			X	X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
50	1,050	OR-BIKE-LOCAL-2020-27	2,035	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Wyandotte Ave	SR 162	Class 2	0.25	5	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
26	1,026	OR-BIKE-LOCAL-2020-3	2,035	City of Oroville	Bike/Ped	Oroville Wildlife Area (A) Class 1	Pacific Heights Rd	Larkin Rd	Class 1	2.33	1515	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
27	1,027	OR-BIKE-LOCAL-2020-4	2,035	City of Oroville	Bike/Ped	Lincoln Blvd Class 2	Ophir Rd	Monte Vista Ave	Class 2	0.76	14	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
28	1,028	OR-BIKE-LOCAL-2020-5	2,035	City of Oroville	Bike/Ped	Oroville Wildlife Area (B) Class 1	Pacific Heights Rd	Larkin Rd	Class 1	1.57	1021	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
29	1,029	OR-BIKE-LOCAL-2020-6	2,035	City of Oroville	Bike/Ped	5th Ave Class 2	Ophir Rd	SR 162	Class 2	2.43	44	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
30	1,030	OR-BIKE-LOCAL-2020-7	2,035	City of Oroville	Bike/Ped	Pacific Heights Rd Class 2	Mathews Readymix	0.25 miles north of start	Class 2	0.27	5	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)

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BIKE AND PEDESTRIAN PROJECTS v4

#	IMP1 PRJID	Project ID	Implementation Year	Implementing Agency	Project Type	Title	Segment		Project Description	New Class I or II (miles)	Fund Total Estimate (1,000s)	Primary Fund Source	Status	2020 RTP Analysis Year					In 2016 RTP/SCS (for reference)	ORIGINATING SOURCE: General Plan, Nexus, Specific Plan, Traffic or Corridor Study, Etc.
							Start	End						2018 - Model Base Year	2020 RTP Base Year	2030 Mile-stone	2035 GHG Year	2040 RTP Horizon		
31	**1,031**	OR-BIKE-LOCAL-2020-8	2,035	City of Oroville	Bike/Ped	SR 162 Class 2	20th St	10th St	Class 2	1.22	22	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
32	**1,032**	OR-BIKE-LOCAL-2020-9	2,035	City of Oroville	Bike/Ped	Wyandotte Ave Class 1 or 2	Lincoln Blvd	Olive Hwy	Class 2	0.78	14	LOCAL	Planned				X	X	Yes	2010, City of Oroville Bike Plan (1st Priority)
51	**1,051**	PAR-BIKE-LOCAL-2020-1	2,020	Town of Paradise	Bike/Ped	Maxwell Dr Class 2	Elliott Rd	Skyway	Class 2	0.58	_		Completed		X	X	X	X	Yes	2012, Town of Paradise Master Bicycle and Pedestrian Plan
5	**1,005**	20200000129	2,030	Caltrans	Bike/Ped	SR 32 ADA Curb Ramps	Walnut St	Poplar St	SR 32 - In Chico, from Walnut	0.00	5400	SHOPP	Programmed			X	X	X	No	SHOPP
2	**1,002**	20200000198	2,030	City of Biggs	Bike/Ped	Safe Routes to Schools Program	H St	Bannock St	Class 2	0.32	1500	CMAQ/ATP	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
20	**1,020**	20200000215	2,030	City of Gridley	Bike/Ped	Central Gridley Pedestrian Connectivity and Equal Access Project	Central Gridley - (Sycamore, Magnolia, Indiana, and Vermont St.)		Install ADA curb ramps and detectable	0.00	1500	CMAQ	Programmed			X	X	X	No	Gridley Bike and Ped Plan
6	**1,006**	20200000218	2,030	Butte County	Bike/Ped	Palermo/South Oroville SRTS Project (Phase 3)	Palermo Area		Curb, gutter, sidewalk,	0.00	2350	ATP/CMAQ/LOCAL	Programmed			X	X	X	Yes	BCAG - 2020 RTP Consultation
3	**1,003**	BC-BIKE-ATP-2020-1	2,030	Butte County	Bike/Ped	Butte County Safe Routes Resource Center	Countywide			0.00	1140	ATP	Programmed			X	X	X	No	BCAG - 2020 RTP Consultation
6	**1,006**	Nexus 708	2,030	City of Chico	Bike/Ped	SR 32 (Nord Avenue) Improvements	W. Lindo Ave	W. 1st St	From W. Lindo Ave to W. 1st	0.00	15000	LOCAL	Unconstrained			X	X	X	No	Chico Nexus

STATUS FIELD:

Programmed (constrained) – all FTIP projects

Planned (constrained) – all projects which could reasonably be assumed funded, via BCAG or locally, by the year 2040

Project Development Only (constrained) – projects that are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2040. These projects remain eligible to seek federal and state funding, but under the financial constraint requirements for forecasting revenues, the construction phase is not included in the 2020 RTP/SCS.

Unconstrained – all other projects outside of the constrained list

Appendix E:
Model Scenario Reporting Tables

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Modeling Parameters	2018	2020	2035	2040		Data Source(s)
	2020 RTP	2020 RTP	2020 RTP	2020 RTP	2016 RTP	
	2020 RTP Model	2020 RTP Model	2020 RTP Model	2020 RTP Model	2020 RTP Model	
TRIP DATA						
Number of Vehicle trips by trip purpose						BCAG Regional Travel Demand Model
- Home-based work	68,543	60,684	79,866	82,954	100,337	
- Home-based school	36,693	34,278	42,128	40,620	36,385	
- Home-based college	37,883	33,487	42,425	43,877	37,256	
- Home-based shopping	139,995	120,788	164,507	169,763	210,310	
- Home-based casino	9,531	2,553	3,357	3,486	4,326	
- Home-based others	98,275	82,549	108,546	112,713	139,883	
- Non home-based	127,255	130,912	145,008	149,141	167,745	
By trip purpose						
Average auto trip length (miles)	5.94	5.89	5.93	5.81	5.95	BCAG Regional Travel Demand Model
Average auto travel time	13.26	13.51	13.53	13.52	13.83	
(minutes)						
PERCENT PASSENGER TRAVEL MODE SHARE (whole day)						
Auto	81.72%	81.21%	82.06%	82.12%	82.99%	BCAG Regional Travel Demand Model
All Other (transit & non-motorized)	18.28%	18.79%	17.94%	17.88%	17.01%	
SOV	39.66%	39.10%	39.68%	39.77%	39.83%	
HOV	42.06%	42.11%	42.39%	42.34%	43.16%	
Public transit (Regular Bus)	4.18%	4.38%	4.23%	4.30%	4.01%	
Non-Motorized: Bike and Walk	12.37%	12.69%	12.03%	12.01%	11.74%	
Other (i.e. School bus)	1.73%	1.72%	1.68%	1.57%	1.26%	
TRANSPORTATION USER COSTS AND PRICING						
Vehicle operating costs ($ per mile)	0.210	0.2084	0.189	0.185	0.185	CARB

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	2016 RTP		2020 RTP	
Measure	**Base Year (2014)**	**Year 2040**	**Base Year (2018)**	**Year 2040 Project**
Percentage of Trips by Pedestrian and Bicycle Mode Share	Bike 2.13%	Bike 2.93%	1.99%	2.03%
	Ped 5.63%	Ped 7.76%	10.37%	9.99%
Average Peak Period Vehicle Travel Time (minutes)	12.87	14.43	16.7	16.48
Average Peak Period Vehicle Trips	AM 94,038	AM 135,219	75,240	82,329
	PM 152,007	PM 217,882	100,768	113,598
Percentage of Congested Highway VMT	0%	19%	0%	0%

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Butte County VMT Summary								
Scenario	VMT (w/o X-X Trips)	XX VMT	IX-XI VMT	Total (w/ X-X Trips)	% of X-X Trips	% of IX-XI Trips	Population	VMT per Capita
2018 Base	4,705,417	164,146	700,748	4,869,563	3.40%	14.39%	222,378	21.2
2020 Base	4,343,919	164,153	697,312	4,508,072	3.60%	15.47%	223,157	19.5
2030 Base	4,883,463	169,430	445,363	5,052,893	3.40%	8.81%	242,293	20.2
2035 Base	5,181,813	181,958	485,998	5,363,771	3.40%	9.06%	251,863	20.6
2040 Project	5,332,327	195,390	504,900	5,527,717	3.50%	9.13%	259,524	20.5
2040 No Project	6,216,655	195,396	559,905	6,412,051	3.00%	8.73%	319,342	19.5
2040 Unconstrained	5,356,425	195,390	507,274	5,551,815	3.50%	9.14%	259,524	20.6
2040 Environmentally Superior	5,303,598	195,390	504,900	5,498,988	3.60%	9.18%	259,524	20.4
2040 Environmentally Superior (with TDM)	5,294,261	195,390	504,633	5,489,651	3.60%	9.19%	259,524	20.4

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Butte County Daily VMT Summary By Speed Bin									
Speed Bin	**2018**	**2020**	**2030**	**2035**	**2040 Project**	**2040 No Project**	**2040 Unconstrained**	**2040 Environmentally Superior**	**2040 Environmentally Superior (with TDM)**
0 - 5	438	394	1,884	1,980	2,351	1,359	2,347	2,351	2,349
5 - 10	9,628	9,210	8,532	8,905	8,956	10,978	8,990	8,957	8,954
10 - 15	7,845	1,352	7,751	15,727	8,649	8,198	7,854	8,076	8,057
15 - 20	51,135	27,109	41,749	48,156	51,069	60,799	34,569	51,223	50,326
20 - 25	320,083	298,946	351,346	361,426	374,073	447,849	371,470	371,411	371,706
25 - 30	85,319	80,203	86,224	90,330	100,859	102,294	86,377	100,153	99,770
30 - 35	1,041,924	889,159	1,059,805	1,116,167	1,121,834	1,331,362	1,088,341	1,111,496	1,109,424
35 - 40	121,707	135,858	120,224	127,427	133,573	158,787	128,149	134,140	133,926
40 - 45	671,693	589,758	666,805	702,054	714,922	826,816	723,260	709,329	708,309
45 - 50	178,044	161,178	166,547	175,925	180,978	223,824	225,093	181,588	181,638
50 - 55	441,137	389,787	392,845	416,563	425,444	481,229	423,670	424,209	423,510
55 - 60	49,368	36,762	37,929	23,746	24,172	362,700	88,497	24,161	24,133
60 - 65	1,727,096	1,724,202	1,941,822	2,093,408	2,185,444	2,200,462	2,167,807	2,176,504	2,172,160
65 - 70	0	0	0	0	0	0	0	0	0
70 - 75	0	0	0	0	0	0	0	0	0
>75	0	0	0	0	0	0	0	0	0
VMT (w/o X-X Trips)	4,705,417	4,343,919	4,883,463	5,181,813	5,332,327	6,216,655	5,356,425	5,303,598	5,294,261
XX VMT	164,146	164,153	169,430	181,958	195,390	195,396	195,390	195,390	195,390
Total (w/ X-X Trips)	4,869,563	4,508,072	5,052,893	5,363,771	5,527,717	6,412,051	5,551,815	5,498,988	5,489,651
% of X-X Trips	3.4%	3.6%	3.4%	3.4%	3.5%	3.0%	3.5%	3.6%	3.6%
IX-XI VMT	700,748	697,312	445,363	485,998	504,900	559,905	507,274	504,900	504,633
Population	222,378	223,157	242,293	251,863	259,524	319,342	259,524	259,524	259,524
VMT per Capita	21.2	19.5	20.2	20.6	20.5	19.5	20.6	20.4	20.4

Appendix F:
Model Use Metadata for Key Inputs

APPENDIX 6-6b

LANDUSE

Attribute	Description
TAZ	Traffic Analysis Zone ID Number
SF_DU	Number of Single Family Dwelling Units
MF_DU	Number of Multifamily Dwelling Units
MH_DU	Number of Multifamily High Units
RET_KSF	Total Retail Square Footage (KSF)
RRET_KSF	Total Regional Retail Square Footage (KSF)
IND_KSF	Total Industrial Square Footage (KSF)
OFF_KSF	Total Office Square Footage (KSF)
MED_KSF	Total Medical Office Square Footage (KSF)
HOSP_KSF	Total Hospital Square Footage (KSF)
PQP_KSF	Total Public/Quasi-Public Square Footage (KSF)
HOTEL_RMS	Number of Hotel Rooms
UNIV_STU	Number of University Students
CC_STU	Number of Community College Students
K12_STU	Number of K12 Students
PARK_AC	Acres of Park
CASINO_SLT	Number of Slot Machines at a Casino

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PERCENTAGES

Attribute	Description
TAZ	Traffic Analysis Zone ID Number
Jurisdiction	Jurisdiction TAZ centroid falls within
HH101	The percentage of households with 1 person, 0 worker, and income group 1
HH102	The percentage of households with 1 person, 0 worker, and income group 2
HH103	The percentage of households with 1 person, 0 worker, and income group 3
HH104	The percentage of households with 1 person, 0 worker, and income group 4
HH111	The percentage of households with 1 person, 1 worker, and income group 1
HH112	The percentage of households with 1 person, 1 worker, and income group 2
HH113	The percentage of households with 1 person, 1 worker, and income group 3
HH114	The percentage of households with 1 person, 1 worker, and income group 4
HH201	The percentage of households with 2 person, 0 worker, and income group 1
HH202	The percentage of households with 2 person, 0 worker, and income group 2
HH203	The percentage of households with 2 person, 0 worker, and income group 3
HH204	The percentage of households with 2 person, 0 worker, and income group 4
HH211	The percentage of households with 2 person, 1 worker, and income group 1
HH212	The percentage of households with 2 person, 1 worker, and income group 2
HH213	The percentage of households with 2 person, 1 worker, and income group 3
HH214	The percentage of households with 2 person, 1 worker, and income group 4
HH221	The percentage of households with 2 person, 2 worker, and income group 1
HH222	The percentage of households with 2 person, 2 worker, and income group 2
HH223	The percentage of households with 2 person, 2 worker, and income group 3
HH224	The percentage of households with 2 person, 2 worker, and income group 4
HH301	The percentage of households with 3 person, 0 worker, and income group 1
HH302	The percentage of households with 3 person, 0 worker, and income group 2
HH303	The percentage of households with 3 person, 0 worker, and income group 3
HH304	The percentage of households with 3 person, 0 worker, and income group 4
HH311	The percentage of households with 3 person, 1 worker, and income group 1
HH312	The percentage of households with 3 person, 1 worker, and income group 2
HH313	The percentage of households with 3 person, 1 worker, and income group 3
HH314	The percentage of households with 3 person, 1 worker, and income group 4
HH321	The percentage of households with 3 person, 2 worker, and income group 1
HH322	The percentage of households with 3 person, 2 worker, and income group 2
HH323	The percentage of households with 3 person, 2 worker, and income group 3
HH324	The percentage of households with 3 person, 2 worker, and income group 4
HH331	The percentage of households with 3 person, 3 worker, and income group 1
HH332	The percentage of households with 3 person, 3 worker, and income group 2
HH333	The percentage of households with 3 person, 3 worker, and income group 3

APPENDIX 6-6b

PERCENTAGES

Attribute	Description
HH334	The percentage of households with 3 person, 3 worker, and income group 4
HH401	The percentage of households with 4 person, 0 worker, and income group 1
HH402	The percentage of households with 4 person, 0 worker, and income group 2
HH403	The percentage of households with 4 person, 0 worker, and income group 3
HH404	The percentage of households with 4 person, 0 worker, and income group 4
HH411	The percentage of households with 4 person, 1 worker, and income group 1
HH412	The percentage of households with 4 person, 1 worker, and income group 2
HH413	The percentage of households with 4 person, 1 worker, and income group 3
HH414	The percentage of households with 4 person, 1 worker, and income group 4
HH421	The percentage of households with 4 person, 2 worker, and income group 1
HH422	The percentage of households with 4 person, 2 worker, and income group 2
HH423	The percentage of households with 4 person, 2 worker, and income group 3
HH424	The percentage of households with 4 person, 2 worker, and income group 4
HH431	The percentage of households with 4 person, 3 worker, and income group 1
HH432	The percentage of households with 4 person, 3 worker, and income group 2
HH433	The percentage of households with 4 person, 3 worker, and income group 3
HH434	The percentage of households with 4 person, 3 worker, and income group 4
HH441	The percentage of households with 4 person, 4 worker, and income group 1
HH442	The percentage of households with 4 person, 4 worker, and income group 2
HH443	The percentage of households with 4 person, 4 worker, and income group 3
HH444	The percentage of households with 4 person, 4 worker, and income group 4
RET_L	The percentage of retail trips that are associated with low income employees
RET_M	The percentage of retail trips that are associated with medium income employees
RET_H	The percentage of retail trips that are associated with high income employees
RRET_L	The percentage of regional retail trips that are associated with low income employees
RRET_M	The percentage of retail trips that are associated with medium income employees
RRET_H	The percentage of retail trips that are associated with high income employees
IND_L	The percentage of industrial trips that are associated with low income employees
IND_M	The percentage of industrial trips that are associated with medium income employees
IND_H	The percentage of industrial trips that are associated with high income employees
OFF_L	The percentage of office trips that are associated with low income employees
OFF_M	The percentage of office trips that are associated with medium income employees
OFF_H	The percentage of office trips that are associated with high income employees
MED_L	The percentage of medical trips that are associated with low income employees
MED_M	The percentage of medical trips that are associated with medium income employees
MED_H	The percentage of medical trips that are associated with high income employees
HOSP_L	The percentage of hospital trips that are associated with low income employees

APPENDIX 6-6b

PERCENTAGES

Attribute	Description
HOSP_M	The percentage of hospital trips that are associated with medium income employees
HOSP_H	The percentage of hospital trips that are associated with high income employees
PQP_L	The percentage of public/quasi-public trips that are associated with low income employees
PQP_M	The percentage of public/quasi-public trips that are associated with medium income employees
PQP_H	The percentage of public/quasi-public trips that are associated with high income employees
CAS_L	The percentage of Casinotrips that are associated with low income employees
CAS_M	The percentage of Casinotrips that are associated with medium income employees
CAS_H	The percentage of Casinotrips that are associated with high income employees
HBWL_IX	The percentage of home-based work trips that are from low income households and start inside the model boundary but end outside the model boundary
HBWM_IX	The percentage of home-based work trips that are medium income households and start inside the model boundary but end outside the model boundary
HBWH_IX	The percentage of home-based work trips that are high income households and start inside the model boundary but end outside the model boundary
HBO_IX	The percentage of home-based other trips that start inside the model boundary but end outside the model boundary
NHB_IX	The percentage of non-home-based trips that start inside the model boundary but end outside the model boundary
SCHOOL_IX	The percentage of school trips that start inside the model boundary and end outside of the model boundary
UNIV_IX	The percentage of university trips that start inside the model boundary and end outside of the model boundary
Casino_IX	The percentage of caisno trips that start inside the model boundary and end outside of the model boundary
MT_IX	The percentage of medium truck trips that start inside the model boundary and end outside of the model boundary
HT_IX	The percentage of heavy truck trips that start inside the model boundary and end outside of the model boundary
HBWL_XI	The percentage of home-based work trips that are from low income households that start outside of the model boundary and end inside of the model boundary
HBWM_XI	The percentage of home-based work trips that are from medium income households that start outside of the model boundary and end inside of the model boundary
HBWH_XI	The percentage of home-based work trips that are from high income households that start outside of the model boundary and end inside of the model boundary
HBO_XI	The percentage of home-based work trips that are medium income households and start outside the model boundary but end inside the model boundary
NHB_XI	The percentage of non-home-based trips that start outside the model boundary but end inside the model boundary
SCHOOL_XI	The percentage of school trips that start outside the model boundary and end inside of the model boundary
UNIV_XI	The percentage of university trips that start outside the model boundary and end inside of the model boundary
Casino_XI	The percentage of casino trips that start outside the model boundary and end inside of the model boundary
MT_XI	The percentage of medium truck trips that start outside the model boundary and end inside of the model boundary
HT_XI	The percentage of heavy truck trips that start outside the model boundary and end inside of the model boundary

APPENDIX 6-6b

GATEWAYS

Attribute	Description
TAZ	Traffic Analysis Zone ID Number
IX_A	Total IX attractions associated with the gateway zone
XI_P	Total XI productions associated with the gateway zone
HBWL_P	Total home-based work productions from low-income households associated with the gateway zone
HBWM_P	Total home-based work productions from medium-income households associated with the gateway zone
HBWH_P	Total home-based work productions from high-income households associated with the gateway zone
HBO_P	Total home-based other productions associated with the gateway zone
NHB_P	Total non home-based productions associated with the gateway zone
SCHOOL_P	Total school productions associated with the gateway zone
CASINO_P	Total casino productions associated with the gateway zone
UNIV_P	Total university productions associated with the gateway zone
MT_P	Total Medium Truck productions associated with the gateway zone
HT_P	Total Heavy Truck productions associated with the gateway zone
SP1_P	Total SP1 productions associated with the gateway zone
HBWL_A	Total home-based work attractions from low-income households associated with the gateway zone
HBWM_A	Total home-based work attractions from medium-income households associated with the gateway zone
HBWH_A	Total home-based work attractions from high-income households associated with the gateway zone
HBO_A	Total home-based other attractions associated with the gateway zone
NHB_A	Total non home-based attractions associated with the gateway zone
SCHOOL_A	Total school attractions associated with the gateway zone
CASINO_A	Total casino attractions associated with the gateway zone
UNIV_A	Total university attractions associated with the gateway zone
MT_A	Total Medium Truck attractions associated with the gateway zone
HT_A	Total Heavy Truck attractions associated with the gateway zone
SP1_A	Total SP1 attractions associated with the gateway zone

APPENDIX 6-6b

Loaded Network

Attribute	Description
A	A node
B	B node
DISTANCE	Link distance in miles
CAPCLASS	Model Capacity Class
LANES	Number of directional through vehicle travel lanes
NAME	Roadway Name
ROUTE	Route Number for state routes or interstates
TERRAIN	Terrain
JURISDICTIO	Jurisdiction
SCREENLINE	Screenline number
SPEED	Freeflow speed
AREATYP	Area type
FACTYP	Faclity Type
AUX	Vehicle lane capacity adjustment for Auxiliary lane
USE	Use code for vehicle type
TOLL	Toll in dollars per mile
IMPROVED	Flag change from base year
TSM	Transportation System Management flag
EJ	Environmental Justice flag
A01_VOL	AM 1hr Directional Volume
TOT_A01_VOL	AM 1hr Total Volume
A03_VOL	AM 3hr Directional Volume
TOT_A03_VOL	AM 3hr Total Volume
M07_VOL	Mid-day 7hr Directional Volume
TOT_M07_VO	Mid-day 7hr Total Volume
P01_VOL	PM 1hr Directional Volume
TOT_P01_VOL	PM 1hr Total Volume
P03_VOL	PM 3hr Directional Volume
TOT_P03_VOL	PM 3hr Total Volume
E11_VOL	Evening 11hr Directional Volume
TOT_E11_VOL	Evening 11hr Total Volume
D24_VOL	Daily Directional Volume
TOT_D24_VOL	Daily Total Volume
A01_ASG_SP	AM 1hr congested speed
A03_ASG_SP	AM 3hr congested speed
M07_ASG_SP	Mid-day 7hr congested speed
P01_ASG_SP	PM 1hr congested speed
P03_ASG_SP	PM 3hr congested speed
E11_ASG_SP	Evening 11hr congested speed
AIRBASIN	Air Basin for Air Quality Analysis

APPENDIX 6-7

2020 RTP/SCS Public Involvement Efforts regarding SB 375 Requirements

Senate Bill 375 (Steinberg, 2008) contains a number of references to guide public participation efforts in developing the RegionalTransportation Plan and its Sustainable Communities Strategy (SCS). This table outlines references in the legislation and how BCAG is meeting or will meet the requirements.

SB 375 Requirement (Government Code Section 65080)	**Date**	**Outreach Activity**
(2Aii) The metropolitan planning organization shall hold at least one public workshop within the region after receipt of the report from the Regional Targets Advisory Committee.	May and August 2010	Presented target setting information and provided overview of regions targets at BCAG Board of Directors meetings. BCAG Board Meeting May 2010 BCAG Board Meeting August 2010
(2D) The metropolitan planning organization shall conduct two informational meetings on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county.	August and October 2020	Draft SCS preparation and development presented at BCAG Board of Directors meetings. BCAG Board Meeting August and October 2020
(2E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy	March 2010 / October 2015 / April 2019	BCAG Board of Directors adopts amended Public Participation Plan which incorporates SCS outreach requirements.
(2Ei) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.	Ongoing	The 2020 RTP/SCS outreach efforts are a component of the BCAG Federal Participation Plan (PPP). The PPP describes activities, audiences, etc. to insure input on the RTP and SCS. Public outreach and involvement efforts since initiating the RTP/SCS include noticed public meetings, newsletter updates, web site updates, and presentations and updates to the BCAG Board of Directors, Transportation Advisory Committee, Social Services Advisory Committee, and Planning Directors Group.
(2Eii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.	Ongoing	The BCAG Board of Directors is the forum for these agencies. BCAG is the regional transit operator and transportation commission. There is no congestions management agency for the Butte County region.
(2Eiii) Three workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the SCS and the alternative planning strategy.	June 2018, November 2019, September 2020, and November 2020	BCAG hosted four rounds of public workshops throughout the region. Each round consists of 2 workshops in different locations (Chico and Oroville). The workshops included maps, information, and digital presentation of SCS. Round 1 Workshops - June 2018 Round 2 Workshops - November 2019 Round 3 Workshops - September 2020 Round 4 Workshops - November 2020

APPENDIX 6-7

SB 375 Requirement (Government Code Section 65080)	**Date**	**Outreach Activity**
(2Eiv) Preparation and circulation of a draft SCS and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.	October 15, 2020	The draft Sustainable Communities Strategy was released in October 2020 and the final is to be adopted December 2020
(2Ev) Two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.	October 22, 2020 December 10, 2020	Two public hearings are scheduled to be held as part of the regularly scheduled BCAG Board Meetings.
		BCAG Board Meeting October 22, 2020
		BCAG Board Meeting December 10, 2020
(2Evi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.	Ongoing since March 2010	Dedicated Web page containing contact information and opportunity to be added to RTP/SCS contact list.
(2II) Prior to starting the public participation process adopted pursuant to subparagraph (F), the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy.	Technical methodology submitted July 24, 2020	Technical Methodology posted on BCAG website.

12/16/2020

APPENDIX 6-8

Local Government Land Use Authority and CEQA Streamlining

With the passage of SB 375 came the addition of California Environmental Quality Act (CEQA) streamlining incentives to assist and encourage residential and mixed use housing projects consistent with the SCS and Transit Priority Project Areas. The CEQA benefits available under SB 375 are for residential and residential mixed-use projects that are consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in the SCS. The CEQA benefits provided by SB 375 apply to three types of projects. Table 1 contains a summary of the types of development projects eligible for these CEQA benefits, specific qualifications for each project, and the types of CEQA streamlining available to each type of project.

By express provision, SB 375 does not supersede the land use authority of a city or county and does not regulate the use of land. Projects that use the SB 375 CEQA provisions still must obtain discretionary permits or other approvals from lead and responsible agencies in accordance with local codes and procedures. Moreover, SB 375 does not change how CEQA applies to projects that are inconsistent with the SCS or APS. As these CEQA benefits are designed to incentivize development projects consistent with the RTP/SCS, there is no disincentive for development projects not in the RTP/SCS. As noted, CEQA does not mandate that local agencies use the RTP/SCS to regulate GHG emissions or for any other purpose. Local government land use authority remains unchanged by SB 375; jurisdictions can consider, review, and approve any land use project by the same process and guidelines they use currently.

Although this RTP/SCS has no regulatory authority over local land use decisions, it provides information about the SCS so that local jurisdictions can determine whether a project is consistent with the SCS, and therefore, eligible for the CEQA benefits based on consistency with the SCS. To determine a project's consistency with the SCS, a jurisdiction must find it consistent with the general land use, density, intensity, and any applicable land use policies of the SCS. BCAG will provide assistance to a local jurisdiction in making this determination if the local jurisdiction requests such assistance.

APPENDIX 6-8

Table 1

SB 375 California Environmental Quality Act (CEQA) Benefits

Project Designation	Qualifications	Streamlining Benefits
Mixed Use Residential Project	- At least 75% of total building square footage for residential use - Consistent with the use designation, density, building intensity, and applicable policies for the project area of an SCS or APS accepted by ARB OR - A Transit Priority Project as defined below	Environmental documents are not required to reference, describe or discuss: 1) growth-inducing impacts, 2) impacts on transportation or climate change of increased car and truck VMT induced by project, 3) reduced-density alternative to project.
Transit Priority Project	- At least 50% of total building square footage for residential use OR - If 26-50% of total building square footage is nonresidential, a minimum FAR of 0.75 - Minimum net density of 20 du/acre - Within 0.5 miles of major transit stop or high-quality transit corridor included in the regional transportation plan (No parcel more than 25% further, and less than 10% of units or no more than 100 units further than 0.5 miles) - Consistent with the use designation, density, building intensity, and applicable policies of an SCS or APS	Benefits described above PLUS: - Option to review under a "Sustainable Communities Environmental Assessment" - An Initial Study is prepared identifying significant or potentially significant impacts. - Where the lead agency determines that cumulative impacts have been addressed and mitigated in SCS/APS, they will not be "considerable." - Off-site alternatives do not need to be addressed. - Deferential review standard – the burden of proof for legal challenge is on the petitioner/plaintiff. - Traffic control/mitigation may be covered by SCS/APS.
Sustainable Communities Project	- Everything for Transit Priority Project PLUS: - Served by existing utilities - Does not contain wetlands or riparian areas - Does not have significant value as a wildlife habitat and does not harm any protected species - Not on the Cortese List - Not on developed open space - No impacts to historic resources - No risks from hazardous substances - No wildfire, seismic, flood, public health risk - 15% more energy-efficient than CA requirements and 25% more water-efficient than average for community - No more than 8 acres - No more than 200 units - No building greater than 75,000 square feet - No net loss of affordable housing - Compatible with surrounding industrial uses - Within ½-mile of rail/ferry or ¼-mile of high quality bus line - Meets minimum affordable housing requirements as prescribed in SB 375 OR in-lieu fee paid OR 5 acres of open space per 1,000 residents provided	Exempt from CEQA

APPENDIX 6-9

Consultation with Local Agency Formation Commission

In developing the Sustainable Communities Strategy, BCAG considered the spheres of influence for cities and special districts that have been adopted by the Local Agency Formation Commission (LAFCO). Proposed sphere changes included with the various general plan updates were also considered in the development of the SCS. A sphere of influence is defined as a plan for the probable physical boundaries and service area of a local government agency, as determined by LAFCO. All territory proposed for annexation to an incorporated city or a special district is required to be included in an agency's sphere of influence. For the purposes of developing the SCS, only special districts which provide essential municipal services such as domestic water, sewage collection and treatment, and structural fire protection were reviewed in relationship to future development potential within the Butte County region. Butte LAFCO has provided mapping and service data to BCAG and indicated a need to ensure that new areas proposed for potential development be consistent with the spheres of influence and jurisdictional boundaries of each agency providing municipal services.

Butte LAFCO is responsible for implementing the State Legislature's directives to promote orderly growth and development by coordinating the jurisdictional boundaries and services provided by the cities and other public service providers in the county. It is essential that LAFCO objectives be blended with the overall development of regional priorities established in the SCS. These include: accommodating growth within or through the expansion of local agency boundaries, extending necessary government services when/where appropriate, preserving open space and prime agricultural lands, promoting the provision of housing for residents of all incomes, and addressing environmental justice concerns among others.

LAFCO also is a representative on the BCAG Planning Directors Group (PDG), which provides coordination on regional planning efforts among member agencies. As a member of the PDG, LAFCO is a participant in the development of the regional growth forecasts, regional guiding principles, the BCAG Blueprint Program, and the Butte Regional Conservation Plan. These projects and programs are key components in the development of the SCS. The collective efforts of the PDG are key to coordinating the growth forecasts with all agencies that play an active role in approving new growth and development.

APPENDIX 7

REGIONAL ROAD NETWORK

The Unincorporated County Regional Network

State Highways

Name		*Road Segment*
State Route 32	-	Glenn Co. to Tehama Co.
State Route 70	-	Plumas Co. to Yuba Co.
State Route 99	-	Tehama Co. to Sutter Co.
State Route 149	-	Highway 99 to Highway 70
State Route 162	-	Glenn Co. to Foreman Creek Rd.
State Route 191	-	Town of Paradise to Highway 70

Arterials

Name		*Road Segment*
Grand Ave	-	20th St. to City of Oroville
Lincoln Blvd	-	City of Oroville to Ophir Rd.
Lwr Wyandotte Rd	-	City of Oroville to Ophir Rd.
Nelson Ave	-	Thermalito Forebay to City of Oroville
Ophir Rd	-	Highway 70 to Upper Palermo Rd.
Skyway	-	City of Chico to Town of Paradise
Skyway	-	Town of Paradise to Nimshew Rd.
W East Ave	-	Highway 32 to City of Chico
Manzanita Ave	-	Centennial Ave to Chico Canyon Rd
Midway	-	City of Chico to Speedway
Table Mountain Blvd	-	Riverview Terr. to City of Oroville

Collectors

Name		*Road Segment*
18th St (Oroville)	-	Grand Ave. to City of Oroville
10th St (Oroville)	-	Grand Ave. to Highway 162
12th St (Oroville)	-	Nelson Ave. to Highway 162
20th St (Oroville)	-	Nelson Ave. to Grand Ave.
7 Mile Ln	-	Ord Ferry Rd. to Glenn Co.
8th St (Biggs)	-	Afton Rd. to City of Biggs
Afton Rd	-	Glenn Co. to 8th St.
Aguas Frias Rd	-	Durham Dayton Hwy. to Highway 162
B St	-	City of Biggs to Highway 99
Bidwell Ave	-	Oak Lawn to City of Chico
Biggs East Hwy	-	Highway 99 to Larkin Rd.
Block Rd	-	Colusa Hwy. to W Evans Reimer Rd.
Canyon Dr	-	Royal Oaks Dr. to Olive Hwy.
Canyon Highlands Dr	-	Long Bar Rd. to City of Oroville
Carnegie Rd	-	Nimshew Rd. to Colter Way
Challenge Cut-off Rd	-	Forbestown Rd. to Yuba Co.
Chico River Rd	-	River Rd. to City of Chico

Collectors – continued

Name		*Road Segment*
Cohasset Rd	-	Tehama Co. to City of Chico
Colter Way	-	Carnegie Rd. to Skyway
Colusa Hwy	-	Colusa Co. to City of Gridley
Crest Ridge Dr	-	End to Las Plumas Ave.
Creston Rd	-	Ponderosa Way to Skyway
Dayton Rd	-	City of Chico to Durham Dayton Hwy
Dos Rios Rd	-	Larkin Rd. to Biggs East Hwy
Durham-Dayton Hwy	-	Dayton Rd. to Highway 99
Durham-Pentz Rd	-	Highway 99 to Pentz Rd.
E Evans Reimer Rd	-	Highway 99 to Larkin Rd.
E Gridley Rd	-	City of Gridley to Highway 70
E Rio Bonito Rd	-	Highway 99 to Larkin Rd.
El Monte Ave	-	E 8th St. to City of Chico
Esplanade	-	Highway 99 to City of Chico
Feather River Blvd	-	City of Oroville to Ophir Rd.
Folsom St.	-	Market St. to Hamilton-Nord-Cana Hwy
Foothill Blvd	-	City of Oroville to Miners Ranch Rd.
Forbestown Rd	-	Highway 162 to Yuba Co.
Garden Dr	-	Highway 70 to Table Mountain Blvd.
Garner Ln	-	Esplanade to Keefer Rd.
Glen Dr	-	City of Oroville to Oroville Quincy Hwy
Glenwood Ave	-	Highway 32 to City of Chico
Hamilton-Nord-Cana Hwy	-	Highway 32 to Highway 99
Hegan Ln	-	Dayton Rd. to Midway
Hicks Ln	-	Keefer Rd. to E Eaton Rd.
Hillcrest Ave	-	Solana Dr. to Kelly Ridge Rd.
Honey Run Rd	-	Skyway (west) to Centerville Rd.
Humboldt Rd	-	City of Chico to Highway 32
Humboldt Rd	-	Highway 32 to Jonesville Rd.
Imperial Way	-	Northwood Dr. to Steiffer Rd.
Kelly Ridge Rd	-	Hillcrest Ave. to Olive Hwy.
La Porte Rd	-	Ramirez Rd. to Yuba Co.
Larkin Rd	-	City of Oroville to Sutter Co.
Las Plumas Ave	-	Walmer Rd. to Lower Wyandotte Rd.
Lincoln Blvd	-	Ophir Rd. to Palermo Rd.
Loma Rica Rd	-	La Porte Rd to Yuba County Line
Long Bar Rd	-	Canyon Highlands Dr. to City of Oroville
Los Verjeles Rd	-	La Porte Rd. to Sutter Co.
Lumpkin Rd	-	Forbestown Rd. to Mill Rd.
Lwr Honcut Rd	-	Highway 70 to La Porte Rd.
Lwr Wyandotte Rd	-	Ophir Rd. to Foothill Blvd.
Market St	-	Folsom St. to Hamilton Nord Cana Hwy. (Nord)
Meridian Rd	-	Highway 32. To W Sacramento Ave.
Midway	-	Speedway Ave. to Highway 162
Miners Ranch Rd	-	Highway 162 to Oroville Bangor Hwy.
Monte Vista Ave	-	Lincoln Blvd. to Lower Wyandotte Rd.
Mt. Ida Rd	-	Oroville Bangor Hwy. to Miners Ranch Rd.
Myers St	-	Wyandotte Ave. to Lincoln Blvd.

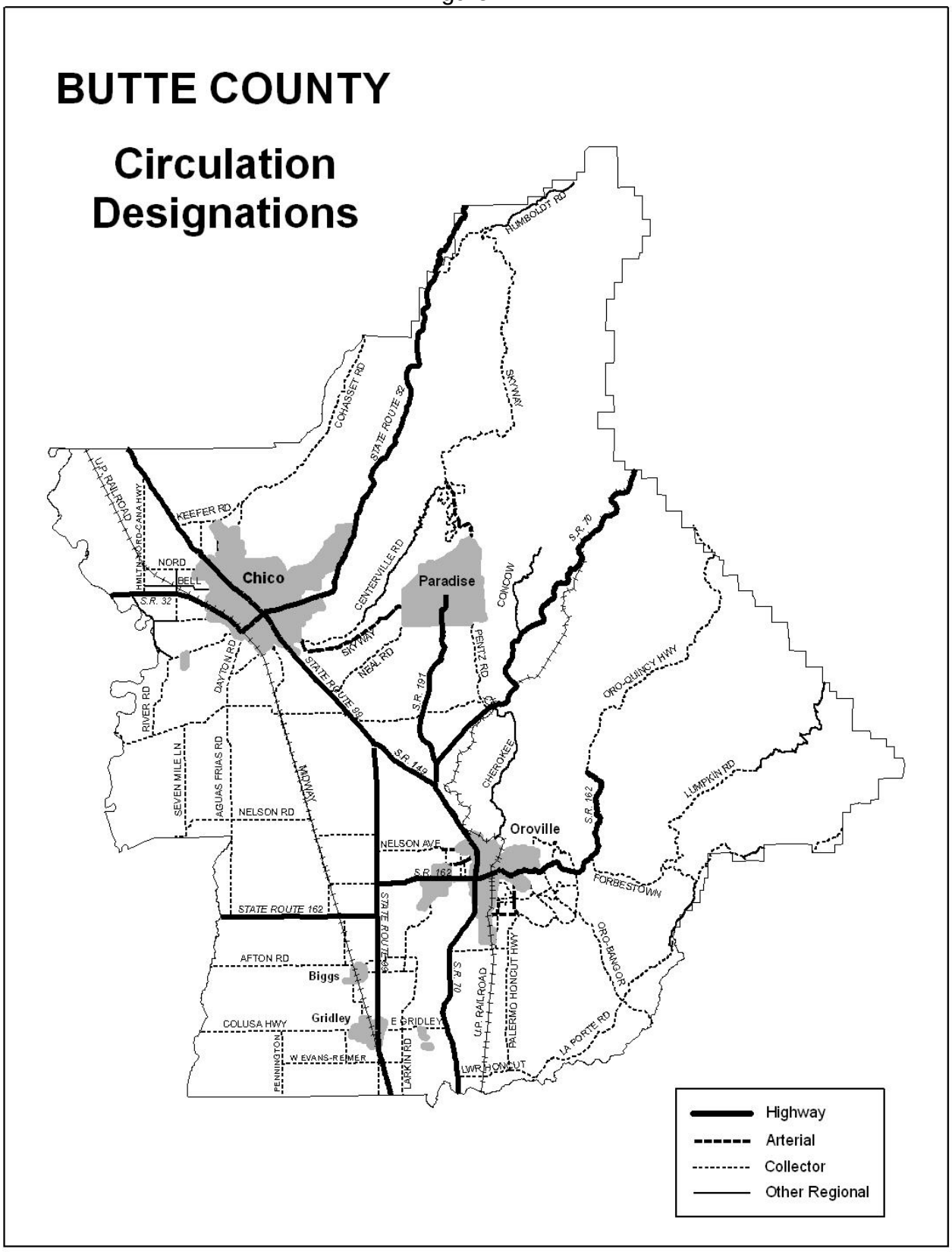
Collectors – continued

Name		*Road Segment*
Naranja Ave	-	Mt. Ida Rd. to Oroville Bangor Hwy.
Nelson Ave	-	Highway 99 to Thermalito Forebay
Neal Rd	-	Highway 99 to Town of Paradise
Nelson Rd	-	7 Mile Ln. to Midway
Nelson-Shippee Rd	-	Midway to Highway 99
Nimshew Rd	-	Carnegie Rd. to Skyway
Nord Hwy	-	W. Commercial St. to City of Chico
Northwood Dr	-	Rosewood Dr. to Imperial Way
Oak Lawn Ave	-	Bidwell Ave. to City of Chico
Oakvale Ave	-	Olive Hwy. to Mt. Ida Rd.
Ord Ferry Rd	-	Glenn Co. to Dayton Rd.
Oro Bangor Hwy	-	Lincoln Blvd. to La Porte Rd.
Oro Dam Blvd E	-	City of Oroville to Oro Powerhouse Rd
Oro Quincy Hwy	-	Foreman Creek Rd. to Plumas Co.
Oro Quincy Hwy	-	Olive Hwy to Oroville City Limits
Palermo Honcut Hwy	-	Palermo Rd. to Lower Honcut Rd.
Palermo Rd	-	Highway 70 to Upper Palermo Rd.
Pennington Rd	-	Colusa Hwy. to Sutter Co.
Pentz Rd	-	Highway 70 to Town of Paradise
Ponderosa Way	-	Creston Rd. to Skyway
Ramirez Rd	-	La Porte Rd to Yuba County Line
Riceton Hwy	-	Butte City Hwy. to Afton Rd.
Richvale Hwy	-	Midway to Highway 99
River Rd	-	Chico River Rd. to Ord Ferry Rd.
Rosewood Dr	-	Skyway to Northwood Dr.
Royal Oaks Dr	-	Canyon Dr. to Solana Dr.
Skyway	-	Gypsum to Humboldt Rd.
Solana Dr	-	Royal Oaks Dr. to Hillcrest Dr.
South Park Dr	-	W Park Dr. to Skyway
Steiffer Rd	-	Skyway to Imperial Way
Stewart Ave	-	Nord Ave to City of Chico
Township Rd	-	Highway 99 to Sutter Co.
Upper Palermo Rd	-	Ophir Rd. to Palermo Rd.
Via Pacana	-	Monte Vista Ave. to Via Canela
Walmer Rd	-	Lincoln Blvd. to Las Plumas Ave.
W Biggs Gridley Rd	-	City of Biggs to City of Gridley
W Commercial St	-	Folsom St. to Taylor St. (Nord)
W Evans Reimer Rd	-	Pennington Rd. to Highway 99
W Park Dr	-	S Park Dr. to Ponderosa Way
W Rio Bonito Rd	-	City of Biggs to Highway 99
W Sacramento Ave	-	Meridian Rd. to City of Chico
Wycliff Way	-	Skyway to Creston Rd.

Other Roads of Regional Significance

Name		*Road Segment*
Centerville Rd	-	Nimshew Rd. to Honey Run Rd.
Cherokee Rd	-	City of Oroville to Highway 70
Concow Rd	-	Mountain Pine Ln. to Highway 70
Humboldt Rd	-	Skyway to Jonesville Rd.
Lumpkin La Porte Rd	-	Lumpkin Rd. to Plumas Co.
Nimshew Rd	-	Centerville Rd. to Carnegie Rd.
Robinson Mill Rd	-	La Porte Rd. to Forbestown Rd.
W Sacramento Ave	-	Meridian Rd. to River Rd.
Bell Rd	-	Nord Ave. to Hamilton-Nord-Cana Hwy.
Forbestown Rd	-	Challenge Cut-off Rd. to Yuba Co.
Lumpkin Rd	-	Mill Rd. to Lumpkin La Porte Rd.
Meridian Rd	-	State Highway 32 to Nord Hwy.
River Rd	-	State Highway 32 to Chico River Rd.
Table Mountain Blvd	-	Highway 70 to City of Oroville
Hicks Ln	-	City of Chico to Keefer Rd

Figure 1



Source: City of Biggs, City of Chico, City of Gridley, City of Oroville, Town of Paradise, Butte County, BCAG, and Caltrans.

Biggs Area Regional Network

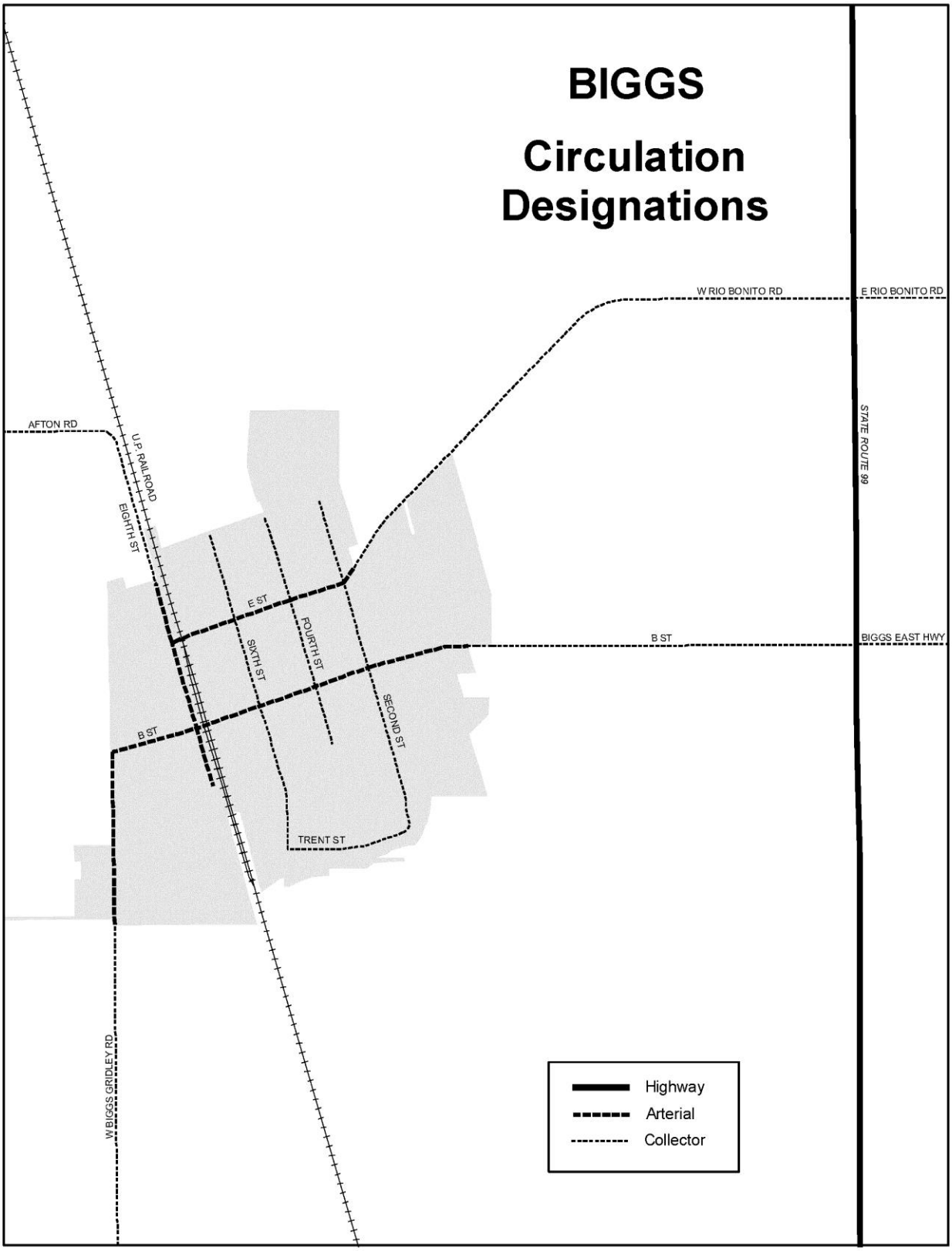
Arterials

Name		*Road Segment*
Eighth St	-	Afton Rd. to Bannock St.
B St	-	W Biggs Gridley Rd to Biggs City Limits
E St	-	Eighth St. to Second St.
W Biggs Gridley Rd	-	B St. to Biggs City Limits
W Rio Bonito Rd	-	Second St. to Biggs City Limits

Collectors

Name		*Road Segment*
Second St	-	Biggs City Limits to Trent St.
Fourth St	-	H St. to Bannock St.
Sixth St	-	H St. to Trent St.
Trent St	-	Sixth St. to Second St.

Figure 2



Source: City of Biggs, Butte County, BCAG, and Caltrans.

Chico Area Regional Network

State Highways

Name		*Road Segment*
State Highway 99	-	Within Sphere of Influence
State Highway 32	-	Within Sphere of Influence

Arterials

Name		*Road Segment*
Broadway	-	W 1st St to W 8th St.
Bruce Rd	-	California Park Dr. to Skyway
Camellia Way	-	E 2nd St. to Memorial Way
Chico Canyon Rd	-	Bruce Rd. to Manzanita Ave.
Chico River Rd	-	Sphere of Influence to Miller Ave.
Cohasset Rd	-	Esplanade to Sphere of Influence
Cypress St	-	E 4th St. to Mulberry St.
Dayton Rd	-	Highway 32 to Sphere of Influence
Dominic Dr	-	Skyway to Morrow Ln
Dr Martin Luther King Jr. Pkwy	-	E 20th St. to E Park Ave.
E 1st Ave	-	Esplanade to Longfellow Ave.
E 20th St	-	Park Ave. to Bruce Rd.
E 2nd St	-	Main St. to Camellia Way
E 5th Ave	-	Esplanade to Floral Ave.
E 8th Ave	-	Esplanade to Palm Ave.
E 8th St	-	Main St. to Highway 99
E 9th St	-	Main St. to Highway 99
E Eaton Rd	-	Esplanade to Marigold Ave.
E Park Ave	-	Park Ave. to Highway 99
East Ave	-	Esplanade to Manzanita Ave.
Esplanade	-	Highway 99 to Main St.
Floral Ave	-	E Lassen Ave to Manzanita Ave.
Forest Ave	-	E 8th St. to Skyway
Ivy St	-	W 1st Ave. to W 9th St.
Longfellow Ave	-	Manzanita Ave. to E 1st Ave.
Main St	-	Esplanade to Park Ave.
Mangrove Ave	-	Cohasset Rd. to Vallombrosa Ave.
Manzanita Ave	-	East Ave. to Chico Canyon Rd.
Mariposa Ave	-	End to Manzanita Ave.
Memorial Way	-	Esplanade to Mangrove Ave.
Midway	-	E Park Ave. to Sphere of Influence
Moyer Way	-	Trenta Dr. to Moyer Way
Mulberry St	-	Pine St. to E 20th St.
Nord Ave	-	W East Ave. to Walnut St.
Nord Hwy	-	Sphere of Influence to Esplanade
Notre Dame Blvd	-	E 20th St. to Morrow Ln.
Notre Dame Blvd	-	Humboldt Rd. to End (Little Chico Creek)
Oroville Ave	-	Broadway to E Park Ave.
Park Ave	-	Main St. to E Park Ave.
Pine St	-	Vallombrosa to Mulberry St.
Raley Blvd	-	Forest Ave. to Bruce Rd.

Arterials – continued

Name		*Road Segment*
Shasta Way	-	Esplanade to Broadway
Skyway	-	Highway 99 to Sphere of Influence
Trenta Dr	-	W Lindo Ave. to Moyer Way
Vallombrosa Ave	-	Mangrove Ave. to Manzanita Ave.
W 11th Ave	-	Moyer Way to Esplanade
W 1st Ave	-	Warner St. to Esplanade
W 20th St	-	Normal Ave. to Park Ave.
W 2nd St	-	Walnut St. to Main St.
W 5th St	-	Chico River Rd. to Main St.
W 8th Ave	-	W Sacramento Ave. to Esplanade
W 8th St	-	Walnut St. to Main St.
W 9th St	-	Walnut St. to Main St.
W East Ave	-	Nord Ave. to Esplanade
W Eaton Rd	-	End to Esplanade
W Lindo Ave	-	Nord Ave. to Trenta Dr.
W Sacramento Ave	-	Sphere of Influence to Esplanade
Walnut St	-	Nord Ave. to W 9th St.
Warner St	-	Warner St. to W 6th Ave.
Woodland Ave	-	Vallombrosa to Cypress St.

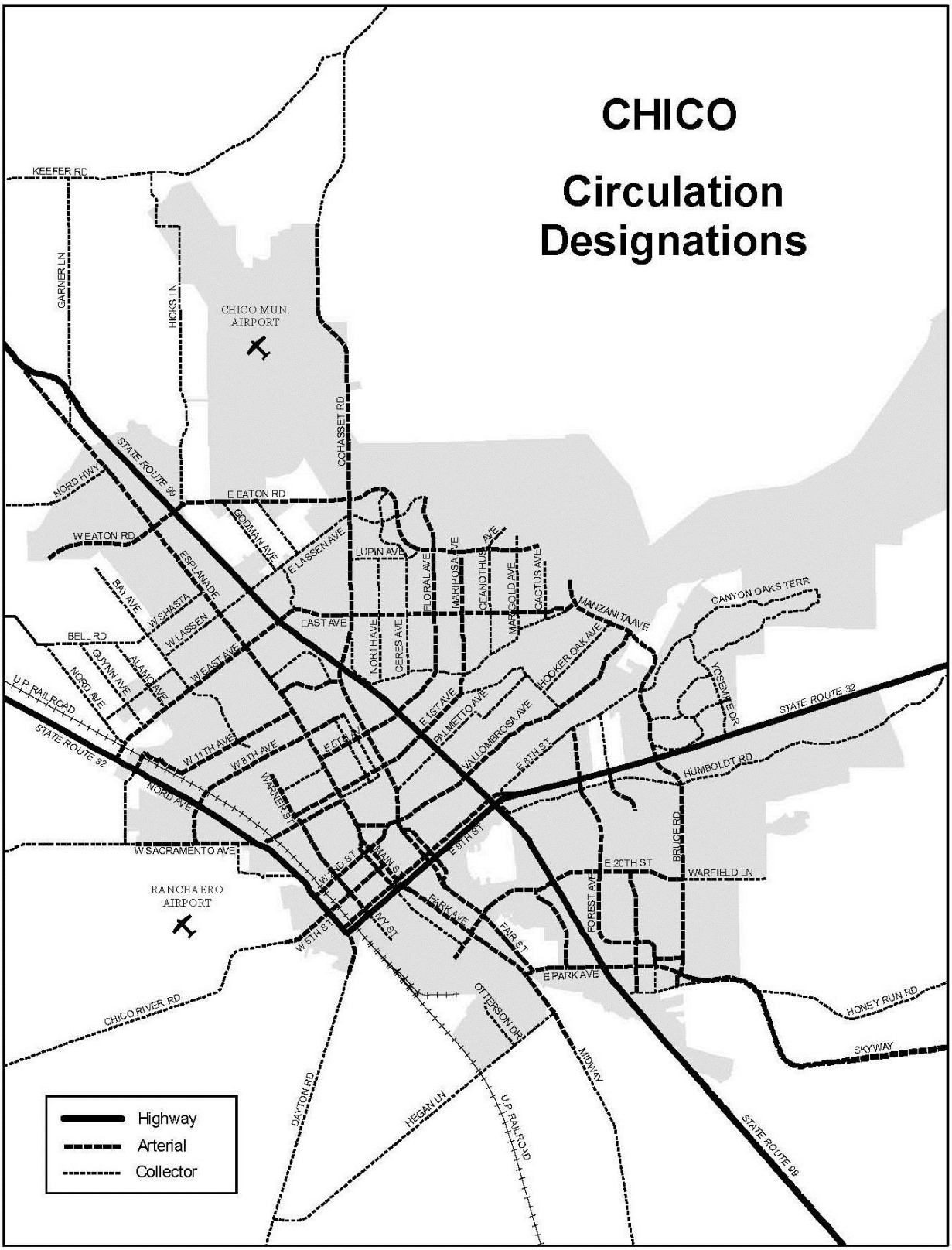
Collectors

Name		*Road Segment*
Alamo Ave	-	Bell Rd. to Henshaw Ave.
Bay Ave	-	Carmack Dr. to W Shasta Ave.
Bell Rd	-	Muir Ave. to Cussick Ave.
Broadway	-	W 8th St. to W 20th St.
Cactus Ave	-	Rusty Ln. to Manzanita Ave.
California Park Dr	-	Bruce Rd. to Yosemite Dr.
Canyon Oaks Terr	-	California Park Dr. to Whispering Winds Ln.
Ceanothus Ave	-	Manzanita Ave. to Valley Forge Dr.
Ceres Ave	-	E Eaton Rd. to Manzanita Ave.
Cussick Ave	-	Bell Rd. to W East Ave.
E 1st Ave	-	Longfellow Ave. to Madrone Ave.
E 8th St	-	Highway 32 to Bruce Rd.
E Lassen Ave	-	Esplanade to Floral Ave.
E Sacramento Ave	-	Esplanade to Palm Ave.
El Monte Ave	-	Highway 32 to E 8th Ave.
El Paso Way	-	E Lassen Ave. to East Ave.
Fair St	-	E 20th St. to E Park Ave.
Fir St	-	Highway 32 to Humboldt Rd.
Garner Ln	-	Esplanade to Sphere of Influence
Godman Ave	-	E Eaton Rd. to E Lassen Ave.
Guynn Ave	-	Bell Rd. to W East Ave.
Hawthorne Ave	-	Moss Ave. to Madrone Ave.
Hegan Ln	-	Dayton Rd. to Midway
Henshaw Ave	-	Nord Ave. to Cussick Ave.
Hicks Ln	-	Keefer Rd. to E Eaton Rd.
Holly Ave	-	W East Ave. to End

Collectors - continued

Name		*Road Segment*
Hooker Oak Ave	-	Madrone Ave. to Manzanita Ave.
Humboldt Rd	-	Fir St. to Highway 32
Idyllwild Cir	-	Yosemite Dr. (N) to Peninsula Dr.
Ivy St	-	W 9th St. to Hazel St.
Lakewest Dr	-	Bruce Rd. to Idyllwild Cir.
Lupin Ave	-	Cohasset Rd. to E Eaton Rd.
Madrone Ave	-	E 1st Ave. to Vallombrosa Ave.
Manzanita Ave	-	Cohasset Rd. to East Ave.
Marigold Ave	-	Middletown Ave. to Manzanita Ave.
Morrow Ln	-	Notre Dame Blvd. to End
Morseman Ave	-	E Eaton Rd. to E Lassen Ave.
Moss Ave	-	Palmetto Ave. to Hawthorne Ave.
Nord Ave	-	Bell Rd. to W East Ave.
North Ave	-	Lupin Ave. to Manzanita Ave.
Otterson Dr	-	End to Hegan Ln.
Palisades Dr	-	Yosemite Dr. to Shallow Springs Terr.
Palm Ave	-	E 8th Ave. to E Sacramento Ave.
Palmetto Ave	-	Mangrove Ave. to Moss Ave.
Rio Lindo Ave	-	Esplanade to Cohasset Rd.
Shallow Springs Terr	-	Palisades Dr. to Whispering Winds Ln.
Sierra Sunrise Terr	-	Bruce Rd. to Idyllwild Cir.
Spruce Ave	-	E 8th Ave. to E Sacramento Ave.
W 4th Ave	-	Warner St. to Esplanade
W Lassen Ave	-	Cussick Ave. to Esplanade
W Shasta Ave	-	Cussick Ave. to Esplanade
Warfield Ln	-	Bruce Rd. to Doe Mill Rd.
Whispering Winds Ln	-	Canyon Oaks Terr. To Shallow Springs Terr.
Yosemite Dr	-	California Park Dr. to Highway 32
Zanella Way	-	Skyway to Morrow Ln.

Figure 3



Source: City of Chico, Butte County, BCAG, and Caltrans.

Gridley Area Regional Network

State Highways

Name		*Road Segment*
State Highway 99	-	Within City Limits

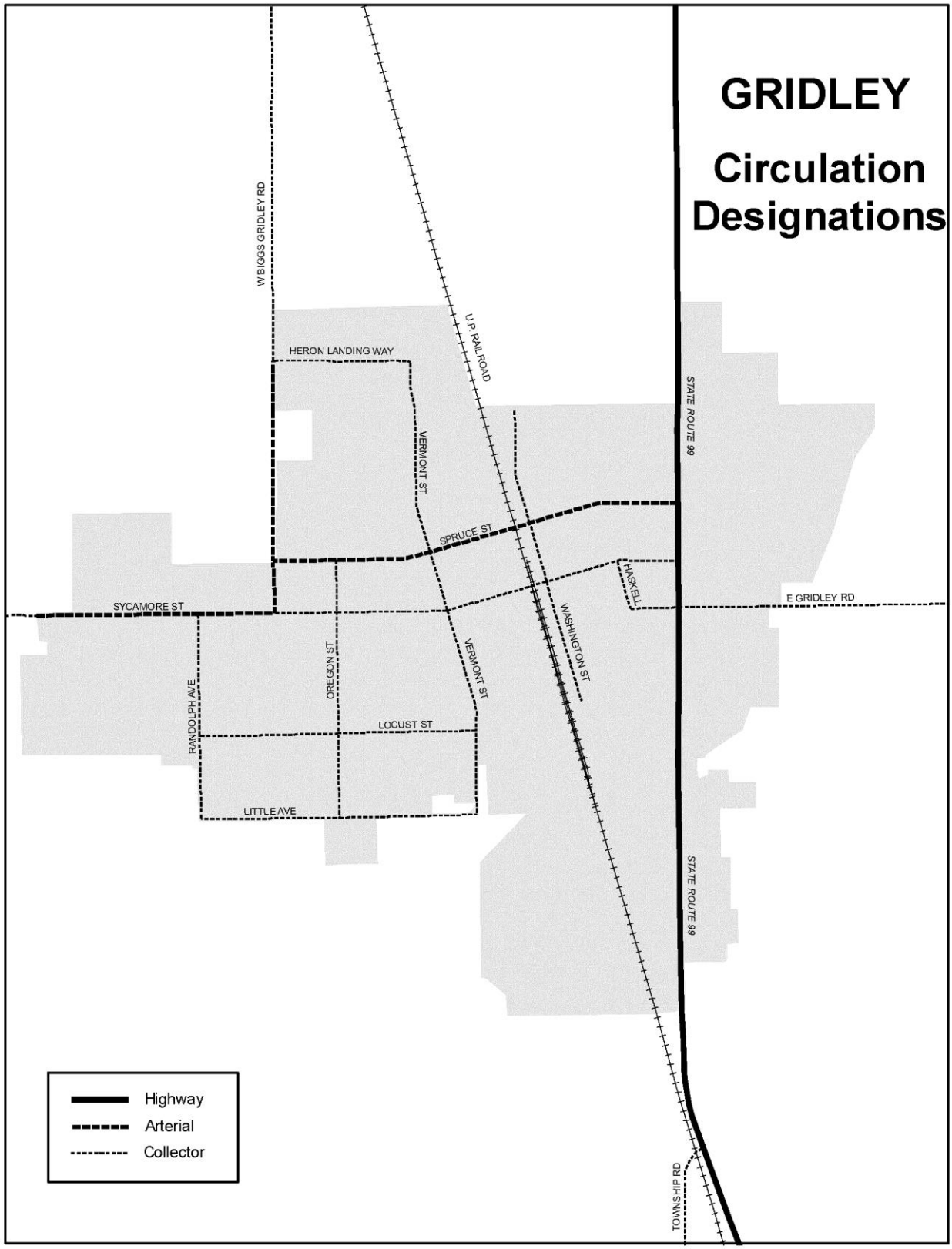
Arterials

Name		*Road Segment*
Spruce St	-	W Biggs Gridley Rd. to Highway 99
Sycamore St	-	Gridley City Limits to W Biggs Gridley Rd.
W Biggs Gridley Rd	-	Gridley City Limits to Sycamore St.

Collectors

Name		*Road Segment*
E Gridley Rd	-	Highway 99 to Gridley City Limits
Heron Landing Way	-	W Biggs Gridley Rd. to Vermont St.
Little Ave	-	Randolph Ave. to Vermont St.
Locust St	-	Randolph Ave. to Vermont St.
Magnolia St	-	Haskell St. to Highway 99
Oregon St	-	Spruce St. to Little Ave.
Randolph Ave	-	Sycamore St. to Little Ave.
Sycamore St	-	W Biggs Gridley Rd. to Highway 99
Vermont St	-	Heron Landing Way to Little Ave.
Washington St	-	Gridley City Limits to End

Figure 4



Source: City of Gridley, Butte County, BCAG and Caltrans.

Oroville Area Regional Network

State Highways

Name		*Road Segment*
State Highway 70	-	Within Sphere of Influence
State Highway 162	-	Within Sphere of Influence

Arterials

Name		*Road Segment*
Grand Ave	-	20th St. to Table Mountain Blvd.
Huntoon St	-	Montgomery St. to Lincoln St.
Larkin Rd	-	Oroville Dam Blvd. to Sphere of Influence
Lincoln Blvd	-	Oroville Dam Blvd. to Sphere of Influence
Lone Tree Rd	-	Ophir Rd. to Sphere of Influence
Lincoln St	-	Montgomery St. to Oroville Dam Blvd.
Lwr Wyandotte Rd	-	Upper Palermo Rd. to Oroville Bangor Hwy.
Montgomery St	-	Highway 70 to Orange Ave.
Nelson Ave	-	Thermalito Forebay to Table Mountain Blvd.
Ophir Rd	-	Highway 70 to Upper Palermo Rd.
Olive Hwy	-	Oroville Dam Blvd. to Miners Ranch Rd.
Orange Ave	-	Washington Ave. to Oroville Dam Blvd. E.
Oroville Dam Blvd E	-	Highway 70 to Orange Ave.
Oroville Dam Blvd W	-	Highway 99 to Highway 70
Power House Hill Rd	-	Ophir Rd. to Lone Tree Rd.
Table Mountain Blvd	-	Sphere of Influence to Montgomery St.
Washington Ave	-	Montgomery St. to Oroville Dam Blvd. E.

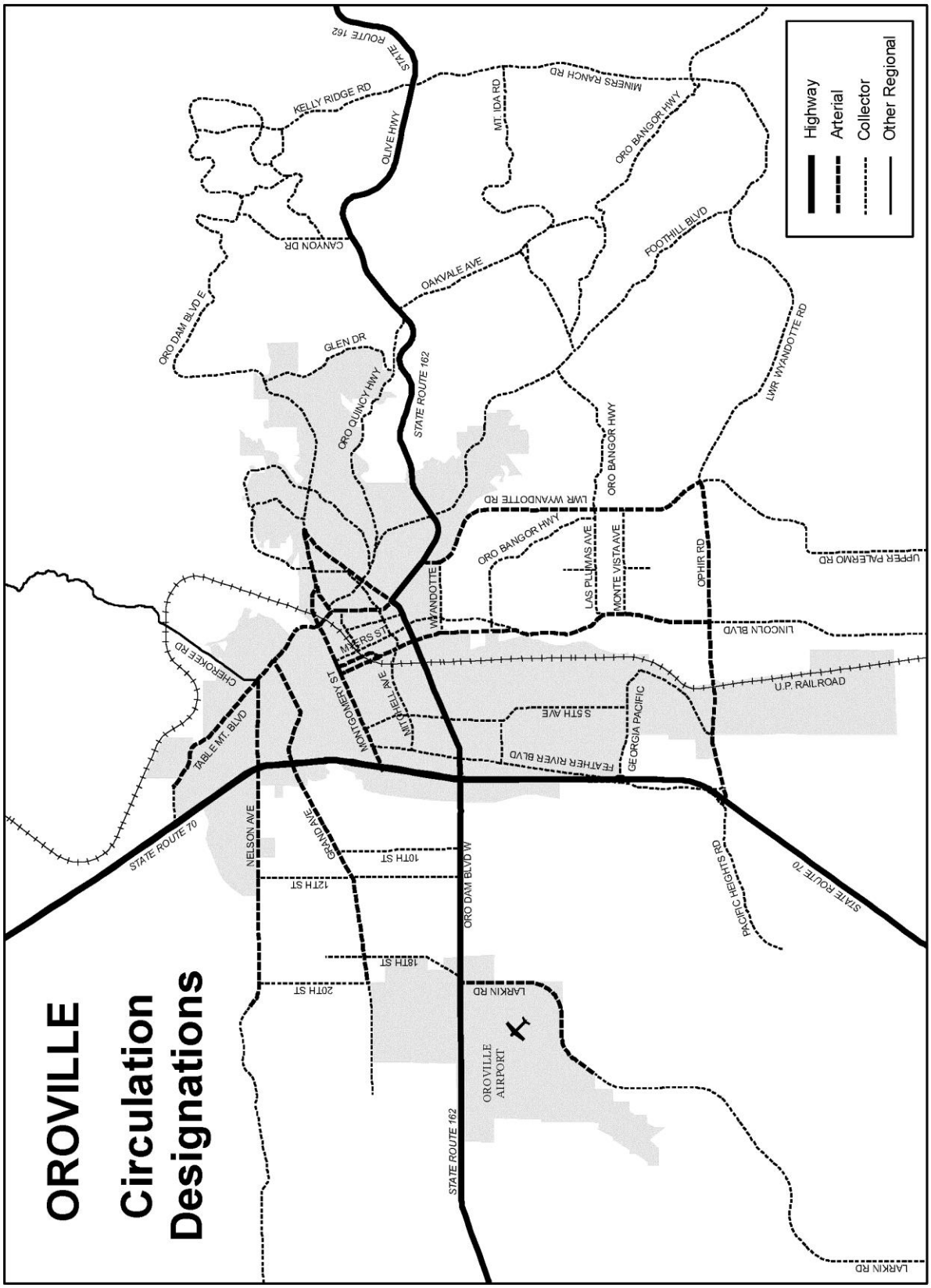
Collectors

Name		*Road Segment*
12th St	-	Nelson Ave. to Oroville Dam Blvd.
18th St	-	Tehama Ave. to Oroville Dam Blvd.
20th St	-	Nelson Ave. to Grand Ave.
5th Ave	-	Montgomery St. to Oroville Dam Blvd.
Almond Ave	-	Canyon Dr. to Hillcrest Ave.
Baggett-Marysville Rd	-	Georgia Pacific Way to Ophir Rd.
Baldwin Ave	-	Myers St. to Yard St.
Bridge St	-	Orange Ave. to Oroville Dam Blvd. E
Boynton Ave	-	Orange Ave. to Bridge St.
Cal Oak Rd	-	Feather River Blvd. to S. 5th Ave.
Canyon Dr	-	Royal Oaks Dr. to Olive Highway
Canyon Highlands Dr	-	Long Bar Rd. to Oroville Quincy Highway
Feather River Blvd	-	Montgomery St. to Ophir Rd.
Foothill Blvd	-	Oroville Quincy Hwy. to Lower Wyandotte Rd.
Glen Dr	-	Oroville Quincy Hwy. to Oroville Dam Blvd.
Georgia Pacific Way	-	Pacific Heights Rd. to Baggett Marysville Rd.
Grand Ave	-	End to 20th St.
Highlands Blvd	-	Canyon Highlands Dr. to Oro Dam Blvd. E.
Hillcrest Ave	-	Almond Ave. to Kelly Ridge Rd.
Kelly Ridge Rd	-	Royal Oaks Dr. to Olive Highway
Las Plumas Ave	-	Lincoln Blvd. to Lower Wyandotte Rd.

Collectors - continued

Name		*Road Segment*
Lodgeview Dr	-	Hillcrest Ave. to Royal Oaks Dr.
Long Bar Rd	-	Orange Ave. to Canyon Highlands Dr.
Miners Ranch Rd	-	Oroville Bangor Hwy. to Olive Hwy.
Mitchell Ave	-	Feather River Blvd. to Bridge St.
Mt. Ida Rd	-	Oroville Bangor Hwy. to Miners Ranch Rd.
Myers St	-	Montgomery St. to Lincoln Blvd.
Naranja Ave	-	Mt. Ida Rd. to Oroville Bangor Hwy.
Oakvale Ave	-	Olive Highway to Mt. Ida Rd.
Oroville Dam Blvd E	-	Orange Ave. to Canyon Dr.
Oroville Bangor Hwy	-	Lincoln Blvd. to Sphere of Influence
Oroville Quincy Hwy	-	Oroville Dam Blvd. E to Olive Hwy
Pacific Heights Rd	-	Georgia Pacific Way to Sun Cloud Cir.
Royal Oaks Dr	-	Canyon Dr. to Lodgeview Dr.
S 5th Ave	-	Oroville Dam Blvd. E. to Georgia Pacific Way
Solana Dr	-	Royal Oaks Dr. to Hillcrest Ave.
Spencer Ave	-	Baldwin Ave. to Oroville Dam Blvd. East
Upper Palermo Rd	-	Ophir Rd. to Sphere of Influence
Walmer Rd	-	Lincoln Blvd. to Las Plumas Ave.
Wyandotte Ave	-	Lincoln Blvd. to Lower Wyandotte Rd.
Yard St	-	Baldwin Ave. to Washington Ave.

Figure 5



Source: City of Oroville, Butte County, BCAG and Caltrans.

Paradise Area Regional Network

Arterials

Name		*Road Segment*
Bille Rd	-	Skyway to Clark Rd.
Clark Rd	-	Skyway to Paradise Town Limits
Elliott Rd	-	Skyway to Clark Rd.
Pearson Rd	-	Skyway to Pentz Rd.
Skyway	-	Within Town Limits
Wagstaff Rd	-	Skyway to Clark Rd.

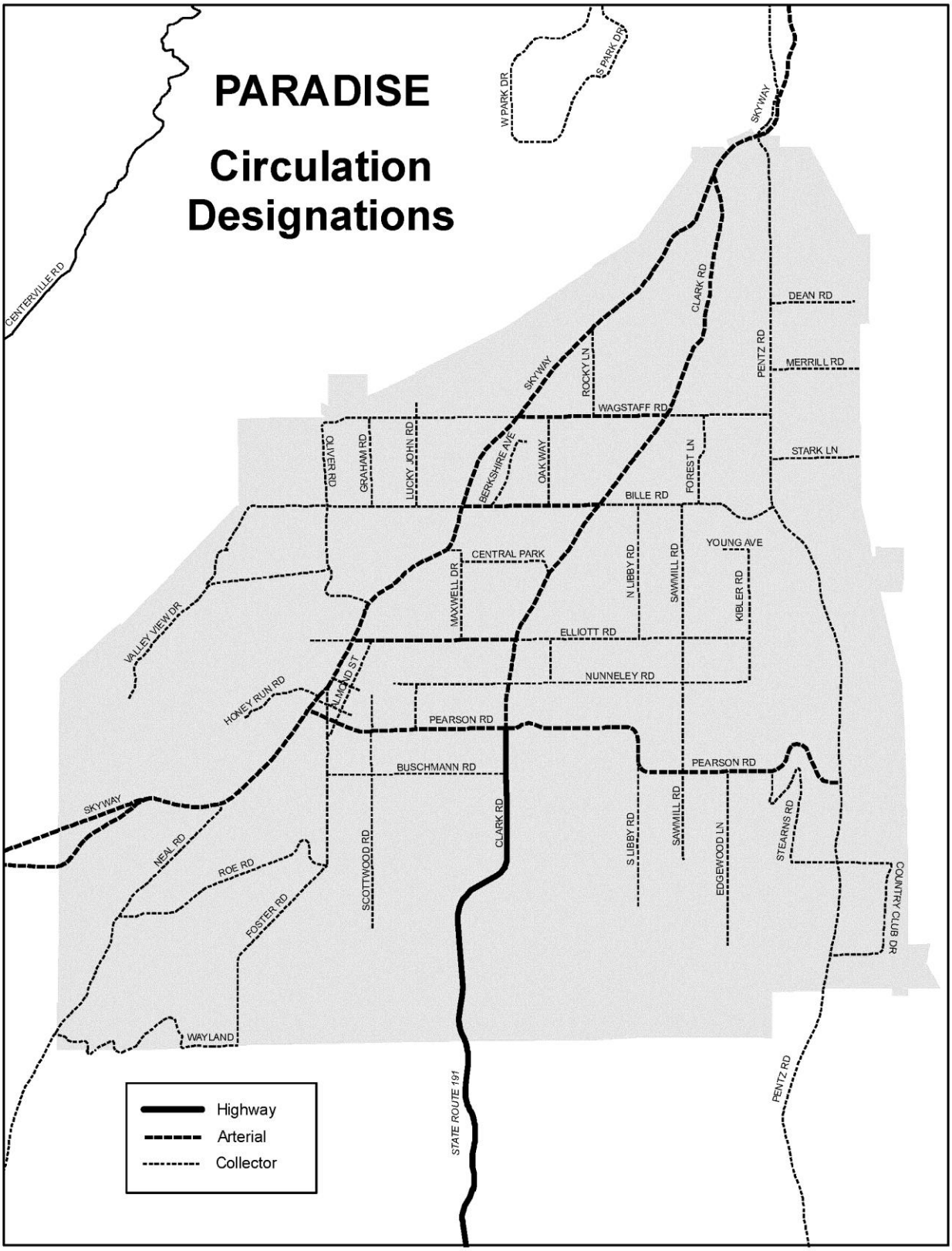
Collectors

Name		*Road Segment*
Academy Dr	-	Nunneley Rd. to Pearson Rd.
Almond St	-	Elliot Rd. to Foster Rd.
Berkshire Ave	-	Diamond Ave. to Billie Rd.
Bille Rd	-	Forty Oaks Ln. to Skyway & Clark Rd. to Pentz Rd.
Birch St	-	Skyway to Black Olive Dr.
Buschmann Rd	-	Foster Rd. to Clark Rd.
Central Park Dr	-	Maxwell Dr. to Clark Rd.
Cliff Dr	-	Bille Rd to Shadow Mtn. Ln.
Copeland Rd	-	Elliot Rd. to Nunneley Rd.
Country Club Dr	-	Stearns Rd. to Pentz Rd.
Dean Rd	-	Pentz Rd. to Dean Pl.
Edgewood Ln	-	Pearson Rd. to Marston Way
Elliott Rd	-	Oakmore Dr. to Skyway & Clark Rd. to Kibler Rd.
Fir St	-	Skyway to Black Olive Dr.
Forest Ln	-	Wagstaff Rd. to Billie Rd.
Foster Rd	-	Skyway to Wayland Rd.
Graham Rd	-	Wagstaff Rd. to Billie Rd.
Honey Run Rd	-	Honey View Terr. To Skyway
Kibler Rd	-	Young Ave. to Nunneley Rd.
Lucky John Rd	-	Waggoner Rd. to Billie Rd.
Maxwell Dr	-	Skyway to Elliot Rd.
Merrill Rd	-	Belleview Dr. to Paradise Town Limits
N Libby Rd	-	Billie Rd. to Elliot Rd.
Neal Rd	-	Skyway to Paradise Town Limits
Nunneley Rd	-	Shady Ln. to Kibler Rd.
Oak Way	-	Wagstaff Rd. to Billie Rd.
Oliver Rd	-	Wagstaff Rd. to Skyway
Pentz Rd	-	Skyway to Paradise Town Limits (south)
Rocky Ln	-	Skyway to Wagstaff Rd.
Roe Rd	-	Foster Rd. to Neal Rd.
S Libby Rd	-	Pearson Rd. to Bennett Rd.
Sawmill Rd	-	Billie Rd. to Beverly Glen Ave.
Scottwood Rd	-	End to Kinsey Way
Shadow Mtn. Ln	-	Cliff Dr. to Valley View Dr.
Stark Ln	-	Pentz Rd. to Paradise Town Limits
Stearns Rd	-	Pearson Rd. to Drendel Cir.
Valley View Dr	-	Bartels Pl. to Oliver Rd.

Collectors - continued

Name		*Road Segment*
Wagstaff Rd	-	Oliver Rd. to Skyway & Clark Rd. to Pentz Rd.
Wayland Rd	-	Neal Rd. to Foster Rd.
Young Ave	-	Maxwood Dr. to Kibler Rd.

Figure 6



Source: Town of Paradise, Butte County, BCAG, and Caltrans.

APPENDIX 8

2020 Regional Transportation Plan and Sustainable Communities Strategy

Performance Report

December 2020

326 Huss Drive, Suite 150, Chico, CA 95928
530-809-4616
www.bcag.org

Introduction

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

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

Federal Performance Management Targets

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

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

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

Safety Performance Management (PM1)

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

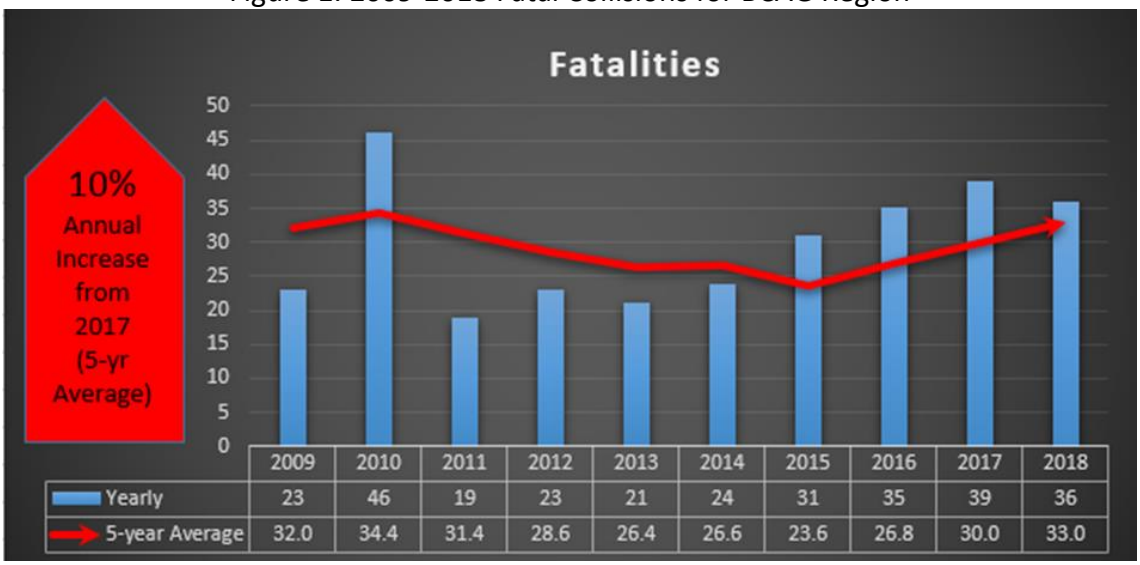
Table 1. Statewide Safety Performance Targets - Year 2020

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

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

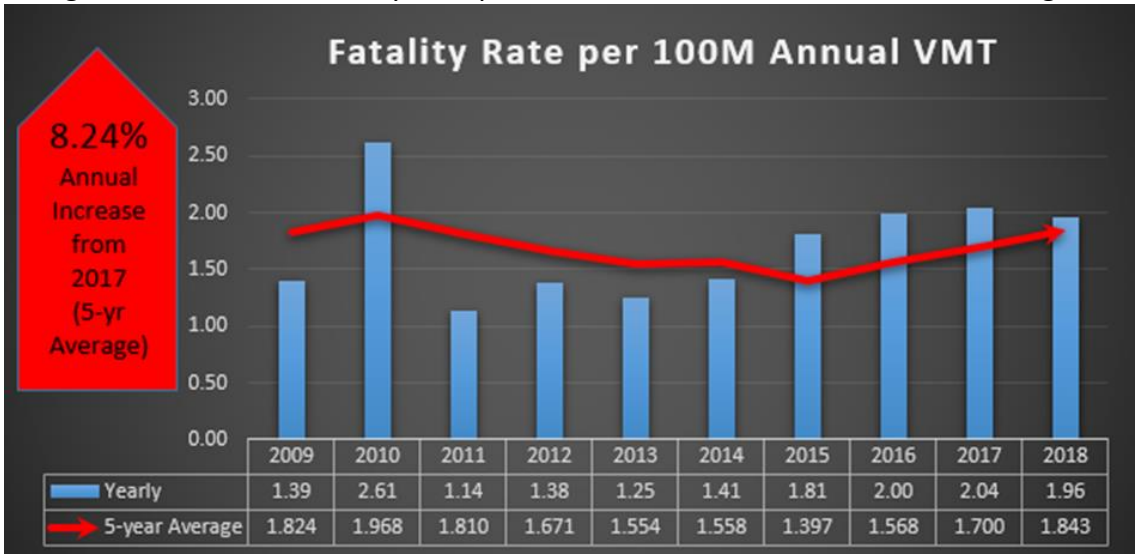
Over the last 10 years, an average of 30 people died in vehicle collisions on our region's roads and highways. The latest 5-year average (2018) shows a 10% annual increase from the previous year.

Figure 1. 2009-2018 Fatal Collisions for BCAG Region



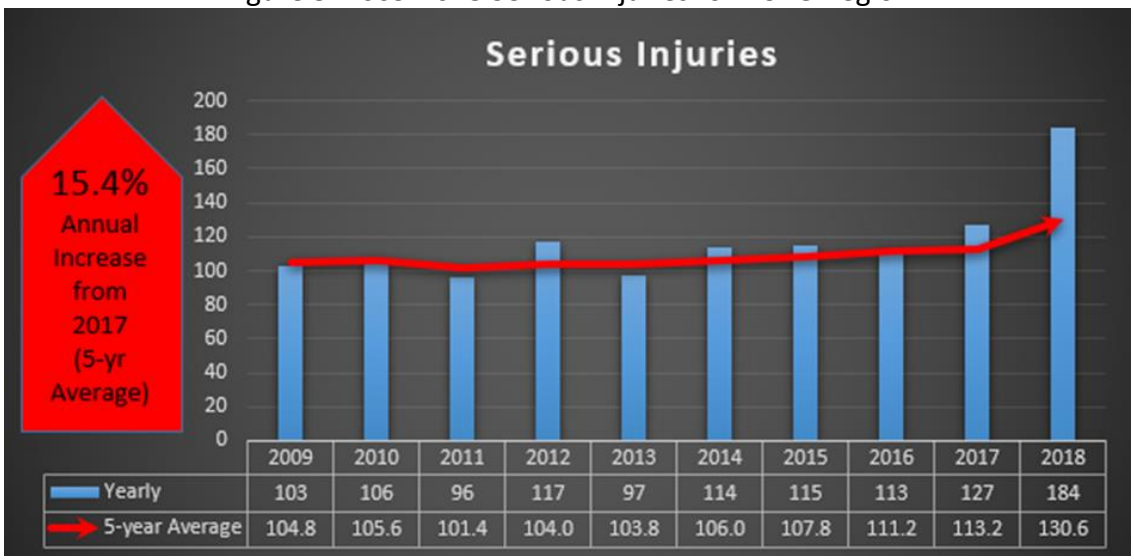
The region's 2018 collision fatality has returned to highs not seen since 2010. The latest 5-year average (2018) shows an 8.24% annual increase from 2017.

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



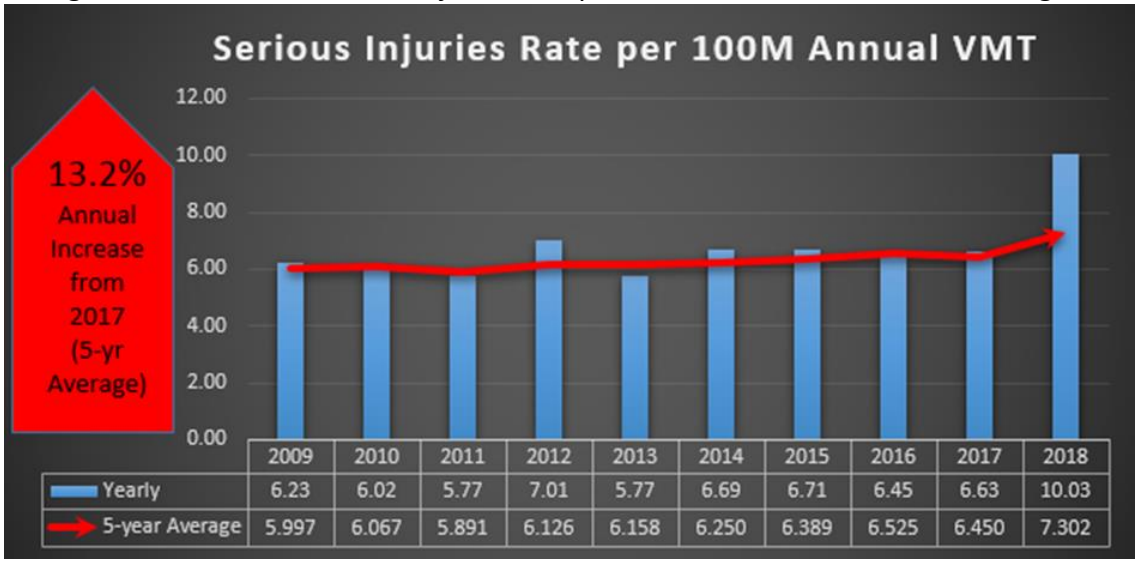
Between the years 2009 and 2017, the region averaged 110 annual serious injuries. In 2018, the region's serious injuries were at 184, double that of the 97 injuries 5 years prior (2013).

Figure 3. 2009-2018 Serious Injuries for BCAG Region



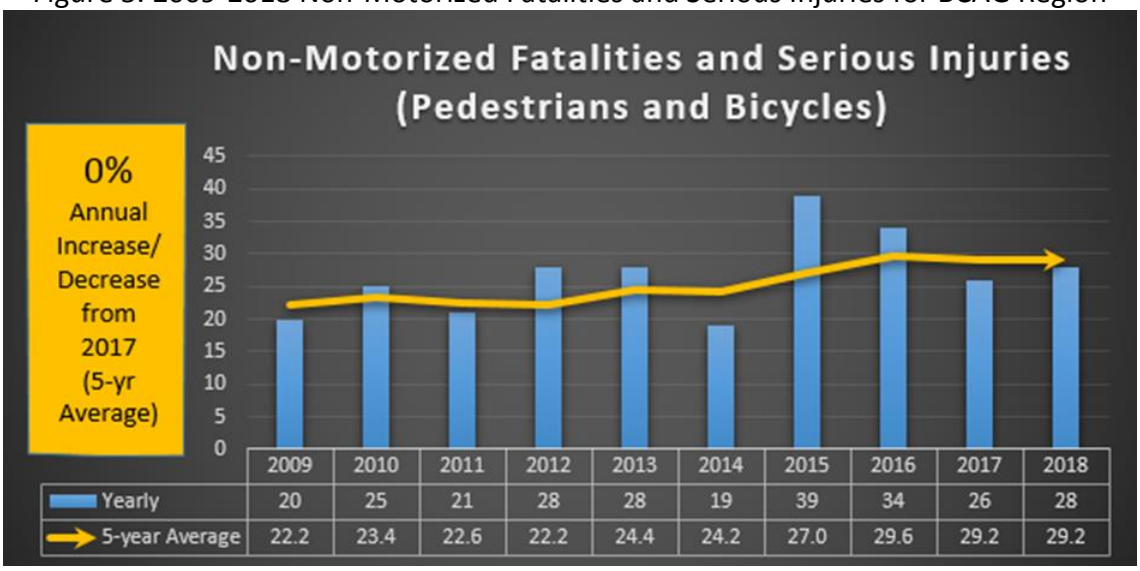
The 2018 serious injury rate of 10.3 serious injuries per 100 million annual vehicle miles of travel (VMT) has a significant contribution to the latest 5-year average which shows a 13.2% annular increase from 2017.

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



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

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



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

Pavement and Bridge Condition Performance Management (PM2)

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

Table 2. Statewide Infrastructure Condition Targets - Year 2019

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

**Applicable to the BCAG Region*

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

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

Table 3. Local National Highway System – Roadways

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

Source: Caltrans GIS Data Library (2018)

Table 4. Local National Highway System – Bridges

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

Source: Caltrans GIS Data Library (2018)

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

Table 5. California NHS Pavement Conditions

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

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

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

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

Table 6. California NHS Bridge Conditions

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

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets

Source: Caltrans Division of Transportation Asset Management

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

System Performance Management (PM3)

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

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

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

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

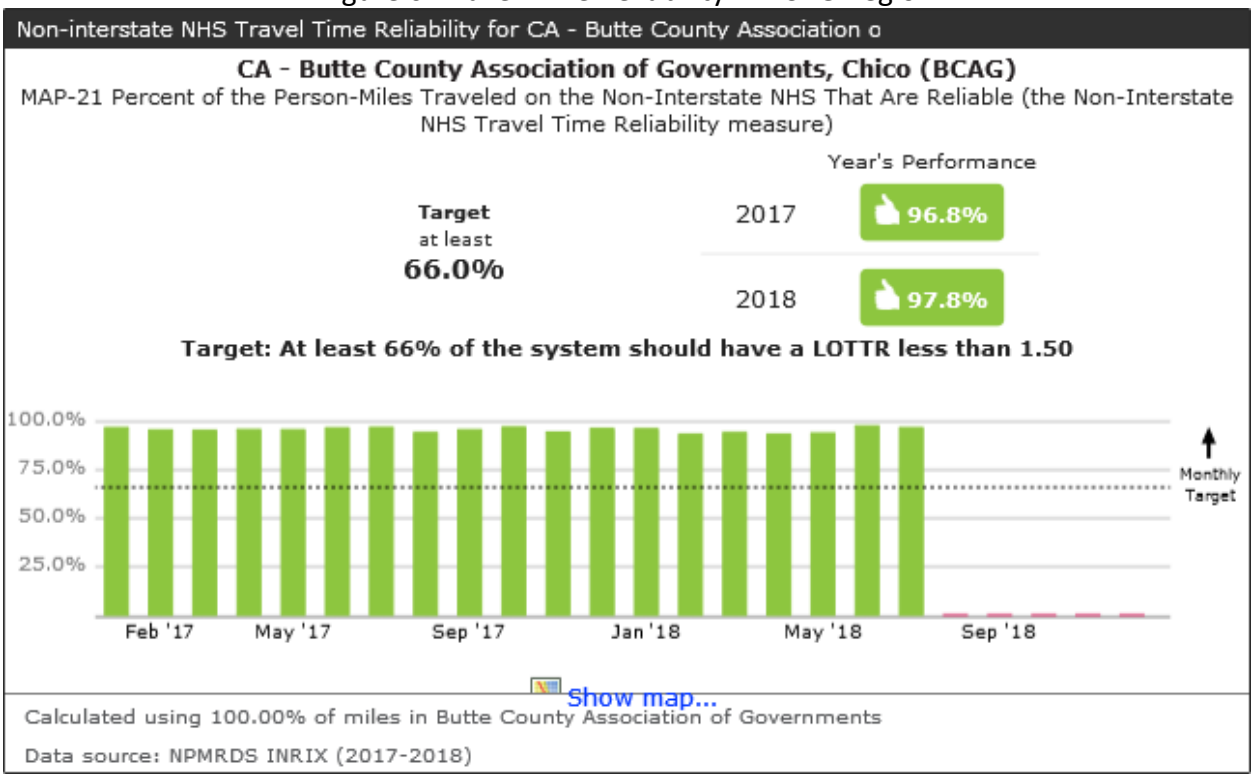
Table 7. Statewide System Performance Targets - Year 2019

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

**Applicable to BCAG Region*

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

Figure 6. Travel Time Reliability in BCAG Region



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Criteria and Methodology Used to Prioritize Projects

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

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

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

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

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

Regional Transportation Plan Performance

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

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

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

Table 12. Safety and Public Health Performance Measures

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

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

Table 13. Mobility/Accessibility Performance Measures

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

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

Table 14. Reliability Performance Measure

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

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

Table 15. Productivity Performance Measures

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

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

Table 16. System Preservation Performance Measures

Factor	Measure	Current Performance Base Year (2018)	Projected Impact of Constrained Plan Year 2040	Data Source*
System Preservation	Average Pavement Condition Index [1]– Local Streets and Roads	60	increase	CA SR 2018
	Percentage of Local Highway Bridge Lane Miles in need of Replacement or Rehabilitation[2]	34%	decrease	CA SR 2018
	Percentage of Transit Assets exceeding FTA "Useful Life"	8.62%	decrease	B-Line 2018

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

Table 17. Environmental Stewardship Performance Measures

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

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

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

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

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

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

Table 18. Social Equity Performance Measures

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

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

Agency Coordination and Public Participation

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

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

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

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

APPENDIX 9

2020 RTP/SCS – Title VI and Environmental Justice Communities

Title VI Communities

BCAG staff analyzed the demographic data for the region to identify minority populations as required by federal regulations. As with the 2016 RTP/SCS, BCAG utilized the following definition.

- Minority: Census Block Groups where 40 percent or more of the population is Asian Pacific Islander, African American, Hispanic, Native American or other Non-White ethnic group, based on 2012-2017 ACS data.

Figure 1. includes a map of the region depicting Title VI Communities.

Table 1. below incudes the Title VI demographic profile of the region based on the 2012-2017 American Community Survey (ACS) data analyzed.

Table 1. Title VI Demographic Profile of Butte County Region (2012-2017 ACS)

Butte County	Population	White	Black	American Indian/Alaskan Native	Asian	Native Hawaiian/Other Pacific Islander	Other Race	Two or more races	Hispanic or Latino	Total Minority
Title VI Communities	51,157	49.63%	2.83%	1.19%	10.20%	0.18%	0.19%	6.82%	28.94%	50.37%
Non-Title VI Communities	174,050	79.74%	1.05%	0.59%	2.66%	0.15%	0.16%	3.78%	11.86%	20.26%
Butte County Total	225,207	72.90%	1.46%	0.73%	4.37%	0.16%	0.16%	4.47%	15.74%	27.10%

Table 2. below includes the Title VI analysis of the distribution of State and Federal Transportation funds in the aggregate for public transportation purposes.

Table 2. Title VI Analysis of State and Federal Fund Distributions in the Butte County Region

Benefits Title VI Communities?	Roadway Project Investments	Transit Investments	Non-Motorized Investments	Total Investments
Yes	$430,980	$67,235	$47,959	$546,174
No	$365,019	$4,980	$35,246	$405,245
Butte County Total	$795,999	$72,215	$83,205	$951,419

Environmental Justice Communities

Like the identification of Title VI Communities, BCAG analyzed demographic data to identify minority, low-income, and disadvantaged areas based on the following definitions

- Low-Income: Census Block Groups where 45 percent or more of the population lives at 200 percent or less of the federal poverty level, based on 2012-2017 ACS data. This uses the more

specific block group geography rather than larger census tracts to assess more precisely the areas with higher concentrations of poverty.

- Minority: Census Block Groups where 40 percent or more of the population is Asian Pacific Islander, African American, Hispanic, Native American or other Non-White ethnic group, based on 2012-2017 ACS data.
- Disadvantaged: Census Tracts identified using CalEnviroScreen 3.0 with a score of 81 – 100%. CalEnviroScreen is a science-based mapping tool that helps identify California communities that are most affected by many sources of pollution, and that are often especially vulnerable to pollution's effects. CalEnviroScreen uses environmental, health, and socioeconomic information to produce a numerical score for each census tract in the state

Figure 1. includes a map of the region depicting Environmental Justice Communities.

Table 3. below incudes the Environmental Justice demographic profile of the region based on the 2012-2017 American Community Survey (ACS) data analyzed.

Table 3. Environmental Justice Demographic Profile of Butte County Region (2012-2017 ACS and CalEnviroScreen 3.0)

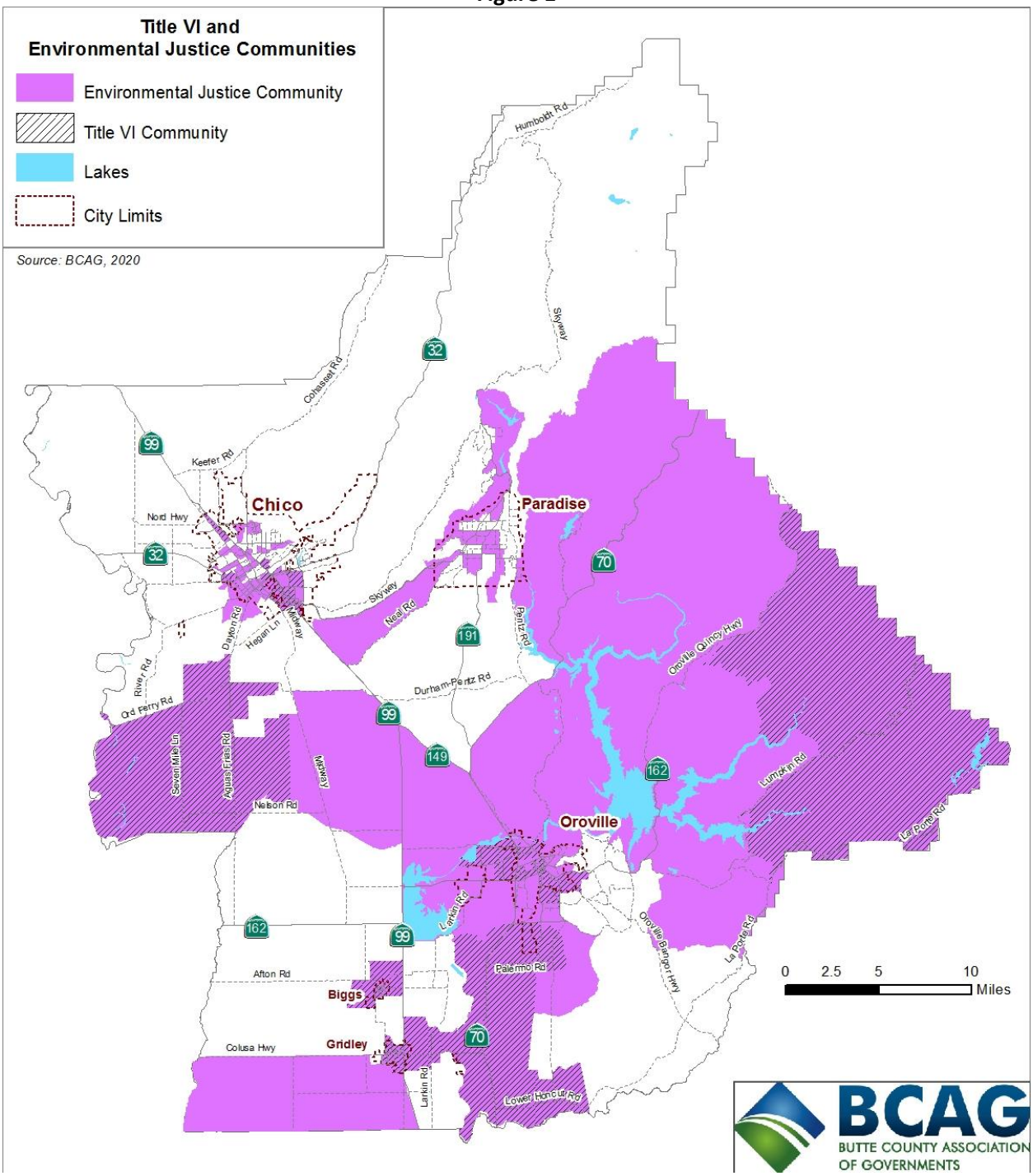
Butte County	Population	Minority Population	Low Income Population	Disadvantaged Population	% Minority	% Low Income	% Disadvantaged
EJ Communities	126,649	44,051	68,812	8,714	34.78%	54.33%	6.88%
Non-EJ Communities	98,558	16,972	23,100	0	17.22%	23.44%	0.00%
Butte County Total	225,207	61,023	91,912	8,714	27.10%	40.81%	3.87%

Table 4. below includes the Environmental Justice analysis of the distribution of State and Federal Transportation funds in the aggregate for public transportation purposes.

Table 4. Environmental Justice Analysis of State and Federal Fund Distributions in the Butte County Region

Benefits Environmental Justice Communities?	Roadway Project Investments	Transit Investments	Non-Motorized Investments	Total Investments
Yes	$663,939	$69,965	$81,472	$815,376
No	$132,060	$2,250	$1,733	$136,043
Butte County Total	$795,999	$72,215	$83,205	$951,419

Figure 1


Title VI and
Environmental Justice Communities
Environmental Justice Community
Title VI Community
Lakes
City Limits
Source: BCAG, 2020
Humboldt Rd
Skyway
Cohasset Rd
Keefer Rd
Chico
Nord Hwy
Paradise
Skyway
Neal Rd
Pentz Rd
Oroville Quincy Hwy
Durham-Pentz Rd
Dayton Rd
Hegan Ln
Midway
River Rd
Ord Ferry Rd
Seven Mile Ln
Aguas Frias Rd
Midway
Nelson Rd
Oroville
Lumpkin Rd
La Porte Rd
Larkin Rd
Palermo Rd
Oroville Bangor Hwy
La Porte Rd
Afton Rd
Biggs
Colusa Hwy
Gridley
Larkin Rd
Lower Honcut Rd
0 2.5 5 10
Miles
BCAG
BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS

FINANCIALL CONSTRAINED - PROGRAMMED - SHORT TERM

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
1	BCAG	FTIP	RTP	Transit	Butte Regional Transt - Capital and Operating Assistance	Federal Transit Admininstration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit. (Fixed Route and Paratransit)	20200000200	Federal Transit Administration Funds & Transportation Development Act Funds	$ 27.3 million	Programmed	39.70508	-121.82174	Ongoing	27,300
2	BCAG & Work Training Center	FTIP	RTP	Transit	Paratransit Assistance Program	Non Infrastructure Projects in Butte County for the Help Central Mobility Management Program for Butte 211 call center and for Butte Regional Transit for supplemental ADA paratransit operations. (Paratransit Only)	20200000182	Federal Transit Administration	$ 0.6 million	Programmed	39.70469	-121.82219	Ongoing	600
20	Biggs	FTIP	RTP	Bicycle & Pedestrian	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.	20200000217	Congestion Mitigation and Air Quality Program	$ 0.172 million	Programmed	39.41559	-121.70701	2021	172
21	Biggs	FTIP	RTP	Bicycle & Pedestrian	Safe Routes to Schools Program	Construct new ped/bike facilities along 2nd & E Streets.	20200000198	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	$ 1.5 million	Programmed	39.41684	-121.70750	2024	1,500
22	Butte County	FTIP	RTP	Bicycle & Pedestrian	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. on Autry from Las Plumas to Monte Vista and along Monte Vista from Autry Ln to Lincoln Blvd.	20200000196	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	$3.15 million	Programmed	39.47677	-121.53584	2024	3,150
23	Butte County	FTIP	RTP	Bicycle & Pedestrian	Butte County Safe Routes Resource Center	Non Infrastructure Project. Butte County Safe Routes Program.	BC-BIKE-ATP-2020-1	Active Transportation Program & Local Agency funds	$ 1.14 million	Programmed	39.52244	-121.55214	2022	1,140
24	Butte County	FTIP	RTP	Bicycle & Pedestrian	Monte Vista & Lower Wyandotte Class II Bike Project	Construct Class II bike facilities along Monte Vista Av and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave. From Lincoln Blvd. along Monte Vista to Lower Wyandotte and up Lower Wyandotte from Monte Vista to Las Plumas.	20200000195	Congestion Mitigation and Air Quality Program	$ 0.75 million	Programmed	39.47677	-121.53062	2020	750
25	Butte County	FTIP	RTP	Bicycle & Pedestrian	Palermo/South Oroville SRTS Project, Phase 3	Design Curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. From Hewitt Ave from Palermo Rd up to Baldwin Ave. Along Balwin Ave. from Hewitt to Lincoln Blvd. Down Lincoln Blvd. from Baldwin ave to Palermo Rd. Also on Palermo Rd from Lincoln to Palermo Middle School.	20200000218	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 2.35 million	Programmed	39.43518	-121.55140	2025	2,350
27	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cherokee Road at Thermalito Canal, 0.4 minle northeast of Table Mountain Blvd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0258.	20200000056-2019-10	Caltrans Local Highway Bridge Program & Local Agency funds	$.144 million	Planned	39.52899	-121.55559	2021	144
28	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway. At Western Canal, 0.2mile north of Nelson Shippee Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0040.	20200000056-2019-11	Caltrans Local Highway Bridge Program & Local Agency funds	$ .037 million	Planned	39.54004	-121.760463	2021	37

29	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road . At West Branch Edgar Slough, 3.7 mile east of Glenn County Line. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0088.	20200000056-2019-12	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.028 million	Planned	39.63699	-121.908155	2021	28
30	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy. At Butte Creek, 1.1 mile east of Midway. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0033.	20200000056-2019-13	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.109 million	Planned	39.67822	-121.777715	2021	109
31	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway. At Butte Creek, 0.5 mile southeast of Humbug Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0009R.	20200000056-2019-14	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.088 million	Planned	39.70446	-121.771336	2021	88
32	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway. At Union Pacific Rail Road, 1.2 miles north of Durham Dayton Hwy. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0255.	20200000056-2019-15	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.094 million	Planned	39.64605	-121.80062	2021	94
33	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Nelson Rd. At Edgar Slough O/F, 0.2 mile east of 7 Mile Lane. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0403.	20200000056-2019-16	Caltrans Local Highway Bridge Program & Local Agency funds	$0.016 million	Planned	39.54593	-121.904849	2021	16
34	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Nelson Rd. At Ash Creek, 1.5 mile west of the Midway. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0026.	20200000056-2019-17	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.034 million	Planned	39.55141	-121.79159	2021	34
35	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Pentz. At West Branch Clear Creek, 4.1 miles east of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0248.	20200000056-2019-18	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.038 million	Planned	39.64207	-121.64584	2021	38
36	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	East Gridley Rd. At Feather River, 1.0 mile east of Larkin Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0022.	20200000056-2019-19	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.237 million	Planned	39.36585	-121.64592	2021	237
37	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	El Monte Ave. At Dead Horse Slough, 0.1 mile north of State Route 32.Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0392.	20200000056-2019-20	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.025 million	Planned	39.74143	-121.80025	2021	25
38	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Larkin Rd. At Sutter Butte Canal, 1.5 miles north of Oroville Gridley Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0166.	20200000056-2019-21	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.023 million	Planned	39.38458	-121.65413	2021	23
39	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Dayton Hwy. At Hamlin Slough, 1.6 mile west of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0423.	20200000056-2019-22	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.048 million	Planned	39.64658	-121.74564	2021	48
40	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Dayton Hwy. At Butte Creek, 3.8 miles west of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0004.	20200000056-2019-23	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.131 million	Planned	39.64589	-121.78581	2021	131
41	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	County Bridge Preventive Maintenance Program (BPMP) Development. Staff time.	20200000056-2019-6	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.012 million	Planned	39.52516	-121.57142	2021	12
42	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road. At Angel Slough 0.1 mile east of River Rd. Scope is to replace bearing pads. Bridge No. 12C0241.	20200000056-2019-7	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.054 million	Planned	39.63165	-121.92874	2021	54
43	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Table Mountain Blvd. At Feather River, 0.1 mile northwest of Montgomery St. in Oroville. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0221.	20200000056-2019-8	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.042 million	Planned	39.51771	-121.54995	2021	42
44	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway. At Magalia Reservior Spillway at the Magalia Dam. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0395.	20200000056-2019-9	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.346 million	Planned	39.81561	-121.58179	2021	346

45	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road over Tributary to Little Chico Creek west of River Road. Construct a new 2 lane bridge to replace the existing 2 lane low water crossings. Bridge No. 00L0092.	20200000056-2019-1	Caltrans Local Highway Bridge Program & Local Agency funds	$ 16.3 million	Programmed	39.63037	-121.93363	2025	16,300
46	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway Rd over Butte Creek, 0.3 mile south of White Drive and Midway over Butte Creek Overflow, 3.9 mile north of Nelson Rd. Replace two existing structurally deficient 2 lane bridges with a new 2 lane bridge. Bridge No. 12C0052 & 12C0053.	20200000056-2019-2	Caltrans Local Highway Bridge Program, Local Agency and State Transportation Improvement Program funds	$ 18.8 million	Programmed	39.60646	-121.78512	2022	18,800
47	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd. over Hamilton Slough 0.2 mile east of SR 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. Bridge No. 12C0164.	20200000056-2019-3	Caltrans Local Highway Bridge Program funds	$ 1.3 million	Programmed	39.42514	-121.68612	2021	1,300
48	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd over Sutter-Butte Canal 0.8 mile east of SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Bridge No. 12C0165.	20200000056-2019-4	Caltrans Local Highway Bridge Program funds	$ 2.6 million	Programmed	39.42792	-121.67806	2021	2,600
49	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd. Over Little Chico Creek, 1 mile east of River Rd. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.Bridge No. 12C0242.	20200000056-2019-5	Caltrans Local Highway Bridge Program & Local Agency funds	$ 7.5 million	Programmed	39.63697	-121.90820	2022	7,500
50	Butte County	FTIP	RTP	Capacity Increasing	Central House Rd Over Wymann Ravine Bridge	Located at 0.2 miles east of SR 70. Scope is to replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No: 12C011	20200000107	Caltrans Local Highway Bridge Program funds	$ 4 million	Programmed	39.35017	-121.59838	2023	4,000
71	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails. H9-03-001.	20200000070-2019-2	Highway Safety Improvement Program and Local Agency Funds	$ 1.0 million	Programmed	39.86123	-121.78343	2021	1,000
74	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Bridge Rail Upgrade	SR 99 - In and near Chico, from north of Route 162 to north of Broyles Road. Bridge rail upgrade at six locations. (EA 0H330)	20200000162-2019-1	SHOPP - Bridge Preservation Program funds	$9.1 million	Programmed	39.49624	-121.68869	2021	9,100
75	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Bridge Scour Mitigation	SR 99 - Near Richvale, at Cottonwood Creek Bridge No. 12-0120, from 0.3 mile south to 0.5 mile north of Nelson Avenue. Replace and realign scour-critical bridge. (EA 0F290)	20200000162-2019-2	SHOPP - Bridge Preservation Program funds	$15.6 million	Programmed	39.519351	-121.68877	2021	15,600
76	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Permanent Restoration	SR 70 - Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure. (EA 3H540)	20200000213	SHOPP - Emergency Response Major Damage funds	$58.9 million	Programmed	39.842416	-121.40506	2023	58,900
77	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Transportation Management Systems	SR 99 - In and near Chico, from Southgate Avenue to Garner Lane. Install Traffic Management System (TMS) elements. (EA 1H860)	20200000206	SHOPP - Mobility Program funds	$11.6 million	Programmed	39.700406	-121.78495	2022	11,600
78	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Roadside Enhancement	SR 70 - In Butte County, on Route 70 at approximately 7.0 miles south of Oroville; also in Colusa County on Route 20 at approximately 4.0 miles east of Colusa. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats. (EA 2H140)	20200000202	SHOPP - Roadside Preservation funds	$1.9 million	Programmed	39.39034	-121.60720	2020	1,900
79	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 162 Safety Improvements	SR 162 - In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. (EA 2H630)	10200000164-2019-1	SHOPP - Collision Reduction funds	$22.4 million	Programmed	39.500994	-121.53236	2022	22,400

80	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Safety Improvements	SR 32 - In Chico, from West Sacramento Avenue (East) to West Sacramento Avenue (West). Construct two roundabouts. (EA 2H240)	10200000164-2019-2	SHOPP - Collision Reduction funds	$6.8 million	Programmed	39.732208	-121.86179	2022	6,800
81	Caltrans **REGIONALLY SIGNIFICANT**	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 1)	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. SHOPP Safety Only. Add center turn lane and 8 foot shoulders. (EA 3H71U)	10200000176	SHOPP funds	$32.72 million	Programmed	39.430826	-121.60511	2020	32,720
82	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 1)	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Widen from 2 lanes to 4 lanes. (EA 3H71U). Capacity increasing portion only.	10200000176	Federal Demonstration Funds, STIP Funds, funds (RIP &IIP)	$12.48 million	Programmed	39.430826	-121.60511	2020	12,480
83	Caltrans **REGIONALLY SIGNIFICANT**	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 2)	SR 70 near Oroville, from 0.2 mile north of Cox Lane to 0.1 mile north of Palermo Road/Welsh Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. (EA 3H72U)	10200000177	SHOPP funds	$36.86 million	Programmed	39.386025	-121.61117	2021	36,860
84	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 2)	On SR 70, near Oroville, from 0.2 mile north of Cox Lane to 0.1 mile north of Palermo Road/Welsh Road. Widen from 2 lanes to 4 lanes. (EA 3H72U))	10200000177	Federal Demonstration Funds, STIP Funds (RIP & IIP	$13.665 million	Programmed	39.386025	-121.61117	2021	13,665
85	Caltrans **REGIONALLY SIGNIFICANT**	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 3)	On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3H930 & 3F282)	10200000205	SHOPP funds	$44.068 million	Programmed	39.30832	-121.59541	2022	44,068
86	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 3)	On SR 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3F282)	10200000205	STIP Funds (RIP & IIP)	$21.8 million	Programmed	39.30832	-121.59541	2022	21,800
87	Caltrans	FTIP	RTP	Bicycle & Pedestrian	SR 32 ADA Curb Ramps	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	20200000129	SHOPP - Mandates Program funds	$5.4 million	Programmed	39.720062	-121.84510	2020	5,400
88	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Safety Improvements	SR 32 - Near Chico, from Gianella Road to Muir Avenue. Install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehabilitate culverts. (EA 4H880)	CA-SAFE-SHOPP-2020-1	SHOPP - Collision Reduction funds	$21.9 million	Programmed	39.752459	-121.99146	2022	21,900
89	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	CA-MAINT-SHOPP-2020-1	SHOPP - Roadway Preservation funds	$33.2 million	Programmed	39.750757	-121.90385	2025	33,200
90	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	CA-MAINT-SHOPP-2020-2	SHOPP - Roadway Preservation funds	$16.1 million	Programmed	39.347997	-121.68777	2025	16,100
91	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 191 Permanent Restoration	SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	CA-SAFE-SHOPP-2020-2	SHOPP - Emergency Response Major Damage funds	$12.5 million	Programmed	39.714415	-121.61158	2021	12,500

92	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Permanent Restoration	SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slipouts by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	CA-SAFE-SHOPP-2020-3	SHOPP - Emergency Response Major Damage funds	$19.35 million	Programmed	39.95889	-121.63728	2022	19,350
93	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Permanent Restoration	SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	CA-SAFE-SHOPP-2020-4	SHOPP - Emergency Response Major Damage funds	$6.73 million	Programmed	39.730574	-121.49428	2022	6,730
96	Chico	FTIP	RTP	Bicycle & Pedestrian	Esplanade Corridor Safety and Accessibility Improvement Project	Project includes various non motorized "complete streets" improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are both on Esplande and Oleander.	20200000194	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation	$ 7.7 million	Programmed	39.73776	-121.84573	2022	7,700
97	Chico	FTIP	RTP	Bicycle & Pedestrian	Litte Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	CH-BIKE-ATP-2020-1	Local Agency & Active Transportation Program Funds	$ 2.142 million	Programmed	39.73430	-121.81723	2023	2,142
98	Chico	FTIP	RTP	Bicycle & Pedestrian	SR 99 Bikeway Phase 4 Improvements	Business Lane along the east side of SR 99 corridor to the Skyway northbound on-ramp. Project is to construct a new Class 1 Bikeway Project	20200000189	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation	$ 2.4 million	Programmed	39.71815	-121.80221	2020	2,400
99	Chico	FTIP	RTP	Bicycle & Pedestrian	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the south end of Business Lane. Scope of project is develop a new bicycle and pedestrian crossing (bridge) over 20th Street in Chico.	20200000117	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	$ 15.5 million	Programmed	39.72726	-121.80608	2023	15,500
107	Chico	FTIP	RTP	Capacity Increasing	Bruce Rd Bridge Replacement Project	In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek.Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility.	20200000204	Local Agency funds & Future Highway Bridge Program Funds	$ 7.9 million	Planned	39.73329	-121.78750	2022	7,900
108	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	City of Chico Bridge Preventive Maintenance Program (BPMP) Development. Staff time.	20200000056-2019-27	Highway Bridge Program & Local Agency funds	$ 0.015 million	Programmed	39.72923	-121.83750	2026	15
109	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Vallombrosa Ave. At Big Chico Creek between 1st St and Memorial Way. Scope of the work includes rock slope protection (RSP) and scour mitigation.	20200000056-2019-28	Highway Bridge Program & Local Agency funds	$ 0.143 million	Programmed	39.73210	-121.83797	2026	143
110	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Park Ave. At Little Chico Creek, 0.1 mile north of 11th Street. Scope of the work includes rock slope protection (RSP) and scour mitigation.	20200000056-2019-29	Highway Bridge Program & Local Agency funds	$ 0.114 million	Programmed	39.72486	-121.83337	2026	114
111	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Warner St. At Big Chico Creek between 1st St and Legion Ave. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	20200000056-2019-30	Highway Bridge Program & Local Agency funds	$ 0.117 million	Programmed	39.72888	-121.84829	2026	117
112	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bruce Rd. At S Fork Dead Horse Slough, just north of State Route 32. Scope of the work includes rock slope protection (RSP) and scour mitigation.	20200000056-2019-31	Highway Bridge Program & Local Agency funds	$ 0.084 million	Programmed	39.74328	-121.79229	2026	84
113	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E 5TH Ave. At Lindo Channel, at E. Lindo Ave. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	20200000056-2019-32	Highway Bridge Program & Local Agency funds	$ 0.158 million	Programmed	39.75327	-121.82921	2026	158

114	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cypress St. At Little Chico Creek between Humboldt Ave and 12th St. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	20200000056-2019-33	Highway Bridge Program & Local Agency funds	$ 0.140 million	Programmed	39.72727	-121.82755	2026	140
115	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Main St. At Big Chico Creek, 0.15 mile north of 2nd St. Scope of work includes joint seals.	20200000056-2019-34	Highway Bridge Program & Local Agency funds	$ 0.036 million	Programmed	39.73199	-121.84198	2026	36
116	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mangrove Ave. At Lindo Channel between 10th and Cohasset. Scope of work includes spall reparir joint seal and Methacrylate Deck treatment.	20200000056-2019-35	Highway Bridge Program & Local Agency funds	$ 0.163 million	Programmed	39.75096	-121.84469	2026	163
117	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Walnut St. At Little Chico Creek between Dayton Rd and 9th St. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	20200000056-2019-36	Highway Bridge Program & Local Agency funds	$ 0.131 million	Programmed	39.71841	-121.84340	2026	131
118	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway Rd. At Comanche Creek 0.1 mile south of Park Ave. Scope of work includes Methacrylate Deck treatment and spall repairs.	20200000056-2019-37	Highway Bridge Program & Local Agency funds	$ 0.063 million	Programmed	39.71324	-121.81345	2026	63
119	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Longfellow Ave. At Lindo Channel between 1st and Manzanita. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-38	Highway Bridge Program & Local Agency funds	$ 0.069 million	Programmed	39.75270	-121.82465	2026	69
120	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bruce Rd. At Little Chico Creek, 0.5 mile south of Humboldt Rd. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-40	Highway Bridge Program & Local Agency funds	$ 0.024 million	Programmed	39.73326	-121.78729	2026	24
121	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway Av. At Little Chico-Butte CR DV CH, 0.4 mile northwest of Humbug Rd. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-41	Highway Bridge Program & Local Agency funds	$ 0.056 million	Programmed	39.71318	-121.78139	2028	56
122	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Forest Ave. At Little Chico Creek, just south of Humboldt Rd. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-42	Highway Bridge Program & Local Agency funds	$ 0.077 million	Programmed	39.73746	-121.80437	2028	77
123	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Manzanita Ave. At Lindo Channel between East Ave & Hooker Oak. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-43	Highway Bridge Program & Local Agency funds	$ 0.081 million	Programmed	39.76038	-121.80156	2028	81
124	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mill St. At Little Chico Creek, 0.1 mile north of 12th St. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-44	Highway Bridge Program & Local Agency funds	$ 0.018 million	Programmed	39.72824	-121.82581	2028	18
125	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Manzanita Ave. At Big Chico Creek between Vallombrosa and Centenial. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-45	Highway Bridge Program & Local Agency funds	$ 0.053 million	Programmed	39.75824	-121.79585	2028	53
126	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cohasset Rd. At Sycamore Creek Tributary, 0.7 mile north of Eaton Rd. Scope of repairs includes joint seals.	20200000056-2019-46	Highway Bridge Program & Local Agency funds	$ 0.075 million	Programmed	39.78669	-121.84395	2028	75
127	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Broadway St. At Little Chico Creek just south of 9th St. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	20200000056-2019-47	Highway Bridge Program & Local Agency funds	$ 0.256 million	Programmed	39.72427	-121.83517	2028	256
128	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Pine St. At Little Chico Creek between Humboldt Ave and 12th St. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-48	Highway Bridge Program & Local Agency funds	$ 0.031 million	Programmed	39.72707	-121.82874	2028	31
129	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-49	Highway Bridge Program & Local Agency funds	$ 0.041 million	Programmed	39.72275	-121.83830	2028	41
130	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access. H8-03-003:	20200000070-2019-3	Highway Safety Improvement Program and Local Agency Funds	$ 5.8 million	Programmed	39.77442	-121.87325	2021	5,800

131	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Citywide systemic safety improvements including installation of improved signal hardware and countdown heads at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non-signalized intersections.	20200000070-2019-4	Highway Safety Improvement Program and Local Agency Funds	$ 1.6 million	Programmed	39.72222	-121.84758	2020	1,600
132	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ivy St. Over Little Chico Creek between 9th & 11th Streets. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders.Bridge No. 12C0279.	20200000056-2019-24	Highway Bridge Program & Local Agency funds	$ 2.1 million	Programmed	39.72044	-121.83902	2026	2,100
133	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Pomona Rd. Over Little Chico Creek, 0.4 mile south east of Miller Ave. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) , 5037(036)	20200000056-2019-25	Highway Bridge Program funds	$ 4.2 million	Programmed	39.71628	-121.84532	2024	4,200
134	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Salem Street. Over Little Chico Creek, 0.1 mile north of 10th St. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.)	20200000056-2019-26	Highway Bridge Program funds	$ 4.3 million	Programmed	39.72387	-121.83630	2024	4,300
135	Chico	FTIP	RTP	Capacity Increasing	Guynn Rd over Lindo Channel Bridge Project	Project is located just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No 12C0066	20200000108	Highway Bridge Program funds	$ 5.3 million	Programmed	39.74358	-121.87591	2024	5,300
189	Gridley	FTIP	RTP	Bicycle & Pedestrian	Central Gridley Pedestrian Connectivity and Equal Access Project	Install ADA curb ramps and detectable warning surfaces, close sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	20200000215	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds	$ 1.5 million	Programmed	39.36464	-121.69650	2023	1,500
190	Gridley	FTIP	RTP	Bicycle & Pedestrian	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and class I bike path along State Route 99 from Township Road to Archer Avenue.	20200000216	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds	$ 2.16 million	Programmed	39.34768	-121.68788	2027	2,160
193	Oroville	FTIP	RTP	Bicycle & Pedestrian	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	Hwy 162 in Oroville, CA between Feather River Boulevard and Foothill Boulevard. The project includes a comprehensive set of active transportation infrastructure connectivity and safety improvements.	20200000199	Congestion Mitigation and Air Quality Program and Active Transportation Program funds	$ 3.951 million	Programmed	39.50668	-121.54565	2024	3,951
221	Paradise	FTIP	RTP	Bicycle & Pedestrian	Oliver Curve Class I Phase I Project	Oliver Road between Skyway and Valley View Drive (approx 0.39 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	20200000221	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 4.975 million	Planned	39.76334	-121.62662	2030	4,975

222	Paradise	FTIP	RTP	Bicycle & Pedestrian	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into project will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to existing the 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	20200000220	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 8.525 million	Planned	39.73046	-121.65223	2030	8,525
223	Paradise	FTIP	RTP	Bicycle & Pedestrian	Pentz Road Trailway Phase II Project	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019. (PE Programmed in FTIP)	20200000219	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 9.97 million	Unconstrained	39.75814	-121.57232	2030	9,970
224	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Bille Road & Sawmill Road. One of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-1	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.77047	-121.58890	2025	77
225	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Black Olive Drive & Foster Road. Two of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-2	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.75112	-121.62662	2025	77
226	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Buschmann Road & Foster Road. Three of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-3	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.74855	-121.62662	2025	77
227	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Elliott Road & Almond Street. Four of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-4	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.75950	-121.62189	2025	77

228	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Scottwood Road & Buschmann Road. Five of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-5	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.74856	-121.621930	2025	77
229	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pentz Road & Skyway. Six of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-6	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.80045	-121.580869	2025	77
230	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pentz Road & Stearns Road. Seven of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-7	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.74120	-121.57272	2025	77
231	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Circlewood Drive. Eight of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-8	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.74544	-121.638256	2025	77
232	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Grinding Rock Road. Nine of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-9	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.73281	-121.650966	2025	77
233	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Roe Road. Ten of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-10	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.73699	-121.64881	2025	77
234	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Starlight Court. Eleven of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-11	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.72745	-121.65554	2025	77
235	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Wayland Road.Twelve of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-12	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.72747	-121.655533	2025	77

236	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pearson Road & Middle Libby Road. Thirteen of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-13	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.75194	-121.59405	2025	77
237	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Roe Road & Foster Road. Fourteen of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-14	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.74107	-121.62683	2025	77
238	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Skyway & Rocky Lane. Fifteen of sixteen stop-controlled intersections at various locations. Work: Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-15	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.78483	-121.59839	2025	77
239	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Twin Oaks Drive & Wagstaff Road. Sixteen of sixteen stop-controlled intersections at various locations. Work: Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-16	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.77775	-121.58561	2025	77
242	Paradise	FTIP	RTP	Bicycle & Pedestrian	Pentz Rd Class 2 (aka Ponderosa Elementary SRTS - ATP)	New Class 2 along Pentz Rd from Bille Rd to Wagstaff Rd (0.60 miles).	20200000190	Active Transportation Program & Local Agency funds	$1.733 million	Programmed	39.77317	-121.57915	2030	1,733
													Total	**587,974**

FINANCIALLY CONSTRAINED - PLANNED (OUTSIDE OF THE FTIP AND RTIP PERIOD) - LONG TERM

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate		Cost Estimate - All components
		FTIP	RTP											(1,000s)
3	BCAG	-	RTP	Transit	Eaton/Bruce Rd Corridor Route	From Skyway to Esplanade. Add service along Eaton and Bruce Road. Frequency = 30 minute Peak and 60 minute Base	BCAG-TRANSIT-FTA-2020-1	Federal Transit Administration	$4.375 million	Planned	39.775674	-121.867817	2035	4,375
4	BCAG	-	RTP	Transit	Route 1 Transit Emphasis Corridor (Phase 1)	From Chico Mall to Lassen & Ceres Transfer Point. Increase freqeuncy for Route 14/15. Frequency = 15 minute Peak and 30 minute Base	BCAG-TRANSIT-FTA-2020-2	Federal Transit Administration	$14.54 million	Planned	39.730022	-121.84091	2030	14,540
5	BCAG	-	RTP	Transit	Route 1 Transit Emphasis Corridor (Phase 2)	From Chico Mall to North Valley Plaza Transit Village. Operations improvements along corridor = transit signal priority, improved stop spacing, mobile fare payment, improved routing	BCAG-TRANSIT-FTA-2020-3	Federal Transit Administration	.5 million	Planned	39.741899	-121.848447	2030	500
6	BCAG	-	RTP	Transit	Warner Street Transit Priority Corridor	From W 2nd Street to W. 8th Avenue. Add new service along Warner St. Frequency = 15 minute Peak and 30 minute Base	BCAG-TRANSIT-FTA-2020-4	Federal Transit Administration	$3.42 million	Planned	39.734831	-121.853258	2035	3,420
7	BCAG	-	RTP	Transit	East Avenue Transit Priority Corridor	From Pillsbury Rd to Manzanita Avenue. Add new service or increase existing service along East Ave. Frequency = 15 minute Peak and 30 minute Base	BCAG-TRANSIT-FTA-2020-5	Federal Transit Administration	$2.73 million	Planned	39.761078	-121.827333	2035	2,730
8	BCAG	-	RTP	Transit	North Valley Plaza Transit Center Improvements	North Valley Plaza Transit Center. Improve and realign stops at North Valley Plaza to include new shelters, bike parking, and pedestrian improvements	BCAG-TRANSIT-FTA-2020-6	Federal Transit Administration	$0.25 million	Planned	39.75799	-121.846899	2030	250
9	BCAG	-	RTP	Transit	Oroville Park & Ride Improvements	3rd Street. Increase parking capacity at existing facility.	BCAG-TRANSIT-FTA-2020-7	Federal Transit Administration	$1.0 million	Planned	39.520317	-121.572296	2030	1,000
10	BCAG	-	RTP	Transit	Paradise Transit Center	At Black Olive Drive. New transit center with park & ride.	BCAG-TRANSIT-FTA-2020-8	Federal Transit Administration	$2.0 million	Planned	39.753569	-121.624119	2030	2,000
11	BCAG	-	RTP	Transit	Gridley Park & Ride	At Butte County Fairgrounds. New park & ride with pedestrian and bike facilities.	BCAG-TRANSIT-FTA-2020-9	Federal Transit Administration	$1.0 million	Planned	39.363364	-121.68459	2030	1,000
12	BCAG	-	RTP	Transit	Chico (Fir St) Park & Ride Improvements	Fir Street Park and Ride. Add bus stops along 8th St (east bound) and 9th St (west bound).	BCAG-TRANSIT-FTA-2020-10	Federal Transit Administration	$0.25 million	Planned	39.737272	-121.816506	2035	250
13	BCAG	-	RTP	Transit	Implement Van Pool Service	Implement van pool services for commuter routes (Route 31 and 32). $350k per year	BCAG-TRANSIT-FTA-2020-11	Federal Transit Administration	$3.5 million	Planned	39.542421	-121.589488	2030	3,500
14	BCAG	-	RTP	Transit	LCTOP - Electric Bus and Charger (1)	Chico Area (Rt 14/15). 1 new zero emission electric bus and charger to operate in Chico area.	BCAG-TRANSIT-LCTOP-2020-1	LCTOP	$1.5 million	Planned	39.730022	-121.84091	2021	1,500
15	BCAG	-	RTP	Transit	LCTOP - Mobile Ticketing	New mobile ticketing application for B-Line.	BCAG-TRANSIT-LCTOP-2020-2	LCTOP	$.25 million	Planned	39.7049309	-121.821326	2020	250

16	BCAG	-	RTP	Transit	FTA Low or No Emissions Program - Electric Bus and Charger (2)	Chico Area (Rt 14/15). 2 new zero emission electric busses and chargers to operate in Chico area.	BCAG-TRANSIT-LOWNO-2020-1	FTA LowNo	$2 million	Planned	39.730022	-121.84091	2021	2,000
17	BCAG	-	RTP	Transit	FTA 5339 - Electric Bus and Charger (2)	Chico Area (Rt 14/15). 2 new zero emission electric bus and charger to operate in Chico area.	BCAG-TRANSIT-5339-2020-1	FTA 5339	$2 million	Planned	39.730022	-121.84091	2022	2,000
18	BCAG	-	RTP	Transit	Chico to Sacramento Inter-City Commuter Bus Service	New inter-city commuter bus serving Chico, Oroville, Marysville, and Sacramento.	BCAG-TRANSIT-TBD-2020-1	CMAQ/TDA/TIRCP /LCTOP/LOCAL	$5 million	Planned	39.7049309	-121.821326	2030	5,000
19	BCAG	-	RTP	Passenger Rail	Chico to Sacramento Inter-City Commuter Rail Service	New inter-city commuter rail serving Oroville, Marysville, and Sacramento.	BCAG-TRANSIT-TBD-2020-2	CMAQ/TDA/TIRCP /LCTOP/LOCAL	$5 million	Planned	39.512621	121.552084	2030	5,000
26	Butte County		RTP	Bicycle & Pedestrian	Las Plumas-Lincoln BLVD. - SRTS	Sidewalks, pedestrian crossing safety enhancements, and driver feedback signs along the main corridors of the south Oroville routes to school.	0316000101	ATP	$5.814 Million	Planned	39.48043	-121.53850	2021	5,814
52	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Hwy at Pine Creek. Bridge Replacement	BC-BR-HBP-2020-2	Highway Bridge Program & Local Agency funds	$3 million	Planned	39.840339	-122.015845	2025	3,000
53	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Afton Rd at Butte Creek . Bridge Replacement	BC-BR-HBP-2020-3	Highway Bridge Program & Local Agency funds	$3.7 million	Planned	39.419850	-121.881237	2026	3,700
54	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Pine Creek Rd at Pine Creek. Bridge Replacement	BC-BR-HBP-2020-4	Highway Bridge Program & Local Agency funds	$3.2 million	Planned	39.868148	-121.994334	2026	3,200
55	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mesa Rd at Durham Mutual Irrigation Canal. Bridge Replacement	BC-BR-HBP-2020-5	Highway Bridge Program & Local Agency funds	$1 million	Planned	39.658821	-121.761746	2027	1,000
56	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Dunstone Dr at Lower Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-6	Highway Bridge Program & Local Agency funds	$2.8 million	Planned	39.406054	-121.455378	2027	2,800
57	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Lower Wyandotte at Wyman Ravine. Bridge Replacement	BC-BR-HBP-2020-7	Highway Bridge Program & Local Agency funds	$1.8 million	Planned	39.470084	-121.529191	2028	1,800
58	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd at The Dips. Low Water Crossing.	BC-BR-HBP-2020-8	Highway Bridge Program & Local Agency funds	$16.5 million	Planned	39.626342	-121.949170	2029	16,500
59	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Keefer Rd at Keefer Slough. Bridge Replacement	BC-BR-HBP-2020-9	Highway Bridge Program & Local Agency funds	$1.3 million	Planned	39.818749	-121.873804	2030	1,300
60	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at North Fork Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-10	Highway Bridge Program & Local Agency funds	$1.3 million	Planned	39.457021	-121.443005	2030	1,300

61	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at Branch Rocky Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-11	Highway Bridge Program & Local Agency funds	$1.1 million	Planned	39.420126	-121.427168	2030	1,100
62	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bradford Rd at Little Dry Creek. Bridge Replacement	BC-BR-HBP-2020-12	Highway Bridge Program & Local Agency funds	$1.2 million	Planned	39.522275	-121.811550	2035	1,200
63	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	River Rd at Shady Oaks Slough. Bridge Replacement	BC-BR-HBP-2020-13	Highway Bridge Program & Local Agency funds	$1 million	Planned	39.676123	-121.933046	2035	1,000
64	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	River Rd at Grassy Banks Slough.Bridge Replacement	BC-BR-HBP-2020-14	Highway Bridge Program & Local Agency funds	$1 million	Planned	39.656070	-121.943390	2035	1,000
65	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Swedes Flat Rd at Rocky Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-15	Highway Bridge Program & Local Agency funds	$2.5 million	Planned	39.447792	-121.391224	2040	2,500
66	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Neal Rd at Nance Canyon. Bridge Replacement	BC-BR-HBP-2020-16	Highway Bridge Program & Local Agency funds	$1.5 million	Planned	39.665616	-121.746302	2040	1,500
67	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy at Hamlin Slough. Bridge Replacement	BC-BR-HBP-2024-17	Highway Bridge Program & Local Agency funds	$.85 million	Planned	39.653427	-121.740824	2027	850
68	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy at Nance Canyon. Bridge Replacement	BC-BR-HBP-2024-18	Highway Bridge Program & Local Agency funds	$.75 million	Planned	39.660776	-121.749586	2027	750
69	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	East Gridley Rd. At Feather River, 1.0 mile east of Larkin Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0022.	BC-BR-HBP-2024-19	Highway Bridge Program & Local Agency funds	$1.5 million	Planned	39.365852	-121.645918	2023	1,500
70	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Hwy at Pine Creek	BC-BR-HBP-2024-20	Highway Bridge Program & Local Agency funds	$.8 million	Planned	39.840360	-122.015967	2023	800
72	Butte County		RTP	Maintenance, Operations, and Safety	Cohasset MBGR Project - HSIP-5912(114)	Upgrade MBGR - Cohasset Rd between Nicalog Rd. and end of existing guardrail near Jack Rabbit Flat Rd.	0319000087	HSIP	$1.0 Million	Planned	39.8488	-121.8105	2021	1,000
94	Caltrans	-	RTP	Maintenance, Operations, and Safety	SR 70 Pavement Rehab	SR 70 - In Butte County on Route 70 from 0.6 mile east of Big Ben Rd to Plumas County line. Roadway preservation (CAPM) and drainage improvements. (SHOPP ID 20496)	CA-MAINT-SHOPP-2020-3	SHOPP - Roadway Preservation funds	$17.96 million	Planned	39.740335	-121.495843	2026	17,960
95	Caltrans	-	RTP	Maintenance, Operations, and Safety	SR 162 Pavement Rehab	SR 162 - In Butte County on Route 162 in Oroville from Feather River Bridge #12-34 to Foothill Blvd. Roadway preservation. (SHOPP ID 16387)	CA-MAINT-SHOPP-2020-4	SHOPP - Roadway Preservation funds	$15.11 million	Planned	39.49791	-121.579664	2025	15,110

100	Chico	-	RTP	Bicycle & Pedestrian	Whittmeier Dr Class 1 (Bikeway 99 connector)	From SR99 Phase 4 end to Forest Ave and Talbert. Class 2 bike facility (0.18 miles)	CH-BIKE-LOCAL-2020-1	LOCAL	$ .155 million	Planned	39.7210567	-121.8041482	2030	115
101	Chico	-	RTP	Bicycle & Pedestrian	Oleander Ave Class 2	From E 10th Ave to E 1st Ave. Class 2 bike facility (0.76 miles)	CH-BIKE-LOCAL-2020-4	LOCAL	$ .076 million	Planned	39.7483646	-121.8486235	2025	76
102	Chico	-	RTP	Bicycle & Pedestrian	Humboldt Rd Class 1	From Morning Rose Way to Bruce Rd. Class 1 bike facility (0.51 miles)	CH-BIKE-LOCAL-2020-5	LOCAL	$ .305 million	Planned	39.7399194	-121.7961171	2025	305
103	Chico	-	RTP	Bicycle & Pedestrian	Esplanade Class 2	From W 11th Ave to East Ave. Class 2 bike facility (1.09 miles)	CH-BIKE-LOCAL-2020-6	LOCAL	$ .031 million	Planned	39.7518683	-121.8556255	2025	31
104	Chico	-	RTP	Bicycle & Pedestrian	Bruce Rd Class 1	From HWY 32 to Remington Dr. Class 1 bike facility (0.65 miles)	CH-BIKE-LOCAL-2020-7	LOCAL	$ .072 million	Planned	39.7345851	-121.7952513	2025	72
105	Chico	-	RTP	Bicycle & Pedestrian	Comanche Creek Class 1 (Phase 2)	From Midway to Meyers Ind Park. Class 1 bike facility (0.55 miles)	CH-BIKE-LOCAL-2020-8	LOCAL	$ 1.662 million	Planned	39.7123748	-121.8170107	2025	1,662
136	Chico	-	RTP	Capacity Increasing	Bruce Rd. Widening	From Skyway to SR 32, widen Roadway (Bridge included as separate project)	Nexus 601	Nexus	13.4 million	Planned	39.735734	-121.787549	2022	13,400
137	Chico	-	RTP	Capacity Increasing	Commerce Court Connection	From Ivy Street to Park Ave. connect existing Commerce Ct. to Park Avenue via Westfield Lane.	Nexus 602	Nexus	$1.3 million	Planned	39.714665	-121.821262	2030	1,300
138	Chico	-	RTP	Capacity Increasing	E. 20th Street Widening	From Forest Avenue to Bruce Road. Widen from 1 lane per direction to 2 lanes per direction with median	Nexus 603	Nexus	$3.1 million	Planned	39.72668	-121.79093	2030	3,100
141	Chico	-	RTP	Capacity Increasing	Eaton Rd Widening	From Hicks Lane to Cohasset. Widen and extend to 4 lanes with median and new bridge at Sycamore Creek Tributary	Nexus 606	Nexus	$22 million	Planned	39.775819	-121.850732	2040	22,000
142	Chico	-	RTP	Capacity Increasing	Eaton Rd Widening	From Cohasset to Manzanita. Widen to 4 lanes with median	Nexus 607	Nexus	$14 million	Planned	39.776639	-121.836573	2040	14,000
143	Chico	-	RTP	Capacity Increasing	Esplanade Widening	Shasta Avenue to Nord Highway. Widen to 4 lanes with median	Nexus 608	Nexus	$6.5 million	Planned	39.774761	-121.879392	2030	6,500
144	Chico	-	RTP	Capacity Increasing	Mariposa Ave Connection	From Glenshire Lane to Eaton Road, add new arterial connection. 1 lane per direction	Nexus 609	Nexus	$1.8 million	Planned	39.768898	-121.824733	2021	1,800
149	Chico	-	RTP	Capacity Increasing	Notre Dame Boulevard Connection	From Little Chico Creek to E. 20th Street. Construct new 2 lane street and bridge at Little Chico Creek	Nexus 615	Nexus	$7.850 million	Planned	39.735091	-121.795548	2025	7,850
151	Chico	-	RTP	Capacity Increasing	Midway Widening	From Hagan Lane to Park Ave. Widen road from 2 lanes to 4 lanes with a median	Nexus 617	Nexus	$5.66 million	Planned	39.711297	-121.811545	2025	5,660
152	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway Improvements	From SR 99 to Bruce Rd. Corridor enhancements	Nexus 618	Nexus	$4 million	Planned	39.714953	-121.793639	2028	4,000
153	Chico	-	RTP	Maintenance, Operations, and Safety	Bruce Road/Sierra Sunrise Terrace	New Traffic Signal	Nexus 620	Nexus	$.28 million	Planned	39.743639	-121.792375	2025	280
154	Chico	-	RTP	Maintenance, Operations, and Safety	E. 1st Ave / Mangrove Ave	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 621	Nexus	$.250 million	Planned	39.741213	-121.837805	2028	250
155	Chico	-	RTP	Maintenance, Operations, and Safety	East 20th Street/MLK	Intersection capacity and queuing storage enhancements consistent with adjacent interchange improvements.	Nexus 622	Nexus	$1 million	Planned	39.724933	-121.812321	2028	1,000

156	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue/Cactus	New Traffic Signal	Nexus 623	Nexus	$.35 million	Planned	39.761194	-121.810509	2028	350
157	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue/ Cohasset Road	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 624	Nexus	$.250 million	Planned	39.760867	-121.843452	2028	250
158	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue / Esplanade	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 625	Nexus	$.250 million	Planned	39.756717	-121.861365	2028	250
159	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade /DeGarmo Drive	New Traffic Signal	Nexus 626	Nexus	$.245 million	Planned	39.7765	-121.881213	2028	245
160	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade / Henshaw	New Traffic Signal	Nexus 627	Nexus	$.245 million	Planned	39.759577	-121.864226	2028	245
161	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade / Rio Lindo	New Traffic Signal	Nexus 628	Nexus	$.21 million	Planned	39.752625	-121.857275	2028	210
162	Chico	-	RTP	Maintenance, Operations, and Safety	Humboldt Rd / Norte Dame	New Traffic Signal	Nexus 629	Nexus	$.315 million	Planned	39.739108	-121.799494	2028	315
164	Chico	-	RTP	Maintenance, Operations, and Safety	Manzanita/Maripos a	Roundabout (within existing ROW)	Nexus 631	Nexus	$1.91 million	Planned	39.753125	-121.824391	2025	1,910
165	Chico	-	RTP	Maintenance, Operations, and Safety	Park Avenue MLK	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 632	Nexus	$.7 million	Planned	39.714784	-121.807117	2026	700
166	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway/Carmichae l Drive-Country Club	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 633	Nexus	$.25 million	Planned	39.714782	-121.805311	2028	250
167	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway/Potter Road	New Traffic Signal (Bike Trail)	Nexus 634	Nexus	$.25 million	Planned	39.71316	-121.777897	2028	250
169	Chico	-	RTP	Maintenance, Operations, and Safety	Eaton Rd/ Floral Ave	2-Lane Roundabout	Nexus 636	Nexus	$1.62 million	Planned	39.769393	-121.829476	2028	1,620
172	Chico	-	RTP	Maintenance, Operations, and Safety	Otterson/ Hegan Operational Improvements	operational flow improvments (traffic signals or roundabouts)	Nexus 640	Nexus	$.32 million	Planned	39.704656	-121.815955	2026	320
173	Chico	-	RTP	Maintenance, Operations, and Safety	Park / E Park Ave Operational Improvements	operational flow improvments (traffic signals or roundabouts)	Nexus 617-02	Various	$6 million	Planned	39.713964	-121.813956	2030	6,000
177	Chico	-	RTP	Capacity Increasing	SR 32 Widening 3	From El Monte to Bruce Rd. Widen from 2 to 4 lanes.	Nexus 706	Unfunded	$2 million	Planned	39.741256	-121.795333	-	2,000
178	Chico	-	RTP	Capacity Increasing	SR 32 Widening 4	From Bruce Rd to Yosemite. Widen from 2 to 4 lanes with signal at Yosemite.	Nexus 707	Unfunded	$4 million	Planned	39.743513	-121.785781	-	4,000
181	Chico	-	RTP	Capacity Increasing	SR 99 - Eaton Interchange	Widen overpass structure and ramps, construct dual lane roundabouts	Nexus 710	Unfunded	$22 million	Planned	39.774467	-121.873309	-	22,000
182	Chico	-	RTP	Capacity Increasing	SR 99 / Cohasset Road Interchange	Construct Southbound direct on-ramp	Nexus 711	Unfunded	$11 million	Planned	39.753683	-121.844716	-	11,000
187	Chico	-	RTP	Capacity Increasing	Cohasset Road Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Road (2 to 4 lanes) from Eaton Rd to Airport Blvd.	CH-CAPACITY-LOCAL-2020-1	LOCAL	$13.3 million	Planned	39.7798899	-121.8386354	-	13,300

188	Chico	-	RTP	Capacity Increasing	MLK Blvd Widening (E. Park Ave to E. 20th St)	Widen MLK Blvd (2 to 4 lanes) from Park Ave to E. 20th St.	CH-CAPACITY-LOCAL-2020-2	LOCAL	$6.5 million	Planned	39.7229406	-121.8099086	-	6,500
191	Gridley	-	RTP	Bicycle & Pedestrian	Magnolia St Class 2	From Idaho St to Vermont St. New Class 2 bike facilities (0.42 miles)	GR-BIKE-LOCAL-2020-1	LOCAL	$0.025 milliom	Planned	39.361117	-121.703819	2035	25
192	Gridley	-	RTP	Bicycle & Pedestrian	(Spruce St?) Gridley Rd Class 2	From Jackson St to SR99. New Class 2 bike facilities (0.25 miles)	GR-BIKE-LOCAL-2020-2	LOCAL	$0.025 milliom	Planned	39.366527	-121.689711	2035	25
194	Oroville	-	RTP	Bicycle & Pedestrian	Railroad Class 1	From Villa Ave to SR 162. New Class 1 bike facilities (5.09 miles)	OR-BIKE-LOCAL-2020-2	LOCAL	$ 3.309 million	Planned	39.512875	-121.552239	2035	3,309
195	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Wildlife Area (A) Class 1	From Pacific Heights Rd to Larkin Rd. New Class 1 bike facilities (2.33 miles)	OR-BIKE-LOCAL-2020-3	LOCAL	$1.515 million	Planned	39.461225	-121.616922	2035	1,515
196	Oroville	-	RTP	Bicycle & Pedestrian	Lincoln Blvd Class 2	From Ophir Rd to Monte Vista Ave. New Class 2 bike facilities (0.76 miles)	OR-BIKE-LOCAL-2020-4	LOCAL	$0.014 million	Planned	39.472739	-121.551568	2035	14
197	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Wildlife Area (B) Class 1	From Pacific Heights Rd to Larkin Rd. New Class 1 bike facilities (1.57 miles)	OR-BIKE-LOCAL-2020-5	LOCAL	$1.021 million	Planned	39.452964	-121.614682	2035	1,021
198	Oroville	-	RTP	Bicycle & Pedestrian	5th Ave Class 2	From Ophir Rd to SR 162. New Class 2 bike facilities (2.43 miles)	OR-BIKE-LOCAL-2020-6	LOCAL	$.044 million	Planned	39.491092	-121.563080	2035	44
199	Oroville	-	RTP	Bicycle & Pedestrian	Pacific Heights Rd Class 2	From Mathews Readymix to 0.25 miles N of start. New Class 2 bike facilities (0.27 miles)	OR-BIKE-LOCAL-2020-7	LOCAL	$.005 million	Planned	39.480954	-121.577835	2035	5
200	Oroville	-	RTP	Bicycle & Pedestrian	SR 162 Class 2	From 20th St to 10th St. New Class 2 bike facilities (1.22 miles)	OR-BIKE-LOCAL-2020-8	LOCAL	$.022 million	Planned	39.497817	-121.598549	2035	22
201	Oroville	-	RTP	Bicycle & Pedestrian	Wyandotte Ave Class 2	From Lincoln Blvd to Olive Hwy. New Class 2 bike facilities (0.78 miles)	OR-BIKE-LOCAL-2020-9	LOCAL	$.014 million	Planned	39.500480	-121.542135	2035	14
202	Oroville	-	RTP	Bicycle & Pedestrian	Feather River Trail (North) Class 1	From Table Mountain Bridge to SR70 Bridge. New Class 1 bike facilities (3.09miles)	OR-BIKE-LOCAL-2020-10	LOCAL	$2.009 million	Planned	39.515784	-121.566130	2035	2,009
203	Oroville	-	RTP	Bicycle & Pedestrian	5th Ave Class 2	From SR162 to Safford St. New Class 2 bike facilities (0.87miles)	OR-BIKE-LOCAL-2020-11	LOCAL	$.016 million	Planned	39.510143	-121.569711	2035	16
204	Oroville	-	RTP	Bicycle & Pedestrian	Veatch St Class 2	From SR162 to Robinson St. New Class 2 bike facilities (0.68miles)	OR-BIKE-LOCAL-2020-12	LOCAL	$.012 million	Planned	39.509013	-121.563440	2035	12
205	Oroville	-	RTP	Bicycle & Pedestrian	Power Lines ROW Class 1	From Olive Hwy to Old Ferry Rd. New Class 1 bike facilities (1.59 miles)	OR-BIKE-LOCAL-2020-13	LOCAL	$1.034 million	Planned	39.524924	-121.540414	2035	1,034
206	Oroville	-	RTP	Bicycle & Pedestrian	Railroad Class 1	From SR162 to Daryl Porter Way. New Class 1 bike facilities (0.72 miles)	OR-BIKE-LOCAL-2020-14	LOCAL	$0.468 million	Planned	39.510375	-121.555580	2035	468
207	Oroville	-	RTP	Bicycle & Pedestrian	Feather River / Hwy 70 Class 1	From SR162 to Montgomery St. New Class 1 bike facilities (0.65 miles)	OR-BIKE-LOCAL-2020-15	LOCAL	$0.423 million	Planned	39.502853	-121.570995	2035	423
208	Oroville	-	RTP	Bicycle & Pedestrian	Robinson St Class 2	From Oliver St to Feather River Blvd. New Class 1 or 2 bike facilities (1.03 miles)	OR-BIKE-LOCAL-2020-16	LOCAL	$0.019 million	Planned	39.512266	-121.556789	2035	19
209	Oroville	-	RTP	Bicycle & Pedestrian	Montgomery St Class 2	From Bridge St to Hwy 70. New Class 2 bike facilities (1.88 miles)	OR-BIKE-LOCAL-2020-17	LOCAL	$0.034 million	Planned	39.509983	-121.568949	2035	34
210	Oroville	-	RTP	Bicycle & Pedestrian	Gilmore Ln Class 2	From Oro-Dam Blvd to Executive Pkwy. New Class 2 bike facilities (0.22 miles)	OR-BIKE-LOCAL-2020-18	LOCAL	$0.004 million	Planned	39.507790	-121.543579	2035	4
211	Oroville	-	RTP	Bicycle & Pedestrian	Bird St Class 2	From Washington Ave to Feather River Blvd. New Class 2 bike facilities (1.23 miles)	OR-BIKE-LOCAL-2020-19	LOCAL	$0.022 million	Planned	39.513805	-121.555007	2035	22

212	Oroville	-	RTP	Bicycle & Pedestrian	Bridge St Class 2	From Oro-Dam Blvd E to Montgomery St. New Class 2 bike facilities (0.58 miles)	OR-BIKE-LOCAL-2020-20	LOCAL	$0.01 million	Planned	39.512877	-121.546151	2035	10
213	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Dam Blvd Class 2	From Oro-Quincy Hwy to Acacia Ave. New Class 1 or 2 bike facilities (0.71 miles)	OR-BIKE-LOCAL-2020-21	LOCAL	$0.013 million	Planned	39.516910	-121.527173	2035	13
214	Oroville	-	RTP	Bicycle & Pedestrian	Oliver St Class 2	From Robinson St to Montgomery St. New Class 2 bike facilities (0.20 miles)	OR-BIKE-LOCAL-2020-22	LOCAL	$0.004 million	Planned	39.513514	-121.554078	2035	4
215	Oroville	-	RTP	Bicycle & Pedestrian	Orange Ave Class 2	From Washington Ave to Montgomery St. New Class 2 bike facilities (0.31 miles)	OR-BIKE-LOCAL-2020-23	LOCAL	$0.006 million	Planned	39.515730	-121.545890	2035	6
216	Oroville	-	RTP	Bicycle & Pedestrian	Norton St Class 2	From Bridge St to Montgomery St. New Class 2 bike facilities (0.14 miles)	OR-BIKE-LOCAL-2020-24	LOCAL	$0.003 million	Planned	39.515982	-121.549356	2035	3
217	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Dam Blvd Class 2	From Olive Hwy to Oro-Quincy Hwy. New Class 2 bike facilities (0.32 miles)	OR-BIKE-LOCAL-2020-25	LOCAL	$0.006 million	Planned	39.507491	-121.543705	2030	6
218	Oroville	-	RTP	Bicycle & Pedestrian	Oro-Quincy Hwy Class 2	From Oro-Dam Blvd to Foothill Blvd. New Class 2 bike facilities (0.33 miles)	OR-BIKE-LOCAL-2020-26	LOCAL	$0.006 million	Planned	39.509774	-121.539865	2030	6
219	Oroville	-	RTP	Bicycle & Pedestrian	Lincoln Blvd Class 2	From Wyandotte Ave to SR 162. New Class 2 bike facilities (0.25 miles)	OR-BIKE-LOCAL-2020-27	LOCAL	$0.005 million	Planned	39.500332	-121.552692	2035	5
220	Oroville	-	RTP	Capacity Increasing	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.	OR-CAPACITY-LOCAL-2020-1	LOCAL	$3 million	Planned	39.50287	-121.539371	2030	3,000
246	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Culvert Replacement	Replace damaged On-System HDPE culverts with RCP pipe culverts, including restoration of the roadway section above the pipe at various locations.	0319000178L-N/ER 38Y0(009)	Emergency Relief Program	$0.923 million	Planned	39.753588	-121.623339	2025	923
247	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Hardscape Replacement	Replace damaged hardscape, including concrete curb, gutter and sidewalk, lighting, planters, and other amenities at various locations.	0319000179L-N/ER 38Y0(011)	Emergency Relief Program	$0.868 million	Planned	39.75259	-121.623822	2025	868
248	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Road Rehabilitation	On-System roadway rehabilitation consisting of asphalt concrete overlays and full depth sections for areas with severe pavement damage.	031900018L-N/ER 38Y0(012)	Emergency Relief Program	$36.290 million	Planned	39.753613	-121.628028	2025	36,290
249	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Sign Replacement	Replace damaged On-System roadway signs at various locations.	0319000181L-N/ER 38Y0(013)	Emergency Relief Program	$0.324 million	Planned	39.756219	-121.626086	2025	324
250	Paradise	-	RTP	Maintenance, Operations, and Safety	Neal Road Rehabilitation	On-System roadway rehabilitation along 1.63 miles of Neal Road from Wayland Road to Skyway consisting of 2-inch grind and 3-inch asphalt concrete (AC) overlay of the entire roadway section with digout areas of 3-inch AC and 4-inch aggregate base for sections with severe rutting and damage.	0320000105L-N/ER 38Y0(025)	Emergency Relief Program	$1.713 million	Planned	39.742187	-121.64256	2025	1,713
													Total	**344,315**

UNCONSTRAINED LIST OF PROJECTS - FOR INFORMATION ONLY

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Fund Source	STATUS Programmed Planned Project Development	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP							(1,000s)
106	Chico	-	RTP	Bicycle & Pedestrian	Chico - Paradise Bikeway Project	Construct new combination Class 1 & 2 as appropriate from existing Class 1 bike path at the intersection of Honey Run and the Skyway to Paradise Memorial Path at the intersection of Skyway and Neal Rd in the Town of Paradise.	Unfunded	Unconstrained	-	20,000
139	Chico	-	RTP	Capacity Increasing	W Eaton Rd	From SR 32 to Catherin Ct. Construct new alignment. 2 lane expressway and brdige - RR crossing	Unfunded	Unconstrained		53,700
140	Chico	-	RTP	Capacity Increasing	W Eaton Rd	Catherine Ct to Esplanade. New road connection	Unfunded	Unconstrained		6,200
145	Chico	-	RTP	Capacity Increasing	Fair Street / Park Avenue Connection	From Fair St to Park Ave. Extend E. 23rd St. /Silver Dollark Pkwy thru "wedge" to connect to Commerce Ct. Connection	Unfunded	Unconstrained		970
146	Chico	-	RTP	Capacity Increasing	Holly Avenue / Warner Avenue Connection	From Capshaw Ct. to Fuchsia Way. Construct new 2 lane connector	Unfunded	Unconstrained		2,580
147	Chico	-	RTP	Capacity Increasing	Ivy Street	From Hazel St to Meyers St. Construct new 2 lane connector	Unfunded	Unconstrained		71,300
148	Chico	-	RTP	Capacity Increasing	Yosemite Drive	From SR 32 to Humboldt Rd. Construct new 2 lane connection	Unfunded	Unconstrained	-	5,820
150	Chico	-	RTP	Capacity Increasing	Silver Dollar Way Extension	From MLK Parkway to Fair St. Connect exist road stubs	Unfunded	Unconstrained	-	2,760
163	Chico	-	RTP	Maintenance, Operations, and Safety	Manzanita/ Madrone	Roundabout (within existing ROW)	Nexus	Unconstrained		404
168	Chico	-	RTP	Capacity Increasing	West Park Extension	Extension from Midway to Otterson Dr (Bridge at creek)	Unfunded	Unconstrained	-	9,390
170	Chico	-	RTP	Maintenance, Operations, and Safety	Eaton Rd/ Ceanothus Ave	1-Lane Roundabout	Nexus	Unconstrained		1,160
171	Chico	-	RTP	Maintenance, Operations, and Safety	Cohasset Rd Widening	Widen Roadway to include left turn lanes and flatten curves between and including Airpark Blvd, and Two Oaks Drive	Nexus	Unconstrained		3,700
174	Chico	-	RTP	Capacity Increasing	SR 99 Auxilary Lanes	From Skyway to E. 20th Street. Construct auxiliary lanes to the outside	Unfunded	Unconstrained	-	11,500

175	Chico	-	RTP	Capacity Increasing	SR 99 Auxiliary Lanes	E. 20th to SR 32. Construct auxiliary lanes to the outside. CP 18057	Unfunded	**Unconstrained**	-	11,000
176	Chico	-	RTP	Capacity Increasing	SR 99 Auxiliary Lanes	E. 1st to Cohasset Rd. Construct auxiliary lanes to the outside	Unfunded	**Unconstrained**	-	40,000
179	Chico	-	RTP	Bicycle & Pedestrian	SR 32 (Nord Avenue) Improvements	From W. Lindo Ave to W. 1st Street. Corridor Improvments (traffic flow improvements, bike lanes, ped crossings) per specific plan	Unfunded	**Unconstrained**	-	15,000
180	Chico	-	RTP	Maintenance, Operations, and Safety	SR 32 (W. 8th St) at UPRR	Overpass, highway over railroad with reinforeced earth retaining walls.	Unfunded	**Unconstrained**	-	25,000
183	Chico	-	RTP	Maintenance, Operations, and Safety	SR 99 / 20th Street Interchange and 20th Street Corridor	From West of MLK to East of Forest Ave. Reconfigure / reconstruct ramps to increase capacity. Includes roadway improvements / roundabouts on East 20th Street from west of MLK to east of Forest.	Unfunded	**Unconstrained**	-	19,000
184	Chico	-	RTP	Maintenance, Operations, and Safety	SR 99 at Garner, Esplanade and Hicks complex	Intersection improvements and/or I/Cs, connector road from Hicks to SR 99, improvements on SR 99, Esplanade, Hicks, and Garner	Unfunded	**Unconstrained**	-	2,000
186	Chico	-	RTP	Capacity Increasing	SR 99 at Southgate Complex (Interchnage and connector roads)	I/C and connector roads (Player, Fair Street, Midway Connection, Notre Dame, Speedway, West Southgate, East Southgate, Midway. Unfunded estimate for construction.	Unfunded	**Unconstrained**	-	40,000
240	Paradise	-	RTP	Capacity Increasing	Neal Road Widening - Emergency Evacuation Route	Widen Neal Road to facilitate emergency evacuation. Provides a critical alternative to SR 191 and Skyway	Unfunded	**Unconstrained**	Unknown	20,000
241	Paradise	-	RTP	Capacity Increasing	Upper Skyway Widening	Widen Skyway to faciltate emergency evacuation	Unfunded	**Unconstrained**	Unknown	30,000
243	Paradise	-	RTP	Capacity Increasing	Roe Road Extension to SR 191	Extend Roe Road to SR 191 to faciliate emergency evacations	Unfunded	**Unconstrained**	Unknown	5,000
244	Paradise	-	RTP	Capacity Increasing	Pentz Road Widening	Widen Pentz from Town limits to Town limits to facilitate emergency evacuation	Unfunded	**Unconstrained**	Unknown	25,000
245	Paradise	-	RTP	Capacity Increasing	Upper Clark Widening	Widen Clark Rd from Wagstaff Rd to Skyway to facilitate emergency evacuation	Unfunded	**Unconstrained**	Unknown	15,000
									Total	**436,484**

PERFORMANCE MEASURE 1: SAFETY - FATALITIES AND INJURIES

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Fund Source	TARGET FISCAL YEAR	Cost Estimate - All components	Fund Source 1, Majority of funds	PERFORMANCE MEASURES - Measuring and Monitoring the Performance of the		
		FTIP	RTP						(1,000s)	STIP, SHOPP, CMAQ, ATP, SB1, HBP, HSIP, Etc.	PM 1 - Safety	PM 2 - Condition Pavement & Bridges	PM 3 - Performance Congestion & Air Quality
45	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road over Tributary to Little Chico Creek west of River Road. Construct a new 2 lane bridge to replace the existing 2 lane low water crossings. Bridge No. 00L0092.	Caltrans Local Highway Bridge Program & Local Agency funds	2025	16,300	HBP	X	X	-
46	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway Rd over Butte Creek, 0.3 mile south of White Drive and Midway over Butte Creek Overflow, 3.9 mile north of Nelson Rd. Replace two existing structurally deficient 2 lane bridges with a new 2 lane bridge. Bridge No. 12C0052 & 12C0053.	Caltrans Local Highway Bridge Program, Local Agency and State Transportation Improvement Program funds	2022	18,800	HBP	X	X	-
47	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd. over Hamilton Slough 0.2 mile east of SR 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. Bridge No. 12C0164.	Caltrans Local Highway Bridge Program funds	2021	1,300	HBP	X	X	-
48	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd over Sutter-Butte Canal 0.8 mile east of SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Bridge No. 12C0165.	Caltrans Local Highway Bridge Program funds	2021	2,600	HBP	X	X	-
49	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd. Over Little Chico Creek, 1 mile east of River Rd. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.Bridge No. 12C0242.	Caltrans Local Highway Bridge Program & Local Agency funds	2022	7,500	HBP	X	X	-
50	Butte County	FTIP	RTP	Capacity Increasing	Central House Rd Over Wymann Ravine Bridge	Located at 0.2 miles east of SR 70. Scope is to replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No: 12C011	Caltrans Local Highway Bridge Program funds	2023	4,000	HBP	X	X	-
51	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway Westbound at Butte Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2024	6,800	HBP	X	X	-

52	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Hwy at Pine Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2025	3,000	HBP	X	X	-
53	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Afton Rd at Butte Creek . Bridge Replacement	Highway Bridge Program & Local Agency funds	2026	3,700	HBP	X	X	-
54	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Pine Creek Rd at Pine Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2026	3,200	HBP	X	X	-
55	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mesa Rd at Durham Mutual Irrigation Canal. Bridge Replacement	Highway Bridge Program & Local Agency funds	2027	1,000	HBP	X	X	-
56	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Dunstone Dr at Lower Honcut Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2027	2,800	HBP	X	X	-
57	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Lower Wyandotte at Wyman Ravine. Bridge Replacement	Highway Bridge Program & Local Agency funds	2028	1,800	HBP	X	X	-
58	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd at The Dips. Low Water Crossing.	Highway Bridge Program & Local Agency funds	2029	16,500	HBP	X	X	-
59	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Keefer Rd at Keefer Slough. Bridge Replacement	Highway Bridge Program & Local Agency funds	2030	1,300	HBP	X	X	-
60	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at North Fork Honcut Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2030	1,300	HBP	X	X	-
61	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at Branch Rocky Honcut Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2030	1,100	HBP	X	X	-
62	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bradford Rd at Little Dry Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2035	1,200	HBP	X	-	-

63	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	River Rd at Shady Oaks Slough. Bridge Replacement	Highway Bridge Program & Local Agency funds	2035	1,000	HBP	X	-	-
64	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	River Rd at Grassy Banks Slough.Bridge Replacement	Highway Bridge Program & Local Agency funds	2035	1,000	HBP	X	-	-
65	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Swedes Flat Rd at Rocky Honcut Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	2040	2,500	HBP	X	-	-
66	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Neal Rd at Nance Canyon. Bridge Replacement	Highway Bridge Program & Local Agency funds	2040	1,500	HBP	X	-	-
67	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy at Hamlin Slough. Bridge Replacement	Highway Bridge Program & Local Agency funds	2027	850	HBP	X		
68	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy at Nance Canyon. Bridge Replacement	Highway Bridge Program & Local Agency funds	2027	750	HBP	X		
71	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails. H9-03-001.	Highway Safety Improvement Program and Local Agency Funds	2021	1,000	HSIP	X	-	-
72	Butte County		RTP	Maintenance, Operations, and Safety	Cohasset MBGR Project - HSIP-5912(114)	Upgrade MBGR - Cohasset Rd between Nicalog Rd. and end of existing guardrail near Jack Rabbit Flat Rd.	HSIP	2021	1,000	HSIP	X		
74	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Bridge Rail Upgrade	SR 99 - In and near Chico, from north of Route 162 to north of Broyles Road. Bridge rail upgrade at six locations. (EA 0H330)	SHOPP - Bridge Preservation Program funds	2021	9,100	SHOPP	X	-	-
75	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Bridge Scour Mitigation	SR 99 - Near Richvale, at Cottonwood Creek Bridge No. 12-0120, from 0.3 mile south to 0.5 mile north of Nelson Avenue. Replace and realign scour-critical bridge. (EA 0F290)	SHOPP - Bridge Preservation Program funds	2021	15,600	SHOPP	X	X	-

76	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Permanent Restoration	SR 70 - Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a retaining structure. (EA 3H540)	SHOPP - Emergency Response Major Damage funds	2023	58,900	SHOPP	X	-	-
79	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 162 Safety Improvements	SR 162 - In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. (EA 2H630)	SHOPP - Collision Reduction funds	2022	22,400	SHOPP	X	-	-
80	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Safety Improvements	SR 32 - In Chico, from West Sacramento Avenue (East) to West Sacramento Avenue (West). Construct two roundabouts. (EA 2H240)	SHOPP - Collision Reduction funds	2022	6,800	SHOPP	X	-	-
81	Caltrans	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 1)	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. SHOPP Safety Only. Add center turn lane and 8 foot shoulders. (EA 3H71U)	SHOPP funds	2020	32,720	SHOPP	X	-	-
82	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 1)	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Widen from 2 lanes to 4 lanes. (EA 3H71U). Capacity increasing portion only.	Federal Demonstration Funds, STIP Funds, funds (RIP &IIP)	2020	12,480	STIP & Demo	X	-	-
83	Caltrans	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 2)	SR 70 near Oroville, from 0.2 mile north of Cox Lane to 0.1 mile north of Palermo Road/Welsh Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. (EA 3H72U)	SHOPP funds	2021	36,860	SHOPP	X	-	-
84	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 2)	On SR 70, near Oroville, from 0.2 mile north of Cox Lane to 0.1 mile north of Palermo Road/Welsh Road. Widen from 2 lanes to 4 lanes. (EA 3H72U))	Federal Demonstration Funds, STIP Funds (RIP & IIP	2021	13,665	STIP	X	-	-
85	Caltrans	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 3)	On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3H930 & 3F282)	SHOPP funds	2022	44,068	SHOPP	X	-	-

86	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 3)	On SR 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3F282)	STIP Funds (RIP & IIP)	2022	21,800	STIP	X	-	-
88	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Safety Improvements	SR 32 - Near Chico, from Gianella Road to Muir Avenue. Install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehabilitate culverts. (EA 4H880)	SHOPP - Collision Reduction funds	2022	21,900	SHOPP	X	-	-
89	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	SHOPP - Roadway Preservation funds	2025	33,200	SHOPP	X	X	X
91	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 191 Permanent Restoration	SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	SHOPP - Emergency Response Major Damage funds	2021	12,500	SHOPP	X	-	-
92	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Permanent Restoration	SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slipouts by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	SHOPP - Emergency Response Major Damage funds	2022	19,350	SHOPP	X	-	-
93	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Permanent Restoration	SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7 miles west of North Fork Feather River Bridge. Replace three culverts damaged during the Camp Fire. (EA 0J720)	SHOPP - Emergency Response Major Damage funds	2022	6,730	SHOPP	X	-	-
96	Chico	FTIP	RTP	Bicycle & Pedestrian	Esplanade Corridor Safety and Accessibility Improvement Project	Project includes various non motorized "complete streets" improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are both on Esplande and Oleander.	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	2022	7,700	ATP	X	-	X

107	Chico	FTIP	RTP	Capacity Increasing	Bruce Rd Bridge Replacement Project	In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek.Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility.	Local Agency funds & Future Highway Bridge Program Funds	2022	7,900	LOCAL	X	X	-
130	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access. H8-03-003:	Highway Safety Improvement Program and Local Agency Funds	2021	5,800	HSIP	X	-	-
131	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Citywide systemic safety improvements including installation of improved signal hardware and countdown heads at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non-signalized intersections.	Highway Safety Improvement Program and Local Agency Funds	2020	1,600	HSIP	X	-	-
132	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ivy St. Over Little Chico Creek between 9th & 11th Streets. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders.Bridge No. 12C0279.	Highway Bridge Program & Local Agency funds	2026	2,100	HBP	X	-	-
133	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Pomona Rd. Over Little Chico Creek, 0.4 mile south east of Miller Ave. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) , 5037(036)	Highway Bridge Program funds	2024	4,200	HBP	X	-	-
134	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Salem Street. Over Little Chico Creek, 0.1 mile north of 10th St. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.)	Highway Bridge Program funds	2024	4,300	HBP	X	-	-
135	Chico	FTIP	RTP	Capacity Increasing	Guynn Rd over Lindo Channel Bridge Project	Project is located just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No 12C0066	Highway Bridge Program funds	2024	5,300	HBP	X	-	-

224	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Bille Road & Sawmill Road. One of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
225	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Black Olive Drive & Foster Road. Two of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
226	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Buschmann Road & Foster Road. Three of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
227	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Elliott Road & Almond Street. Four of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-

228	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Scottwood Road & Buschmann Road. Five of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
229	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pentz Road & Skyway. Six of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
230	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pentz Road & Stearns Road. Seven of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
231	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Circlewood Drive. Eight of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
232	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Grinding Rock Road. Nine of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-

233	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Roe Road. Ten of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
234	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Starlight Court. Eleven of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
235	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Wayland Road.Twelve of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
236	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pearson Road & Middle Libby Road. Thirteen of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-

237	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Roe Road & Foster Road. Fourteen of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
238	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Skyway & Rocky Lane. Fifteen of sixteen stop-controlled intersections at various locations. Work: Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
239	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Twin Oaks Drive & Wagstaff Road. Sixteen of sixteen stop-controlled intersections at various locations. Work: Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	Highway Safety Improvement Program and Local Agency Funds	2025	77	HSIP	X	-	-
246	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Culvert Replacement	Replace damaged On-System HDPE culverts with RCP pipe culverts, including restoration of the roadway section above the pipe at various locations.	Emergency Relief Program	2025	923	ER	X		
247	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Hardscape Replacement	Replace damaged hardscape, including concrete curb, gutter and sidewalk, lighting, planters, and other amenities at various locations.	Emergency Relief Program	2025	868	ER	X		
249	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Sign Replacement	Replace damaged On-System roadway signs at various locations.	Emergency Relief Program	2025	324	ER	X		
									Total	**514,120**			

PERFORMANCE MEASURE 2: Pavement and Brdige Condition Management - Infrastructure Condition

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	TARGET FISCAL YEAR	Cost Estimate - All components	Fund Source 1, Majority of funds	Fund Source 2 - Other	PERFORMANCE MEASURES - Measuring and Monitoring the Performance of the		
		FTIP	RTP								(1,000s)	STIP, SHOPP, CMAQ, ATP, SB1, HBP, HSIP, Etc.	Local, etc.	PM 1 - Safety	PM 2 - Condition Pavement & Bridges	PM 3 - Performance Congestion & Air Quality
27	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cherokee Road at Thermalito Canal, 0.4 minle northeast of Table Mountain Blvd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0258.	Caltrans Local Highway Bridge Program & Local Agency funds	$.144 million	Planned	2021	144	HBP	-	-	X	-
28	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway. At Western Canal, 0.2mile north of Nelson Shippee Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0040.	Caltrans Local Highway Bridge Program & Local Agency funds	$ .037 million	Planned	2021	37	HBP	-	-	X	-
29	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road . At West Branch Edgar Slough, 3.7 mile east of Glenn County Line. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0088.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.028 million	Planned	2021	28	HBP	-	-	X	-
30	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy. At Butte Creek, 1.1 mile east of Midway. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0033.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.109 million	Planned	2021	109	HBP	-	-	X	-
31	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway. At Butte Creek, 0.5 mile southeast of Humbug Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0009R.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.088 million	Planned	2021	88	HBP	-	-	X	-
32	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway. At Union Pacific Rail Road, 1.2 miles north of Durham Dayton Hwy. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0255.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.094 million	Planned	2021	94	HBP	-	-	X	-
33	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Nelson Rd. At Edgar Slough O/F, 0.2 mile east of 7 Mile Lane. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0403.	Caltrans Local Highway Bridge Program & Local Agency funds	$0.016 million	Planned	2021	16	HBP	-	-	X	-
34	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Nelson Rd. At Ash Creek, 1.5 mile west of the Midway. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0026.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.034 million	Planned	2021	34	HBP	-	-	X	-

35	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Pentz. At West Branch Clear Creek, 4.1 miles east of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0248.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.038 million	Planned	2021	38	HBP	-	-	X	-
36	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	East Gridley Rd. At Feather River, 1.0 mile east of Larkin Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0022.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.237 million	Planned	2021	237	HBP	-	-	X	-
37	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	El Monte Ave. At Dead Horse Slough, 0.1 mile north of State Route 32.Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0392.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.025 million	Planned	2021	25	HBP	-	-	X	-
38	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Larkin Rd. At Sutter Butte Canal, 1.5 miles north of Oroville Gridley Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0166.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.023 million	Planned	2021	23	HBP	-	-	X	-
39	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Dayton Hwy. At Hamlin Slough, 1.6 mile west of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0423.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.048 million	Planned	2021	48	HBP	-	-	X	-
40	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Dayton Hwy. At Butte Creek, 3.8 miles west of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0004.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.131 million	Planned	2021	131	HBP	-	-	X	-
41	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	County Bridge Preventive Maintenance Program (BPMP) Development. Staff time.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.012 million	Planned	2021	12	HBP	-	-	X	-
42	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road. At Angel Slough 0.1 mile east of River Rd. Scope is to replace bearing pads. Bridge No. 12C0241.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.054 million	Planned	2021	54	HBP	-	-	X	-
43	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Table Mountain Blvd. At Feather River, 0.1 mile northwest of Montgomery St. in Oroville. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0221.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.042 million	Planned	2021	42	HBP	-	-	X	-

44	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway. At Magalia Reservior Spillway at the Magalia Dam. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0395.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.346 million	Planned	2021	346	HBP	-	-	X	-
45	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road over Tributary to Little Chico Creek west of River Road. Construct a new 2 lane bridge to replace the existing 2 lane low water crossings. Bridge No. 00L0092.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 16.3 million	Programmed	2025	16,300	HBP	-	X	X	-
46	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway Rd over Butte Creek, 0.3 mile south of White Drive and Midway over Butte Creek Overflow, 3.9 mile north of Nelson Rd. Replace two existing structurally deficient 2 lane bridges with a new 2 lane bridge. Bridge No. 12C0052 & 12C0053.	Caltrans Local Highway Bridge Program, Local Agency and State Transportation Improvement Program funds	$ 18.8 million	Programmed	2022	18,800	HBP	STIP	X	X	-
47	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd. over Hamilton Slough 0.2 mile east of SR 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. Bridge No. 12C0164.	Caltrans Local Highway Bridge Program funds	$ 1.3 million	Programmed	2021	1,300	HBP	-	X	X	-
48	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd over Sutter-Butte Canal 0.8 mile east of SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Bridge No. 12C0165.	Caltrans Local Highway Bridge Program funds	$ 2.6 million	Programmed	2021	2,600	HBP	-	X	X	-
49	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd. Over Little Chico Creek, 1 mile east of River Rd. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.Bridge No. 12C0242.	Caltrans Local Highway Bridge Program & Local Agency funds	$ 7.5 million	Programmed	2022	7,500	HBP	-	X	X	-
50	Butte County	FTIP	RTP	Capacity Increasing	Central House Rd Over Wymann Ravine Bridge	Located at 0.2 miles east of SR 70. Scope is to replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No: 12C011	Caltrans Local Highway Bridge Program funds	$ 4 million	Programmed	2023	4,000	HBP	-	X	X	-
51	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway Westbound at Butte Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	$6.8 million	Programmed	2024	6,800	HBP	LOCAL	X	X	-
52	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Hwy at Pine Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	$3 million	Planned	2025	3,000	HBP	LOCAL	X	X	-
53	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Afton Rd at Butte Creek . Bridge Replacement	Highway Bridge Program & Local Agency funds	$3.7 million	Planned	2026	3,700	HBP	LOCAL	X	X	-

54	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Pine Creek Rd at Pine Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	$3.2 million	Planned	2026	3,200	HBP	LOCAL	X	X	-
55	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mesa Rd at Durham Mutual Irrigation Canal. Bridge Replacement	Highway Bridge Program & Local Agency funds	$1 million	Planned	2027	1,000	HBP	LOCAL	X	X	-
56	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Dunstone Dr at Lower Honcut Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	$2.8 million	Planned	2027	2,800	HBP	LOCAL	X	X	-
57	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Lower Wyandotte at Wyman Ravine. Bridge Replacement	Highway Bridge Program & Local Agency funds	$1.8 million	Planned	2028	1,800	HBP	LOCAL	X	X	-
58	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd at The Dips. Low Water Crossing.	Highway Bridge Program & Local Agency funds	$16.5 million	Planned	2029	16,500	HBP	LOCAL	X	X	-
59	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Keefer Rd at Keefer Slough. Bridge Replacement	Highway Bridge Program & Local Agency funds	$1.3 million	Planned	2030	1,300	HBP	LOCAL	X	X	-
60	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at North Fork Honcut Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	$1.3 million	Planned	2030	1,300	HBP	LOCAL	X	X	-
61	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at Branch Rocky Honcut Creek. Bridge Replacement	Highway Bridge Program & Local Agency funds	$1.1 million	Planned	2030	1,100	HBP	LOCAL	X	X	-
69	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	East Gridley Rd. At Feather River, 1.0 mile east of Larkin Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0022.	Highway Bridge Program & Local Agency funds	$1.5 million	Planned	2023	1,500	HBP	LOCAL		X	
70	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Hwy at Pine Creek	Highway Bridge Program & Local Agency funds	$.8 million	Planned	2023	800	HBP	LOCAL		X	
73	Butte County	-	RTP	Maintenance, Operations, and Safety	Foothill Blvd. Reconstruction	Road Rehabilitation	SB1	$0.8 million	Programmed	2020	800	SB1	Local	-	X	-
75	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Bridge Scour Mitigation	SR 99 - Near Richvale, at Cottonwood Creek Bridge No. 12-0120, from 0.3 mile south to 0.5 mile north of Nelson Avenue. Replace and realign scour-critical bridge. (EA 0F290)	SHOPP - Bridge Preservation Program funds	$15.6 million	Programmed	2021	15,600	SHOPP	-	X	X	-

89	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	SHOPP - Roadway Preservation funds	$33.2 million	Programmed	2025	33,200	SHOPP	-	X	X	X
90	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	SHOPP - Roadway Preservation funds	$16.1 million	Programmed	2025	16,100	SHOPP	-	-	X	X
94	Caltrans	-	RTP	Maintenance, Operations, and Safety	SR 70 Pavement Rehab	SR 70 - In Butte County on Route 70 from 0.6 mile east of Big Ben Rd to Plumas County line. Roadway preservation (CAPM) and drainage improvements. (SHOPP ID 20496)	SHOPP - Roadway Preservation funds	$17.96 million	Planned	2026	17,960	SHOPP	-	-	X	-
95	Caltrans	-	RTP	Maintenance, Operations, and Safety	SR 162 Pavement Rehab	SR 162 - In Butte County on Route 162 in Oroville from Feather River Bridge #12-34 to Foothill Blvd. Roadway preservation. (SHOPP ID 16387)	SHOPP - Roadway Preservation funds	$15.11 million	Planned	2025	15,110	SHOPP	-	-	X	-
107	Chico	FTIP	RTP	Capacity Increasing	Bruce Rd Bridge Replacement Project	In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek.Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility.	Local Agency funds & Future Highway Bridge Program Funds	$ 7.9 million	Planned	2022	7,900	LOCAL	-	X	X	-
108	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	City of Chico Bridge Preventive Maintenance Program (BPMP) Development. Staff time.	Highway Bridge Program & Local Agency funds	$ 0.015 million	Programmed	2026	15	HBP			X	
109	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Vallombrosa Ave. At Big Chico Creek between 1st St and Memorial Way. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Highway Bridge Program & Local Agency funds	$ 0.143 million	Programmed	2026	143	HBP	-	-	X	-
110	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Park Ave. At Little Chico Creek, 0.1 mile north of 11th Street. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Highway Bridge Program & Local Agency funds	$ 0.114 million	Programmed	2026	114	HBP	-	-	X	-
111	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Warner St. At Big Chico Creek between 1st St and Legion Ave. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	Highway Bridge Program & Local Agency funds	$ 0.117 million	Programmed	2026	117	HBP	-	-	X	-

112	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bruce Rd. At S Fork Dead Horse Slough, just north of State Route 32. Scope of the work includes rock slope protection (RSP) and scour mitigation.	Highway Bridge Program & Local Agency funds	$ 0.084 million	Programmed	2026	84	HBP	-	-	X	-
113	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E 5TH Ave. At Lindo Channel, at E. Lindo Ave. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.158 million	Programmed	2026	158	HBP	-	-	X	-
114	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cypress St. At Little Chico Creek between Humboldt Ave and 12th St. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.140 million	Programmed	2026	140	HBP	-	-	X	-
115	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Main St. At Big Chico Creek, 0.15 mile north of 2nd St. Scope of work includes joint seals.	Highway Bridge Program & Local Agency funds	$ 0.036 million	Programmed	2026	36	HBP	-	-	X	-
116	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mangrove Ave. At Lindo Channel between 10th and Cohasset. Scope of work includes spall reparir joint seal and Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.163 million	Programmed	2026	163	HBP	-	-	X	-
117	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Walnut St. At Little Chico Creek between Dayton Rd and 9th St. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.131 million	Programmed	2026	131	HBP	-	-	X	-
118	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway Rd. At Comanche Creek 0.1 mile south of Park Ave. Scope of work includes Methacrylate Deck treatment and spall repairs.	Highway Bridge Program & Local Agency funds	$ 0.063 million	Programmed	2026	63	HBP	-	-	X	-
119	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Longfellow Ave. At Lindo Channel between 1st and Manzanita. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.069 million	Programmed	2026	69	HBP	-	-	X	-
120	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bruce Rd. At Little Chico Creek, 0.5 mile south of Humboldt Rd. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.024 million	Programmed	2026	24	HBP	-	-	X	-
121	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway Av. At Little Chico-Butte CR DV CH, 0.4 mile northwest of Humbug Rd. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.056 million	Programmed	2028	56	HBP	-	-	X	-
122	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Forest Ave. At Little Chico Creek, just south of Humboldt Rd. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.077 million	Programmed	2028	77	HBP	-	-	X	-
123	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Manzanita Ave. At Lindo Channel between East Ave & Hooker Oak. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.081 million	Programmed	2028	81	HBP	-	-	X	-

124	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mill St. At Little Chico Creek, 0.1 mile north of 12th St. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.018 million	Programmed	2028	18	HBP	-	-	X	-
125	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Manzanita Ave. At Big Chico Creek between Vallombrosa and Centenial. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.053 million	Programmed	2028	53	HBP	-	-	X	-
126	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cohasset Rd. At Sycamore Creek Tributary, 0.7 mile north of Eaton Rd. Scope of repairs includes joint seals.	Highway Bridge Program & Local Agency funds	$ 0.075 million	Programmed	2028	75	HBP	-	-	X	-
127	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Broadway St. At Little Chico Creek just south of 9th St. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	Highway Bridge Program & Local Agency funds	$ 0.256 million	Programmed	2028	256	HBP	-	-	X	-
128	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Pine St. At Little Chico Creek between Humboldt Ave and 12th St. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.031 million	Programmed	2028	31	HBP	-	-	X	-
129	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	Highway Bridge Program & Local Agency funds	$ 0.041 million	Programmed	2028	41	HBP	-	-	X	-
152	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway Improvements	From SR 99 to Bruce Rd. Corridor enhancements	Nexus	$4 million	Planned	2028	4,000	LOCAL	-	-	X	-
248	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Road Rehabilitation	On-System roadway rehabilitation consisting of asphalt concrete overlays and full depth sections for areas with severe pavement damage.	Emergency Relief Program	$36.290 million	Planned	2025	36,290	ER	Local		X	
250	Paradise	-	RTP	Maintenance, Operations, and Safety	Neal Road Rehabilitation	On-System roadway rehabilitation along 1.63 miles of Neal Road from Wayland Road to Skyway consisting of 2-inch grind and 3-inch asphalt concrete (AC) overlay of the entire roadway section with digout areas of 3-inch AC and 4-inch aggregate base for sections with severe rutting and damage.	Emergency Relief Program	$1.713 million	Planned	2025	1,713	ER	Local		X	
										TOTAL	**247,424**					

PERFORMANCE MEASURE 3: Freight Movement, Congestion, and Reliability

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	TARGET FISCAL YEAR	Cost Estimate - All components	Fund Source 1, Majority of funds	Fund Source 2 - Other	PERFORMANCE MEASURES - Measuring and Monitoring the Performance of the		
		FTIP	RTP								(1,000s)	STIP, SHOPP, CMAQ, ATP, SB1, HBP, HSIP, Etc.	Local, etc.	PM 1 - Safety	PM 2 - Condition Pavement & Bridges	PM 3 - Performance Congestion & Air Quality
1	BCAG	FTIP	RTP	Transit	Butte Regional Transt - Capital and Operating Assistance	Federal Transit Admininstration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit. (Fixed Route and Paratransit)	Federal Transit Administration Funds & Transportation Development Act Funds	$ 27.3 million	Programmed	Ongoing	27,300	FTA	-	-	-	X
2	BCAG & Work Training Center	FTIP	RTP	Transit	Paratransit Assistance Program	Non Infrastructure Projects in Butte County for the Help Central Mobility Management Program for Butte 211 call center and for Butte Regional Transit for supplemental ADA paratransit operations. (Paratransit Only)	Federal Transit Administration	$ 0.6 million	Programmed	Ongoing	600	FTA	-	-	-	X
3	BCAG	-	RTP	Transit	Eaton/Bruce Rd Corridor Route	From Skyway to Esplanade. Add service along Eaton and Bruce Road. Frequency = 30 minute Peak and 60 minute Base	Federal Transit Administration	$4.375 million	Planned	2035	4,375	FTA	-	-	-	X
4	BCAG	-	RTP	Transit	Route 1 Transit Emphasis Corridor (Phase 1)	From Chico Mall to Lassen & Ceres Transfer Point. Increase freqeuncy for Route 14/15. Frequency = 15 minute Peak and 30 minute Base	Federal Transit Administration	$14.54 million	Planned	2030	14,540	FTA	State	-	-	X
5	BCAG	-	RTP	Transit	Route 1 Transit Emphasis Corridor (Phase 2)	From Chico Mall to North Valley Plaza Transit Village. Operations improvements along corridor = transit signal priority, improved stop spacing, mobile fare payment, improved routing	Federal Transit Administration	.5 million	Planned	2030	500	FTA	State	-	-	X
6	BCAG	-	RTP	Transit	Warner Street Transit Priority Corridor	From W 2nd Street to W. 8th Avenue. Add new service along Warner St. Frequency = 15 minute Peak and 30 minute Base	Federal Transit Administration	$3.42 million	Planned	2035	3,420	FTA	State	-	-	X
7	BCAG	-	RTP	Transit	East Avenue Transit Priority Corridor	From Pillsbury Rd to Manzanita Avenue. Add new service or increase existing service along East Ave. Frequency = 15 minute Peak and 30 minute Base	Federal Transit Administration	$2.73 million	Planned	2035	2,730	FTA	State	-	-	X
8	BCAG	-	RTP	Transit	North Valley Plaza Transit Center Improvements	North Valley Plaza Transit Center. Improve and realign stops at North Valley Plaza to include new shelters, bike parking, and pedestrian improvements	Federal Transit Administration	$0.25 million	Planned	2030	250	FTA	-	-	-	X
9	BCAG	-	RTP	Transit	Oroville Park & Ride Improvements	3rd Street. Increase parking capacity at existing facility.	Federal Transit Administration	$1.0 million	Planned	2030	1,000	FTA	-	-	-	X
10	BCAG	-	RTP	Transit	Paradise Transit Center	At Black Olive Drive. New transit center with park & ride.	Federal Transit Administration	$2.0 million	Planned	2030	2,000	FTA	-	-	-	X
11	BCAG	-	RTP	Transit	Gridley Park & Ride	At Butte County Fairgrounds. New park & ride with pedestrian and bike facilities.	Federal Transit Administration	$1.0 million	Planned	2030	1,000	FTA	-	-	-	X
12	BCAG	-	RTP	Transit	Chico (Fir St) Park & Ride Improvements	Fir Street Park and Ride. Add bus stops along 8th St (east bound) and 9th St (west bound).	Federal Transit Administration	$0.25 million	Planned	2035	250	FTA	-	-	-	X
13	BCAG	-	RTP	Transit	Implement Van Pool Service	Implement van pool services for commuter routes (Route 31 and 32). $350k per year	Federal Transit Administration	$3.5 million	Planned	2030	3,500	FTA	-	-	-	X
14	BCAG	-	RTP	Transit	LCTOP - Electric Bus and Charger (1)	Chico Area (Rt 14/15). 1 new zero emission electric bus and charger to operate in Chico area.	LCTOP	$1.5 million	Planned	2021	1,500	LCTOP	-	-	-	X
15	BCAG	-	RTP	Transit	LCTOP - Mobile Ticketing	New mobile ticketing application for B-Line.	LCTOP	$.25 million	Planned	2020	250	LCTOP	-	-	-	X
16	BCAG	-	RTP	Transit	FTA Low or No Emissions Program - Electric Bus and Charger (2)	Chico Area (Rt 14/15). 2 new zero emission electric busses and chargers to operate in Chico area.	FTA LowNo	$2 million	Planned	2021	2,000	FTA	-	-	-	X
17	BCAG	-	RTP	Transit	FTA 5339 - Electric Bus and Charger (2)	Chico Area (Rt 14/15). 2 new zero emission electric bus and charger to operate in Chico area.	FTA 5339	$2 million	Planned	2022	2,000	FTA	-	-	-	X
18	BCAG	-	RTP	Transit	Chico to Sacramento Inter-City Commuter Bus Service	New inter-city commuter bus serving Chico, Oroville, Marysville, and Sacramento.	CMAQ/TDA/TIRCP/LCTOP/LOCAL	$5 million	Planned	2030	5,000	CMAQ/TDA/TIRCP/LCTOP/LOCAL	-	-	-	X

19	BCAG	-	RTP	Passenger Rail	Chico to Sacramento Inter-City Commuter Rail Service	New inter-city commuter rail serving Oroville, Marysville, and Sacramento.	CMAQ/TDA/TIRCP/LCTOP/LOCAL	$5 million	Planned	2030	5,000	CMAQ/TDA/TIRCP/LCTOP/LOCAL	-	-	-	X
20	Biggs	FTIP	RTP	Bicycle & Pedestrian	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.	Congestion Mitigation and Air Quality Program	$ 0.172 million	Programmed	2021	172	CMAQ	Local	-	-	X
21	Biggs	FTIP	RTP	Bicycle & Pedestrian	Safe Routes to Schools Program	Construct new ped/bike facilities along 2nd & E Streets.	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	$ 1.5 million	Programmed	2024	1,500	CMAQ	ATP	-	-	X
22	Butte County	FTIP	RTP	Bicycle & Pedestrian	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. on Autry from Las Plumas to Monte Vista and along Monte Vista from Autry Ln to Lincoln Blvd.	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	$3.15 million	Programmed	2024	3,150	CMAQ	ATP	-	-	X
23	Butte County	FTIP	RTP	Bicycle & Pedestrian	Butte County Safe Routes Resource Center	Non Infrastructure Project. Butte County Safe Routes Program.	Active Transportation Program & Local Agency funds	$ 1.14 million	Programmed	2022	1,140	ATP	Local	-	-	X
16B70	Butte County	FTIP	RTP	Bicycle & Pedestrian	Monte Vista & Lower Wyandotte Class II Bike Project	Construct Class II bike facilities along Monte Vista Av and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave. From Lincoln Blvd. along Monte Vista to Lower Wyandotte and up Lower Wyandotte from Monte Vista to Las Plumas.	Congestion Mitigation and Air Quality Program	$ 0.75 million	Programmed	2020	750	CMAQ	-	-	-	X
25	Butte County	FTIP	RTP	Bicycle & Pedestrian	Palermo/South Oroville SRTS Project, Phase 3	Design Curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. From Hewitt Ave from Palermo Rd up to Baldwin Ave. Along Balwin Ave. from Hewitt to Lincoln Blvd. Down Lincoln Blvd. from Baldwin ave to Palermo Rd. Also on Palermo Rd from Lincoln to Palermo Middle School.	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 2.35 million	Programmed	2025	2,350	ATP	CMAQ / LOCAL	-	-	X
77	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Transportation Management Systems	SR 99 - In and near Chico, from Southgate Avenue to Garner Lane. Install Traffic Management System (TMS) elements. (EA 1H860)	SHOPP - Mobility Program funds	$11.6 million	Programmed	2022	11,600	SHOPP	-	-	-	X
87	Caltrans	FTIP	RTP	Bicycle & Pedestrian	SR 32 ADA Curb Ramps	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	SHOPP - Mandates Program funds	$5.4 million	Programmed	2020	5,400	SHOPP	-	-	-	X
89	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	SHOPP - Roadway Preservation funds	$33.2 million	Programmed	2025	33,200	SHOPP	-	X	X	X
90	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	SHOPP - Roadway Preservation funds	$16.1 million	Programmed	2025	16,100	SHOPP	-	-	X	X
96	Chico	FTIP	RTP	Bicycle & Pedestrian	Esplanade Corridor Safety and Accessibility Improvement Project	Project includes various non motorized "complete streets" improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are both on Esplande and Oleander.	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	$ 7.7 million	Programmed	2022	7,700	ATP	Nexus 610. W-Trans #18	X	-	X
97	Chico	FTIP	RTP	Bicycle & Pedestrian	Litte Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	Local Agency & Active Transportation Program Funds	$ 2.142 million	Programmed	2023	2,142	ATP	LOCAL	-	-	X

98	Chico	FTIP	RTP	Bicycle & Pedestrian	SR 99 Bikeway Phase 4 Improvements	Business Lane along the east side of SR 99 corridor to the Skyway northbound on-ramp. Project is to construct a new Class 1 Bikeway Project	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	$ 2.4 million	Programmed	2020	2,400	ATP	CMAQ / LOCAL	-	-	X
99	Chico	FTIP	RTP	Bicycle & Pedestrian	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the south end of Business Lane. Scope of project is develop a new bicycle and pedestrian crossing (bridge) over 20th Street in Chico.	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	$ 15.5 million	Programmed	2023	15,500	ATP	CMAQ / LOCAL	-	-	X
100	Chico	-	RTP	Bicycle & Pedestrian	Whittmeier Dr Class 1 (Bikeway 99 connector)	From SR99 Phase 4 end to Forest Ave and Talbert. Class 2 bike facility (0.18 miles)	LOCAL	$ .155 million	Planned	2030	115	LOCAL	-	-	-	X
101	Chico	-	RTP	Bicycle & Pedestrian	Oleander Ave Class 2	From E 10th Ave to E 1st Ave. Class 2 bike facility (0.76 miles)	LOCAL	$ .076 million	Planned	2025	76	LOCAL	-	-	-	X
102	Chico	-	RTP	Bicycle & Pedestrian	Humboldt Rd Class 1	From Morning Rose Way to Bruce Rd. Class 1 bike facility (0.51 miles)	LOCAL	$ .305 million	Planned	2025	305	LOCAL	-	-	-	X
103	Chico	-	RTP	Bicycle & Pedestrian	Esplanade Class 2	From W 11th Ave to East Ave. Class 2 bike facility (1.09 miles)	LOCAL	$ .031 million	Planned	2025	31	LOCAL	-	-	-	X
104	Chico	-	RTP	Bicycle & Pedestrian	Bruce Rd Class 1	From HWY 32 to Remington Dr. Class 1 bike facility (0.65 miles)	LOCAL	$ .072 million	Planned	2025	72	LOCAL	-	-	-	X
105	Chico	-	RTP	Bicycle & Pedestrian	Comanche Creek Class 1 (Phase 2)	From Midway to Meyers Ind Park. Class 1 bike facility (0.55 miles)	LOCAL	$ 1.662 million	Planned	2025	1,662	LOCAL	-	-	-	X
136	Chico	-	RTP	Capacity Increasing	Bruce Rd. Widening	From Skyway to SR 32, widen Roadway (Bridge included as separate project)	Nexus	13.4 million	Planned	2022	13,400	LOCAL	-	-	-	X
137	Chico	-	RTP	Capacity Increasing	Commerce Court Connection	From Ivy Street to Park Ave. connect existing Commerce Ct. to Park Avenue via Westfield Lane.	Nexus	$1.3 million	Planned	2030	1,300	LOCAL	-	-	-	X
138	Chico	-	RTP	Capacity Increasing	E. 20th Street Widening	From Forest Avenue to Bruce Road. Widen from 1 lane per direction to 2 lanes per direction with median	Nexus	$3.1 million	Planned	2030	3,100	LOCAL	-	-	-	X
141	Chico	-	RTP	Capacity Increasing	Eaton Rd Widening	From Hicks Lane to Cohasset. Widen and extend to 4 lanes with median and new bridge at Sycamore Creek Tributary	Nexus	$22 million	Planned	2040	22,000	LOCAL	-	-	-	X
142	Chico	-	RTP	Capacity Increasing	Eaton Rd Widening	From Cohasset to Manzanita. Widen to 4 lanes with median	Nexus	$14 million	Planned	2040	14,000	LOCAL	-	-	-	X
143	Chico	-	RTP	Capacity Increasing	Esplanade Widening	Shasta Avenue to Nord Highway. Widen to 4 lanes with median	Nexus	$6.5 million	Planned	2030	6,500	LOCAL	-	-	-	X
144	Chico	-	RTP	Capacity Increasing	Mariposa Ave Connection	From Glenshire Lane to Eaton Road, add new arterial connection. 1 lane per direction	Nexus	$1.8 million	Planned	2021	1,800	LOCAL	-	-	-	X
149	Chico	-	RTP	Capacity Increasing	Notre Dame Boulevard Connection	From Little Chico Creek to E. 20th Street. Construct new 2 lane street and bridge at Little Chico Creek	Nexus	$7.850 million	Planned	2025	7,850	LOCAL	-	-	-	X
151	Chico	-	RTP	Capacity Increasing	Midway Widening	From Hagan Lane to Park Ave. Widen road from 2 lanes to 4 lanes with a median	Nexus	$5.66 million	Planned	2025	5,660	LOCAL	-	-	-	X
153	Chico	-	RTP	Maintenance, Operations, and Safety	Bruce Road/Sierra Sunrise Terrace	New Traffic Signal	Nexus	$.28 million	Planned	2025	280	LOCAL	-	-	-	X
154	Chico	-	RTP	Maintenance, Operations, and Safety	E. 1st Ave / Mangrove Ave	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus	$.250 million	Planned	2028	250	LOCAL	-	-	-	X
155	Chico	-	RTP	Maintenance, Operations, and Safety	East 20th Street/MLK	Intersection capacity and queuing storage enhancements consistent with adjacent interchange improvements.	Nexus	$1 million	Planned	2028	1,000	LOCAL	-	-	-	X
156	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue/Cactus	New Traffic Signal	Nexus	$.35 million	Planned	2028	350	LOCAL	-	-	-	X
157	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue/ Cohasset Road	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus	$.250 million	Planned	2028	250	LOCAL	-	-	-	X
158	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue / Esplanade	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus	$.250 million	Planned	2028	250	LOCAL	-	-	-	X
159	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade /DeGarmo Drive	New Traffic Signal	Nexus	$.245 million	Planned	2028	245	LOCAL	-	-	-	X
160	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade / Henshaw	New Traffic Signal	Nexus	$.245 million	Planned	2028	245	LOCAL	-	-	-	X

161	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade / Rio Lindo	New Traffic Signal	Nexus	$.21 million	Planned	2028	210	LOCAL	-	-	-	X
162	Chico	-	RTP	Maintenance, Operations, and Safety	Humboldt Rd / Norte Dame	New Traffic Signal	Nexus	$.315 million	Planned	2028	315	LOCAL	-	-	-	X
164	Chico	-	RTP	Maintenance, Operations, and Safety	Manzanita/Mariposa	Roundabout (within existing ROW)	Nexus	$1.91 million	Planned	2025	1,910	LOCAL	-	-	-	X
165	Chico	-	RTP	Maintenance, Operations, and Safety	Park Avenue MLK	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus	$.7 million	Planned	2026	700	LOCAL	-	-	-	X
166	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway/Carmichael Drive-Country Club	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus	$.25 million	Planned	2028	250	LOCAL	-	-	-	X
167	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway/Potter Road	New Traffic Signal (Bike Trail)	Nexus	$.25 million	Planned	2028	250	LOCAL	-	-	-	X
169	Chico	-	RTP	Maintenance, Operations, and Safety	Eaton Rd/ Floral Ave	2-Lane Roundabout	Nexus	$1.62 million	Planned	2028	1,620	LOCAL	-	-	-	X
172	Chico	-	RTP	Maintenance, Operations, and Safety	Otterson/ Hegan Operational Improvements	operational flow improvments (traffic signals or roundabouts)	Nexus	$.32 million	Planned	2026	320	LOCAL	-	-	-	X
173	Chico	-	RTP	Maintenance, Operations, and Safety	Park / E Park Ave Operational Improvements	operational flow improvments (traffic signals or roundabouts)	Various	$6 million	Planned	2030	6,000	CMAQ	Local			X
189	Gridley	FTIP	RTP	Bicycle & Pedestrian	Central Gridley Pedestrian Connectivity and Equal Access Project	Install ADA curb ramps and detectable warning surfaces, close sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 1.5 million	Programmed	2023	1,500	ATP	CMAQ	-	-	X
190	Gridley	FTIP	RTP	Bicycle & Pedestrian	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and class I bike path along State Route 99 from Township Road to Archer Avenue.	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 2.16 million	Programmed	2027	2,160	ATP	CMAQ	-	-	X
191	Gridley	-	RTP	Bicycle & Pedestrian	Magnolia St Class 2	From Idaho St to Vermont St. New Class 2 bike facilities (0.42 miles)	LOCAL	$0.025 milliom	Planned	2035	25	LOCAL	-	-	-	X
192	Gridley	-	RTP	Bicycle & Pedestrian	(Spruce St?) Gridley Rd Class 2	From Jackson St to SR99. New Class 2 bike facilities (0.25 miles)	LOCAL	$0.025 milliom	Planned	2035	25	LOCAL	-	-	-	X
193	Oroville	FTIP	RTP	Bicycle & Pedestrian	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	Hwy 162 in Oroville, CA between Feather River Boulevard and Foothill Boulevard. The project includes a comprehensive set of active transportation infrastructure connectivity and safety improvements.	Congestion Mitigation and Air Quality Program and Active Transportation Program funds	$ 3.951 million	Programmed	2024	3,951	ATP	-	-	-	X
194	Oroville	-	RTP	Bicycle & Pedestrian	Railroad Class 1	From Villa Ave to SR 162. New Class 1 bike facilities (5.09 miles)	LOCAL	$ 3.309 million	Planned	2035	3,309	LOCAL	-	-	-	X
195	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Wildlife Area (A) Class 1	From Pacific Heights Rd to Larkin Rd. New Class 1 bike facilities (2.33 miles)	LOCAL	$1.515 million	Planned	2035	1,515	LOCAL	-	-	-	X
196	Oroville	-	RTP	Bicycle & Pedestrian	Lincoln Blvd Class 2	From Ophir Rd to Monte Vista Ave. New Class 2 bike facilities (0.76 miles)	LOCAL	$0.014 million	Planned	2035	14	LOCAL	-	-	-	X
197	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Wildlife Area (B) Class 1	From Pacific Heights Rd to Larkin Rd. New Class 1 bike facilities (1.57 miles)	LOCAL	$1.021 million	Planned	2035	1,021	LOCAL	-	-	-	X
198	Oroville	-	RTP	Bicycle & Pedestrian	5th Ave Class 2	From Ophir Rd to SR 162. New Class 2 bike facilities (2.43 miles)	LOCAL	$.044 million	Planned	2035	44	LOCAL	-	-	-	X
199	Oroville	-	RTP	Bicycle & Pedestrian	Pacific Heights Rd Class 2	From Mathews Readymix to 0.25 miles N of start. New Class 2 bike facilities (0.27 miles)	LOCAL	$.005 million	Planned	2035	5	LOCAL	-	-	-	X
200	Oroville	-	RTP	Bicycle & Pedestrian	SR 162 Class 2	From 20th St to 10th St. New Class 2 bike facilities (1.22 miles)	LOCAL	$.022 million	Planned	2035	22	LOCAL	-	-	-	X
201	Oroville	-	RTP	Bicycle & Pedestrian	Wyandotte Ave Class 2	From Lincoln Blvd to Olive Hwy. New Class 2 bike facilities (0.78 miles)	LOCAL	$.014 million	Planned	2035	14	LOCAL	-	-	-	X
202	Oroville	-	RTP	Bicycle & Pedestrian	Feather River Trail (North) Class 1	From Table Mountain Bridge to SR70 Bridge. New Class 1 bike facilities (3.09miles)	LOCAL	$2.009 million	Planned	2035	2,009	LOCAL	-	-	-	X

203	Oroville	-	RTP	Bicycle & Pedestrian	5th Ave Class 2	From SR162 to Safford St. New Class 2 bike facilities (0.87miles)	LOCAL	$.016 million	Planned	2035	16	LOCAL	-	-	-	X
204	Oroville	-	RTP	Bicycle & Pedestrian	Veatch St Class 2	From SR162 to Robinson St. New Class 2 bike facilities (0.68miles)	LOCAL	$.012 million	Planned	2035	12	LOCAL	-	-	-	X
205	Oroville	-	RTP	Bicycle & Pedestrian	Power Lines ROW Class 1	From Olive Hwy to Old Ferry Rd. New Class 1 bike facilities (1.59 miles)	LOCAL	$1.034 million	Planned	2035	1,034	LOCAL	-	-	-	X
206	Oroville	-	RTP	Bicycle & Pedestrian	Railroad Class 1	From SR162 to Daryl Porter Way. New Class 1 bike facilities (0.72 miles)	LOCAL	$0.468 million	Planned	2035	468	LOCAL	-	-	-	X
207	Oroville	-	RTP	Bicycle & Pedestrian	Feather River / Hwy 70 Class 1	From SR162 to Montgomery St. New Class 1 bike facilities (0.65 miles)	LOCAL	$0.423 million	Planned	2035	423	LOCAL	-	-	-	X
208	Oroville	-	RTP	Bicycle & Pedestrian	Robinson St Class 2	From Oliver St to Feather River Blvd. New Class 1 or 2 bike facilities (1.03 miles)	LOCAL	$0.019 million	Planned	2035	19	LOCAL	-	-	-	X
209	Oroville	-	RTP	Bicycle & Pedestrian	Montgomery St Class 2	From Bridge St to Hwy 70. New Class 2 bike facilities (1.88 miles)	LOCAL	$0.034 million	Planned	2035	34	LOCAL	-	-	-	X
210	Oroville	-	RTP	Bicycle & Pedestrian	Gilmore Ln Class 2	From Oro-Dam Blvd to Executive Pkwy. New Class 2 bike facilities (0.22 miles)	LOCAL	$0.004 million	Planned	2035	4	LOCAL	-	-	-	X
211	Oroville	-	RTP	Bicycle & Pedestrian	Bird St Class 2	From Washington Ave to Feather River Blvd. New Class 2 bike facilities (1.23 miles)	LOCAL	$0.022 million	Planned	2035	22	LOCAL	-	-	-	X
212	Oroville	-	RTP	Bicycle & Pedestrian	Bridge St Class 2	From Oro-Dam Blvd E to Montgomery St. New Class 2 bike facilities (0.58 miles)	LOCAL	$0.01 million	Planned	2035	10	LOCAL	-	-	-	X
213	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Dam Blvd Class 2	From Oro-Quincy Hwy to Acacia Ave. New Class 1 or 2 bike facilities (0.71 miles)	LOCAL	$0.013 million	Planned	2035	13	LOCAL	-	-	-	X
214	Oroville	-	RTP	Bicycle & Pedestrian	Oliver St Class 2	From Robinson St to Montgomery St. New Class 2 bike facilities (0.20 miles)	LOCAL	$0.004 million	Planned	2035	4	LOCAL	-	-	-	X
215	Oroville	-	RTP	Bicycle & Pedestrian	Orange Ave Class 2	From Washington Ave to Montgomery St. New Class 2 bike facilities (0.31 miles)	LOCAL	$0.006 million	Planned	2035	6	LOCAL	-	-	-	X
216	Oroville	-	RTP	Bicycle & Pedestrian	Norton St Class 2	From Bridge St to Montgomery St. New Class 2 bike facilities (0.14 miles)	LOCAL	$0.003 million	Planned	2035	3	LOCAL	-	-	-	X
217	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Dam Blvd Class 2	From Olive Hwy to Oro-Quincy Hwy. New Class 2 bike facilities (0.32 miles)	LOCAL	$0.006 million	Planned	2030	6	LOCAL	-	-	-	X
218	Oroville	-	RTP	Bicycle & Pedestrian	Oro-Quincy Hwy Class 2	From Oro-Dam Blvd to Foothill Blvd. New Class 2 bike facilities (0.33 miles)	LOCAL	$0.006 million	Planned	2030	6	LOCAL	-	-	-	X
219	Oroville	-	RTP	Bicycle & Pedestrian	Lincoln Blvd Class 2	From Wyandotte Ave to SR 162. New Class 2 bike facilities (0.25 miles)	LOCAL	$0.005 million	Planned	2035	5	LOCAL	-	-	-	X
220	Oroville	-	RTP	Capacity Increasing	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.	LOCAL	$3 million	Planned	2030	3,000	LOCAL	-	-	-	X
221	Paradise	FTIP	RTP	Bicycle & Pedestrian	Oliver Curve Class I Phase I Project	Oliver Road between Skyway and Valley View Drive (approx 0.39 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 4.975 million	Planned	2030	4,975	CMAQ	-	-	-	X
222	Paradise	FTIP	RTP	Bicycle & Pedestrian	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into project will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to existing the 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 8.525 million	Planned	2030	8,525	ATP	CMAQ	-	-	X
242	Paradise	FTIP	RTP	Bicycle & Pedestrian	Pentz Rd Class 2 (aka Ponderosa Elementary SRTS - ATP)	New Class 2 along Pentz Rd from Bille Rd to Wagstaff Rd (0.60 miles).	Active Transportation Program & Local Agency funds	$1.733 million	Programmed	2030	1,733	ATP	LOCAL	-	-	X
										TOTAL	**308,561**					

2020 RTP/SCS DEVELOPMENT (SEPTEMBER 12, 2020)

With Changes, project line numbers updated, sorted by agency

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
1	BCAG	FTIP	RTP	Transit	Butte Regional Transt - Capital and Operating Assistance	Federal Transit Admininstration Program Sections 5307 & 5311 programs to support transit services provided by Butte Regional Transit. (Fixed Route and Paratransit)	20200000200	Federal Transit Administration Funds & Transportation Development Act Funds	$ 27.3 million	Programmed	39.70508	-121.821744	Ongoing	27,300
2	BCAG & Work Training Center	FTIP	RTP	Transit	Paratransit Assistance Program	Non Infrastructure Projects in Butte County for the Help Central Mobility Management Program for Butte 211 call center and for Butte Regional Transit for supplemental ADA paratransit operations. (Paratransit Only)	20200000182	Federal Transit Administration	$ 0.6 million	Programmed	39.704691	-121.82219	Ongoing	600
3	BCAG	-	RTP	Transit	Eaton/Bruce Rd Corridor Route	From Skyway to Esplanade. Add service along Eaton and Bruce Road. Frequency = 30 minute Peak and 60 minute Base	BCAG-TRANSIT-FTA-2020-1	Federal Transit Administration	$4.375 million	Planned	39.775674	-121.867817	2035	4,375
4	BCAG	-	RTP	Transit	Route 1 Transit Emphasis Corridor (Phase 1)	From Chico Mall to Lassen & Ceres Transfer Point. Increase freqeuncy for Route 14/15. Frequency = 15 minute Peak and 30 minute Base	BCAG-TRANSIT-FTA-2020-2	Federal Transit Administration	$14.54 million	Planned	39.730022	-121.84091	2030	14,540
5	BCAG	-	RTP	Transit	Route 1 Transit Emphasis Corridor (Phase 2)	From Chico Mall to North Valley Plaza Transit Village. Operations improvements along corridor = transit signal priority, improved stop spacing, mobile fare payment, improved routing	BCAG-TRANSIT-FTA-2020-3	Federal Transit Administration	.5 million	Planned	39.741899	-121.848447	2030	500
6	BCAG	-	RTP	Transit	Warner Street Transit Priority Corridor	From W 2nd Street to W. 8th Avenue. Add new service along Warner St. Frequency = 15 minute Peak and 30 minute Base	BCAG-TRANSIT-FTA-2020-4	Federal Transit Administration	$3.42 million	Planned	39.734831	-121.853258	2035	3,420
7	BCAG	-	RTP	Transit	East Avenue Transit Priority Corridor	From Pillsbury Rd to Manzanita Avenue. Add new service or increase existing service along East Ave. Frequency = 15 minute Peak and 30 minute Base	BCAG-TRANSIT-FTA-2020-5	Federal Transit Administration	$2.73 million	Planned	39.761078	-121.827333	2035	2,730
8	BCAG	-	RTP	Transit	North Valley Plaza Transit Center Improvements	North Valley Plaza Transit Center. Improve and realign stops at North Valley Plaza to include new shelters, bike parking, and pedestrian improvements	BCAG-TRANSIT-FTA-2020-6	Federal Transit Administration	$0.25 million	Planned	39.75799	-121.846899	2030	250
9	BCAG	-	RTP	Transit	Oroville Park & Ride Improvements	3rd Street. Increase parking capacity at existing facility.	BCAG-TRANSIT-FTA-2020-7	Federal Transit Administration	$1.0 million	Planned	39.520317	-121.572296	2030	1,000
10	BCAG	-	RTP	Transit	Paradise Transit Center	At Black Olive Drive. New transit center with park & ride.	BCAG-TRANSIT-FTA-2020-8	Federal Transit Administration	$2.0 million	Planned	39.753569	-121.624119	2030	2,000
11	BCAG	-	RTP	Transit	Gridley Park & Ride	At Butte County Fairgrounds. New park & ride with pedestrian and bike facilities.	BCAG-TRANSIT-FTA-2020-9	Federal Transit Administration	$1.0 million	Planned	39.363364	-121.68459	2030	1,000
12	BCAG	-	RTP	Transit	Chico (Fir St) Park & Ride Improvements	Fir Street Park and Ride. Add bus stops along 8th St (east bound) and 9th St (west bound).	BCAG-TRANSIT-FTA-2020-10	Federal Transit Administration	$0.25 million	Planned	39.737272	-121.816506	2035	250
13	BCAG	-	RTP	Transit	Implement Van Pool Service	Implement van pool services for commuter routes (Route 31 and 32). $350k per year	BCAG-TRANSIT-FTA-2020-11	Federal Transit Administration	$3.5 million	Planned	39.542421	-121.589488	2030	3,500
14	BCAG	-	RTP	Transit	LCTOP - Electric Bus and Charger (1)	Chico Area (Rt 14/15). 1 new zero emission electric bus and charger to operate in Chico area.	BCAG-TRANSIT-LCTOP-2020-1	LCTOP	$1.5 million	Planned	39.730022	-121.84091	2021	1,500
15	BCAG	-	RTP	Transit	LCTOP - Mobile Ticketing	New mobile ticketing application for B-Line.	BCAG-TRANSIT-LCTOP-2020-2	LCTOP	$.25 million	Planned	39.7049309	-121.821326	2020	250
16	BCAG	-	RTP	Transit	FTA Low or No Emissions Program - Electric Bus and Charger (2)	Chico Area (Rt 14/15). 2 new zero emission electric busses and chargers to operate in Chico area.	BCAG-TRANSIT-LOWNO-2020-1	FTA LowNo	$2 million	Planned	39.730022	-121.84091	2021	2,000
17	BCAG	-	RTP	Transit	FTA 5339 - Electric Bus and Charger (2)	Chico Area (Rt 14/15). 2 new zero emission electric bus and charger to operate in Chico area.	BCAG-TRANSIT-5339-2020-1	FTA 5339	$2 million	Planned	39.730022	-121.84091	2022	2,000
18	BCAG	-	RTP	Transit	Chico to Sacramento Inter-City Commuter Bus Service	New inter-city commuter bus serving Chico, Oroville, Marysville, and Sacramento.	BCAG-TRANSIT-TBD-2020-1	CMAQ/TDA/TIRCP/LCTOP/LOCAL	$5 million	Planned	39.7049309	-121.821326	2030	5,000
19	BCAG	-	RTP	Passenger Rail	Chico to Sacramento Inter-City Commuter Rail Service	New inter-city commuter rail serving Oroville, Marysville, and Sacramento.	BCAG-TRANSIT-TBD-2020-2	CMAQ/TDA/TIRCP/LCTOP/LOCAL	$5 million	Planned	39.512621	121.552084	2030	5,000

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
20	Biggs	FTIP	RTP	Bicycle & Pedestrian	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.	20200000217	Congestion Mitigation and Air Quality Program	$ 0.172 million	Programmed	39.41558554320	-121.70700535700	2021	172
21	Biggs	FTIP	RTP	Bicycle & Pedestrian	Safe Routes to Schools Program	Construct new ped/bike facilities along 2nd & E Streets.	20200000198	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	$ 1.5 million	Programmed	39.41683596150	-121.70749999100	2024	1,500

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
22	Butte County	FTIP	RTP	Bicycle & Pedestrian	Autry Lane & Monte Vista Safe Routes to Schools Gap Closure Project	Curb, gutter, sidewalk, and crossing enhancements along Autrey Ln. and Monte Vista Ave. on Autry from Las Plumas to Monte Vista and along Monte Vista from Autry Ln to Lincoln Blvd.	20200000196	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future ATP	$3.15 million	Programmed	39.47676589200	-121.53584072400	2024	3,150
23	Butte County	FTIP	RTP	Bicycle & Pedestrian	Butte County Safe Routes Resource Center	Non Infrastructure Project. Butte County Safe Routes Program.	BC-BIKE-ATP-2020-1	Active Transportation Program & Local Agency funds	$ 1.14 million	Programmed	39.52244	-121.552143	2022	1,140
24	Butte County	FTIP	RTP	Bicycle & Pedestrian	Monte Vista & Lower Wyandotte Class II Bike Project	Construct Class II bike facilities along Monte Vista Av and Lincoln Blvd to Lower Wyandotte Rd in locations that do not have existing curb, gutter and sidewalks, along with class II bike facilities along Lower Wyandotte Rd from Las Plumas Ave/Oro Bangor Hwy to Monte Vista Ave. From Lincoln Blvd. along Monte Vista to Lower Wyandotte and up Lower Wyandotte from Monte Vista to Las Plumas.	20200000195	Congestion Mitigation and Air Quality Program	$ 0.75 million	Programmed	39.47676596590	-121.53061848100	2020	750
25	Butte County	FTIP	RTP	Bicycle & Pedestrian	Palermo/South Oroville SRTS Project, Phase 3	Design Curb, gutter, sidewalk, and crossing enhancements along Lincoln Blvd., Palermo Rd., and Baldwin Ave. in locations that do not have existing curb, gutter, and sidewalks. From Hewitt Ave from Palermo Rd up to Baldwin Ave. Along Balwin Ave. from Hewitt to Lincoln Blvd. Down Lincoln Blvd. from Baldwin ave to Palermo Rd. Also on Palermo Rd from Lincoln to Palermo Middle School.	20200000218	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 2.35 million	Programmed	39.43518458480	-121.55139551900	2025	2,350
26	Butte County		RTP	Bicycle & Pedestrian	Las Plumas-Lincoln BLVD. - SRTS	Sidewalks, pedestrian crossing safety enhancements, and driver feedback signs along the main corridors of the south Oroville routes to school.	0316000101	ATP	$5.814 Million	Planned	39.48042800000	-121.53849700000	2021	5,814
27	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cherokee Road at Thermalito Canal, 0.4 minle northeast of Table Mountain Blvd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0258.	20200000056-2019-10	Caltrans Local Highway Bridge Program & Local Agency funds	$.144 million	Planned	39.528992	-121.555585	2021	144
28	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway. At Western Canal, 0.2mile north of Nelson Shippee Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0040.	20200000056-2019-11	Caltrans Local Highway Bridge Program & Local Agency funds	$ .037 million	Planned	39.540042	-121.760463	2021	37
29	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road . At West Branch Edgar Slough, 3.7 mile east of Glenn County Line. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0088.	20200000056-2019-12	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.028 million	Planned	39.636985	-121.908155	2021	28
30	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy. At Butte Creek, 1.1 mile east of Midway. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0033.	20200000056-2019-13	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.109 million	Planned	39.678222	-121.777715	2021	109
31	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway. At Butte Creek, 0.5 mile southeast of Humbug Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0009R.	20200000056-2019-14	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.088 million	Planned	39.70446	-121.771336	2021	88
32	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway. At Union Pacific Rail Road, 1.2 miles north of Durham Dayton Hwy. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0255.	20200000056-2019-15	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.094 million	Planned	39.646045	-121.800623	2021	94
33	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Nelson Rd. At Edgar Slough O/F, 0.2 mile east of 7 Mile Lane. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0403.	20200000056-2019-16	Caltrans Local Highway Bridge Program & Local Agency funds	$0.016 million	Planned	39.54593	-121.904849	2021	16
34	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Nelson Rd. At Ash Creek, 1.5 mile west of the Midway. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0026.	20200000056-2019-17	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.034 million	Planned	39.551409	-121.791593	2021	34
35	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Pentz. At West Branch Clear Creek, 4.1 miles east of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0248.	20200000056-2019-18	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.038 million	Planned	39.642074	-121.645841	2021	38
36	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	East Gridley Rd. At Feather River, 1.0 mile east of Larkin Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0022.	20200000056-2019-19	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.237 million	Planned	39.365852	-121.645918	2021	237

37	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	El Monte Ave. At Dead Horse Slough, 0.1 mile north of State Route 32.Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0392.	20200000056-2019-20	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.025 million	Planned	39.741429	-121.800248	2021	25
38	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Larkin Rd. At Sutter Butte Canal, 1.5 miles north of Oroville Gridley Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0166.	20200000056-2019-21	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.023 million	Planned	39.384583	-121.654125	2021	23
39	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Dayton Hwy. At Hamlin Slough, 1.6 mile west of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0423.	20200000056-2019-22	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.048 million	Planned	39.64658	-121.745643	2021	48
40	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Durham Dayton Hwy. At Butte Creek, 3.8 miles west of State Route 99. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0004.	20200000056-2019-23	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.131 million	Planned	39.64589	-121.785813	2021	131
41	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	County Bridge Preventive Maintenance Program (BPMP) Development. Staff time.	20200000056-2019-6	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.012 million	Planned	39.525158	-121.571422	2021	12
42	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road. At Angel Slough 0.1 mile east of River Rd. Scope is to replace bearing pads. Bridge No. 12C0241.	20200000056-2019-7	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.054 million	Planned	39.631647	-121.928743	2021	54
43	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Table Mountain Blvd. At Feather River, 0.1 mile northwest of Montgomery St. in Oroville. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0221.	20200000056-2019-8	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.042 million	Planned	39.517713	-121.549945	2021	42
44	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway. At Magalia Reservior Spillway at the Magalia Dam. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0395.	20200000056-2019-9	Caltrans Local Highway Bridge Program & Local Agency funds	$ 0.346 million	Planned	39.815611	-121.581788	2021	346
45	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Road over Tributary to Little Chico Creek west of River Road. Construct a new 2 lane bridge to replace the existing 2 lane low water crossings. Bridge No. 00L0092.	20200000056-2019-1	Caltrans Local Highway Bridge Program & Local Agency funds	$ 16.3 million	Programmed	39.63036501560	-121.93362768400	2025	16,300
46	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway Rd over Butte Creek, 0.3 mile south of White Drive and Midway over Butte Creek Overflow, 3.9 mile north of Nelson Rd. Replace two existing structurally deficient 2 lane bridges with a new 2 lane bridge. Bridge No. 12C0052 & 12C0053.	20200000056-2019-2	Caltrans Local Highway Bridge Program, Local Agency and State Transportation Improvement Program funds	$ 18.8 million	Programmed	39.60646379420	-121.78512229700	2022	18,800
47	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd. over Hamilton Slough 0.2 mile east of SR 99. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. Bridge No. 12C0164.	20200000056-2019-3	Caltrans Local Highway Bridge Program funds	$ 1.3 million	Programmed	39.42513836010	-121.68611543600	2021	1,300
48	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E Rio Bonito Rd over Sutter-Butte Canal 0.8 mile east of SR 99. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge. Bridge No. 12C0165.	20200000056-2019-4	Caltrans Local Highway Bridge Program funds	$ 2.6 million	Programmed	39.42792455450	-121.67806486500	2021	2,600
49	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd. Over Little Chico Creek, 1 mile east of River Rd. Replace the existing 2 lane structurally deficient bridge with a new 2 lane bridge.Bridge No. 12C0242.	20200000056-2019-5	Caltrans Local Highway Bridge Program & Local Agency funds	$ 7.5 million	Programmed	39.636973	-121.908202	2022	7,500
50	Butte County	FTIP	RTP	Capacity Increasing	Central House Rd Over Wymann Ravine Bridge	Located at 0.2 miles east of SR 70. Scope is to replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No: 12C011	20200000107	Caltrans Local Highway Bridge Program funds	$ 4 million	Programmed	39.35017032780	-121.59837521400	2023	4,000
51	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway Westbound at Butte Creek. Bridge Replacement	BC-BR-HBP-2020-1	Highway Bridge Program & Local Agency funds	$6.8 million	Programmed	39.704601	-121.771308	2024	6,800
52	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Hwy at Pine Creek. Bridge Replacement	BC-BR-HBP-2020-2	Highway Bridge Program & Local Agency funds	$3 million	Planned	39.840339	-122.015845	2025	3,000
53	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Afton Rd at Butte Creek . Bridge Replacement	BC-BR-HBP-2020-3	Highway Bridge Program & Local Agency funds	$3.7 million	Planned	39.419850	-121.881237	2026	3,700

54	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Pine Creek Rd at Pine Creek. Bridge Replacement	BC-BR-HBP-2020-4	Highway Bridge Program & Local Agency funds	$3.2 million	Planned	39.868148	-121.994334	2026	3,200
55	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mesa Rd at Durham Mutual Irrigation Canal. Bridge Replacement	BC-BR-HBP-2020-5	Highway Bridge Program & Local Agency funds	$1 million	Planned	39.658821	-121.761746	2027	1,000
56	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Dunstone Dr at Lower Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-6	Highway Bridge Program & Local Agency funds	$2.8 million	Planned	39.406054	-121.455378	2027	2,800
57	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Lower Wyandotte at Wyman Ravine. Bridge Replacement	BC-BR-HBP-2020-7	Highway Bridge Program & Local Agency funds	$1.8 million	Planned	39.470084	-121.529191	2028	1,800
58	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ord Ferry Rd at The Dips. Low Water Crossing.	BC-BR-HBP-2020-8	Highway Bridge Program & Local Agency funds	$16.5 million	Planned	39.626342	-121.949170	2029	16,500
59	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Keefer Rd at Keefer Slough. Bridge Replacement	BC-BR-HBP-2020-9	Highway Bridge Program & Local Agency funds	$1.3 million	Planned	39.818749	-121.873804	2030	1,300
60	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at North Fork Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-10	Highway Bridge Program & Local Agency funds	$1.3 million	Planned	39.457021	-121.443005	2030	1,300
61	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Bangor Hwy at Branch Rocky Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-11	Highway Bridge Program & Local Agency funds	$1.1 million	Planned	39.420126	-121.427168	2030	1,100
62	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bradford Rd at Little Dry Creek. Bridge Replacement	BC-BR-HBP-2020-12	Highway Bridge Program & Local Agency funds	$1.2 million	Planned	39.522275	-121.811550	2035	1,200
63	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	River Rd at Shady Oaks Slough. Bridge Replacement	BC-BR-HBP-2020-13	Highway Bridge Program & Local Agency funds	$1 million	Planned	39.676123	-121.933046	2035	1,000
64	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	River Rd at Grassy Banks Slough.Bridge Replacement	BC-BR-HBP-2020-14	Highway Bridge Program & Local Agency funds	$1 million	Planned	39.656070	-121.943390	2035	1,000
65	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Swedes Flat Rd at Rocky Honcut Creek. Bridge Replacement	BC-BR-HBP-2020-15	Highway Bridge Program & Local Agency funds	$2.5 million	Planned	39.447792	-121.391224	2040	2,500
66	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Neal Rd at Nance Canyon. Bridge Replacement	BC-BR-HBP-2020-16	Highway Bridge Program & Local Agency funds	$1.5 million	Planned	39.665616	-121.746302	2040	1,500
67	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy at Hamlin Slough. Bridge Replacement	BC-BR-HBP-2024-17	Highway Bridge Program & Local Agency funds	$.85 million	Planned	39.653427	-121.740824	2027	850
68	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Oro-Chico Hwy at Nance Canyon. Bridge Replacement	BC-BR-HBP-2024-18	Highway Bridge Program & Local Agency funds	$.75 million	Planned	39.660776	-121.749586	2027	750

69	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	East Gridley Rd. At Feather River, 1.0 mile east of Larkin Rd. Scope is to address cracks with a Methacrylate Deck treatment. Bridge No. 12C0022.	BC-BR-HBP-2024-19	Highway Bridge Program & Local Agency funds	$1.5 million	Planned	39.365852	-121.645918	2023	1,500
70	Butte County	-	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cana Hwy at Pine Creek	BC-BR-HBP-2024-20	Highway Bridge Program & Local Agency funds	$.8 million	Planned	39.840360	-122.015967	2023	800
71	Butte County	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	On Cohasset Rd between Nicalog Rd and end of existing guardrail near Jack Rabbit Flat Rd. Work: Upgrade existing guardrails. H9-03-001.	20200000070-2019-2	Highway Safety Improvement Program and Local Agency Funds	$ 1.0 million	Programmed	39.861233	-121.783425	2021	1,000
72	Butte County		RTP	Maintenance, Operations, and Safety	Cohasset MBGR Project - HSIP-5912(114)	Upgrade MBGR - Cohasset Rd between Nicalog Rd. and end of existing guardrail near Jack Rabbit Flat Rd.	0319000087	HSIP	$1.0 Million	Planned	39.84884100000	-121.81050900000	2021	1,000
73	Butte County	-	RTP	Maintenance, Operations, and Safety	Foothill Blvd. Reconstruction	Road Rehabilitation	BC-MAINT-SB1-2020-2	SB1	$0.8 million	Programmed	39.49317	-121.511699	2020	800

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
74	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Bridge Rail Upgrade	SR 99 - In and near Chico, from north of Route 162 to north of Broyles Road. Bridge rail upgrade at six locations. (EA 0H330)	20200000162-2019-1	SHOPP - Bridge Preservation Program funds	$9.1 million	Programmed	39.49624	-121.688691	2021	9,100
75	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Bridge Scour Mitigation	SR 99 - Near Richvale, at Cottonwood Creek Bridge No. 12-0120, from 0.3 mile south to 0.5 mile north of Nelson Avenue. Replace and realign scour-critical bridge. (EA 0F290)	20200000162-2019-2	SHOPP - Bridge Preservation Program funds	$15.6 million	Programmed	39.519351	-121.688769	2021	15,600
76	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Permanent Restoration	SR 70 - Near Paradise, from 0.8 mile west to 0.2 mile east of Shady Rest Area. Restore and repair damaged roadway by raising the existing vertical alignment by approximately 5 feet and protecting the embankment against future flooding with Rock Slope Protection (RSP) or a	20200000213	SHOPP - Emergency Response Major Damage funds	$58.9 million	Programmed	39.842416	-121.405061	2023	58,900
77	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 99 Transportation Management Systems	SR 99 - In and near Chico, from Southgate Avenue to Garner Lane. Install Traffic Management System (TMS) elements. (EA 1H860)	20200000206	SHOPP - Mobility Program funds	$11.6 million	Programmed	39.700406	-121.784949	2022	11,600
78	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Roadside Enhancement	SR 70 - In Butte County, on Route 70 at approximately 7.0 miles south of Oroville; also in Colusa County on Route 20 at approximately 4.0 miles east of Colusa. Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive habitats. (EA 2H140)	20200000202	SHOPP - Roadside Preservation funds	$1.9 million	Programmed	39.390339	-121.607202	2020	1,900
79	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 162 Safety Improvements	SR 162 - In and near Oroville, from Foothill Boulevard to the Gold Country Casino entrance. Construct two-way left-turn lane and widen shoulders. (EA 2H630)	10200000164-2019-1	SHOPP - Collision Reduction funds	$22.4 million	Programmed	39.500994	-121.532364	2022	22,400
80	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Safety Improvements	SR 32 - In Chico, from West Sacramento Avenue (East) to West Sacramento Avenue (West). Construct two roundabouts. (EA 2H240)	10200000164-2019-2	SHOPP - Collision Reduction funds	$6.8 million	Programmed	39.732208	-121.861787	2022	6,800
81	Caltrans	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 1)	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. SHOPP Safety Only. Add center turn lane and 8 foot shoulders. (EA 3H71U)	10200000176	SHOPP funds	$32.72 million	Programmed	39.430826	-121.605107	2020	32,720
82	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 1)	SR 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Widen from 2 lanes to 4 lanes. (EA 3H71U). Capacity increasing portion only.	10200000176	Federal Demonstration Funds, STIP Funds, funds (RIP &IIP)	$12.48 million	Programmed	39.430826	-121.605107	2020	12,480
83	Caltrans	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 2)	SR 70 near Oroville, from 0.2 mile north of Cox Lane to 0.1 mile north of Palermo Road/Welsh Road. Widen for two-way left-turn lane and standard shoulders, and provide a roadside clear recovery zone. (EA 3H72U)	10200000177	SHOPP funds	$36.86 million	Programmed	39.386025	-121.611173	2021	36,860
84	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 2)	On SR 70, near Oroville, from 0.2 mile north of Cox Lane to 0.1 mile north of Palermo Road/Welsh Road. Widen from 2 lanes to 4 lanes. (EA 3H72U))	10200000177	Federal Demonstration Funds, STIP Funds (RIP & IIP	$13.665 million	Programmed	39.386025	-121.611173	2021	13,665
85	Caltrans	FTIP	RTP	Safety	SR 70 Passing Lanes (Segment 3)	On Route 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3H930 & 3F282)	10200000205	SHOPP funds	$44.068 million	Programmed	39.30832	-121.595414	2022	44,068
86	Caltrans	FTIP	RTP	Capacity Increasing	SR 70 Passing Lanes (Segment 3)	On SR 70 from 0.4 mile South or East of Gridley Road to 0.3 mile South of Butte/Yuba County line. Widen from 2 lanes to 4 lanes. (EA 3F282)	10200000205	STIP Funds (RIP & IIP)	$21.8 million	Programmed	39.30832	-121.595414	2022	21,800
87	Caltrans	FTIP	RTP	Bicycle & Pedestrian	SR 32 ADA Curb Ramps	SR 32 - In Chico, from Walnut Street to Poplar Street. Upgrade Americans with Disabilities Act (ADA) facilities. (EA 4F800)	20200000129	SHOPP - Mandates Program funds	$5.4 million	Programmed	39.720062	-121.845103	2020	5,400
88	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Safety Improvements	SR 32 - Near Chico, from Gianella Road to Muir Avenue. Install lighting, widen shoulders, upgrade end treatments at bridge approaches, and rehabilitate culverts. (EA 4H880)	CA-SAFE-SHOPP-2020-1	SHOPP - Collision Reduction funds	$21.9 million	Programmed	39.752459	-121.991461	2022	21,900
89	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	CA-MAINT-SHOPP-2020-1	SHOPP - Roadway Preservation funds	$33.2 million	Programmed	39.750757	-121.903848	2025	33,200

90	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	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)	CA-MAINT-SHOPP-2020-2	SHOPP - Roadway Preservation funds	$16.1 million	Programmed	39.347997	-121.687774	2025	16,100
91	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 191 Permanent Restoration	SR 191 - In and near Paradise, from 0.3 mile south of Airport Road to 0.2 mile north of Old Clark Road. Stabilize the fire damaged cut slopes, widen shoulders to create catchment area for rockfall debris, and improve drainage systems. (EA 0J870)	CA-SAFE-SHOPP-2020-2	SHOPP - Emergency Response Major Damage funds	$12.5 million	Programmed	39.714415	-121.611577	2021	12,500
92	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 32 Permanent Restoration	SR 32 - Near Forest Ranch, from 1.3 miles west to 1.1 miles west of Carpenter Ridge Road. Stabilize embankment slope from recurring slipouts by constructing a retaining wall, rehabilitating drainage systems, and upgrading guardrail. (EA 0J700)	CA-SAFE-SHOPP-2020-3	SHOPP - Emergency Response Major Damage funds	$19.35 million	Programmed	39.958893	-121.637282	2022	19,350
93	Caltrans	FTIP	RTP	Maintenance, Operations, and Safety	SR 70 Permanent Restoration	SR 70 - Near Pulga, from 0.7 mile east of Pinkston Canyon Road/Big Bend Road to 1.7	CA-SAFE-SHOPP-2020-4	SHOPP - Emergency Response Major	$6.73 million	Programmed	39.730574	-121.494284	2022	6,730
94	Caltrans	-	RTP	Maintenance, Operations, and Safety	SR 70 Pavement Rehab	SR 70 - In Butte County on Route 70 from 0.6 mile east of Big Ben Rd to Plumas County line. Roadway preservation (CAPM) and drainage improvements. (SHOPP ID 20496)	CA-MAINT-SHOPP-2020-3	SHOPP - Roadway Preservation funds	$17.96 million	Planned	39.740335	-121.495843	2026	17,960
95	Caltrans	-	RTP	Maintenance, Operations, and Safety	SR 162 Pavement Rehab	SR 162 - In Butte County on Route 162 in Oroville from Feather River Bridge #12-34 to Foothill Blvd. Roadway preservation. (SHOPP ID 16387)	CA-MAINT-SHOPP-2020-4	SHOPP - Roadway Preservation funds	$15.11 million	Planned	39.49791	-121.579664	2025	15,110

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components (1,000s)
		FTIP	RTP											
96	Chico	FTIP	RTP	Bicycle & Pedestrian	Esplanade Corridor Safety and Accessibility Improvement Project	Project includes various non motorized "complete streets" improvements along the Esplanade Corridor from W. 11th Avenue to Memorial Avenue. Improvements are both on Esplande and Oleander.	20200000194	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	$ 7.7 million	Programmed	39.73776418200	-121.84572932200	2022	7,700
97	Chico	FTIP	RTP	Bicycle & Pedestrian	Litte Chico Creek Pedestrian / Bicycle Bridge Connection at Community Park Project	Just south of Humboldt Ave, west of State Route 99. Project entails new bridge connector over Little Chico Creek into the north side of 20th Street Park.	CH-BIKE-ATP-2020-1	Local Agency & Active Transportation Program Funds	$ 2.142 million	Programmed	39.734297	-121.817234	2023	2,142
98	Chico	FTIP	RTP	Bicycle & Pedestrian	SR 99 Bikeway Phase 4 Improvements	Business Lane along the east side of SR 99 corridor to the Skyway northbound on-ramp. Project is to construct a new Class 1 Bikeway Project	20200000189	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	$ 2.4 million	Programmed	39.71814912000	-121.80220776000	2020	2,400
99	Chico	FTIP	RTP	Bicycle & Pedestrian	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing	SR 99 Corridor Bikeway Project Phase 5 completes the gap adjacent to SR 99 from Chico Mall across 20th Street to the south end of Business Lane. Scope of project is develop a new bicycle and pedestrian crossing (bridge) over 20th Street in Chico.	20200000117	Congestion Mitigation and Air Quality Program, Local Agency & Active Transportation Program Funds	$ 15.5 million	Programmed	39.72725958660	-121.80608392300	2023	15,500
100	Chico	-	RTP	Bicycle & Pedestrian	Whittmeier Dr Class 1 (Bikeway 99 connector)	From SR99 Phase 4 end to Forest Ave and Talbert. Class 2 bike facility (0.18 miles)	CH-BIKE-LOCAL-2020-1	LOCAL	$ .155 million	Planned	39.7210567	-121.8041482	2030	115
101	Chico	-	RTP	Bicycle & Pedestrian	Oleander Ave Class 2	From E 10th Ave to E 1st Ave. Class 2 bike facility (0.76 miles)	CH-BIKE-LOCAL-2020-4	LOCAL	$ .076 million	Planned	39.7483646	-121.8486235	2025	76
102	Chico	-	RTP	Bicycle & Pedestrian	Humboldt Rd Class 1	From Morning Rose Way to Bruce Rd. Class 1 bike facility (0.51 miles)	CH-BIKE-LOCAL-2020-5	LOCAL	$ .305 million	Planned	39.7399194	-121.7961171	2025	305
103	Chico	-	RTP	Bicycle & Pedestrian	Esplanade Class 2	From W 11th Ave to East Ave. Class 2 bike facility (1.09 miles)	CH-BIKE-LOCAL-2020-6	LOCAL	$ .031 million	Planned	39.7518683	-121.8556255	2025	31
104	Chico	-	RTP	Bicycle & Pedestrian	Bruce Rd Class 1	From HWY 32 to Remington Dr. Class 1 bike facility (0.65 miles)	CH-BIKE-LOCAL-2020-7	LOCAL	$ .072 million	Planned	39.7345851	-121.7952513	2025	72
105	Chico	-	RTP	Bicycle & Pedestrian	Comanche Creek Class 1 (Phase 2)	From Midway to Meyers Ind Park. Class 1 bike facility (0.55 miles)	CH-BIKE-LOCAL-2020-8	LOCAL	$ 1.662 million	Planned	39.7123748	-121.8170107	2025	1,662
106	Chico	-	RTP	Bicycle & Pedestrian	Chico - Paradise Bikeway Project	Construct new combination Class 1 & 2 as appropriate from existing Class 1 bike path at the intersection of Honey Run and the Skyway to Paradise Memorial Path at the intersection of Skyway and Neal Rd in the Town of Paradise.	CH-BIKE-LOCAL-2020-9	Unfunded	$20 million	Unconstrained	39.70327	-121.716641	-	20,000
107	Chico	FTIP	RTP	Capacity Increasing	Bruce Rd Bridge Replacement Project	In Chico 0.5 miles south of Humboldt Rd on Bruce Road over Little Chico Creek.Project includes replacement of an existing 2-lane functionally obsolete bridge with a new 4-lane bridge including reconstruction of bridge approaches. New bridge incorporates a class I bicycle facility.	20200000204	Local Agency funds & Future Highway Bridge Program Funds	$ 7.9 million	Planned	39.73329216980	-121.78750441000	2022	7,900
108	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	City of Chico Bridge Preventive Maintenance Program (BPMP) Development. Staff time.	20200000056-2019-27	Highway Bridge Program & Local Agency funds	$ 0.015 million	Programmed	39.729228	-121.837501	2026	15
109	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Vallombrosa Ave. At Big Chico Creek between 1st St and Memorial Way. Scope of the work includes rock slope protection (RSP) and scour mitigation.	20200000056-2019-28	Highway Bridge Program & Local Agency funds	$ 0.143 million	Programmed	39.73209645760	-121.83797129100	2026	143
110	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Park Ave. At Little Chico Creek, 0.1 mile north of 11th Street. Scope of the work includes rock slope protection (RSP) and scour mitigation.	20200000056-2019-29	Highway Bridge Program & Local Agency funds	$ 0.114 million	Programmed	39.72486445650	-121.83336532200	2026	114
111	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Warner St. At Big Chico Creek between 1st St and Legion Ave. Scope of the work includes rock slope protection (RSP) and scour mitigation, joint seal.	20200000056-2019-30	Highway Bridge Program & Local Agency funds	$ 0.117 million	Programmed	39.72887785220	-121.84829350200	2026	117
112	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bruce Rd. At S Fork Dead Horse Slough, just north of State Route 32. Scope of the work includes rock slope protection (RSP) and scour mitigation.	20200000056-2019-31	Highway Bridge Program & Local Agency funds	$ 0.084 million	Programmed	39.74327807290	-121.79228837000	2026	84
113	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	E 5TH Ave. At Lindo Channel, at E. Lindo Ave. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	20200000056-2019-32	Highway Bridge Program & Local Agency funds	$ 0.158 million	Programmed	39.75327473960	-121.82921461100	2026	158
114	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cypress St. At Little Chico Creek between Humboldt Ave and 12th St. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	20200000056-2019-33	Highway Bridge Program & Local Agency funds	$ 0.140 million	Programmed	39.72727319670	-121.82754960700	2026	140

115	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Main St. At Big Chico Creek, 0.15 mile north of 2nd St. Scope of work includes joint seals.	20200000056-2019-34	Highway Bridge Program & Local Agency funds	$ 0.036 million	Programmed	39.73198809260	-121.84198252900	2026	36
116	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mangrove Ave. At Lindo Channel between 10th and Cohasset. Scope of work includes spall reparir joint seal and Methacrylate Deck treatment.	20200000056-2019-35	Highway Bridge Program & Local Agency funds	$ 0.163 million	Programmed	39.75096078560	-121.84468746000	2026	163
117	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Walnut St. At Little Chico Creek between Dayton Rd and 9th St. Scope of the work includes rock slope protection (RSP), scour mitigation and Methacrylate Deck treatment.	20200000056-2019-36	Highway Bridge Program & Local Agency funds	$ 0.131 million	Programmed	39.71840651170	-121.84340173500	2026	131
118	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Midway Rd. At Comanche Creek 0.1 mile south of Park Ave. Scope of work includes Methacrylate Deck treatment and spall repairs.	20200000056-2019-37	Highway Bridge Program & Local Agency funds	$ 0.063 million	Programmed	39.71323923190	-121.81345199400	2026	63
119	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Longfellow Ave. At Lindo Channel between 1st and Manzanita. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-38	Highway Bridge Program & Local Agency funds	$ 0.069 million	Programmed	39.75269609480	-121.82464674900	2026	69
120	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Bruce Rd. At Little Chico Creek, 0.5 mile south of Humboldt Rd. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-40	Highway Bridge Program & Local Agency funds	$ 0.024 million	Programmed	39.73326029950	-121.78728704200	2026	24
121	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Skyway Av. At Little Chico-Butte CR DV CH, 0.4 mile northwest of Humbug Rd. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-41	Highway Bridge Program & Local Agency funds	$ 0.056 million	Programmed	39.71318403880	-121.78139265800	2028	56
122	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Forest Ave. At Little Chico Creek, just south of Humboldt Rd. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-42	Highway Bridge Program & Local Agency funds	$ 0.077 million	Programmed	39.73746029330	-121.80437450000	2028	77
123	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Manzanita Ave. At Lindo Channel between East Ave & Hooker Oak. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-43	Highway Bridge Program & Local Agency funds	$ 0.081 million	Programmed	39.76038050250	-121.80156253300	2028	81
124	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Mill St. At Little Chico Creek, 0.1 mile north of 12th St. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-44	Highway Bridge Program & Local Agency funds	$ 0.018 million	Programmed	39.72823542710	-121.82581402400	2028	18
125	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Manzanita Ave. At Big Chico Creek between Vallombrosa and Centenial. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-45	Highway Bridge Program & Local Agency funds	$ 0.053 million	Programmed	39.75823756530	-121.79585164200	2028	53
126	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Cohasset Rd. At Sycamore Creek Tributary, 0.7 mile north of Eaton Rd. Scope of repairs includes joint seals.	20200000056-2019-46	Highway Bridge Program & Local Agency funds	$ 0.075 million	Programmed	39.78669295550	-121.84395473700	2028	75
127	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Broadway St. At Little Chico Creek just south of 9th St. Scope of work includes AC deck removal Methacrylate Deck treatment, wingwall and backwall repairs.	20200000056-2019-47	Highway Bridge Program & Local Agency funds	$ 0.256 million	Programmed	39.72426918870	-121.83517473500	2028	256
128	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Pine St. At Little Chico Creek between Humboldt Ave and 12th St. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-48	Highway Bridge Program & Local Agency funds	$ 0.031 million	Programmed	39.727066	-121.828738	2028	31
129	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Chestnut St. At Little Chico Creek at W. 9th St. Scope of work includes Methacrylate Deck treatment.	20200000056-2019-49	Highway Bridge Program & Local Agency funds	$ 0.041 million	Programmed	39.72274835420	-121.83829519500	2028	41
130	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	At the intersection at SR-99 NB On-Off Ramps/ Eaton Road / Hicks Lane. Scope is to construct a 5-leg roundabout intersection with adequate bike and pedestrian access. H8-03-003:	20200000070-2019-3	Highway Safety Improvement Program and Local Agency Funds	$ 5.8 million	Programmed	39.77442173580	-121.87325013300	2021	5,800
131	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Citywide systemic safety improvements including installation of improved signal hardware and countdown heads at signalized intersections, pedestrian crossings at uncontrolled locations, and upgraded intersection pavement markings at non-signalized intersections.	20200000070-2019-4	Highway Safety Improvement Program and Local Agency Funds	$ 1.6 million	Programmed	39.722223	-121.847584	2020	1,600
132	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Ivy St. Over Little Chico Creek between 9th & 11th Streets. Rehabilitate and widen the existing 2 lane bridge to a full width 2 lanes with shoulders.Bridge No. 12C0279.	20200000056-2019-24	Highway Bridge Program & Local Agency funds	$ 2.1 million	Programmed	39.720437	-121.839023	2026	2,100
133	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Pomona Rd. Over Little Chico Creek, 0.4 mile south east of Miller Ave. Replace the existing 2 lane bridge, without adding lane capacity. Bridge No. 12C0328, Project #5037(024) , 5037(036)	20200000056-2019-25	Highway Bridge Program funds	$ 4.2 million	Programmed	39.716278	-121.845316	2024	4,200
134	Chico	FTIP	RTP	Maintenance, Operations, and Safety	Local Highway Bridge Program (HBP Grouped)	Salem Street. Over Little Chico Creek, 0.1 mile north of 10th St. Rehabilitate functionally obsolete 2 lane bridge. No Added Lane capacity. Bridge No. 12C0336.)	20200000056-2019-26	Highway Bridge Program funds	$ 4.3 million	Programmed	39.723865	-121.836298	2024	4,300
135	Chico	FTIP	RTP	Capacity Increasing	Guynn Rd over Lindo Channel Bridge Project	Project is located just north of W Lindo Ave. Replace the existing 1 lane structurally deficient bridge with a new 2 lane bridge. Bridge No 12C0066	20200000108	Highway Bridge Program funds	$ 5.3 million	Programmed	39.743577	-121.875911	2024	5,300
136	Chico	-	RTP	Capacity Increasing	Bruce Rd. Widening	From Skyway to SR 32, widen Roadway (Bridge included as separate project)	Nexus 601	Nexus	13.4 million	Planned	39.735734	-121.787549	2022	13,400
137	Chico	-	RTP	Capacity Increasing	Commerce Court Connection	From Ivy Street to Park Ave. connect existing Commerce Ct. to Park Avenue via Westfield Lane.	Nexus 602	Nexus	$1.3 million	Planned	39.714665	-121.821262	2030	1,300

138	Chico	-	RTP	Capacity Increasing	E. 20th Street Widening	From Forest Avenue to Bruce Road. Widen from 1 lane per direction to 2 lanes per direction with median	Nexus 603	Nexus	$3.1 million	Planned	39.72668	-121.79093	2030	3,100
139	Chico	-	RTP	Capacity Increasing	W Eaton Rd	From SR 32 to Catherin Ct. Construct new alignment. 2 lane expressway and brdige - RR crossing	Nexus 604	Unfunded	$53.7 million	Unconstrained	39.767736	-121.895329		53,700
140	Chico	-	RTP	Capacity Increasing	W Eaton Rd	Catherine Ct to Esplanade. New road connection	Nexus 605	Unfunded	$6.2 million	Unconstrained	39.768044	-121.892287		6,200
141	Chico	-	RTP	Capacity Increasing	Eaton Rd Widening	From Hicks Lane to Cohasset. Widen and extend to 4 lanes with median and new bridge at Sycamore Creek Tributary	Nexus 606	Nexus	$22 million	Planned	39.775819	-121.850732	2040	22,000
142	Chico	-	RTP	Capacity Increasing	Eaton Rd Widening	From Cohasset to Manzanita. Widen to 4 lanes with median	Nexus 607	Nexus	$14 million	Planned	39.776639	-121.836573	2040	14,000
143	Chico	-	RTP	Capacity Increasing	Esplanade Widening	Shasta Avenue to Nord Highway. Widen to 4 lanes with median	Nexus 608	Nexus	$6.5 million	Planned	39.774761	-121.879392	2030	6,500
144	Chico	-	RTP	Capacity Increasing	Mariposa Ave Connection	From Glenshire Lane to Eaton Road, add new arterial connection. 1 lane per direction	Nexus 609	Nexus	$1.8 million	Planned	39.768898	-121.824733	2021	1,800
145	Chico	-	RTP	Capacity Increasing	Fair Street / Park Avenue Connection	From Fair St to Park Ave. Extend E. 23rd St. /Silver Dollark Pkwy thru "wedge" to connect to Commerce Ct. Connection	Nexus 611	Unfunded	$.970 million	Unconstrained	39.717482	-121.816845		970
146	Chico	-	RTP	Capacity Increasing	Holly Avenue / Warner Avenue Connection	From Capshaw Ct. to Fuchsia Way. Construct new 2 lane connector	Nexus 612	Unfunded	$ 2.580 million	Unconstrained	39.743452	-121.860312		2,580
147	Chico	-	RTP	Capacity Increasing	Ivy Street	From Hazel St to Meyers St. Construct new 2 lane connector	Nexus 613	Unfunded	$7.13 million	Unconstrained	39.718112	-121.836346		71,300
148	Chico	-	RTP	Capacity Increasing	Yosemite Drive	From SR 32 to Humboldt Rd. Construct new 2 lane connection	Nexus 614	Unfunded	$5.820 million	Unconstrained	39.742854	-121.779237	-	5,820
149	Chico	-	RTP	Capacity Increasing	Notre Dame Boulevard Connection	From Little Chico Creek to E. 20th Street. Construct new 2 lane street and bridge at Little Chico Creek	Nexus 615	Nexus	$7.850 million	Planned	39.735091	-121.795548	2025	7,850
150	Chico	-	RTP	Capacity Increasing	Silver Dollar Way Extension	From MLK Parkway to Fair St. Connect exist road stubs	Nexus 616	Unfunded	$2.76 million	Unconstrained	39.718602	-121.811009	-	2,760
151	Chico	-	RTP	Capacity Increasing	Midway Widening	From Hagan Lane to Park Ave. Widen road from 2 lanes to 4 lanes with a median	Nexus 617	Nexus	$5.66 million	Planned	39.711297	-121.811545	2025	5,660
152	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway Improvements	From SR 99 to Bruce Rd. Corridor enhancements	Nexus 618	Nexus	$4 million	Planned	39.714953	-121.793639	2028	4,000
153	Chico	-	RTP	Maintenance, Operations, and Safety	Bruce Road/Sierra Sunrise Terrace	New Traffic Signal	Nexus 620	Nexus	$.28 million	Planned	39.743639	-121.792375	2025	280
154	Chico	-	RTP	Maintenance, Operations, and Safety	E. 1st Ave / Mangrove Ave	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 621	Nexus	$.250 million	Planned	39.741213	-121.837805	2028	250
155	Chico	-	RTP	Maintenance, Operations, and Safety	East 20th Street/MLK	Intersection capacity and queuing storage enhancements consistent with adjacent interchange improvements.	Nexus 622	Nexus	$1 million	Planned	39.724933	-121.812321	2028	1,000
156	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue/Cactus	New Traffic Signal	Nexus 623	Nexus	$.35 million	Planned	39.761194	-121.810509	2028	350
157	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue/ Cohasset Road	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 624	Nexus	$.250 million	Planned	39.760867	-121.843452	2028	250
158	Chico	-	RTP	Maintenance, Operations, and Safety	East Avenue / Esplanade	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 625	Nexus	$.250 million	Planned	39.756717	-121.861365	2028	250
159	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade /DeGarmo Drive	New Traffic Signal	Nexus 626	Nexus	$.245 million	Planned	39.7765	-121.881213	2028	245
160	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade / Henshaw	New Traffic Signal	Nexus 627	Nexus	$.245 million	Planned	39.759577	-121.864226	2028	245

161	Chico	-	RTP	Maintenance, Operations, and Safety	Esplanade / Rio Lindo	New Traffic Signal	Nexus 628	Nexus	$.21 million	Planned	39.752625	-121.857275	2028	210
162	Chico	-	RTP	Maintenance, Operations, and Safety	Humboldt Rd / Norte Dame	New Traffic Signal	Nexus 629	Nexus	$.315 million	Planned	39.739108	-121.799494	2028	315
163	Chico	-	RTP	Maintenance, Operations, and Safety	Manzanita/ Madrone	Roundabout (within existing ROW)	Nexus 630	Nexus	$.404 million	Unconstrained	39.758256	-121.815292	2031	404
164	Chico	-	RTP	Maintenance, Operations, and Safety	Manzanita/Mariposa	Roundabout (within existing ROW)	Nexus 631	Nexus	$1.91 million	Planned	39.753125	-121.824391	2025	1,910
165	Chico	-	RTP	Maintenance, Operations, and Safety	Park Avenue MLK	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 632	Nexus	$.7 million	Planned	39.714784	-121.807117	2026	700
166	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway/Carmichael Drive-Country Club	Turn lane capacity expansion, storage length expansion, channelization improvements, pedestrian safety due to increased traffic volumes.	Nexus 633	Nexus	$.25 million	Planned	39.714782	-121.805311	2028	250
167	Chico	-	RTP	Maintenance, Operations, and Safety	Skyway/Potter Road	New Traffic Signal (Bike Trail)	Nexus 634	Nexus	$.25 million	Planned	39.71316	-121.777897	2028	250
168	Chico	-	RTP	Capacity Increasing	West Park Extension	Extension from Midway to Otterson Dr (Bridge at creek)	Nexus 635	Unfunded	$9.39 million	Unconstrained	39.711923	-121.81609	-	9,390
169	Chico	-	RTP	Maintenance, Operations, and Safety	Eaton Rd/ Floral Ave	2-Lane Roundabout	Nexus 636	Nexus	$1.62 million	Planned	39.769393	-121.829476	2028	1,620
170	Chico	-	RTP	Maintenance, Operations, and Safety	Eaton Rd/ Ceanothus Ave	1-Lane Roundabout	Nexus 637	Nexus	$1.16 million	Unconstrained	39.769551	-121.819947		1,160
171	Chico	-	RTP	Maintenance, Operations, and Safety	Cohasset Rd Widening	Widen Roadway to include left turn lanes and flatten curves between and including Airpark Blvd, and Two Oaks Drive	Nexus 638	Nexus	$3.7 million	Unconstrained	39.796716	-121.845171		3,700
172	Chico	-	RTP	Maintenance, Operations, and Safety	Otterson/ Hegan Operational Improvements	operational flow improvments (traffic signals or roundabouts)	Nexus 640	Nexus	$.32 million	Planned	39.704656	-121.815955	2026	320
173	Chico	-	RTP	Maintenance, Operations, and Safety	Park / E Park Ave Operational Improvements	operational flow improvments (traffic signals or roundabouts)	Nexus 617-02	Various	$6 million	Planned	39.713964	-121.813956	2030	6,000
174	Chico	-	RTP	Capacity Increasing	SR 99 Auxilary Lanes	From Skyway to E. 20th Street. Construct auxiliary lanes to the outside	Nexus 701	Unfunded	$11.5 million	Unconstrained	39.720287	-121.804719	-	11,500
175	Chico	-	RTP	Capacity Increasing	SR 99 Auxiliary Lanes	E. 20th to SR 32. Construct auxiliary lanes to the outside. CP 18057	Nexus 702	Unfunded	$11 million	Unconstrained	39.731426	-121.813253	-	11,000
176	Chico	-	RTP	Capacity Increasing	SR 99 Auxiliary Lanes	E. 1st to Cohasset Rd. Construct auxiliary lanes to the outside	Nexus 703	Unfunded	$40 million	Unconstrained	39.750305	-121.838105	-	40,000
177	Chico	-	RTP	Capacity Increasing	SR 32 Widening 3	From El Monte to Bruce Rd. Widen from 2 to 4 lanes.	Nexus 706	Unfunded	$2 million	Planned	39.741256	-121.795333	-	2,000
178	Chico	-	RTP	Capacity Increasing	SR 32 Widening 4	From Bruce Rd to Yosemite. Widen from 2 to 4 lanes with signal at Yosemite.	Nexus 707	Unfunded	$4 million	Planned	39.743513	-121.785781	-	4,000
179	Chico	-	RTP	Bicycle & Pedestrian	SR 32 (Nord Avenue) Improvements	From W. Lindo Ave to W. 1st Street. Corridor Improvments (traffic flow improvements, bike lanes, ped crossings) per specific plan	Nexus 708	Unfunded	$15 million	Unconstrained	39.729442	-121.856128	-	15,000
180	Chico	-	RTP	Maintenance, Operations, and Safety	SR 32 (W. 8th St) at UPRR	Overpass, highway over railroad with reinforeced earth retaining walls.	Nexus 709	Unfunded	$25 million	Unconstrained	39.720867	-121.843582	-	25,000
181	Chico	-	RTP	Capacity Increasing	SR 99 - Eaton Interchange	Widen overpass structure and ramps, construct dual lane roundabouts	Nexus 710	Unfunded	$22 million	Planned	39.774467	-121.873309	-	22,000
182	Chico	-	RTP	Capacity Increasing	SR 99 / Cohasset Road Interchange	Construct Southbound direct on-ramp	Nexus 711	Unfunded	$11 million	Planned	39.753683	-121.844716	-	11,000

183	Chico	-	RTP	Maintenance, Operations, and Safety	SR 99 / 20th Street Interchange and 20th Street Corridor	From West of MLK to East of Forest Ave. Reconfigure / reconstruct ramps to increase capacity. Includes roadway improvements / roundabouts on East 20th Street from west of MLK to east of Forest.	Nexus 713	Unfunded	$19 million	Unconstrained	39.726455	-121.808535	-	19,000
184	Chico	-	RTP	Maintenance, Operations, and Safety	SR 99 at Garner, Esplanade and Hicks complex	Intersection improvements and/or I/Cs, connector road from Hicks to SR 99, improvements on SR 99, Esplanade, Hicks, and Garner	Nexus 716	Unfunded	$2 million	Unconstrained	39.790303	-121.891442	-	2,000
185	Chico		RTP	Capacity Increasing	SR 99 Southgate Complex Feasibility Study	I/C and connector roads (Player, Fair Street, Midway Connection, Notre Dame, Speedway, West Southgate, East Southgate, Midway). Preliminary Engineering Only. Planning and Technical Studies to determine feasibility.	Nexus 717	Nexus	$4 million	Programmed	39.701114	-121.785797	2025	4,000
186	Chico	-	RTP	Capacity Increasing	SR 99 at Southgate Complex (Interchnage and connector roads)	I/C and connector roads (Player, Fair Street, Midway Connection, Notre Dame, Speedway, West Southgate, East Southgate, Midway. Unfunded estimate for construction.	Nexus 717-1	Unfunded	$40 million	Unconstrained	39.701114	-121.785797	-	40,000
187	Chico	-	RTP	Capacity Increasing	Cohasset Road Widening (Airport Blvd to Eaton Rd)	Widen Cohasset Road (2 to 4 lanes) from Eaton Rd to Airport Blvd.	CH-CAPACITY-LOCAL-2020-1	LOCAL	$13.3 million	Planned	39.7798899	-121.8386354	-	13,300
188	Chico	-	RTP	Capacity Increasing	MLK Blvd Widening (E. Park Ave to E. 20th St)	Widen MLK Blvd (2 to 4 lanes) from Park Ave to E. 20th St.	CH-CAPACITY-LOCAL-2020-2	LOCAL	$6.5 million	Planned	39.7229406	-121.8099086	-	6,500

2020 RTP/SCS DEVELOPMENT (SEPTEMBER 12, 2020)

With Changes, project line numbers updated, sorted by agency

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
189	Gridley	FTIP	RTP	Bicycle & Pedestrian	Central Gridley Pedestrian Connectivity and Equal Access Project	Install ADA curb ramps and detectable warning surfaces, close sidewalk gaps, and striping crosswalks along Sycamore, Magnolia, Indiana, and Vermont streets in the central blocks of Gridley.	20200000215	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 1.5 million	Programmed	39.36463820090	-121.69650456900	2023	1,500
190	Gridley	FTIP	RTP	Bicycle & Pedestrian	Gridley Bike & Pedestrian SR 99 Corridor Facility Project	In the City of Gridley, improvements entails installing ADA curb ramps and detectable warning surfaces, striping crosswalks, and class I bike path along State Route 99 from Township Road to Archer Avenue.	20200000216	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 2.16 million	Programmed	39.34768421390	-121.68788428500	2027	2,160
191	Gridley	-	RTP	Bicycle & Pedestrian	Magnolia St Class 2	From Idaho St to Vermont St. New Class 2 bike facilities (0.42 miles)	GR-BIKE-LOCAL-2020-1	LOCAL	$0.025 milliom	Planned	39.36111730000	-121.70381890000	2035	25
192	Gridley	-	RTP	Bicycle & Pedestrian	(Spruce St?) Gridley Rd Class 2	From Jackson St to SR99. New Class 2 bike facilities (0.25 miles)	GR-BIKE-LOCAL-2020-2	LOCAL	$0.025 milliom	Planned	39.36652700000	-121.68971070000	2035	25

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
193	Oroville	FTIP	RTP	Bicycle & Pedestrian	SR 162 Pedestrian/Bicycle Disabled Mobility and Safety Improvements Project	Hwy 162 in Oroville, CA between Feather River Boulevard and Foothill Boulevard. The project includes a comprehensive set of active transportation infrastructure connectivity and safety improvements.	20200000199	Congestion Mitigation and Air Quality Program and Active Transportation Program funds	$ 3.951 million	Programmed	39.50667873100	-121.54564840800	2024	3,951
194	Oroville	-	RTP	Bicycle & Pedestrian	Railroad Class 1	From Villa Ave to SR 162. New Class 1 bike facilities (5.09 miles)	OR-BIKE-LOCAL-2020-2	LOCAL	$ 3.309 million	Planned	39.51287540000	-121.55223880000	2035	3,309
195	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Wildlife Area (A) Class 1	From Pacific Heights Rd to Larkin Rd. New Class 1 bike facilities (2.33 miles)	OR-BIKE-LOCAL-2020-3	LOCAL	$1.515 million	Planned	39.46122510000	-121.61692170000	2035	1,515
196	Oroville	-	RTP	Bicycle & Pedestrian	Lincoln Blvd Class 2	From Ophir Rd to Monte Vista Ave. New Class 2 bike facilities (0.76 miles)	OR-BIKE-LOCAL-2020-4	LOCAL	$0.014 million	Planned	39.47273940000	-121.55156830000	2035	14
197	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Wildlife Area (B) Class 1	From Pacific Heights Rd to Larkin Rd. New Class 1 bike facilities (1.57 miles)	OR-BIKE-LOCAL-2020-5	LOCAL	$1.021 million	Planned	39.45296390000	-121.61468160000	2035	1,021
198	Oroville	-	RTP	Bicycle & Pedestrian	5th Ave Class 2	From Ophir Rd to SR 162. New Class 2 bike facilities (2.43 miles)	OR-BIKE-LOCAL-2020-6	LOCAL	$.044 million	Planned	39.49109200000	-121.56308010000	2035	44
199	Oroville	-	RTP	Bicycle & Pedestrian	Pacific Heights Rd Class 2	From Mathews Readymix to 0.25 miles N of start. New Class 2 bike facilities (0.27 miles)	OR-BIKE-LOCAL-2020-7	LOCAL	$.005 million	Planned	39.48095370000	-121.57783490000	2035	5
200	Oroville	-	RTP	Bicycle & Pedestrian	SR 162 Class 2	From 20th St to 10th St. New Class 2 bike facilities (1.22 miles)	OR-BIKE-LOCAL-2020-8	LOCAL	$.022 million	Planned	39.49781700000	-121.59854920000	2035	22
201	Oroville	-	RTP	Bicycle & Pedestrian	Wyandotte Ave Class 2	From Lincoln Blvd to Olive Hwy. New Class 2 bike facilities (0.78 miles)	OR-BIKE-LOCAL-2020-9	LOCAL	$.014 million	Planned	39.50048010000	-121.54213480000	2035	14
202	Oroville	-	RTP	Bicycle & Pedestrian	Feather River Trail (North) Class 1	From Table Mountain Bridge to SR70 Bridge. New Class 1 bike facilities (3.09miles)	OR-BIKE-LOCAL-2020-10	LOCAL	$2.009 million	Planned	39.51578420000	-121.56612990000	2035	2,009
203	Oroville	-	RTP	Bicycle & Pedestrian	5th Ave Class 2	From SR162 to Safford St. New Class 2 bike facilities (0.87miles)	OR-BIKE-LOCAL-2020-11	LOCAL	$.016 million	Planned	39.51014330000	-121.56971100000	2035	16
204	Oroville	-	RTP	Bicycle & Pedestrian	Veatch St Class 2	From SR162 to Robinson St. New Class 2 bike facilities (0.68miles)	OR-BIKE-LOCAL-2020-12	LOCAL	$.012 million	Planned	39.50901300000	-121.56343950000	2035	12
205	Oroville	-	RTP	Bicycle & Pedestrian	Power Lines ROW Class 1	From Olive Hwy to Old Ferry Rd. New Class 1 bike facilities (1.59 miles)	OR-BIKE-LOCAL-2020-13	LOCAL	$1.034 million	Planned	39.52492420000	-121.54041420000	2035	1,034
206	Oroville	-	RTP	Bicycle & Pedestrian	Railroad Class 1	From SR162 to Daryl Porter Way. New Class 1 bike facilities (0.72 miles)	OR-BIKE-LOCAL-2020-14	LOCAL	$0.468 million	Planned	39.51037520000	-121.55557950000	2035	468
207	Oroville	-	RTP	Bicycle & Pedestrian	Feather River / Hwy 70 Class 1	From SR162 to Montgomery St. New Class 1 bike facilities (0.65 miles)	OR-BIKE-LOCAL-2020-15	LOCAL	$0.423 million	Planned	39.50285320000	-121.57099520000	2035	423
208	Oroville	-	RTP	Bicycle & Pedestrian	Robinson St Class 2	From Oliver St to Feather River Blvd. New Class 1 or 2 bike facilities (1.03 miles)	OR-BIKE-LOCAL-2020-16	LOCAL	$0.019 million	Planned	39.51226640000	-121.55678930000	2035	19
209	Oroville	-	RTP	Bicycle & Pedestrian	Montgomery St Class 2	From Bridge St to Hwy 70. New Class 2 bike facilities (1.88 miles)	OR-BIKE-LOCAL-2020-17	LOCAL	$0.034 million	Planned	39.50998280000	-121.56894930000	2035	34
210	Oroville	-	RTP	Bicycle & Pedestrian	Gilmore Ln Class 2	From Oro-Dam Blvd to Executive Pkwy. New Class 2 bike facilities (0.22 miles)	OR-BIKE-LOCAL-2020-18	LOCAL	$0.004 million	Planned	39.50779000000	-121.54357940000	2035	4
211	Oroville	-	RTP	Bicycle & Pedestrian	Bird St Class 2	From Washington Ave to Feather River Blvd. New Class 2 bike facilities (1.23 miles)	OR-BIKE-LOCAL-2020-19	LOCAL	$0.022 million	Planned	39.51380480000	-121.55500720000	2035	22
212	Oroville	-	RTP	Bicycle & Pedestrian	Bridge St Class 2	From Oro-Dam Blvd E to Montgomery St. New Class 2 bike facilities (0.58 miles)	OR-BIKE-LOCAL-2020-20	LOCAL	$0.01 million	Planned	39.51287720000	-121.54615090000	2035	10
213	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Dam Blvd Class 2	From Oro-Quincy Hwy to Acacia Ave. New Class 1 or 2 bike facilities (0.71 miles)	OR-BIKE-LOCAL-2020-21	LOCAL	$0.013 million	Planned	39.51691040000	-121.52717260000	2035	13
214	Oroville	-	RTP	Bicycle & Pedestrian	Oliver St Class 2	From Robinson St to Montgomery St. New Class 2 bike facilities (0.20 miles)	OR-BIKE-LOCAL-2020-22	LOCAL	$0.004 million	Planned	39.51351370000	-121.55407810000	2035	4
215	Oroville	-	RTP	Bicycle & Pedestrian	Orange Ave Class 2	From Washington Ave to Montgomery St. New Class 2 bike facilities (0.31 miles)	OR-BIKE-LOCAL-2020-23	LOCAL	$0.006 million	Planned	39.51573000000	-121.54588960000	2035	6

216	Oroville	-	RTP	Bicycle & Pedestrian	Norton St Class 2	From Bridge St to Montgomery St. New Class 2 bike facilities (0.14 miles)	OR-BIKE-LOCAL-2020-24	LOCAL	$0.003 million	Planned	39.51598180000	-121.54935550000	2035	3
217	Oroville	-	RTP	Bicycle & Pedestrian	Oroville Dam Blvd Class 2	From Olive Hwy to Oro-Quincy Hwy. New Class 2 bike facilities (0.32 miles)	OR-BIKE-LOCAL-2020-25	LOCAL	$0.006 million	Planned	39.50749120000	-121.54370480000	2030	6
218	Oroville	-	RTP	Bicycle & Pedestrian	Oro-Quincy Hwy Class 2	From Oro-Dam Blvd to Foothill Blvd. New Class 2 bike facilities (0.33 miles)	OR-BIKE-LOCAL-2020-26	LOCAL	$0.006 million	Planned	39.50977430000	-121.53986510000	2030	6
219	Oroville	-	RTP	Bicycle & Pedestrian	Lincoln Blvd Class 2	From Wyandotte Ave to SR 162. New Class 2 bike facilities (0.25 miles)	OR-BIKE-LOCAL-2020-27	LOCAL	$0.005 million	Planned	39.50033240000	-121.55269230000	2035	5
220	Oroville	-	RTP	Capacity Increasing	Olive Highway Widening (Oro-Dam Blvd to Foothill Blvd)	Widen Olive Hwy from 2 to 3 lanes from Oro-Dam Blvd to Foothill Blvd. Additional lane will be added to eastbound travel.	OR-CAPACITY-LOCAL-2020-1	LOCAL	$3 million	Planned	39.50287	-121.539371	2030	3,000

2020 RTP/SCS DEVELOPMENT (SEPTEMBER 12, 2020)

With Changes, project line numbers updated, sorted by agency

#	Implementing Agency	Programmed	Planned	Project Type	Title	Project Descriptioin	Project ID	Fund Source	Fund Total Estimate (1,000s)	STATUS Programmed Planned Project Development Unconstrained	Y Coordinate	X Coordinate	TARGET FISCAL YEAR	Cost Estimate - All components
		FTIP	RTP											(1,000s)
221	Paradise	FTIP	RTP	Bicycle & Pedestrian	Oliver Curve Class I Phase I Project	Oliver Road between Skyway and Valley View Drive (approx 0.39 miles). Along Oliver Road, construct a grade separated, Class I, bike-ped facility along the west side of Oliver Road within the project limits. This project is a proactive safety effort to protect bicyclists and pedestrians along a heavily traveled corridor around a horizontal curve. In this location, the many daily bicyclists and pedestrians are forced to walk the edge line, causing vehicles to swerve into oncoming traffic.	20200000221	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 4.975 million	Planned	39.76334450850	-121.62662462500	2030	4,975
222	Paradise	FTIP	RTP	Bicycle & Pedestrian	Paradise ATP Gateway Project	Neal Road between Town Limits and Skyway (1.62 miles), Skyway between Neal Road and Pearson Road (0.9 miles). Along Neal Road, construct a grade separated, Class I, bike-ped facility along the west side of Neal Road within the project limits. This component will tie into project will tie into Butte County Class II Bike Lanes which terminate at Town Limits, bringing both novice and experienced bicyclists and pedestrians to existing the 5-mile Class I facility at the Neal/Skyway intersection. Along Skyway, infill all missing sidewalks to connect to area resources and government facilities.	20200000220	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 8.525 million	Planned	39.73046042030	-121.65222773400	2030	8,525
223	Paradise	FTIP	RTP	Bicycle & Pedestrian	Pentz Road Trailway Phase II Project	Pentz Road between Pearson Rd and Bille Road (1.63 miles), Pentz Road between Wagstaff Road and Skyway (1.56 miles). Scope of the project is to construct a grade separated, Class I, bike-ped facility along the west side of Pentz Road within the project limits. This project will tie into funded improvements between Bille Road and Wagstaff Road, scheduled for completion summer 2019. (PE Programmed in FTIP)	20200000219	Congestion Mitigation and Air Quality Program, Local Agency Funds & Future Active Transportation Program Funds Not Yet Secured	$ 9.97 million	Unconstrained	39.75813561840	-121.57232284800	2030	9,970
224	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Bille Road & Sawmill Road. One of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-1	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.770471	-121.588898	2025	77
225	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Black Olive Drive & Foster Road. Two of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-2	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.751117	-121.626621	2025	77
226	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Buschmann Road & Foster Road. Three of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-3	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.748547	-121.626622	2025	77
227	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Elliott Road & Almond Street. Four of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-4	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.759495	-121.621891	2025	77

228	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Scottwood Road & Buschmann Road. Five of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-5	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.748557	-121.621930	2025	77
229	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pentz Road & Skyway. Six of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-6	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.800449	-121.580869	2025	77
230	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pentz Road & Stearns Road. Seven of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-7	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.741195	-121.572717	2025	77
231	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Circlewood Drive. Eight of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-8	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.745435	-121.638256	2025	77
232	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Grinding Rock Road. Nine of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-9	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.732812	-121.650966	2025	77
233	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Roe Road. Ten of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-10	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.736993	-121.648813	2025	77
234	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Starlight Court. Eleven of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-11	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.727448	-121.655542	2025	77
235	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Neal Road & Wayland Road.Twelve of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-12	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.727472	-121.655533	2025	77
236	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Pearson Road & Middle Libby Road. Thirteen of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-13	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.751937	-121.594052	2025	77

237	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Roe Road & Foster Road. Fourteen of sixteen stop-controlled intersections at various locations. Scope of Work is to systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-14	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.741074	-121.626826	2025	77
238	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Skyway & Rocky Lane. Fifteen of sixteen stop-controlled intersections at various locations. Work: Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-15	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.784826	-121.598389	2025	77
239	Paradise	FTIP	RTP	Maintenance, Operations, and Safety	Highway Safety Improvement Program (HSIP Grouped)	Twin Oaks Drive & Wagstaff Road. Sixteen of sixteen stop-controlled intersections at various locations. Work: Systemically improve minor street approaches with a combination of splitter islands, additional intersection warning/regulatory signs, improved pavement markings, and improved sight triangles. H9-03-012	20200000070-2019-6-16	Highway Safety Improvement Program and Local Agency Funds	$ 0.077 million	Programmed	39.777748	-121.585612	2025	77
240	Paradise	-	RTP	Capacity Increasing	Neal Road Widening - Emergency Evacuation Route	Widen Neal Road to facilitate emergency evacuation. Provides a critical alternative to SR 191 and Skyway	PAR-CAPACITY-LOCAL-2020-1	Unfunded	Unfunded	Unconstrained	39.738301	-121.647494	Unknown	20,000
241	Paradise	-	RTP	Capacity Increasing	Upper Skyway Widening	Widen Skyway to faciltate emergency evacuation	PAR-CAPACITY-LOCAL-2020-2	Unfunded	Unfunded	Unconstrained	39.786993	-121.595021	Unknown	30,000
242	Paradise	FTIP	RTP	Bicycle & Pedestrian	Pentz Rd Class 2 (aka Ponderosa Elementary SRTS - ATP)	New Class 2 along Pentz Rd from Bille Rd to Wagstaff Rd (0.60 miles).	20200000190	Active Transportation Program & Local Agency funds	$1.733 million	Programmed	39.77316920000	-121.57914590000	2030	1,733
243	Paradise	-	RTP	Capacity Increasing	Roe Road Extension to SR 191	Extend Roe Road to SR 191 to faciliate emergency evacations	PAR-CAPACITY-LOCAL-2020-3	Unfunded	Unfunded	Unconstrained	39.741257	-121.618053	Unknown	5,000
244	Paradise	-	RTP	Capacity Increasing	Pentz Road Widening	Widen Pentz from Town limits to Town limits to facilitate emergency evacuation	PAR-CAPACITY-LOCAL-2020-4	Unfunded	Unfunded	Unconstrained	39.776368	-121.57960000000	Unknown	25,000
245	Paradise	-	RTP	Capacity Increasing	Upper Clark Widening	Widen Clark Rd from Wagstaff Rd to Skyway to facilitate emergency evacuation	PAR-CAPACITY-LOCAL-2020-5	Unfunded	Unfunded	Unconstrained	39.781181	-121.588757	Unknown	15,000
246	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Culvert Replacement	Replace damaged On-System HDPE culverts with RCP pipe culverts, including restoration of the roadway section above the pipe at various locations.	0319000178L-N/ER 38Y0(009)	Emergency Relief Program	$0.923 million	Planned	39.753588	-121.623339	2025	923
247	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Hardscape Replacement	Replace damaged hardscape, including concrete curb, gutter and sidewalk, lighting, planters, and other amenities at various locations.	0319000179L-N/ER 38Y0(011)	Emergency Relief Program	$0.868 million	Planned	39.75259	-121.623822	2025	868
248	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Road Rehabilitation	On-System roadway rehabilitation consisting of asphalt concrete overlays and full depth sections for areas with severe pavement damage.	031900018L-N/ER 38Y0(012)	Emergency Relief Program	$36.290 million	Planned	39.753613	-121.628028	2025	36,290
249	Paradise	-	RTP	Maintenance, Operations, and Safety	On-System Sign Replacement	Replace damaged On-System roadway signs at various locations.	0319000181L-N/ER 38Y0(013)	Emergency Relief Program	$0.324 million	Planned	39.756219	-121.626086	2025	324
250	Paradise	-	RTP	Maintenance, Operations, and Safety	Neal Road Rehabilitation	On-System roadway rehabilitation along 1.63 miles of Neal Road from Wayland Road to Skyway consisting of 2-inch grind and 3-inch asphalt concrete (AC) overlay of the entire roadway section with digout areas of 3-inch AC and 4-inch aggregate base for sections with severe rutting and damage.	0320000105L-N/ER 38Y0(025)	Emergency Relief Program	$1.713 million	Planned	39.742187	-121.64256	2025	1,713