

BUTTE COUNTY ASSOCIATION
OF GOVERNMENTS



BOARD OF DIRECTORS MEETING
ITEM #6



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>

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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 NO_x 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:

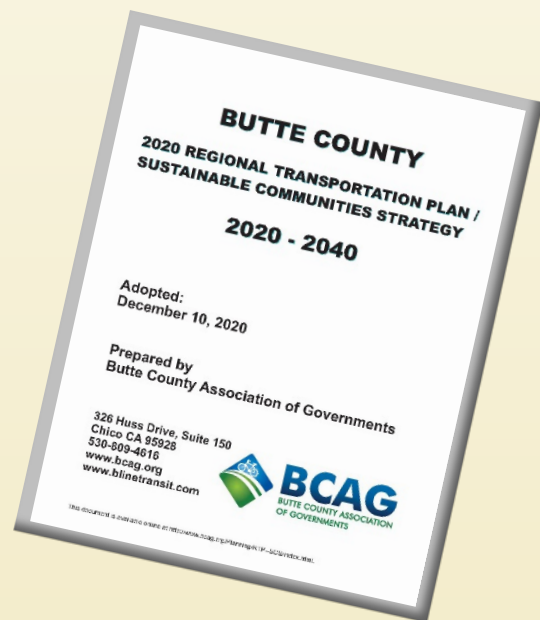
JON A. CLARK, EXECUTIVE DIRECTOR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS



2020 Regional Transportation Plan / Sustainable Communities Strategy for Butte County

Executive Summary

December 10, 2020



Prepared by:
Butte County Association of Governments
326 Huss Drive, Suite 150
Chico CA 95928
www.bcag.org 530-809-4616

WHAT IS A MPO?

A Metropolitan Planning Organization (MPO) is a federally designated agency responsible for coordinating transportation planning and programming on a regional scale, makes transportation planning decisions and sets transportation planning policies for the metropolitan planning area it covers.

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7. PUBLIC INVOLVEMENT

1. INTRODUCTION

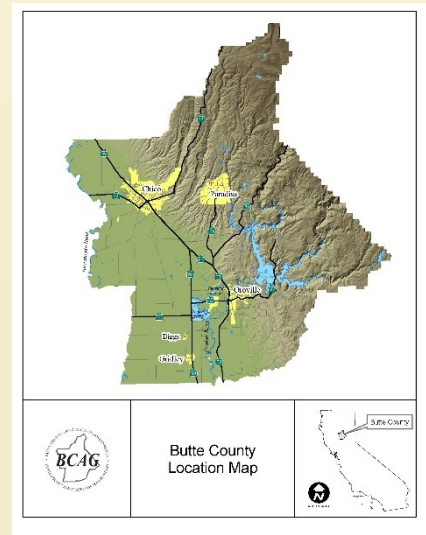
As the MPO for Butte County, BCAG has prepared the Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS), which specifies policies, projects and programs necessary over a 20+ year period to maintain, manage and improve the region's transportation system. The 2020 RTP/SCS covers the 20-year period between 2020 and 2040. The document includes an Air Quality Conformity Analysis and Determination as well as a Supplemental Environmental Impact Report. This executive summary is intended to provide the highlights of the comprehensive document.

The RTP/SCS provides a foundation for the development of the:

- ☑ Federal Transportation Improvement Program
- ☑ Regional Transportation Improvement Program
- ☑ Interregional Transportation Improvement Program

The RTP/SCS has four main components:

- ☑ **Policy Element** – Goals, policies & objectives
- ☑ **Action Element** – Recommended projects by mode and fund source
- ☑ **Financial Element** – Financial projections by fund source
- ☑ **Sustainable Communities Strategy** – Integration of land use, housing, and transportation to reduce green house gas emissions (GHGs)



2. GOALS & OBJECTIVES

Highways, Streets and Roads

Goal: A safe and efficient regional road system that accommodates the demand for movement of people and goods

Transit

Goal: Provide an efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations including those located in disadvantaged

Goods Movement

Goal: Provide a transportation system that enables safe movement of freight goods in within and outside of Butte County



Non-Motorized Transportation (Bicycles & Pedestrians)

Goal: Work towards a regional transportation system for bicyclists and pedestrians

Intelligent Transportation System (ITS)

Goal: Promote the use of ITS technologies in the planning and programming process

Energy

Goal: Reduce usage of nonrenewable energy resources for transportation purposes

Air Quality (AQ)

Goal: Strive to achieve AQ standards set by the EPA and CARB

Land Use Strategies

Goal: Provide economical, long-term solutions to transportation problems by encouraging community designs which encourage walking, transit and bicycling

Sustainability

Goal: Incorporate SCS into process which works towards social equity, a healthy environment and prosperous economy



Housing

Goal: To support and collaborate on proactive efforts to address housing needs in the region

3. TRENDS AND FORECASTS

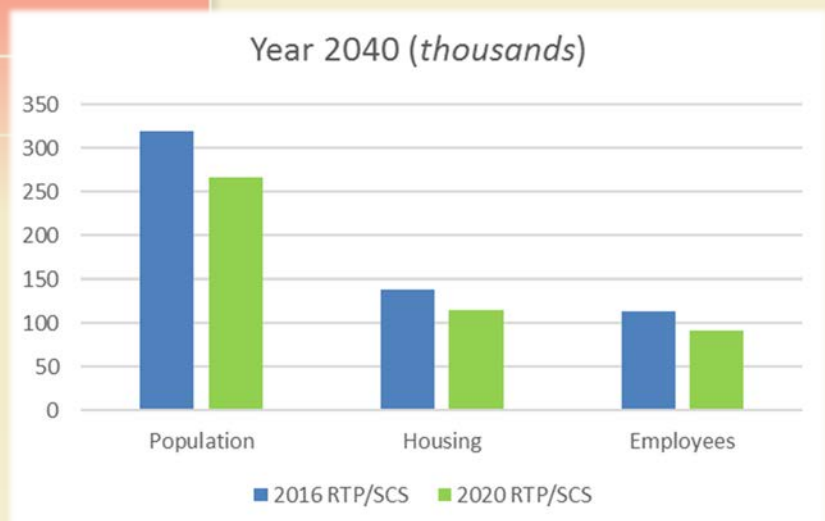
There have been many changes to demographics, population and housing availability since the 2016 RTP/SCS. The following graphs provide a snapshot of changes and trends for the region. In terms of projects, many of the projects included in this RTP/SCS are the same. One key difference however, are the regional impacts associated with the devastation from the Paradise “Camp Fire” on November 8, 2018. The Camp Fire redistributed population largely to Chico and its surrounding communities. With the 2020 RTP/SCS underway when the Camp Fire struck and its impacts unknown, BCAG pressed forward to develop this RTP/SCS in consultation with

RTP/SCS Regional Growth Forecasts			
Year	Employees	Population	Housing Units
2018	82,900	227,896	99,353
2020	83,452	228,694	86,929
2030	84,733	248,313	105,916
2040	92,188	265,964	115,235

its local, state and federal partners. The elimination of Butte County’s 2nd largest community required the preparation of the Post Camp Fire Regional Population and Transportation Study which is currently under development. This study will serve as the foundation for the 2024 RTP/SCS.

This 2020 RTP/SCS should be taken into context as an interim RTP/SCS given the severity of the Camp Fire to the region. A slower growth rate is assumed from previous plans with continued development patterns as the 2016 RTP/SCS. In addition, it is assumed that rebuilding of destroyed homes and business will be 75-85% for the timeframe within the burn area.

Camp Fire impacts are still being discovered in terms of population redistribution, rate of rebuilding, housing, employment and travel patterns as examples.

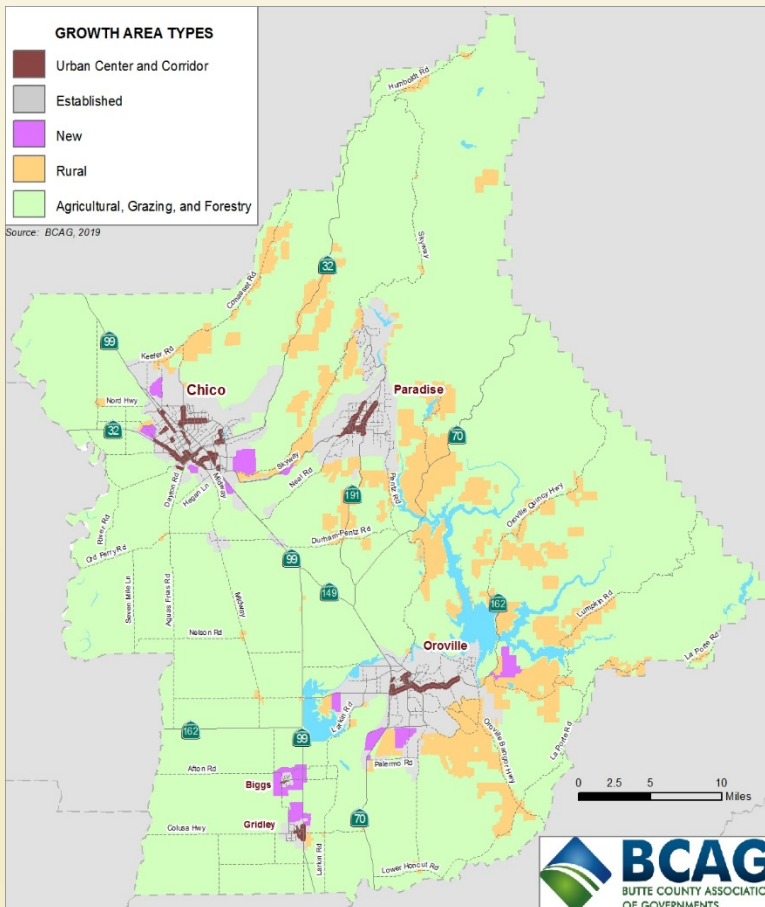


4. SUSTAINABLE COMMUNITIES STRATEGY

What is the SCS?

- Senate Bill 375 (Steinberg) – Sustainable Communities and Climate Protection Act of 2008
- Demonstrates the integration of land use, housing, and transportation to reduce passenger vehicle (cars & light trucks) greenhouse gas emissions (GHG)
- Goal to meet GHG emission reduction targets set by the California Air Resources Board for the years 2020 and 2035

Strategies



Land Use

- Increase mixed use development and development in areas with existing infrastructure
- Increase residential/commercial density near transit
- Provide local housing for local workforce to improve the jobs – housing balance

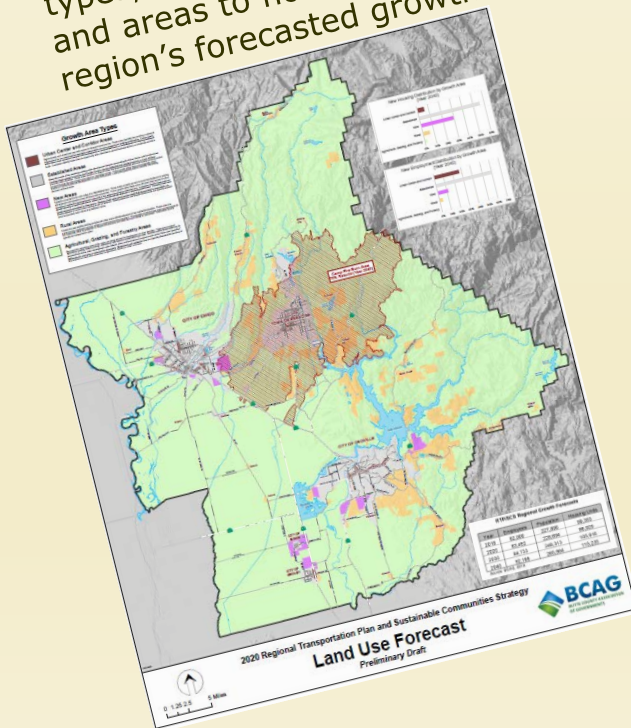
Transportation

- Improve and expand transit facilities
- Improve pedestrian and bicycle facilities and infrastructure
- Improve linkages between modes of travel - *First/ Last Mile* (auto, transit, bike, and walk)
- Minimize the addition of general purpose road lanes
- Maintain the existing road network

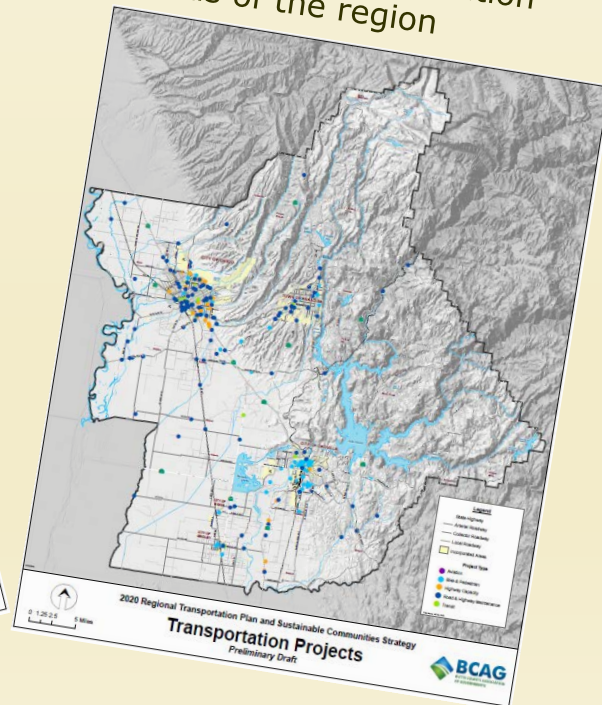
SCS - Continued

- **Reduce Greenhouse Gas Emissions** – The primary objective of the SCS is to meet GHG reduction targets established by the state, by reducing passenger vehicle travel.
- **Manage Region’s Growth** – Projections for this RTP/SCS show that over the next 20 years, the region’s population will increase by ~38,000 people representing an increase of 17% for the period. For the same period, an estimated 16,000 homes or 16% increase will need to be accommodate.
- **Provide Opportunities for Affordable Housing** – The SCS must be consistent with the Regional Housing Needs Assessment, assuring that each community provides for a mix of housing affordable to all economic segments of the population.
- **Preserve Farmland and Natural Resources** – SCS must consider the region’s natural resources and prime farmlands.

- **Land Use Allocation** - must identify the general location of different land use types, residential densities, and areas to house the region’s forecasted growth




- **Transportation Network** - financially constrained multimodal network which serves the transportation needs of the region



2012 SCS

- First BCAG RTP to include SCS under SB375
- Land Use Focused – brought together several planning efforts
 - New local jurisdiction general plans
 - Regional habitat conservation plan
 - Regional blueprint efforts
 - Incorporated Regional Housing Needs Plan



**Comparisons
2012 vs. 2016**

2016 SCS

- Expanded on the 2012 SCS
- Integrates new Butte Long-Range Transit & Non-Motorized Plan
- Incorporates latest Regional Growth Forecasts
- Updates preferred “balanced” land use scenario



**Comparisons
2016 vs. 2020**

2020 SCS

- Incorporate recommendations from BCAG’s 2018 SCS Progress Report.
 - Revise forecasted jobs, population, and housing
 - Adjust housing mix and jobs-housing ratio to align with recent trends
 - Review transportation investments based on new funding sources and current FTIP programming
 - Continue implementation of Long-Range Transit and Non-Motorized Plan
 - Remain on track with new bike/ped infrastructure
 - Increase frequency, expand and optimize existing service
 - Continue to monitor development within Butte Regional Conservation Plan (BRCP) – Urban Permit Areas
- Account for known impacts of Camp Fire and incorporate reasonable assumptions moving forward.
- Increase ability to model transit/bike/ped improvements of plan

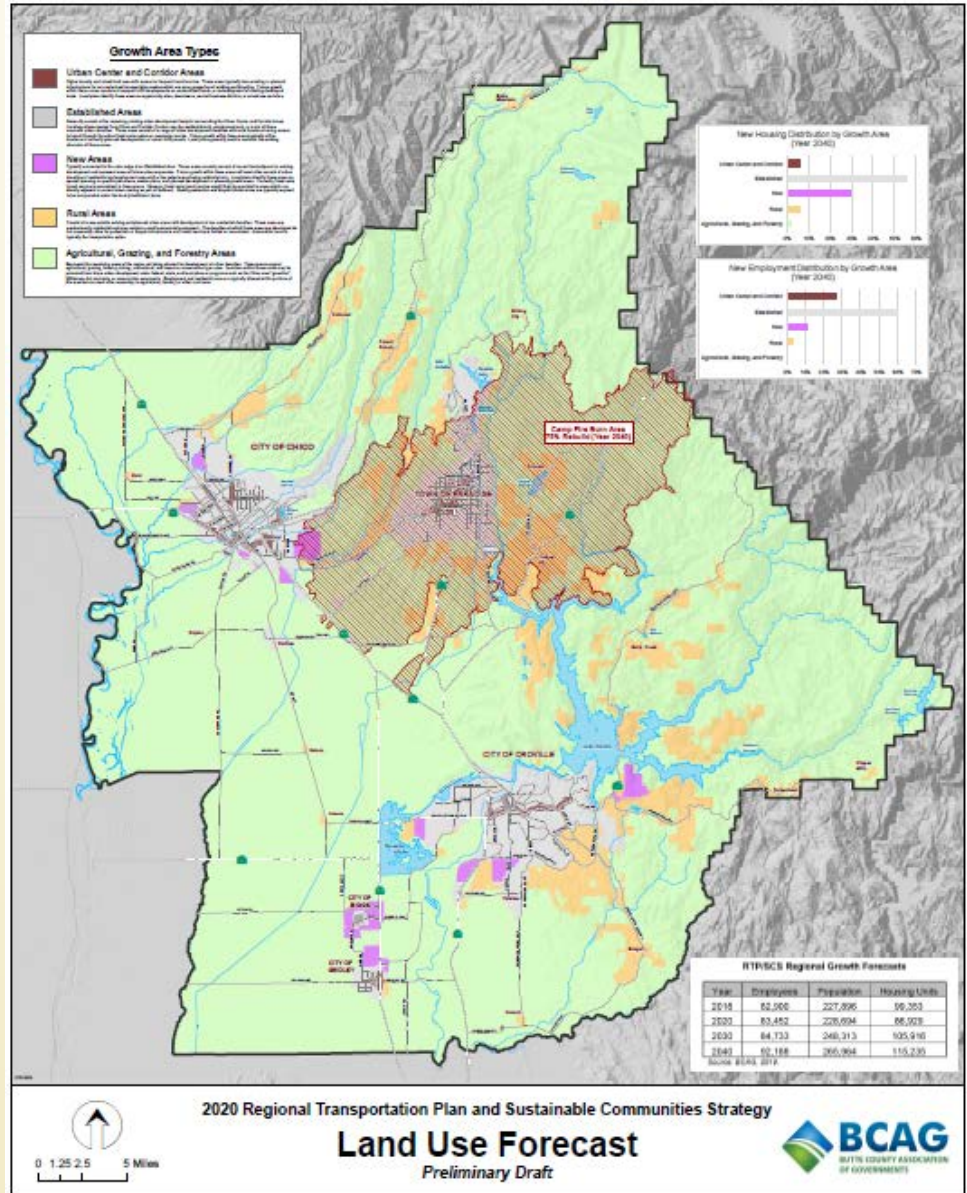
5. LAND USE SCENARIO

Land Use

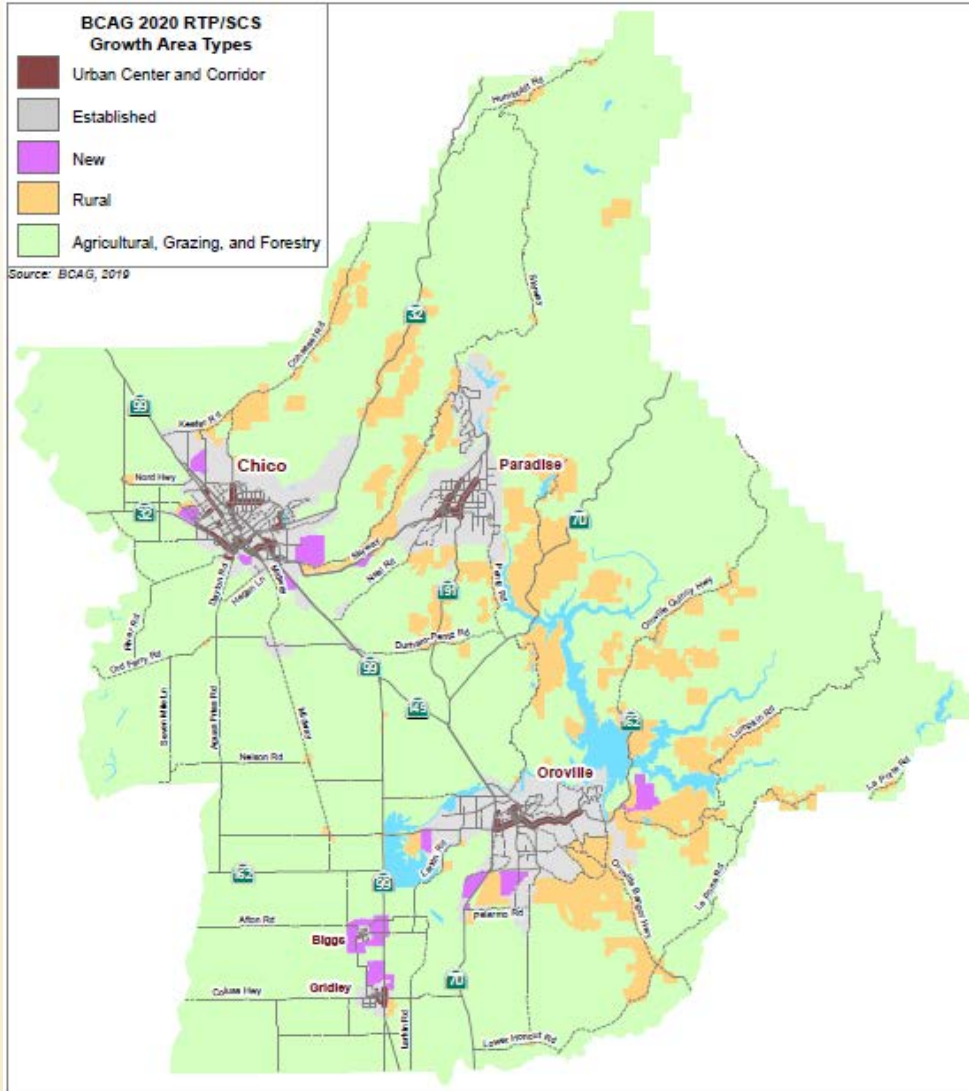
Slower growth rate than past plans (>50% decrease), per CA Department of Finance Forecasts

Continues development pattern included in past RTP/SCS with adjusted housing-mix and jobs-housing ratios

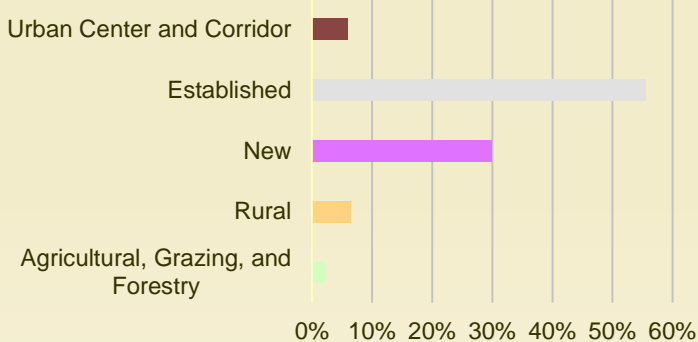
Assumes ~75-85% rebuild of homes and businesses lost in Camp Fire, within burn area



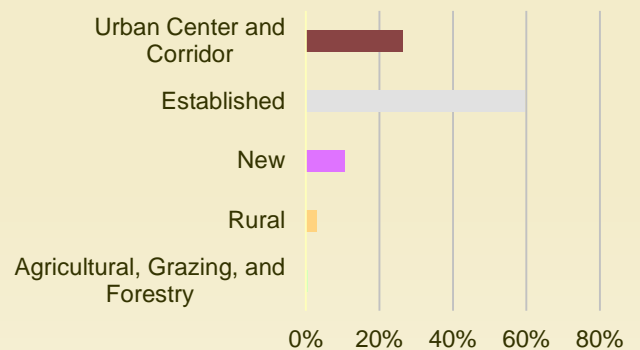
Land Use Allocation



New Housing Distribution by Growth Area (Year 2040)

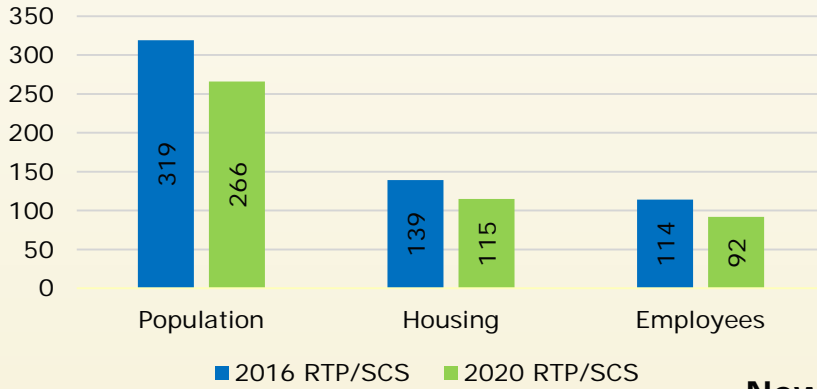


New Employment Distribution by Growth Area (Year 2040)

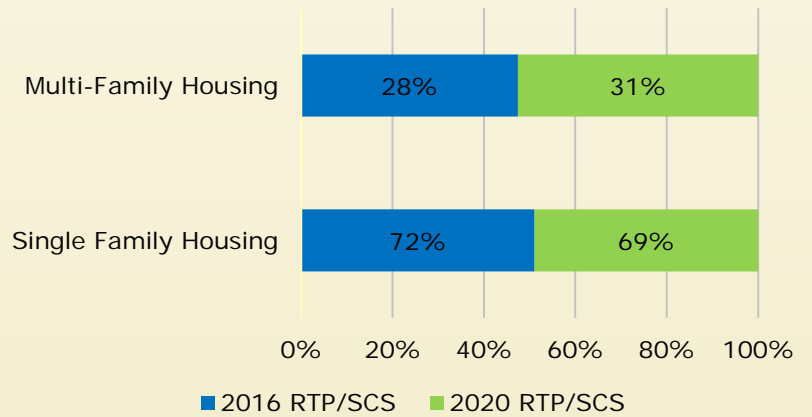


Land Use cont.

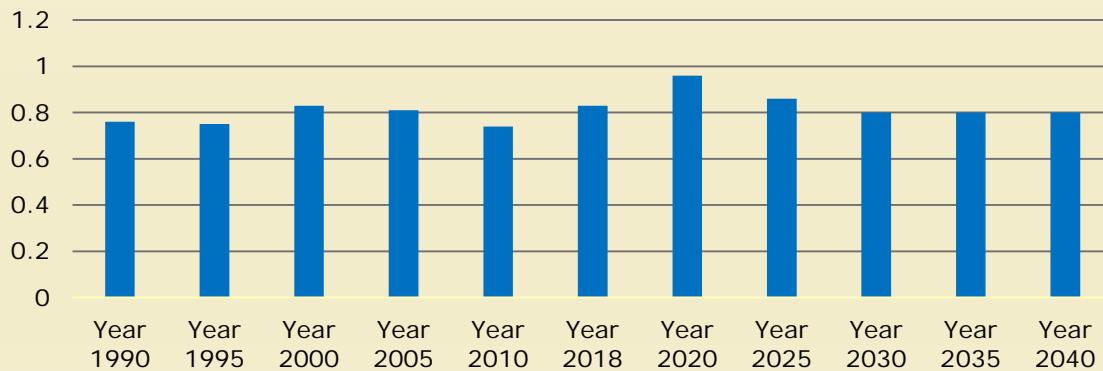
**BCAG Regional Growth - Year 2040
(thousands)**



New Housing Mix - Year 2040

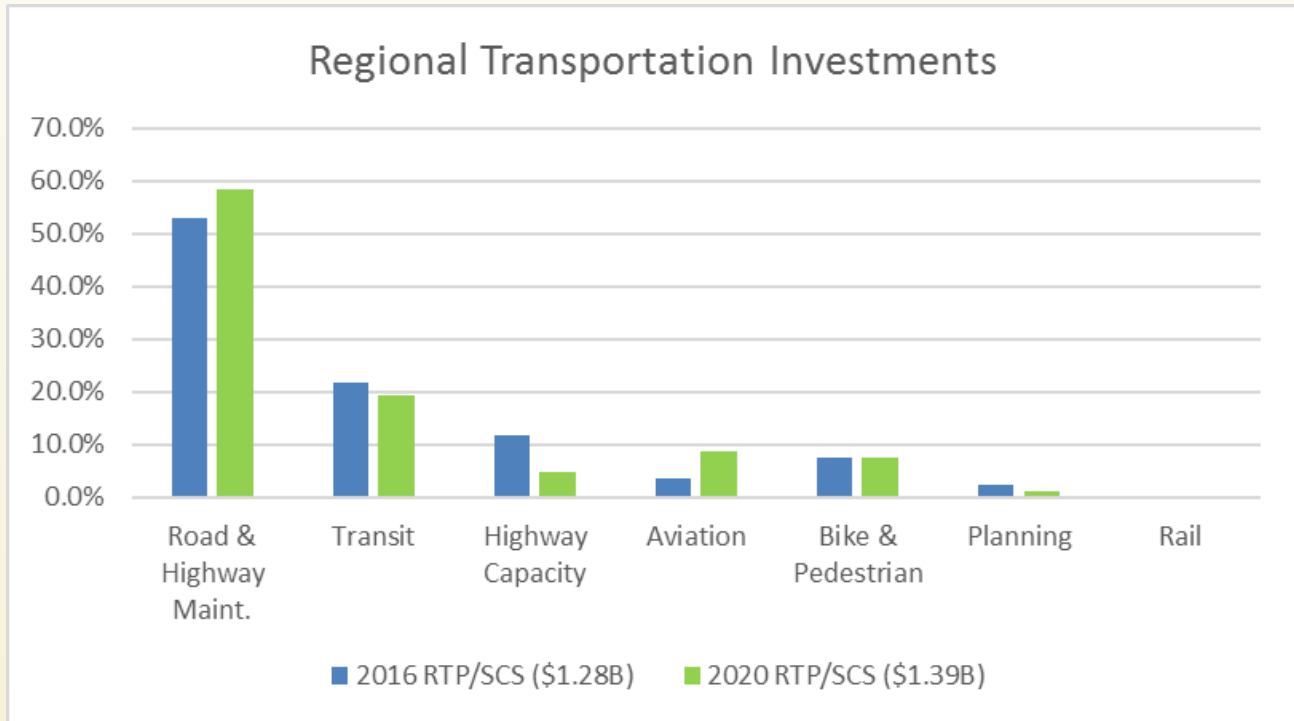


Jobs to Housing Ratio



Increase long-term ratio from **0.78** (2016 RTP/SCS) to **0.80** (2020 RTP/SCS)

6. REGIONAL INVESTMENTS



2020 RTP/SCS FUNDING SOURCES	TOTALS		TOTALS
	Years	Years	
	2020 - 2030	2030-2040	
STIP - Regional Improvement Program (RIP)	13,770	10,000	23,770
Caltrans IIP	13,220	0	13,220
Caltrans SHOPP	189,793	0	189,793
Active Transportation Program (ATP)		39,270	39,270
State Fuel Tax	125,233	125,233	250,467
SB 1 RMRA	87,502	87,502	175,004
TDA - LTF	97,305	97,305	194,610
TDA - STA	20,000	20,000	40,000
Transit Fare Revenue (B-Line only)	13,000	13,000	26,000
State Aeronautics Program	60,585	0	60,585
Local Funds	14,919	15,056	29,975
RSTP "State Exchange	27,389	27,389	54,778
CMAQ	20,795	19,395	40,190
FTA Sec. 5307 - BCAG/B-Line	27,555	24,555	52,109
FTA Sec. 5311 BCAG/B-Line	7,375	7,375	14,750
FTA Sec. 5310 Various Non-Profit Agencies	3,000	3,000	6,000
FTA 5311(f)	3,000	3,000	6,000
HBP - Highway Bridge Program	60,551	0	60,551
HSIP - Highway Safety Improvement Program	9,632	0	9,632
Active Transportation Program (ATP)	39,270	0	39,270
FAA	60,585	0	60,585
TOTALS	894,479	492,081	1,386,560

Regional Investments Continued

LOCAL & REGIONAL PROJECTS – Sorted and Summarized

Project details have been compiled and sorted by various criteria and posted online at: <http://www.bcag.org/Planning/RTP--SCS/index.html>

- [Appendix 8 - Performance Report](#)
- [Appendix 9 - Title VI & Environmental Justice](#)
- [Appendix 10-1: Projects Programmed - Short Term](#)
- [Appendix 10-2: Projects Planned - Long Term](#)
- [Appendix 10-3: Unconstrained Projects](#)
- [Appendix 10-4: Projects by Performance Measure - PM 1 \(Safety\)](#)
- [Appendix 10-5: Projects by Performance Measure - PM 2 \(Pavement and Bridge Condition\)](#)
- [Appendix 10-6: Projects by Performance Measure - PM 3 \(Freight Movement, Congestion and Reliability\)](#)



By Report



By Agency

- [Appendix 10-7 – BCAG Summary of Projects](#)
- [Appendix 10-8 – Biggs Summary of Projects](#)
- [Appendix 10-9 – Butte County Summary of Projects](#)
- [Appendix 10-10 – Caltrans District 03 Summary of Projects](#)
- [Appendix 10-11 – Chico Summary of Projects](#)
- [Appendix 10-12 – Gridley Summary of Projects](#)
- [Appendix 10-13 – Oroville Summary of Projects](#)
- [Appendix 10-14 – Town of Paradise Summary of Projects](#)

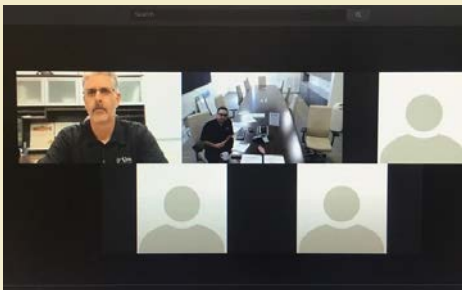
7. PUBLIC INVOLVEMENT

- Public Workshops – four rounds of workshops took place between 2018 and 2020 in addition to advisory committee and Board meetings
- Public Hearings – conducted at regularly scheduled meetings of the BCAG Board of Directors
- Public Comment and Review Periods – noticed in the local newspapers, BCAG website, social media, B-Line Transit Fleet, Spanish Radio interviews
- Website and Email Notification List – was made available for those interested to be placed on the RTP/SCS notification list and receive information regarding activities related to the SCS.

Pre COVID Outreach



COVID Outreach – Round 3 & 4 workshops in 2020 – via Zoom



RTP/SCS Process Timeline

**First Round Public Workshops
(August 2018)**



**RTP/SCS Development - Preliminary
Financial and Policy Elements
(January – June 2019)**



**Second Round Public Workshops
(November 2019)**



**Prepare Preliminary Transportation
Project List and Land Use Scenarios (June
2019 – July 2020)**



**Third Round Public Workshop
(September 3, 2020)**



**Draft RTP/SCS, Environmental Impact
Report, and Air Quality Analysis
(September 2020)**

**Complete draft document and SEIR
released/posted October 8, 2020**



**Fourth Round Public Workshops
(November 5, 2020)
Comment period 10/08 – 11/22**



**Final RTP/SCS to BCAG Board for Adoption
(December 10, 2020)**

The 2020 Regional Transportation Plan & Sustainable Communities Strategy



**The RTP/SCS can be amended at any time by the BCAG Board of Directors.
All information including environmental impact report are posted at:
<http://www.bcag.org/Planning/RTP--SCS/index.html>**

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 hacer sus comentarios o preguntas en español.