BUTTE COUNTY

METROPOLITAN TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

BCAG

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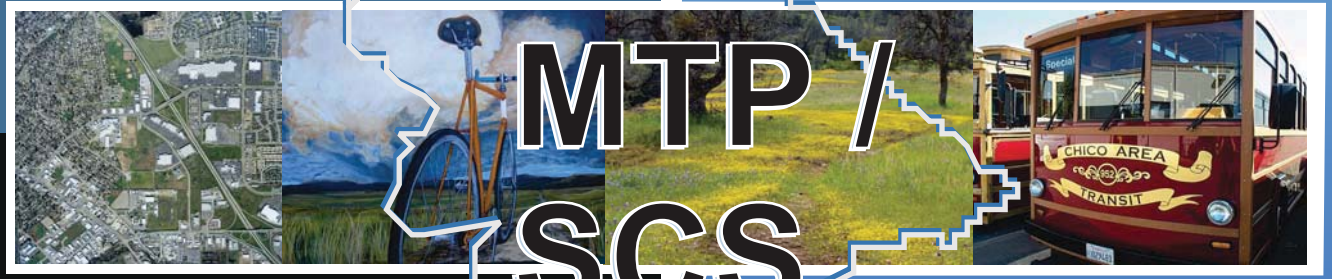

Prepared by

Butte County Association of Governments

2012 - 2035

Adoption - December 13, 2012

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BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

RESOLUTION NO 2012/2013-14

B-Line Butte Regional Transit

ADOPTION OF THE 2012 METROPOLITAN TRANSPORTATION PLAN / SUSTAINABLE COMMUNITIES STRATEGY AND AIR QUALITY CONFORMITY ANALYSIS AND DETERMINATION FOR BUTTE COUNTY

WHEREAS, the Butte County Association of Governments is the designated Metropolitan Planning Organization for Butte County in accordance with 23 USC 134(b)(6); and Section 450.306 of the Metropolitan and Statewide Planning Rule;

WHEREAS, the Safe Accountable Flexible Efficient Transportation Equity Act a Legacy for Users (SAFETEA-LU) requires the Butte County Association of Governments, as the Metropolitan Planning Organization, to prepare a Transportation Improvement Program in cooperation with the State and transit operators, to include all projects to be funded under Title 23 and the Federal Transit Administration grants; and requires BCAG to prepare a long-range Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS) and short-range Federal Transportation Improvement Program (FTIP);

WHEREAS, this is the first MTP in the BCAG region to include a Sustainable Communities Strategy pursuant to SB 375 (Statutes of 2008);

WHEREAS, BCAG, through the conduct of a continuing, comprehensive, and coordinated transportation planning process, and in conformance with all applicable federal and state requirements, has prepared the 2012 MTP/SCS and the Air Quality Conformity Analysis and Determination for Butte County;

WHEREAS, the 2012 MTP/SCS includes all required components (Policy, Action Financial and Sustainable Communities Strategy) and Air Quality Conformity Analysis and Determination providing documentation that the projects conform to the applicable federal air quality requirements, and an Environmental Impact Report complying with the California Environmental Quality Act requirements;

WHEREAS, the 2012 MTP/SCS was developed in accordance with the BCAG Public Participation Plan (PPP) including two public hearings prior to adoption;

WHEREAS, the California Air Resources Board (CARB) set the per capita greenhouse gas emission targets for automobiles and light trucks for the BCAG region at a 1% increase by 2020 and 2035 from a 2005 base year;

WHEREAS, BCAG has conducted an air quality analysis of the MTP/SCS utilizing latest planning assumptions, emissions model, and consultation provisions, including a quantitative regional emissions analysis that meets emissions budget or interim test requirements as described in transportation conformity regulation. Based on this analysis, the 2013 Federal Transportation Improvement Program (FTIP) and 2012 MTP/SCS conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule;

WHEREAS, the Board of Directors, by Resolution 2012/2013 -13 has certified the Environmental Impact Report on the MTP/SCS and has adopted findings and statement of overriding considerations, and a mitigation and monitoring reporting program pursuant to the California Environmental Quality Act (Public Resources Code Sections 21000 et seq.).

NOW THEREFORE BE IT RESOLVED that the Butte County Association of Governments has prepared and adopted the 2012 Metropolitan Transportation Plan / Sustainable Communities Strategy and Air Quality Conformity Analysis and Determination in accordance with SAFETEA-LU and the Transportation Conformity Rule requirements applicable to Butte County. Based on this analysis, the Butte County 2012 Metropolitan Transportation Plan / Sustainable Communities Strategy and the Butte County 2013 Federal Transportation Improvement Program, through Amendment #1, conforms to the applicable State Implementation Plan (SIP) and all applicable sections of the EPA's Transportation Conformity Rule.

BE IT FURTHER RESOLVED, that the BCAG Board of Directors finds that the MTP/SCS achieves the regional greenhouse gas targets established by the CARB 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 MTP/SCS document to ensure the timely delivery and approval of the MTP/SCS to the appropriate state and federal agencies;

PASSED AND ADOPTED by the Butte County Association of Governments on the 13th day of December 2012 by the following vote:

AYES:

Connelly, Lambert, Yamaguchi, Thompson, Schwab, Fichter, Titus, Andoe

NOES:

None

ABSENT:

Wahl, Kirk, Dahlmeier

ABSTAIN:

None

APPROVED: Bill Connelly

BILL CONNELLY, CHAIR
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

ATTEST: Jon Clark

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

”The preparation of this report has been financed in part from the U.S. Department of Transportation, Federal Transit Administration under 49 U.S.C., Chapter 53 Section 5303-5306, Metropolitan Planning Grant.”

“The work upon which the Sustainable Communities Strategy portion of this report was funded in whole or in part through a grant awarded by the Strategic Growth Council”

ACRONYMS FOR BCAG

ACRONYM	MEANING
AB	Assembly Bill
ACOE	Army Corps of Engineers
AFR	Accident Frequency Ratio
APS	Alternative Planning Strategy
AQMD	Air Quality Management District
ARB	Air Resource Board
AVL	Automatic Vehicle Location
BCAG	Butte County Association of Governments
CALCOG	California Association Council of Governments
CARB	California Air Resource Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation & Air Quality
CON	Construction
CTC	California Transportation Commission
CTIPS	California Transportation Improvement Program System
DFG	California Department of Fish and Game
DOT	Department of Transportation
EIR	Environmental Impact Report
EMFAC	Emissions Factors
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
FY	Fiscal Year
GARVEE	Grant Anticipation Revenue Vehicle Program
GhG	Greenhouse Gas Emissions
GIC	Geographical Information Center
GIS	Geographic Information Systems
GPS	Global Positional Satellite
HCP	Habitat Conservation Plan
IIP	Interregional Improvement Program
IPG	Intermodal Planning Group
ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
JPA	Joint Powers Agreement
LAFCO	Local Agency Formation Commission
LTF	Local Transportation Fund
MPO	Metropolitan Planning Organization
NAAQS	National Air Quality Standards
NCCP	Natural Community Conservation Plan
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service (Also NOAA Fisheries)

ACRONYM	MEANING
NOAA	National Oceanic and Atmospheric Administration Fisheries (Also NMFS)
OWP	Overall Work Program
PA&ED	Project Appproval & Environmental Document
PDT	Project Development Team
PEER	Permit Engineering Evaluation Report
PL	Federal Planning Funds
PPH	Passengers Per Revenue Hour
PLH	Public Lands Highway
PPM	Planning Programming & Monitoring
PPNO	Project Programming Number
PS&E	Plans, Specifications & Estimates
PSR	Project Study Report
PTMISEA	Public Transportation Modernization Improvemant and Service Enhancement Account
PUC	Public Utilities Code
R/W	Right of Way
RFP	Request for Proposals
RHNA	Regional Housing Needs Allocation
RHNP	Regional Housing Needs Plan
RIP	Regional Improvement Program
RTAC	Regional Target Advisory Committee
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
SCEA	Sustainable Community Environmental Assessment
SCS	Sustainable Community Strategy
SDP	Strategic Deployment Plan
SHOPP	State Highway Operation Protection Program
SSTAC	Social Services Transportation Advisory Council
STA	State Transit Assistance
STIP	State Transportation Improvement Program
TAC	Transportation Advisory Committee
TAOC	Transit Administrative Oversight Committee
TCRP	Transportation Congestion Relief Program
TDA	Transportation Development Act
TE	Transportation Enhancements
TIP	Transportation Improvement Program
TPP	Transit Priority Project
TSGP	Transit Security Grant Program
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UTN	Unmet Transit Needs
WE	Work Element

ACKNOWLEDGEMENTS

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Many individuals, including a number of citizens and representatives from the Transportation Advisory Committee, aided in the preparation of materials contained in the Metropolitan Transportation Plan and Sustainable Communities Strategy and are acknowledged.

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INTRODUCTION

2012 Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) specifies the policies, projects, and programs necessary over a 20+ year period to maintain, manage, and improve the region's transportation system. The Butte County 2012 MTP covers the 23 year period between 2012 and 2035. The MTP is required to be updated every four years. The MTP includes an Air Quality Conformity Analysis and Determination, as well as a Program Environmental Impact Report.

The MTP provides a comprehensive long-range view of transportation needs and opportunities for Butte County. It establishes goals and objectives for the future system.

The MTP's scope is **Regional**: The issues transcend the boundaries of local jurisdictions. Local, state, and federal governments work together to achieve an effective system.

The MTP concerns **Transportation**: The movement of people and goods for purposes such as working, shopping, school, or recreation by means of autos, trucks, buses, trains, planes, bicycling, or even walking.

The MTP is a **Plan**: Identifies problems and proposes solutions. It is long-term, looking more than 20 years into the future. It must balance priorities with expected funding. The MTP is a financially constrained document.

2012 MTP Preparation

The MTP is prepared by the Butte County Association of Governments (BCAG). BCAG is the federally designated Metropolitan Planning Organization (MPO) and the state designated Regional Transportation Planning Agency for Butte County. BCAG has a 10 member Board of Directors, including each of the five Butte County Supervisors and one council person from each of the five incorporated cities/town; the cities of Biggs, Chico, Gridley, Oroville, and the Town of Paradise.

BCAG held various MTP public workshops beginning in 2010 and spanning through 2012 in the cities of Chico, Gridley, Oroville, and the Town of Paradise. Development of the 2012 MTP was made in consultation with its member jurisdictions, BCAG's advisory committees, local Tribal Governments, interested state and federal agencies, and the public.

MTP Purpose

The MTP provides a foundation for transportation decisions by local, regional, and state officials. This foundation is based on a vision of an efficient and environmentally sound multi-modal system. The MTP also serves as the foundation for the development of the:

- Federal Transportation Improvement Program
- Regional Transportation Improvement Program
- Interregional Transportation Improvement Program for Butte County

Document Structure

The MTP is divided into three sections with thirteen specific chapters. The three required sections include:

- Policy Element – Outlining the goals, policies, and objectives of the MTP
- Action Element – Identifying each mode of transportation with recommended improvements by short range and long range plans
- Financial Element – Identifying the funding strategy to implement the Action Element, including a set of recommended projects
- Sustainable Communities Strategy – Addressing SB 375 / Global Greenhouse Gas emissions
- Air Quality Conformity Analysis and Determination
- Environmental Impact Report

Planning Process & Consultation

The MTP is the result of a broad planning process. This process involves many government agencies, as well as private interests and the public. Early consultation workshops were held prior to development of the MTP document. BCAG first updated its Public Participation Plan prior to development the MTP. An early consultation outreach effort was made to Caltrans' suggested list of interested agencies, including various state and federal resource agencies, local Tribal Governments, interest groups, and BCAG's advisory committees. All public workshops were noticed in the local newspapers and held at various times during the day in order to give interested people various opportunities to be involved. In addition, the MTP was developed in consultation with its advisory committees, and presentations were made at the Board of Directors meetings which are open to the public. Appendix 3 documents the efforts made to engage the above listed groups.

All components of the Plan were distributed to the Transportation Advisory Committee (TAC). The TAC includes representatives from each of the cities, the county, and the state, as well as representatives from the public, the air district, and the Native American communities. Various government-to-government participation attempts to the local Rancherias were initiated by BCAG. Documentation of BCAG's public

involvement outreach is included as an appendix. BCAG also sent correspondence to the surrounding counties, including Tehama County, Glenn County, and the Sacramento Area Council of Governments (SACOG).

An Interagency Consultation Review (ICR) Group is comprised of BCAG, the Butte County Air Quality Management District, Caltrans, FHWA, FTA, EPA, and the California Air Resources Board. The ICR met formally on one occasion to discuss and agree to the emissions analysis and conformity determination requirements applicable to the MTP. However, all pertinent material concerning air quality was reviewed with the ICR group.

Butte County is home to four local Native American Rancherias. These include Berry Creek Rancheria, Chico Rancheria, Enterprise Rancheria, and Mooretown Rancheria. Each Rancheria is contacted concerning the development of the MTP. In addition, each Rancheria receives an agenda to the BCAG TAC meetings, which include any MTP development material. BCAG has also extended several invitations to provide government-to-government at site workshops concerning the MTP, as well as any other transportation related workshops. Currently, two Rancheria representatives regularly attend the BCAG Transportation Advisory Committee.

BCAG will continue to attempt to engage the resource agencies in BCAG's metropolitan planning process. BCAG has maintained a positive working relationship with all interested agencies and individuals. BCAG maintains and "email interest" distribution list for any individual, agency or private company wishing to be involved on its various planning, programming and project development activities.

Sustainable Communities Strategy Requirements

In 2008, Senate Bill 375 (SB 375), also known as the Sustainable Communities and Climate Change Act of 2008, was passed as the mechanism to implement passenger vehicle greenhouse gas reductions outlined in Assembly Bill 32 (AB 32).

Under SB 375, BCAG, as the region's Metropolitan Planning Organization (MPO), has been designated by the state to prepare the area's "Sustainable Communities Strategy" (SCS) as an additional component of the 2012 MTP. The SCS demonstrates the integration of land use, housing, and transportation for the purpose of reducing greenhouse gas (GHG) emissions from passenger vehicles. In addition, SB 375 amends CEQA to provide incentives for residential and residential mixed use projects that help to implement the 2012 MTP/SCS.

The SCS has been prepared by BCAG as an integrated component of the MTP's Action Element, with the majority of the documentation being included within Chapter 4 – Sustainable Communities Strategy. Specific requirements of SB 375, and the locations in which these have been addressed within the 2012 MTP/SCS, is included as Appendix 7.

Regulatory Requirements

BCAG, as the RTPA, is required by State law to prepare the MTP and transmit it to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans) every four years. The MTP is required to be developed as per State legislation, Government Code Section 65080 et seq. of Chapter 2.5, and Federal legislation, U.S. Code, Title 23, Sections 134 and 135, et seq.

The MTP is required to contain a Policy, Action, Financial Element, Sustainable Communities Strategy (SCS), and to reference environmental and air quality documents. The MTP is to be adopted by the BCAG Board of Directors, and then submitted to Caltrans and the CTC. State regulations require the SCS be distributed to the California Air Resources Board for approval, once adopted by the BCAG Board of Directors. Federal regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) also require the development and adoption of an MTP.

Air Quality Requirements

The purpose of the air quality conformity determination is to ensure that BCAG's plans and programs "conform" to all applicable federal air quality requirements. The last conformity determination was adopted by the BCAG Board of Directors on September 27th, 2012 as part of adoption to the 2013 FTIP and amendment to the 2008 RTP. This conformity determination relied on a previous regional emissions analysis.

Transportation conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). This ensures that transportation 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 transportation air quality conformity determination shows that transportation projects programmed in the 2013 Butte County Federal Transportation Improvement Program (FTIP) and 2012 Metropolitan Transportation Plan (MTP) are consistent with the applicable SIP. At the scheduled adoption of the 2012 MTP, the 2013 FTIP will be amended to ensure consistency between the Plan and the Program.

Butte County's Air Quality Status

Ozone

Butte County was previously designated "basic subpart 1 non-attainment" for ozone under EPA's 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS). However, the current classification for the Butte County federal nonattainment area for the 1997 ozone NAAQS is marginal nonattainment. Because of this designation, 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.

Also, effective July 20, 2012, Butte County is designated marginal nonattainment for the 2008 ozone NAAQS. EPA has proposed to revoke the 1997 ozone standards one year after the effective date. Under this proposal, BCAG is required to prepare a new conformity determination by July 20, 2013 in order to demonstrate conformity for the 2008 ozone NAAQS.

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 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2002 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 redesignated 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. Conformity applies for CO through 2018. The current emission budget is for the second Maintenance SIP. As a maintenance area, BCAG continues to be required to demonstrate conformity for CO.

In order to show conformity for CO, BCAG must show that future emissions will be less than the CO emissions budget assigned to Butte County (budget test). Butte County's emissions budget of 80-tons per day is specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. EPA published a direct final rulemaking approving the plan on November 20, 2005, effective January 30, 2006. Based on the designated maintenance status, Butte County needs to demonstrate that vehicular emissions forecasts will not exceed 80 tons/day and are consistent with the applicable State Implementation Plan (SIP).

Fine Particulate Matter (PM2.5)

Effective December 14, 2009, Butte County (partial) was designated as non-attainment for fine particulate matter (PM2.5) under the EPA 2006 24-hour PM2.5 NAAQS. Transportation conformity for the 2006 PM2.5 NAAQS applies one year after the effective date. Therefore, Butte County conformity applies December 14, 2010.

As a newly designated non-attainment area for PM2.5, no emissions budget currently exists from an approved SIP, therefore an interim conformity test applies. In order to make a conformity determination under the 2006 24-hour PM2.5 standard, future emissions of PM2.5 and NOx must be no greater than 2008 emissions levels, or the build/no-build test must be passed.

The complete Air Quality Conformity Analysis and Determination is included as Appendix 1.

California Environmental Quality Act (CEQA)

BCAG has determined that a program-level environmental impact report (EIR) is required for the 2012 MTP pursuant to the requirements of the California Environmental Quality Act. A program EIR is described as an EIR which may by 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 the 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 hand having generally similar ways. A program-level analysis EIR *will be* prepared in accordance with the Public Resources Code sections relevant to CEQA and the CEQA Guidelines. The EIR informs the decision-makers, agencies, and the public of the broad environmental effects of the proposed 2012 MTP project and will be used to evaluate subsequent projects and activities under the 2012 MTP.

Title VI

Title VI of the Civil Rights Act of 1964 set a standard that authoritatively outlawed discrimination in the conduct of all federal activities. It reads as follows: “No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Although considerable progress has been made during the 1990’s, individuals both inside and outside government are troubled by the high and adverse environmental impacts of private or governmental actions that fall disproportionately on populations protected by laws such as the civil rights act. The term “environmental justice” was created by people concerned that everyone within the United States deserves equal protection under the county’s laws. Executive Order 12898 issued in 1994, responded to this concern by organizing and explaining in detail the federal government’s commitment to promote

environmental justice. Each Federal agency was directed to review its procedures and to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority and low-income populations.

FHWA and FTA guidance on Environmental Justice (EJ) requires that the Metropolitan Planning Organization (MPO) ensure that traditionally underrepresented groups are engaged in the regional transportation planning process and demonstrate how their influence and feedback impacted development of the Regional Transportation Plan. Further, the guidance also requires an evaluation of the adopted plan to ensure that there is no disparate negative impact borne by low-income or minority communities. FHWA and FTA have embraced the principles of environmental justice as a means toward improving the transportation decision-making process. There are three fundamental principles at the core of EJ:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Environmental Justice is applicable at the project level when project sponsors are proposing to build a new project in a local community and federal funds are involved. Unfortunately, neither Title VI nor Executive Order 12898 prescribes the specific methods and process for ensuring environmental justice in transportation planning.

PHYSICAL SETTING

Butte County encompasses approximately 1,665 square miles in north central California (Figure 1-1). The western part of the county is located in the northern Sacramento Valley, while the eastern portion extends into the foothills of the Cascade and Sierra Nevada Mountain Ranges. Elevations range from 50 feet above sea level at Butte Sink along the Sacramento River at the southwest portion of the county, to 7,087 feet above sea level at Humboldt Summit near the county's northeastern border.

Butte County has five incorporated cities which range from small farming communities to regional urban centers. The Cities of Biggs and Gridley are located about five miles apart in the valley area in the southwest portion of the county, while the City of Chico is located further north in the western valley area. The City of Oroville, the County seat, is located along the Feather River in the southern portion of the county, and the Town of Paradise is on a ridge in the foothills near the center of the county (Figure 1-2).

Numerous unincorporated communities also dot Butte County. Feather Falls, Berry Creek, and Brush Creek are in the foothills in the southeastern portion of the county, while Paradise Pines, Magalia, Stirling City, Forest Ranch, Cohasset, and Butte Meadows are in the foothills in the northeastern area. The western portion of the valley includes the communities of Dayton, Durham, Nelson, and Richvale, with Palermo, Honcut, Cherokee and Forbestown further to the east (Figure 1-2).

Butte County is home to four local Native American Rancherias. These include Berry Creek Rancheria, Chico Rancheria, Enterprise Rancheria, and Mooretown Rancheria. The location of these Rancherias is also included as part of Figure 1-2.

Figure 1-1
Butte County Location Map

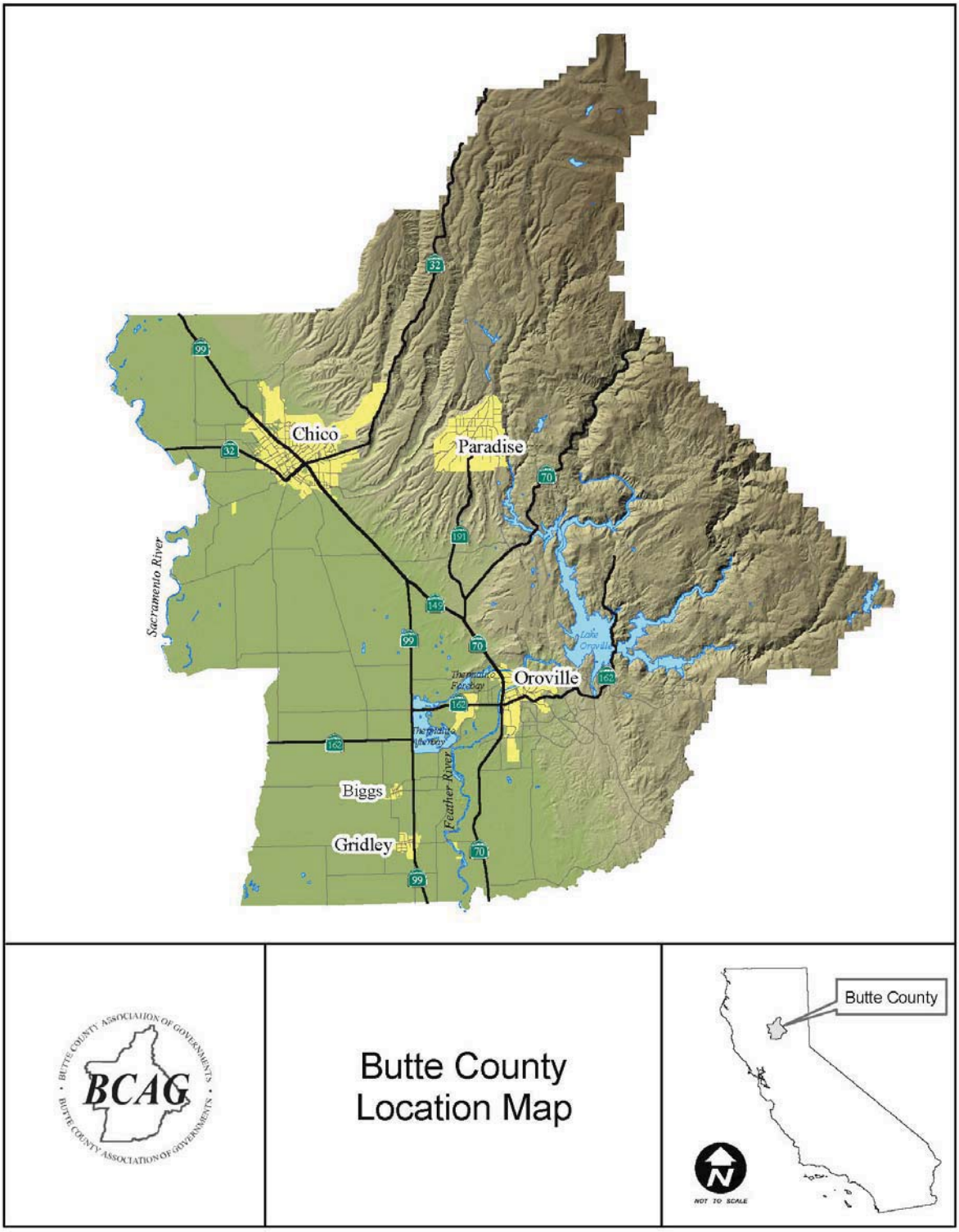
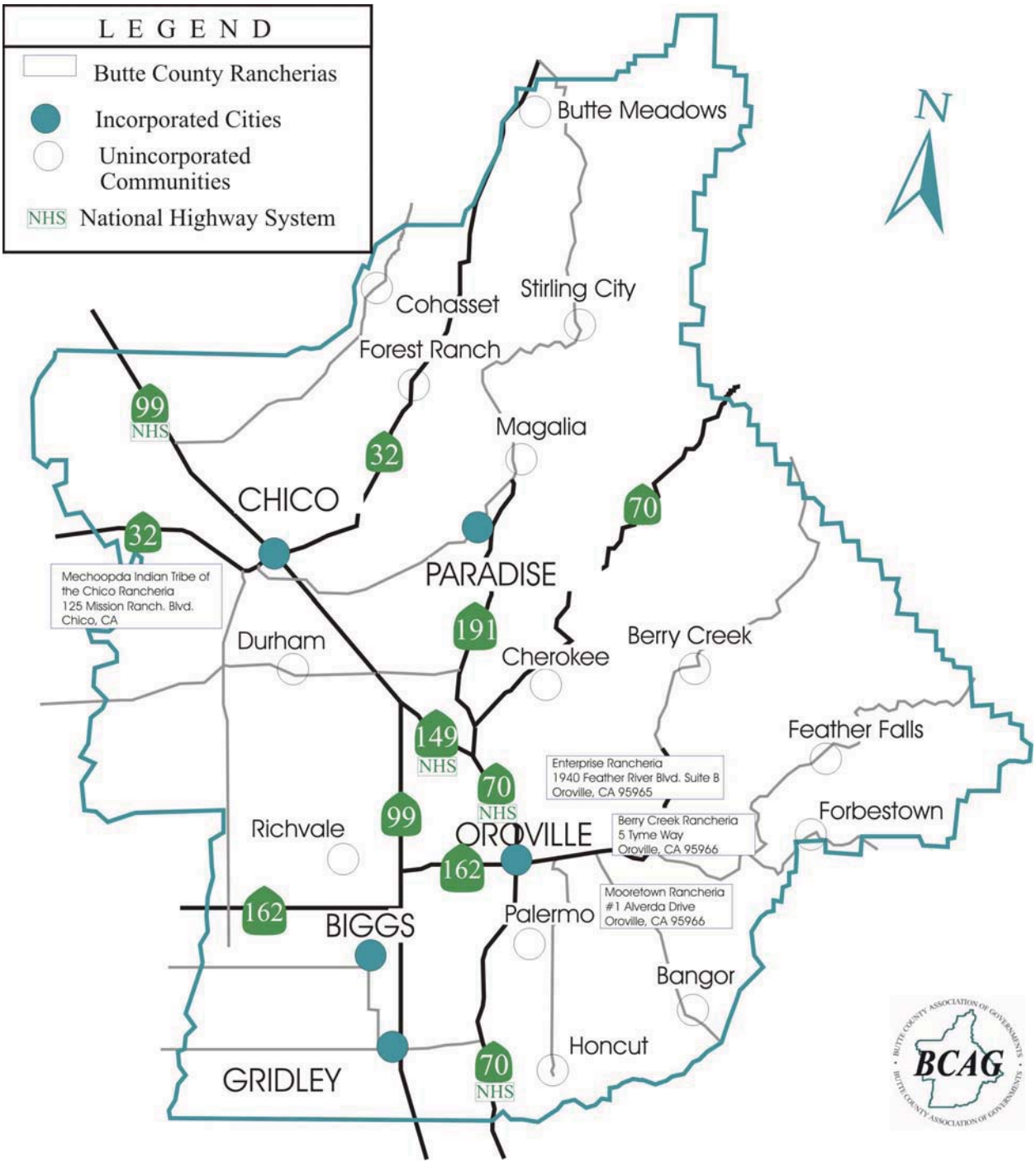


Figure 1-2
Butte County Rancherias
Incorporated Cities & Unincorporated Communities



POLICY ELEMENT

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. The Policy Element presents guidance to decision-makers of the implications, impacts, opportunities, and foreclosed options that will result from implementation of the MTP. The Policy Element is a resource for providing input and promoting consistency of action among state, regional and local agencies. California statutes state that each MTP 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.

1. Policy on Highways, Streets, and Roads

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

Objective	Policy / Action
1.1 Strive to maintain a Level of Service "D" on all regionally significant roads	1.1.1. Fund and implement projects identified on the Tier 1 priority list in the Action Element of the MTP.
	1.1.2. Pursue discretionary state & federal funding such as IIP, SHOPP, HBP, HES etc.
1.2 Identify and prioritize improvements to the regional road system.	1.2.1. Prepare and apply evaluation criteria to prioritize regional road projects identified to improve the overall transportation system of the region.
	1.2.2. Evaluation criteria will evaluate how the projects achieve the following objectives: 1) an integrated and balanced road system; 2) improvement in traffic flow and safety; 3) minimize environmental effects; and 4) minimize adverse impacts on agricultural land.
	1.2.3. Use Regional Improvement Program funds to finance the prioritized regional improvements.
	1.2.4 Use BCAG Travel Demand Model performance measures as appropriate to quantify project benefits.

2. Policy on Transit

Goal: Provide an efficient, effective, coordinated regional transit system that increases mobility for urban and rural populations, including transportationally disadvantaged persons.

Objective	Policy / Action
2.1. Meet all transit needs that are "reasonable to meet."	2.1.1. Provide complementary dial-a-ride transit services for the elderly, handicapped, and those residents not served by a fixed route service within the service area.
	2.1.2. Provide adequate fixed route transit system to serve the general public, including those who rely most on transit.
	2.1.3. Maintain the locally developed Human Services Coordinated Transportation Plan.
2.2. Increase transit ridership that exceeds annual population growth rate for Butte County.	2.2.1. Add additional routes and expand services as necessary to meet ridership demand.
	2.2.2. Support Intelligent Transportation System (ITS) projects which improve transit operations.
	2.2.3. Work with larger employers (i.e. University) for transit incentive programs.
	2.2.4. Evaluate fixed route system, identify other innovative alternatives such as a market based approach system to increase ridership.
	2.2.5. Explore "best practices" in other regions to learn from and consider for increased ridership and customer satisfaction for transit.
2.3. Promote citizen participation and education in transit planning and operations.	2.3.1 Include Social Services Transportation Advisory Council and Coordinated Transportation Working Group in the regional transit planning process.
	2.3.2. Use the BCAG newsletter and website for transit education and information.
2.4. Maintain a reliable transit system.	2.4.1. Monitor contractor for timely transit operations reporting.
	2.4.2. Conduct Preventative Maintenance Inspections for transit fleet.

3. Policy on Rail

Goal: A rail system that provides safe and reliable service for people and goods.

Objective	Policy / Action
3.1. Maintain and expand passenger service through Butte County.	3.1.1 Monitor the activities of Amtrak to assure passenger rail services in Butte County.
	3.1.2. Support the High Speed Rail Commission planning efforts for rail service connecting Chico to Sacramento.
	3.1.3. Pursue state and federal grant funding for rail safety projects.

4. Policy on Goods Movement

Goal: Provide a transportation system that enables safe movement of goods in and through Butte County.

Objective	Policy / Action
4.1. Provide an adequate regional road system for goods movement.	4.1.1 Work with state and federal legislators to lobby for funding to develop continuous four lane highway to Chico on the SR 70/99 Corridor.
	4.1.2. Leverage regional share funds for Caltrans interregional share and State Highway Operations and Protection Program.

5. Policy on Aviation

Goal: A fully functional and integrated air service and airport system complementary to the countywide transportation system.

Objective	Policy / Action
5.1. Maintain daily commercial airline service to the Bay Area.	5.1.1 Support commercial airline service in Butte County.
5.2. Work with local agencies to ensure compatible land uses around existing airports to reduce noise conflicts.	5.2.1. Support the Butte County Airport Land Use Commission and local airports in their efforts to ensure compatible land uses around airports.
	5.2.2. Support the local airports in their attempts to acquire the land surrounding the airports.
5.3. Ensure Airport Master Plans are updated and revised as necessary and required.	5.3.1. Support projects that integrate air transport facilities with other modes of transportation.

6. Policy on Non-Motorized Transportation

Goal: A regional transportation system for bicyclists and pedestrians.

Objective	Policy / Action
6.1 Work with local agencies to develop and construct bicycle and pedestrian facilities.	6.1.1. Support the construction of Class 1, 2, and 3 bike routes as designated in the local bicycle plans.
	6.1.2. Assist local jurisdictions in actively pursuing bicycle and pedestrian related funding.
	6.1.3. Support projects and policies for bicycles on the fixed route transit system (bike racks, etc.).
6.2 Assist local jurisdictions in pursuing grant funding.	6.2.1. Assist as requested in developing local bicycle plans.
	6.2.2. Participate in local bicycle advisory committees.

7. Policy on Intelligent Transportation System (ITS)

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

Objective	Policy / Action
7.1 Maintain the North State ITS System Deployment Plan.	7.1.1. Encourage the use of ITS technologies in the project development process.
7.2 Apply Transportation Systems Management (TSM) strategies to projects where appropriate.	7.2.1 Assist local agencies in evaluating the impacts of TSM strategies.

8. Policy on Energy

Goal: Reduce usage of nonrenewable energy resources for transportation purposes.

Objective	Policy / Action
8.1 Increase public transit and carpooling/vanpooling and bicycling/walking.	8.1.1. Add additional transit routes and services where feasible.
	8.1.2. Support passage of ordinances that provide for vanpooling and carpooling programs.
	8.1.3 Support passage of ordinances that provide for park and ride lots.

9. Policy on Air Quality

Goal: Achieve air quality standards set by the Environmental Protection Agency (EPA) and the State Air Resources Board.

Objective	Policy / Action
9.1. Coordinate transportation planning with air quality planning at the technical and policy level.	9.1.1. Assist as requested by the Butte County Air Quality Management District to develop the transportation-related portions of the State Implementation Plan for air quality.
	9.1.2. Provide technical assistance to local jurisdictions in developing air quality analysis as needed for projects.
	9.1.3 Support projects which demonstrate an air quality benefit.
9.2. Implement transportation requirements established by Assembly Bill (AB) 32.	9.2.1. Work with state to identify emissions budget for Butte County.
	9.2.2 Develop transportation projects that reduce greenhouse gas emissions.

10. Policy on Land Use Strategies

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

Objective	Policy / Action
10.1. Innovative land use and transportation planning.	10.1.1. Provide technical assistance and make available BCAG Travel Demand Model as a tool to assess road network to identify potential solutions to improve traffic movement.
	10.1.2. Assist as requested in evaluating land use strategies.
10.2. Plan future roads to accommodate land uses at a regional level.	10.2.1. Assist member jurisdictions in taking a regional approach in land use and developing a road network that serves the entire region.
	10.2.2. Encourage all jurisdictions to actively participate in the Regional Transportation Plan Update process.

10.3. Roads that are pedestrian friendly encourage bicycle trips and the use of the mass transportation system.	10.3.1. Assist member jurisdictions in developing and implementing strategies and design criteria that make new commercial and residential developments friendly to pedestrians and bicyclists.
10.4. Preserve productive farmland and land that provides habitat for rare, endangered or threatened species.	10.4.1 Consider impacts on prime farmland and areas that support protected wildlife.
	10.4.2 Encourage participation in development of the Butte Regional Habitat Conservation Plan (HCP/NCCP).
10.5. Ensure Goals and Policies are consistent at both the regional and local levels.	10.5.1 Assist the cities, town and county during their General Plan updates to ensure that the plans are consistent with the RTP and HCP/NCCP.

11. Policy on Transportation Financing

Goal: Develop and support financing strategies that provide for continuous implementation of the Regional Transportation Plan projects and strategies.

Objective	Policy / Action
11.1. Develop and adopt policies that will provide adequate funding resources for all transportation modes and strategies.	11.1.1. Provide technical assistance to local jurisdictions in the development of transportation financing mechanisms.
	11.1.2. Consider cost efficiency / cost benefit ratio in project evaluation criteria.
11.2. Work with Cities and County on development of a regional road network fee program.	11.2.1 Work with cities, town and county to identify potential options for funding transportation system maintenance and improvements on the regional road network.
	11.2.2. Develop funding shortfall needs assessment for state highways, local streets and roads for Butte County.

12. Policy on Outreach and Coordination

Goal: Provide a forum for participation and cooperation in transportation planning and facilitate relationships for transportation issues that transcend jurisdictional boundaries.

Objective	Policy / Action
12.1. Assist jurisdictions in local transportation planning.	12.1.1. Evaluate transportation impacts of land use and development proposals as requested.
	12.1.2. Provide technical assistance in the preparation of transportation financing mechanisms as requested.
	12.1.3. Assist in the preparation of local general plans.
12.2. Promote consistency among all levels of local transportation planning.	12.2.1. Involve the local, state, and federal agencies and elected officials in the transportation planning process.
	12.2.2. Promote consistency between the Regional Transportation Plan and local and state level plans.
12.3. Promote citizen participation and education in transportation planning.	12.3.1. Use the BCAG newsletter for transportation planning education.
	12.3.2. Conduct workshops and information sessions for transportation planning and projects.
	12.3.3 Utilize the internet to facilitate the dissemination of transportation projects and information on the planning process.
	12.3.4 Follow BCAG's Public Participation Plan procedures.

13. Policy on Quality of Travel and Livability

Mobility Goal: The transportation system should provide for convenient travel options for people and goods and maximize its productivity. The system should reduce both the time it takes to travel as well as the total costs of travel.

Reliability Goal: The transportation system should be reliable so that travelers can expect relatively consistent travel times from day-to-day for the same trip by mode(s).

System Preservation and Safety Goal: The public's investment in transportation should be protected by maintaining the transportation system. It is critical to preserve and ensure a safe regional transportation system

Objective	Policy / Action
13.1. Assist in efforts which enhance **mobility** for the region. The system should provide for convenient travel options for people and goods and maximize its productivity. The system should reduce both the time it takes to travel as well as the total costs of travel.	13.1.1. Tailor transportation improvements to better connect people with jobs and other activities.
	13.1.2. Provide convenient travel choices including transit, driving, ridesharing, walking, and biking.
	13.1.3. Preserve and expand options for regional freight movement.
	13.1.4. Increase the use of transit, ridesharing, walking and biking in major corridors and communities.
	13.1.5 Provide transportation choices to better connect the Butte County region with neighboring counties and tribal nations.
13.2. Assist in efforts which enhance **reliability** for the region. The system should be reliable so travelers can expect relatively consistent travel times from day-to-day for the same trip by mode(s).	13.2.1. Employ new technologies to make travel more reliable and convenient.
	13.2.2. Manage the efficiency of the transportation system to improve traffic flow.
13.3. Assist in **preserving** the transportation system and safety. The public's investment in transportation should be protected by maintaining the system to preserve it and ensure a safe system.	13.3.1. Work towards keeping the region's transportation system in a good state of repair.
	13.3.2. Work towards reducing bottlenecks and increase safety by improving operations.
	13.3.4 Improve emergency preparedness within the regional transportation system.

14. Policy on Sustainability

Goal: Incorporate Sustainable Community Strategies into the regional transportation planning process which works towards social equity, a healthy environment and a prosperous economy.

Objective	Policy / Action
14.1. Work towards a transportation system that is designed to provide an **equitable** level of transportation services for all populations.	14.1.1. Create equitable opportunities for all populations regardless of age, ability, race, ethnicity, or income.
	14.1.2. Ensure access to jobs, services, and recreation for populations with fewer transportation choices.
14.2. Work towards a transportation system that leads to **environmental sustainability** and fosters efficient development patterns that optimizes travel,	14.2.1. Develop transportation improvements that respect and enhance the environment.
	14.2.2. Work towards reducing greenhouse gas emissions from vehicles and continue to improve air quality in the region.

housing, and employment choices and encourages future growth away from rural areas and closer to existing and planned development.	14.2.3. Work towards making the transportation investments made result in healthy and sustainable communities.
14.3. Work towards a **prosperous economy** in making transportation decisions. The transportation system should play a significant role in raising the region's standard of living.	14.3.1. Maximize the economic benefits of transportation investments made.
	14.3.2. Enhance the goods movement system to support economic prosperity.

ACTION ELEMENT - ANALYSIS

The second major component required in all MTPs is the "Action Element". The Action Element of the MTP consists of short-term and long-term activities that address regional transportation issues and needs. All transportation modes (highways, railroad, bicycle, aviation, maritime, local streets and roads) are addressed.

Fundamental to the Action Element is the establishment of assumptions which form the definition of what is acceptable based upon adopted goals, policies and objectives and are part of the projection equation.

The Action Element is divided into two sections. The first section includes a discussion of regional issues, mandated transportation services, air quality, forecasting, regionally significant roads, alternatives, social impacts, and MTP analysis. The concluding section involves a discussion of each mode of transportation.

REGIONAL ISSUES

Transportation Funding

A continued dismal economic outlook, sagging revenues, and rising costs have created bleak prospects for BCAG to meet its infrastructure needs. The existing funding mechanisms are not sufficient to address existing needs. Projects identified in the RTP primarily address existing operational and safety issues. The lack of stable revenue stream funding for transportation results in a continued backlog of transportation projects.

BCAG's primary funding for major infrastructure improvement is the State Transportation Improvement Program (STIP). Existing programming in the State Transportation Improvement Program was the result of funds infused by California Proposition 1B. These state bonds enabled the California Transportation Commission to allocate projects. But this robust level of transportation investment has diminished.

In addition, at the federal level, the absence of a longer term federal authorization bill continues to challenge BCAG in its ability to adequately financially plan for transportation. Resolution in addressing the lack of a reliable stream of transportation funding at the state and federal level remains unlikely.

State Highway Responsibility

At the local level, funding for a continuous four lane facility to Chico is Butte County's top priority. The focus for the region is the SR 70 Corridor south of Oroville. BCAG will look to Caltrans and the CTC for assistance in jointly funding incremental passing lanes south of Oroville to the county line. However, the escalation factor is a major concern with three project segments that cost $30+ million each.

As a result of SB 45, regional agencies were given control of 75% of the STIP for "regional" improvements on the state highway system. The remaining 25% of the STIP was given to Caltrans to address the "interregional system". As such, BCAG is responsible for making improvements to the state highway system in Butte County. The reality of Caltrans programming any of its ITIP funds is not likely. However, on the interregional road system such as the SR 70 Corridor, Caltrans will continue to be a key participant in contributing ITIP funds, traditionally at 50%.

Local Roads

A backlog of local roadway improvements, in particular roadway rehabilitation, continues to be a major concern in Butte County. The cities and county will continue to be required to make the most of other resources available such as the Regional Surface Transportation Program, the Transportation Enhancement Activity Program, Congestion Mitigation and Air Quality Program, gas tax revenues, as well as other funds, in order to address the rehabilitation needs of the county for operations and maintenance. A statewide "local needs assessment" has been prepared at the state level to heighten attention to the policy decision makers.

Increased Demand for Transit

Since the 2008 RTP was prepared, gas prices have remained relatively high, at times reaching four dollars a gallon. As a result, the demand for transit service has increased. Most local agencies are utilizing all of their TDA apportionments towards fulfilling their respective transit obligations. While the County is not, they are fulfilling their entire required transit obligations. The balance of funds is being utilized for local streets and road maintenance as they are allowed to do so under TDA law. Since the recent installation of AVL/GPS system and electronic fare box system, BCAG is able to more closely monitor ridership and system performance in efforts to achieve the optimal performance on the transit system. In addition, BCAG has modified the fixed route transit system based on an in depth market based transit study completed in the fall of 2010. Changes to the system were implemented in the spring of 2011.

MANDATED TRANSPORTATION SERVICES

The Americans with Disabilities Act (ADA) is civil rights legislation requiring, among other things, that persons with disabilities have equal access to transportation services. In terms of transit, this means that all fixed route transit services must provide complementary paratransit services for those within a ¾ mile radius of a fixed route stop. In addition, transit providers must have wheelchair accessible vehicles, provide schedules and other information in accessible formats for people with hearing and sight impairments, allow attendants and companions, and meet specific requirements for comparability of fares.

Paratransit services, such as those mandated by the Americans with Disabilities Act, are significantly more expensive to provide than fixed route transit services. The Act does not provide any funding for these required service improvements. However, BCAG is

exploring “premium” service areas for paratransit in efforts to service a greater area above and beyond that which is required. Potential customers have indicated they are willing to pay a little extra for paratransit service, so long as they are able to make their required trips.

During the period of this RTP, BCAG will continue to work to address transit planning and funding issues relative to meeting ADA requirements. Butte Regional Transit (B-Line) is currently in full compliance with the existing ADA requirements and is developing a Human Services Transportation Coordinated Plan for Butte County. BCAG will continue to monitor the regulations as applicable to Butte County.

AIR QUALITY CONFORMITY

The purpose of the air quality conformity determination is to ensure that BCAG’s plans and programs “conform” to all applicable federal air quality requirements. The last conformity determination was adopted by the BCAG Board of Directors on September 27th, 2012 as part the adoption of the 2013 FTIP and amendment to the 2008 RTP and relied on a previous regional emissions analysis.

Transportation conformity is required under Clean Air Act section 176(c) (42 U.S.C. 7506 (c)) to ensure that federally supported highway and transit project activities are consistent with (“conform to”) the purpose of the State Implementation Plan (SIP). This ensures that transportation 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 transportation air quality conformity determination shows that transportation projects programmed in the 2013 Butte County Federal Transportation Improvement Program (FTIP) and 2012 Metropolitan Transportation Plan (MTP) are consistent with the applicable SIP. Amendment to the 2013 FTIP will done at the time the 2012 MTP/SCS is adopted in December 3012 to ensure consistency between the Plan and Program.

Butte County’s Air Quality Status

Ozone

Butte County was previously designated “basic subpart 1 non-attainment” for ozone under EPA’s 1997 8-hour ozone National Ambient Air Quality Standards (NAAQS). However, the current classification for the Butte County federal nonattainment area for the 1997 ozone NAAQS is marginal nonattainment. Because of this designation, 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.

Also, effective July 20, 2012, Butte County is designated marginal nonattainment for the 2008 ozone NAAQS. EPA has proposed to revoke the 1997 ozone standards one year after the effective date. Under this proposal, BCAG is required to prepare a new conformity determination by July 20, 2013 in order to demonstrate conformity for the 2008 ozone NAAQS.

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 federal 8-hour standard, future emissions of ROG and NOx must be no greater than 2002 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 redesignated 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. Conformity applies for CO through 2018. The current emission budget is for the second Maintenance SIP. As a maintenance area, BCAG continues to be required to demonstrate conformity for CO.

In order to show conformity for CO, BCAG must show that future emissions will be less than the CO emissions budget assigned to Butte County (budget test). Butte County's emissions budget of 80-tons per day is specified in the *2004 Revision to the California State Implementation Plan for Carbon Monoxide*. EPA published a direct final rulemaking approving the plan on November 20, 2005, effective January 30, 2006. Based on the designated maintenance status, Butte County needs to demonstrate that vehicular emissions forecasts will not exceed 80 tons/day and are consistent with the applicable State Implementation Plan (SIP).

Fine Particulate Matter (PM2.5)

Effective December 14, 2009, Butte County (partial) was designated as non-attainment for fine particulate matter (PM2.5) under the EPA 2006 24-hour PM2.5 NAAQS. Transportation conformity for the 2006 PM2.5 NAAQS applies one year after the effective date. Therefore, Butte County conformity applies December 14, 2010.

As a newly designated non-attainment area for PM2.5, no emissions budget currently exists from an approved SIP, therefore an interim conformity test applies. In order to make a conformity determination under the 2006 24-hour PM2.5 standard, future emissions of PM2.5 and NOx must be no greater than 2008 emissions levels, or the build/no-build test must be passed.

The complete Air Quality Conformity Analysis and Determination is included as Appendix 1.

TRAFFIC FORECASTING – SUMMARY OF BCAG TRANSPORTATION MODEL

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 three step travel demand forecasting model consisting of Trip Generation, Trip Distribution, 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 TransCAD V5.0 software, which is consistent with many of the models used by local jurisdictions in California and Caltrans.

Land Use

The 2010 base year land use data for the model 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 2010 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, 2011.

The transportation model contains 912 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.

REGIONAL ROAD NETWORK

One of the most important components of the overall transportation system in Butte County is the network of roadways that facilitates the movement of people and goods in and through the county.

This section identifies roadways in Butte County that are of regional significance. Regionally significant roadways include the entire state highway system and all roads designated as either arterial or collector as classified by each local jurisdiction. In addition, roadways which meet one or more of the following criteria have been added and identified as other roads of regional significance:

- Principal roadways connecting Butte County with other regions or counties
- Principal roadways connecting urban areas
- Roadways which provide access to significant recreational, commercial, industrial, or institutional activities
- Roadways which are primary emergency evacuation routes for urban areas

The regionally significant roads in the MTP are evaluated within the regional traffic model. These roadways are analyzed based on current and future travel demand, and provide a basis to identify potential impacts of growth on the regional transportation system.

The lists and figures provided below summarize the existing and proposed regionally significant roads within Butte County by jurisdiction and circulation designation (i.e. collector, arterial, highway, or other).

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

Arterials - continued

Name		*Road Segment*
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
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.

Collectors – continued

Name		*Road Segment*
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.
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.

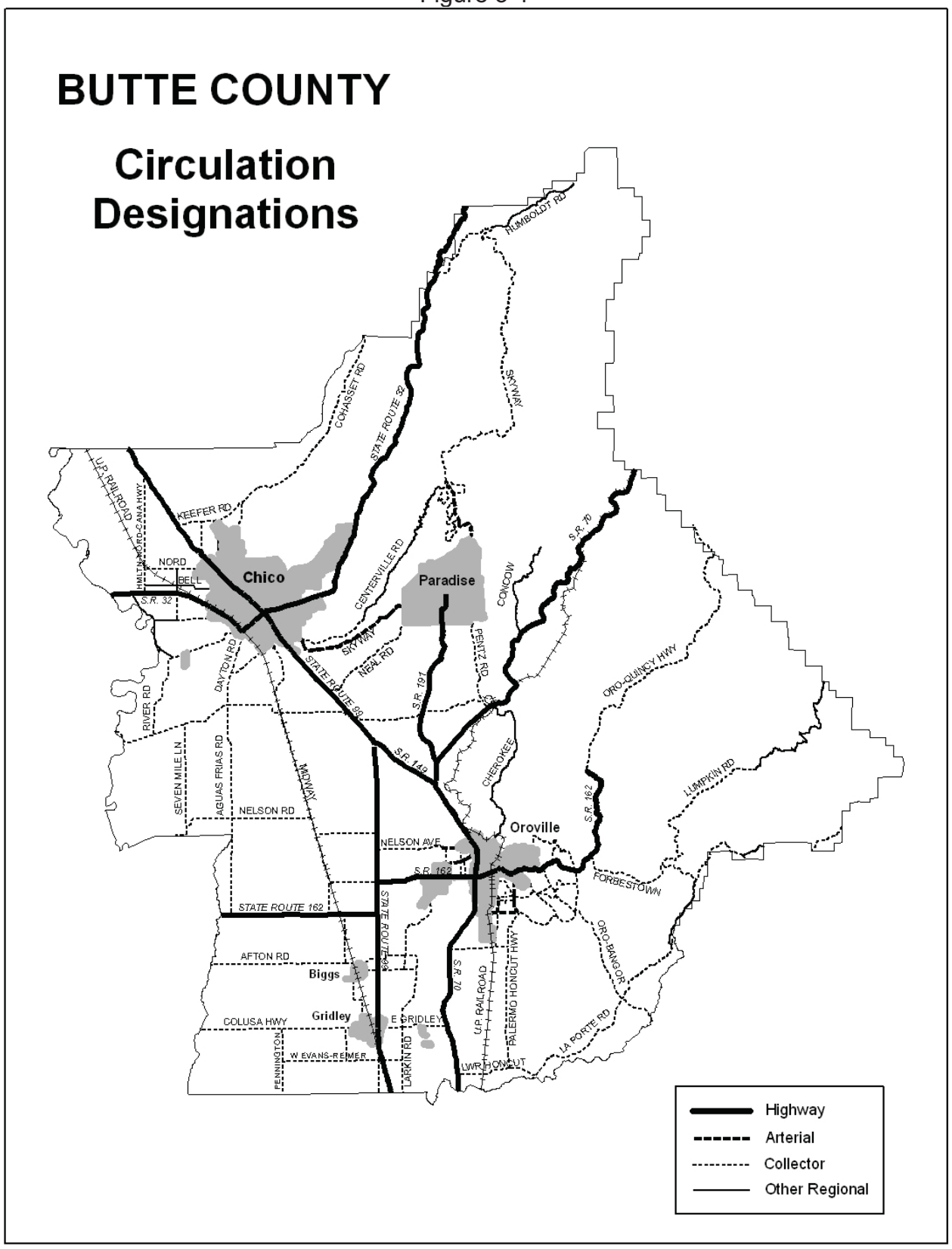
Collectors – continued

Name		*Road Segment*
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 3-1



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

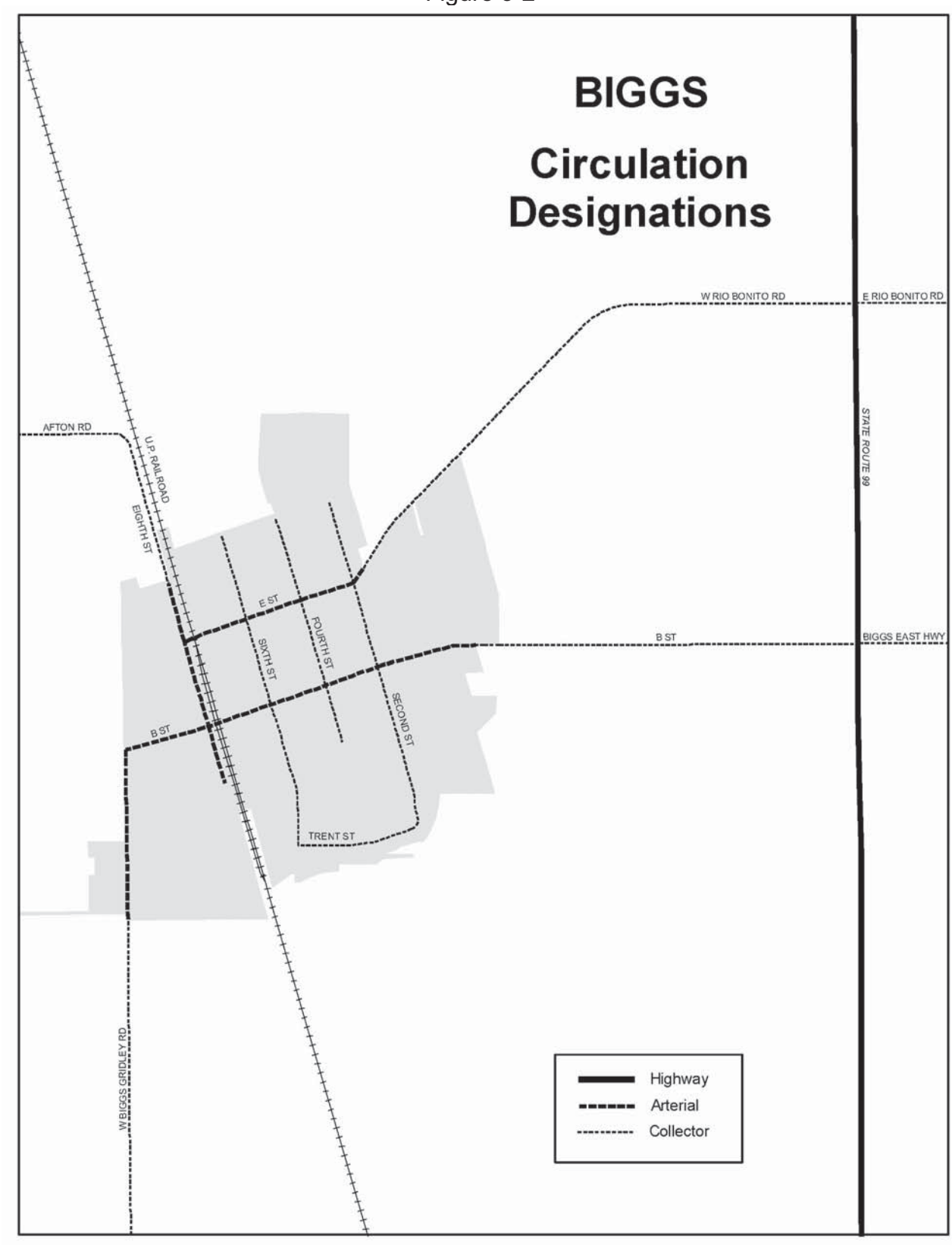
Arterials

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 3-2



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 Floral 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.

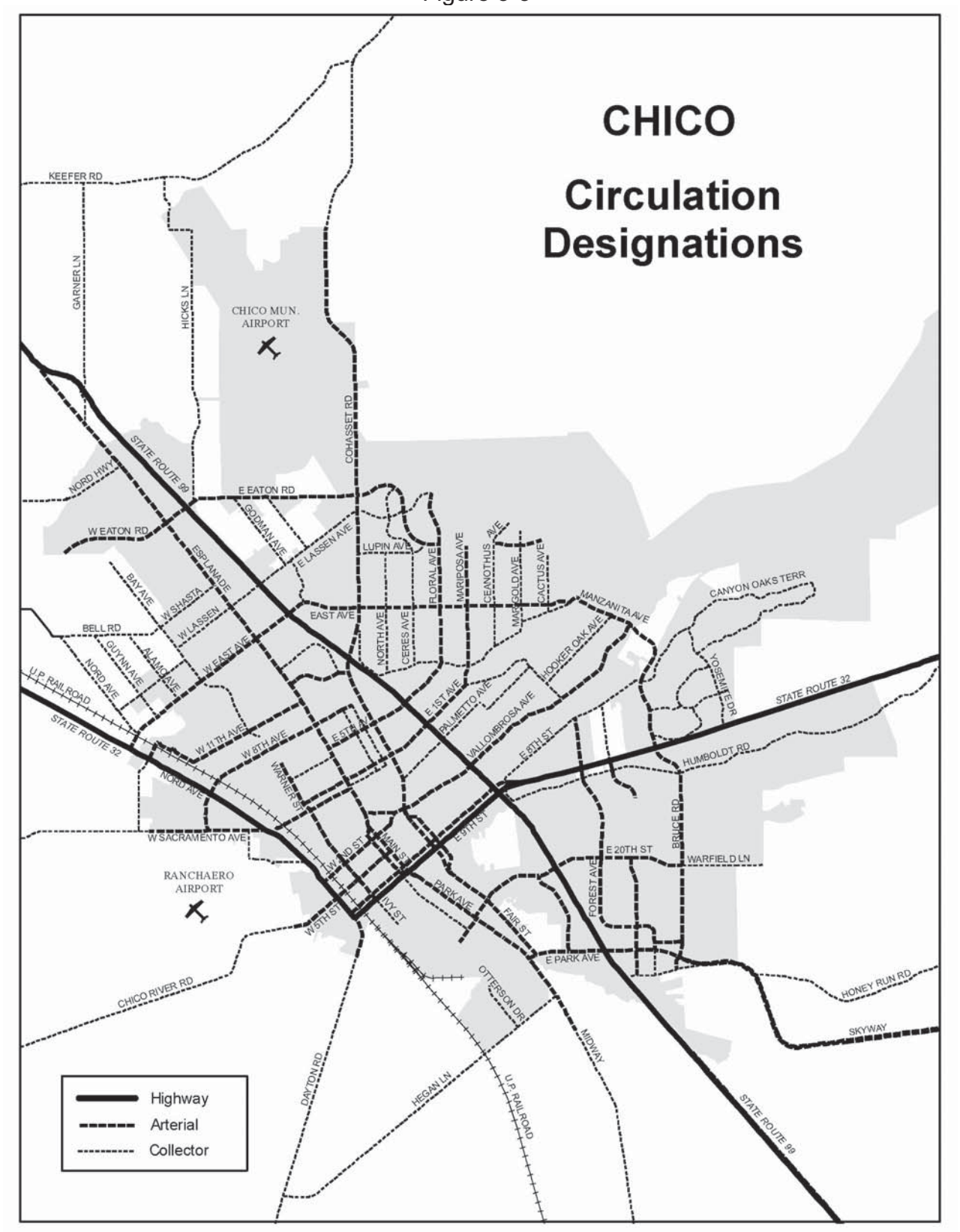
Collectors

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 3-3



Source: City of Chico, Butte County, BCAG, and Caltrans.

Gridley Area Regional Network

State Highways

Name		*Road Segment*
State Highway 99	-	Within City Limits

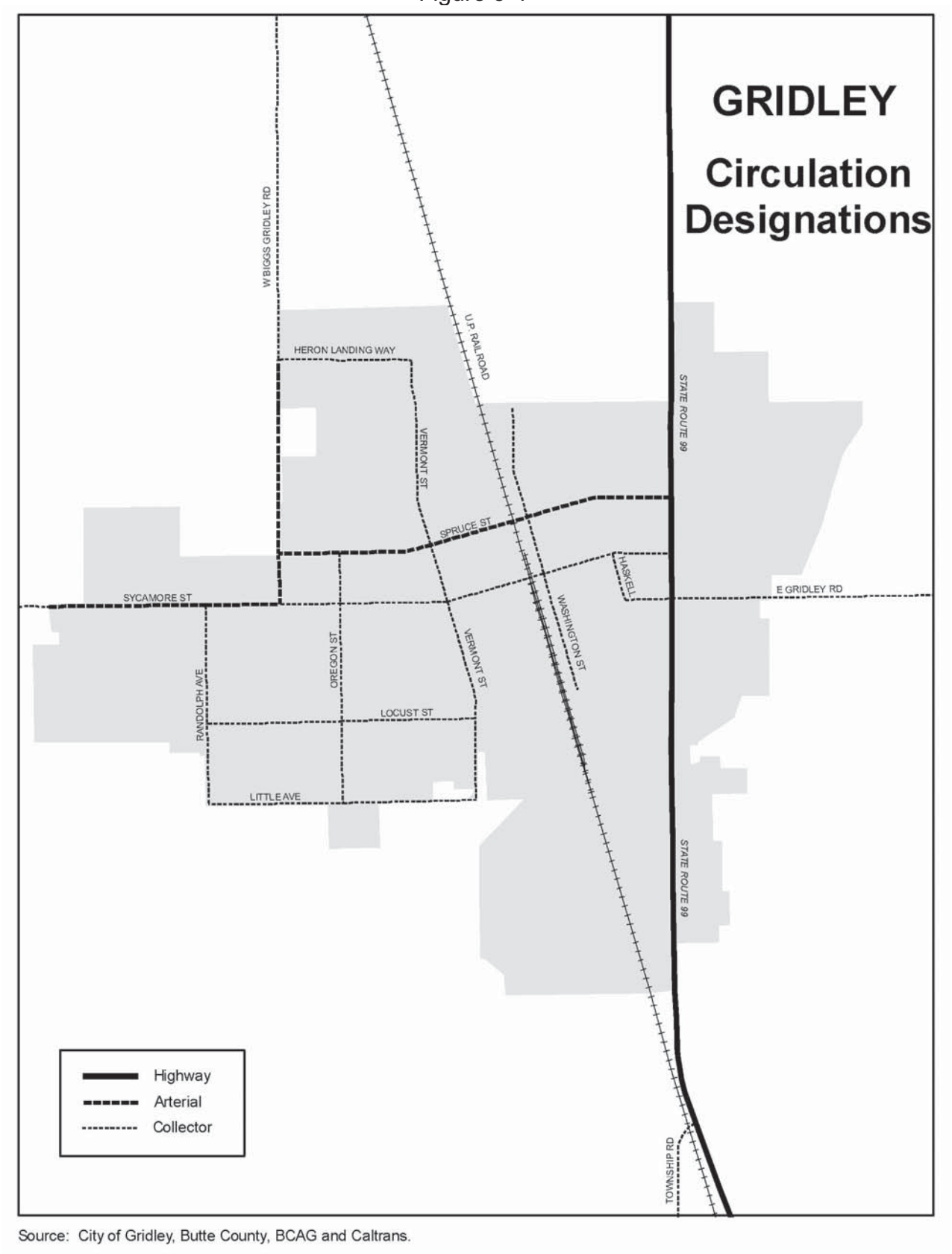
Arterials

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 3-4



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.

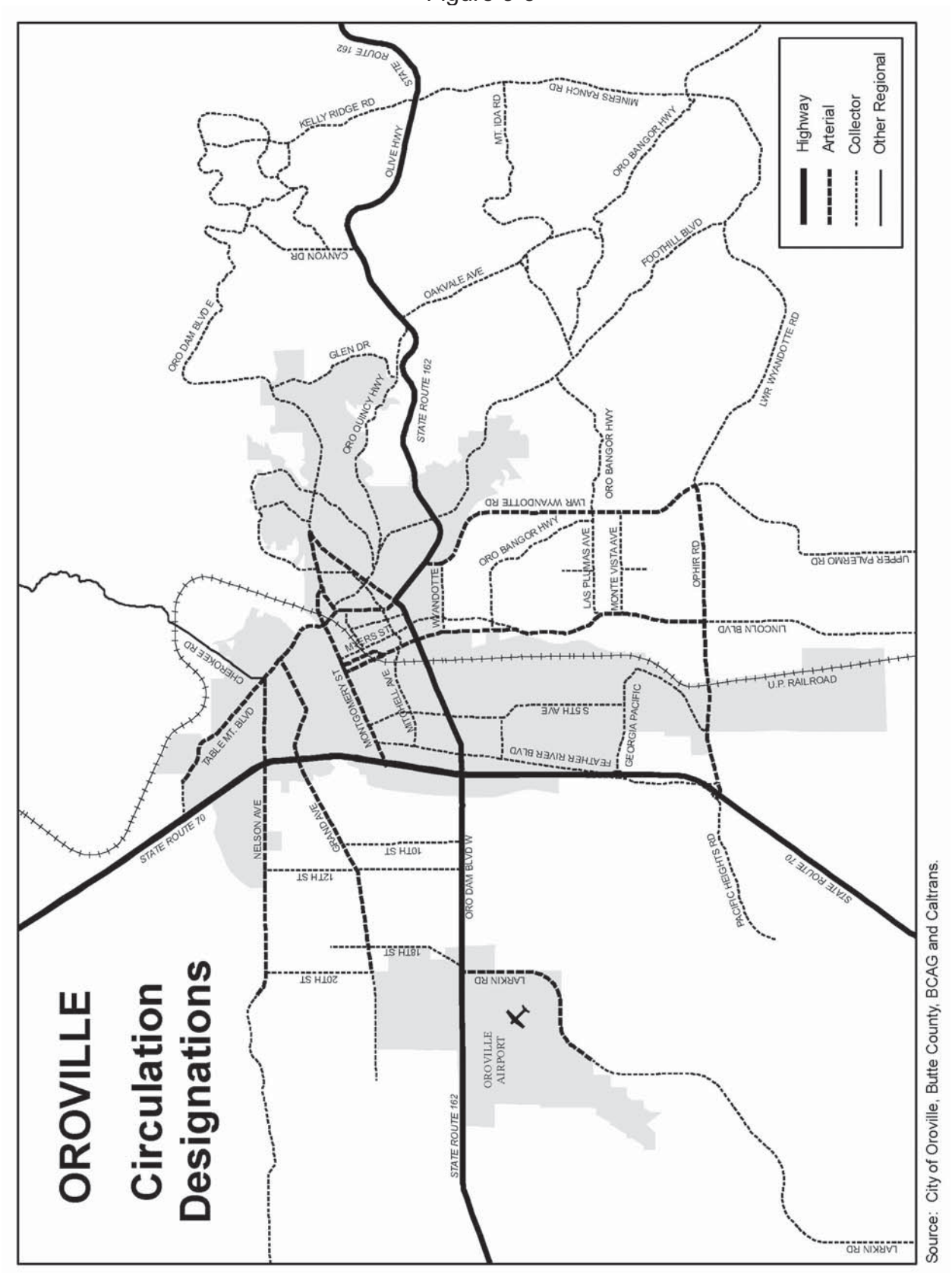
Collectors

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 3-5


OROVILLE
Circulation
Designations
Highway
Arterial
Collector
Other Regional
STATE ROUTE 162
KELLY RIDGE RD
OLIVE HWY
MINERS RANCH RD
MT. IDA RD
ORO BANGOR HWY
CANYON DR
OAKVALE AVE
FOOTHILL BLVD
ORO DAM BLVD E
GLEN DR
ORO QUINCY HWY
LWR WYANDOTTE RD
LAS PLUMAS AVE
MONTE VISTA AVE
OPHIR RD
UPPER PALERMO RD
WYANDOTTE
MYERS ST
LINCOLN BLVD
CHEROKEE RD
MONTGOMERY ST
TELFER WAY
U.P. RAILROAD
S 5TH AVE
GEORGIA PACIFIC
FEATHER RIVER BLVD
TABLE MT. BLVD
STATE ROUTE 70
NELSON AVE
GRAND AVE
10TH ST
12TH ST
18TH ST
20TH ST
ORO DAM BLVD W
LARKIN RD
PACIFIC HEIGHTS RD
OROVILLE AIRPORT
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.

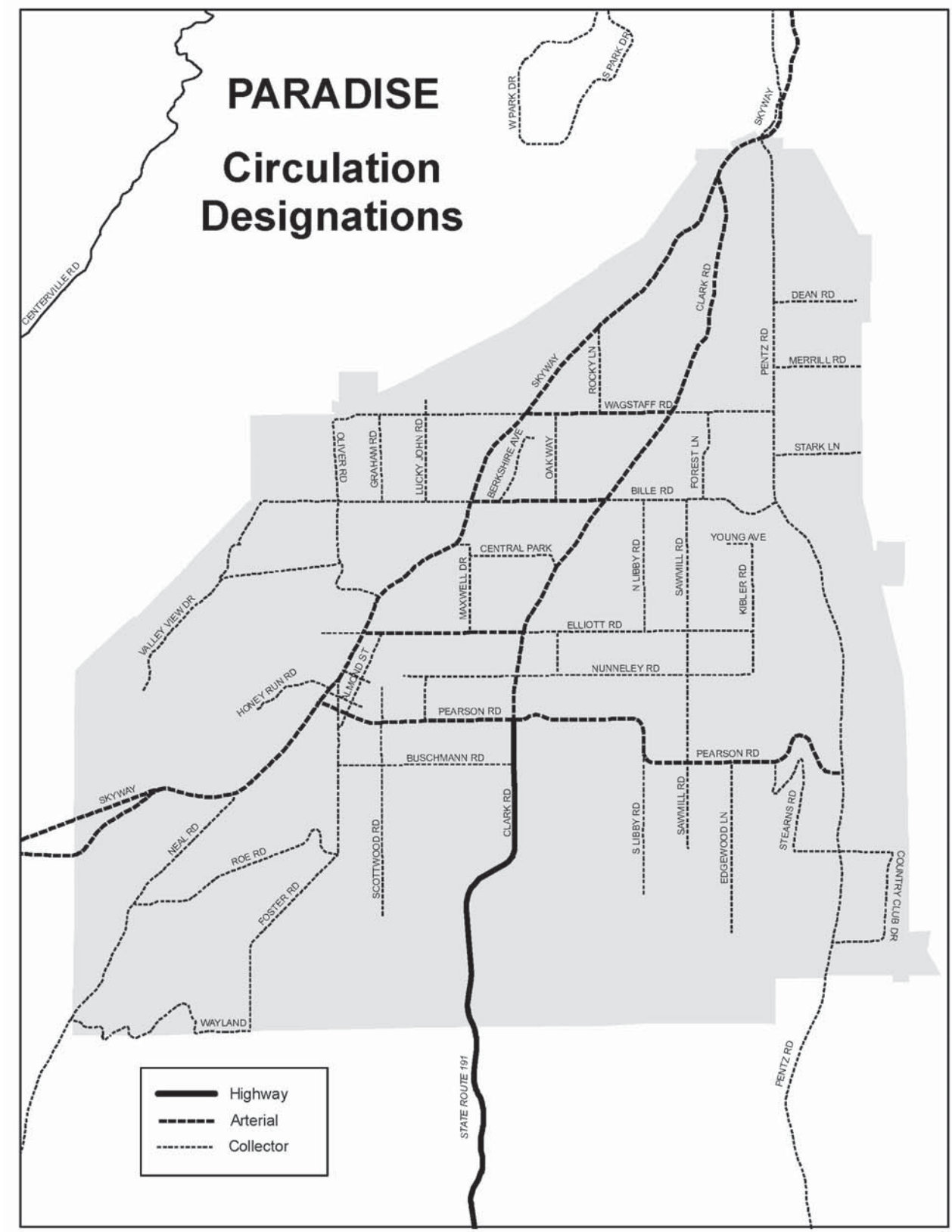
Collectors

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 3-6



Source: Town of Paradise, Butte County, BCAG, and Caltrans.

REGIONAL PERFORMANCE MEASURES

Performance measures are used to evaluate and analyze the performance and effectiveness of the transportation system, government policies, and programs presented in the Regional Transportation Plan.

A set of standard performance measures have been identified which allow for the quantitative analysis of the regional transportation system and plan. They have been categorized into the following measures: safety and health, mobility/accessibility, reliability, productivity, system preservation, environmental stewardship, and social equity.

The Caltrans guidebook *Performance Measures for Rural Transportation Systems, June 2006*, describes and defines the following measures:

- Safety - The safety of the regional transportation system is a key measure used to evaluate fatalities, injury, and property loss of system users.

- Mobility/Accessibility - Mobility refers to the ease or difficulty or 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.

- Reliability – Reliability refers to the consistency or dependability of travel times and is a measure that compares expectations with experience.

- 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.

- System Preservation - System preservation refers to maintaining the roadway network at a desired or agreed upon level.

In addition, BCAG has included measures for environmental stewardship and social equity as identified in Caltrans *Smart Mobility 2010: A Call to Action for the New Decade, February 2010.*

- Environmental Stewardship – Environmental stewardship strives to protect and enhance the built and natural environments of the region.

- Social Equity – Equitable distribution of the benefits and burdens of the plan on the economically and socially disadvantaged.

In evaluating the performance of the transportation plan, BCAG utilizes multiple tools and datasets to quantify information for each of the measures listed above:

- BCAG's regional transportation model

- BCAG's regional geographic information system (GIS) database
- BCAG's regional land use allocation model
- B-Line ridership data
- California Highway Patrol Statewide Integrated Traffic Records System (SWITRS)

Table 3-1 contains the indicators and measures for the 2012 MTP.

Table 3-1

BCAG 2012 MTP - Performance Indicators & Measures

Indicator	Measure	Current Performance Base Year (2010)	Projected Impact of Constrained Plan Year 2035	Data Source*
Safety and Public Health	Fatalities per Vehicle Miles Traveled (VMT)	1 per 77 million VMT	N/A	SWITRS
	Fatalities per Passenger Mile by Transit Mode Share	0 per 8.2 million	0 per 12.1 million[1]	SWITRS
	Percentage of Trips by Pedestrian and Bicycle Mode Share	4.63% Pedestrian	5.59% Pedestrian	TDF Model
		1.98% Bicycle	2.39% Bicycle	
Mobility and Accessibility	Average Peak Period Travel Time	10.1 minutes	10.5 minutes	TDF Model
	Percentage of Population within 2 miles of State Highway	81%	83%	LU Model / GIS
	Percentage of Population within 1/4 mile of Existing Transit Route	59%	49%	LU Model / GIS
Reliability	Congested Vehicle Miles of Travel	31,850	333,550	TDF Model
Productivity	Average Peak Period Vehicle Trips	91,540 AM	133,500 AM	TDF Model
		169,800 PM	249,110 PM	
	Transit Passengers per Vehicle Revenue Mile	1.7	2.5	B-Line
System Preservation	Total Number of Distressed Lane Miles by Jurisdiction	Unincorporated = 482	N/A	Caltans & Local
		City of Oroville = 6		
		City of Gridley = 13.5		
		City of Biggs = 10		
		Town of Paradise = 56		
		City of Chico = 94.45		
	Percentage of Distressed Lane Miles by Jurisdiction	Unincorporated = 23%	N/A	Caltans & Local
		City of Oroville = 6.5%		
		City of Gridley = 50%		
		City of Biggs = 45%		
		Town of Paradise = 56%		
		City of Chico = 39%		

BCAG 2012 MTP - Performance Indicators & Measures (Cont.)

Indicator	Measure	Current Performance Base Year (2010)	Projected Impact of Constrained Plan Year 2035	Data Source*
Environmental Stewardship	Air Quality Conformity (non-attainment pollutants)	See Appendix 1	See Appendix 1	Air Quality Conformity Determination
	Per Capita Vehicle Miles of Travel[3]	20.15	20.85	TDF Model
	Per Capita Acres of Developed Land	0.27	0.25	LU Model / GIS
	Acres of Prime Farmland Avoided	237,272 acres	231,541 acres	LU Model / GIS
	Percentage of Development Occurring within Butte Regional Conservation Plan - Urban Permit Areas	68% Residential and 86% Non-Residential	74% Residential and 87% Non-Residential	LU Model / GIS
Social Equity	Percentage of Higher Density Low Income Housing[2] within 1/4 mile of Existing Transit Route	93%	82%	LU Model / GIS
	Percentage of Higher Density Low Income Housing[2]	25%	26%	LU Model / GIS
	Percentage of Minority Area[4] Population within 1/4 mile of Existing Transit Route	83%	75%	LU Model / GIS

Footnotes:

[1] calculated as a ratio of the 2010 fatalities by passenger mile transit mode share and transit passengers per vehicle revenue mile

[2] multi-family housing is used in determining percentage of higher density low income housing

[3] VMT includes all trips within county from all vehicle types

[4] Minority Areas 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 2010 Census data

*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

GIS - BCAG's Regional Geographical Information System

ALTERNATIVES

Transportation improvement alternatives are developed from the data analysis for each project that is ultimately funded. The location of sensitive environmental resources and the requirement to consider projects and strategies that protect and enhance the environment are factored into the analysis.

A requirement to the identification of projects in the MTP is that they be specifically identified or be consistent with the goals, policies and objectives of their respective jurisdiction's general plan. As part of the project development process, each project is required to undergo its own environmental clearance. Through the environmental process, each project must stand on its own and satisfy applicable requirements for NEPA and/or CEQA, as well as be consistent with adjacent and or overall environmental goals.

BCAG's top "regional" priority is the SR 70 Corridor to bring a continuous four lane facility reaching Chico. The remaining gap to accomplish this is approximately 20 miles between Oroville and Marysville.

In addition, as part of the MTP EIR process, four alternatives have been considered including:

1. Financially Constrained Build Alternative
2. No Build Alternative
3. Financially Unconstrained Build Alternative
4. Transit / Pedestrian Investment Alternative

SOCIAL IMPACTS

The MTP is required to consider and reflect in the transportation planning process the effects of housing, employment, community development, and the effectiveness of the transportation system performance and related impacts on the community/central city goals regarding social and economic development.

The "social" effects are considered in this MTP via the BCAG traffic model. The BCAG traffic model incorporates population, housing, and employment growth. The impacts of the socioeconomic considerations are evaluated in terms of potential level of service impacts to the regional road system. The comprehensive update to the socioeconomic data files was the result of a multi-year project in consultation with each of the Planning and Public Works departments and the Transportation Advisory Committee, which includes representation from Caltrans and the public.

ENVIRONMENTAL ISSUES

BCAG recognizes the importance of addressing environmental issues early in the planning process. As a result, BCAG embarked on developing the Sustainable Communities Strategy planning effort as described in Chapter 4.

In addition, each project is required to undergo its own environmental review and clearance process as part of the project development process and prior to the allocation of any right-of-way or construction dollars. A program level EIR is included with the 2012 MTP as well.

With regard to air quality, based on the analysis provided in the air quality conformity section of the MTP, Butte County continues to demonstrate conformity. In addition, once a project is programmed in the Federal TIP, each project must demonstrate conformity again as required. Each project essentially demonstrates conformity twice, once for the MTP and once for the FTIP. In addition, once programming occurs, each project is required to comply with NEPA and CEQA as appropriate. This process ensures that the transportation projects moving forward have been adequately analyzed.

SUSTAINABLE COMMUNITIES STRATEGY

Introduction

In 2008, Senate Bill 375 (SB 375), also known as the Sustainable Communities and Climate Change Act of 2008, was passed as the mechanism to implement passenger vehicle greenhouse gas reductions outlined in Assembly Bill 32 (AB 32).

Under SB 375, the Butte County Association of Governments (BCAG), as the region's Metropolitan Planning Organization (MPO), is required by the state to prepare the area's "Sustainable Communities Strategy" (SCS) as an additional component of the 2012 Metropolitan Transportation Plan (MTP). The SCS demonstrates the integration of land use, housing, and transportation for the purpose of reducing greenhouse gas (GHG) emissions from passenger vehicles. In addition, SB 375 amended the California Environmental Quality Act (CEQA) to provide incentives for residential and residential mixed use projects that help to implement the 2012 MTP/SCS.

In 2010, the California Air Resources Board approved passenger vehicle GHG emission targets for the Butte County region for the years 2020 and 2035. The targets established for the region allow for a one percent (1%) increase, per capita, in passenger vehicle GHG emissions for both time periods (compared with 2005).

The Butte County region will meet these targets, shown in Table 4-1, by balancing housing and employment growth within the specified growth areas, protecting sensitive habitat and open space, and investing in a multi-modal transportation system. The determination that BCAG will meet the CARB GHG reduction target is based upon the results of computer modeling. Appendix 6 describes the models and methodology used in preparing the estimates.

Table 4-1

MTP/SCS per Capita CO_2 for Passenger Vehicles from 2005

Target Year	ARB Target	BCAG MTP/SCS
2020	1% increase	2% decrease
2035	1% increase	2% decrease

The SCS has been prepared as a component of the MTP. Specific requirements of SB 375, and the locations in which these requirements have been addressed within the 2012 MTP/SCS are identified in a matrix in Appendix 7.

Background Information

As directed by SB 375, future updates of an MTP must include a Sustainable Communities Strategy (SCS), which includes a regional growth forecast and land use pattern that is able to accommodate the estimated increases in population, housing and employment.

Although the SCS is a recent requirement, BCAG has past and present efforts which incorporate sustainable planning principles and help provide a foundation for the development of the 2012 SCS growth projections and forecasted development pattern.

BCAG Blueprint Planning

Due to increasing growth pressures in the Butte County region over the past decade BCAG initiated the Blueprint Planning Program in 2006 to establish a multi-faceted planning process to help provide for a more informed land use and transportation decision-making process, and provide an improved environmental permitting process for future transportation and land use projects

These planning efforts were coordinated through the BCAG Planning Directors Group (PDG), which is comprised of planning directors and staff from all the BCAG member jurisdictions, as well as the Local Agency Formation Commission (LAFCO).

The BCAG Blueprint Program resulted in: 1) the 2008 Regional Growth Forecasts; 2) established Regional Guiding Principles, an Ecological Baseline Assessment Report, Landcover Mapping, Biological Constraints Analysis, and Butte County Meadowfoam Evaluation: 3) initiated the Butte Regional Conservation Plan; and 4) integrated updates of the region's local general plans both with each other and with the Butte Regional Conservation Plan (BRCP) and Metropolitan Transportation Plan (MTP).

As of 2012, four of the region's six local jurisdictions (Chico, Gridley, Oroville, and Butte County) have completed general plan updates, and the remaining two jurisdictions (Biggs and Paradise) have initiated an update process. The areas new general plans provide the foundation for the region's SCS.

Butte Regional Conservation Plan

Habitat conservation efforts began in the region in 2007 when BCAG commenced development of the Butte Regional Conservation Plan (BRCP). The BRCP is a joint Habitat Conservation Plan/Natural Communities Conservation Plan (HCP/NCCP) and, once completed, will allow for appropriate and compatible growth and development in the Butte County region while ensuring

the preservation and protection of aquatic and terrestrial resources and providing habitat for threatened and endangered species through conservation partnerships with local agencies.

Regional Modeling

In preparing the regional growth forecasts and land use patterns for the SCS, BCAG utilized sophisticated modeling tools developed with grant funding obtained from the California Strategic Growth Council (SGC) and Caltrans. These new tools have allowed BCAG to look at land use scenarios on a micro level and determine their relation to the transportation system. Details regarding these tools and BCAG's transportation forecasting for the MTP/SCS are available in Chapter 3 – Traffic Forecasting and in Appendix 7.

SCS Planning Partners and Public Outreach

With funding obtained from the SGC, BCAG partnered with the cities of Biggs, Chico, Gridley, Oroville, the Town of Paradise, County of Butte and the Local Agency Formation Commission to develope the forecasted development pattern for the SCS. This partnership included the exchange of planning assumptions, review and comments regarding the information to be considered, review of the various documents, and the development of land use scenarios.

Additional public and stakeholder participation in the development of the SCS and forecasted development pattern were implemented through the BCAG Public Participation Plan (PPP). The BCAG PPP was amended by the BCAG Board of Directors in March 2010 to implement the required outreach efforts contained in SB 375. The PPP provides direction for public involvement activities conducted by BCAG and contains the procedures and strategies used by BCAG. A complete summary of BCAG's SCS public involvement efforts are contained in Appendix 8.

Regional Growth Forecasts

The MTP/SCS identifies areas within the region sufficient to house all of the forecasted population of the region, including all economic segments of the population over the course of the MTP/SCS planning period. The population, housing, and employment forecasts for the MTP/SCS are based on the "medium scenario" contained in the Butte County Long-Term Regional Growth Forecasts 2010-2035, developed by BCAG in 2011. It represents the most realistic growth scenario for the region. A complete copy of the regional forecasts has been included in Appendix 9.

The 2035 growth forecast indicates that the population in the BCAG region is expected to grow by ~110,000 people, an increase of 50%, between 2010 and 2035. In comparison to the regional forecasts prepared for the 2008 MTP, the new forecasts capture the downward trend in regional growth associated with the dramatic downturn in the economy. This is most evident in the short term periods (2010-2020) of the forecasts in which the overall growth of the region has been most affected. Less variation is seen with the longer range (2020-2035) forecasts, suggesting that future growth patterns are likely to stay intact following an economic recovery.

In addition to the ~110,000 growth in new population, the forecasts show the need to accommodate approximately 47,325 new housing units and 40,778 new employees between 2010 and 2035, as illustrated in Table 4-2.

Table 4-2

MTP/SCS Regional Growth Forecasts

Year	Employees	Population	Housing Units
2010	71,501	221,768	96,623
2020	87,214	257,266	111,813
2035	112,279	332,459	143,948

Source: BCAG, 2011.

Land Use Forecasts

The land use forecasts, and the process for allocating growth within the region, are affected by federal and state requirements related to the regional transportation plans and the Clean Air Act. In general, federal and state laws require BCAG to develop a forecasted land use pattern, based upon the best available information, in order to, among other things, design specific transportation improvements to serve that land use, and to perform travel modeling to determine the performance of the transportation system and determine whether the plan, including its land use and transportation components, meets federal air quality requirements. Starting with BCAG's 2012 MTP/SCS, this process is also affected by SB 375, and specifically its requirements to include an SCS, to calculate the greenhouse gas emissions resulting from passenger vehicles, and enable the California Environmental Quality Act streamlining benefits for projects that are consistent with the SCS.

The primary resource in preparing the MTP/SCS land use forecast are the latest local general plans which were developed in coordination with BCAG as part of the Blueprint Program. As the estimated land use forecast is developed, BCAG consults with local governments and stakeholders as it considers a number of factors throughout the process. The BCAG Planning Directors Group was the primary venue for ongoing coordination between local agency planning staff and BCAG.

Land Use Scenario Development

In preparing the land use forecasts for the 2012 MTP/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.

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 distinct 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 opposing ends of the spectrum from scenario #1. The scenarios are described in more detail in Table 4-3.

Table 4-3

Description of MTP/SCS Land Use Scenarios

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 • Inconsistent with known housing type demand

Each land use scenario was analyzed and results were compared for vehicle miles traveled (VMT), congested VMT, and CO_2. A complete description of the analysis for the land use scenarios is included in Appendix 10.

Development by Growth Area

BCAG developed a framework for describing the MTP/SCS that is made up of Growth Area Types. The Growth Area Types are an adaption to a similar framework developed by the Sacramento Area Council of Governments (SACOG), BCAGs closest neighboring Metropolitan Planning Organization (MPO). Local land use plans (e.g., adopted and proposed general plans, specific

plans, master plans, corridor plans, etc.) were divided into one of five Growth Area Types based on the location of the plans. Figure 4-1 provides an illustration of the Growth Area Types.

The following contains a brief description of each Growth Area Type and a summary of land uses allocated within each, based on the preferred "balanced" land use scenario. The forecasted allocations are consistent with growth assumptions (e.g., location, density, and intensity of use) utilized in existing general plans or other local adopted plans, however, it does not utilize all available capacity in those plans by 2035. Tables 4-4 and 4-5 summarize the housing and employment in the MTP/SCS by Growth Area Type.

Table 4-4

Summary of Housing Units Forecasted in MTP/SCS

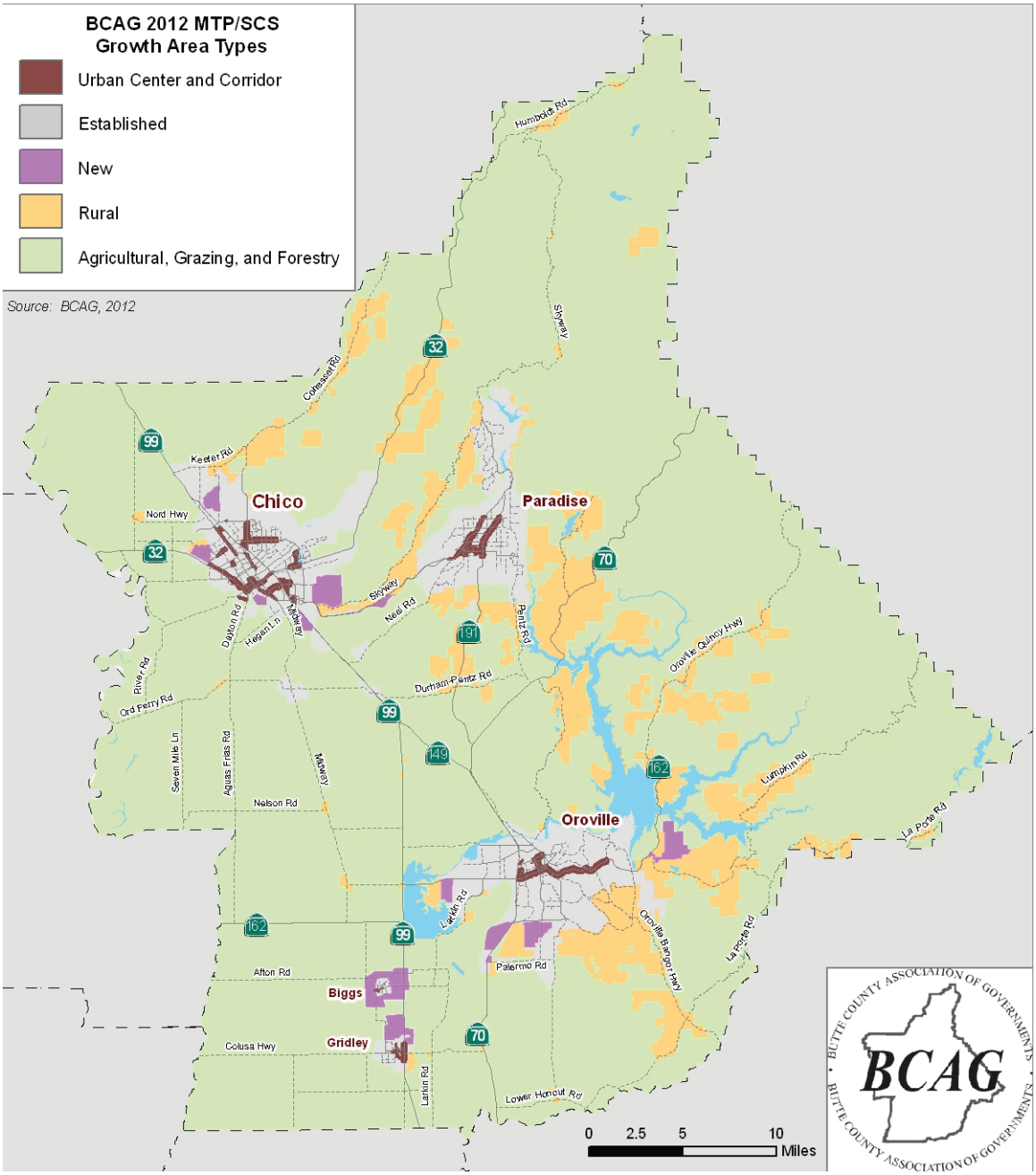
Growth Area Type	2010 Existing Housing Units	2010 - 2020 New Housing Units	2010 - 2035 New Housing Units	Total 2035 Forecasted Housing Units
Urban Center and Corridor Areas	8,375	838	2,760	11,135
Established Areas	73,639	10,960	26,493	100,131
New Areas	440	1,825	13,859	14,299
Rural Areas	7,829	955	2,924	10,753
Agricultural, Grazing, and Forestry Areas	6,340	613	1,289	7,629
Region Total	**96,623**	**15,190**	**47,325**	**143,948**

Table 4-5

Summary of Employment Forecasted in MTP/SCS by Growth Area

Growth Area Type	2010 Existing Employees	2010 - 2020 New Employees	2010 - 2035 New Employees	Total 2035 Forecasted Employees
Urban Center and Corridor Areas	30,471	3,063	9,804	40,275
Established Areas	37,535	11,137	23,573	61,108
New Areas	1,277	893	6,229	7,506
Rural Areas	950	429	902	1,852
Agricultural, Grazing, and Forestry Areas	1,268	192	271	1,539
Region Total	**71,501**	**15,713**	**40,778**	**112,279**

Figure 4-1



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.

Table 4-6 summarizes the existing conditions, and 2020 and 2035 MTP/SCS projections for the Urban Center and Corridor Areas.

Table 4-6

Summary of Housing Units and Employees in Urban Center and Corridor Growth Area

2010 Existing Conditions		2010 - 2020 Forecasted Growth		2010 - 2035 Forecasted Growth	
Total Employees	Total Housing Units	Employee Growth	Housing Unit Growth	Employee Growth	Housing Unit Growth
30,471	8,375	3,063	838	9,804	2,760

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 utilizes locations of currently planned developments or vacant infill parcels. Local plans generally seek to maintain the existing character of these areas.

Table 4-7 summarizes the existing conditions, and 2020 and 2035 MTP/SCS projections for the Established Growth Area.

Table 4-7

Summary of Housing Units and Employees in Established Growth Area

2010 Existing Conditions		2010 - 2020 Forecasted Growth		2010 - 2035 Forecasted Growth	
Total Employees	Total Housing Units	Employee Growth	Housing Unit Growth	Employee Growth	Housing Unit Growth
37,535	73,639	11,137	10,960	23,573	26,493

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 planning 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 would likely be provided to areas which are directly adjacent to current urban routing as part of build-out. Quality pedestrian and bicycle infrastructure are typically required to be incorporated under the local jurisdictions' plans.

Table 4-8 summarizes the existing conditions, and 2020 and 2035 MTP/SCS projections for the New Growth Area.

Table 4-8

Summary of Housing Units and Employees in New Growth Area

2010 Existing Conditions		2010 - 2020 Forecasted Growth		2010 - 2035 Forecasted Growth	
Total Employees	Total Housing Units	Employee Growth	Housing Unit Growth	Employee Growth	Housing Unit Growth
1,277	440	893	1,825	6,229	13,859

Rural Areas consist of areas outside existing and planned urban areas with development at low residential 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 transportation option.

Table 4-9 summarizes the existing conditions, and 2020 and 2035 MTP/SCS projections for the Rural Growth Area.

Table 4-9

Summary of Housing Units and Employees in Rural Growth Area

2010 Existing Conditions		2010 - 2020 Forecasted Growth		2010 - 2035 Forecasted Growth	
Total Employees	Total Housing Units	Employee Growth	Housing Unit Growth	Employee Growth	Housing Unit Growth
950	7,829	429	955	902	2,924

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.

Table 4-10 summarizes the existing conditions, and 2020 and 2035 MTP/SCS projections for the Agricultural, Grazing, and Forestry Growth Area.

Table 4-10

Summary of Housing Units and Employees in Agricultural, Grazing, and Forestry Growth Area

2010 Existing Conditions		2010 - 2020 Forecasted Growth		2010 - 2035 Forecasted Growth	
Total Employees	Total Housing Units	Employee Growth	Housing Unit Growth	Employee Growth	Housing Unit Growth
1,268	6,340	192	613	271	1,289

Transit Priority Project Area

As established by SB 375, a Transit Priority Project (TPP) area is defined as a location within one-half mile of a major transit stop or an existing or planned high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor is defined by the State as a corridor with fixed route bus service intervals no longer than 15 minutes during peak commute hours. Certain projects within a TPP area are eligible for CEQA streamlining benefits.

The MTP/SCS has identified the Chico Transit Priority Project Area (Figure 4-2) as an area with the greatest potential to meet the TPP definition, within the timeframe of the plan. The Chico TPP area covers the Downtown Chico Transit Center and the area surrounding B-Line Route 15, which currently operates at the highest frequency in the BCAG region. New development within the Chico TPA consists mainly of infill and redevelopment opportunities. Mixed use, higher density, development, creating both employment and housing, is the primary allocation of new growth within the Chico TPA. Table 4.11 provides a summary of housing and employment forecasted to occur with the Chico TPP area.

Figure 4-2

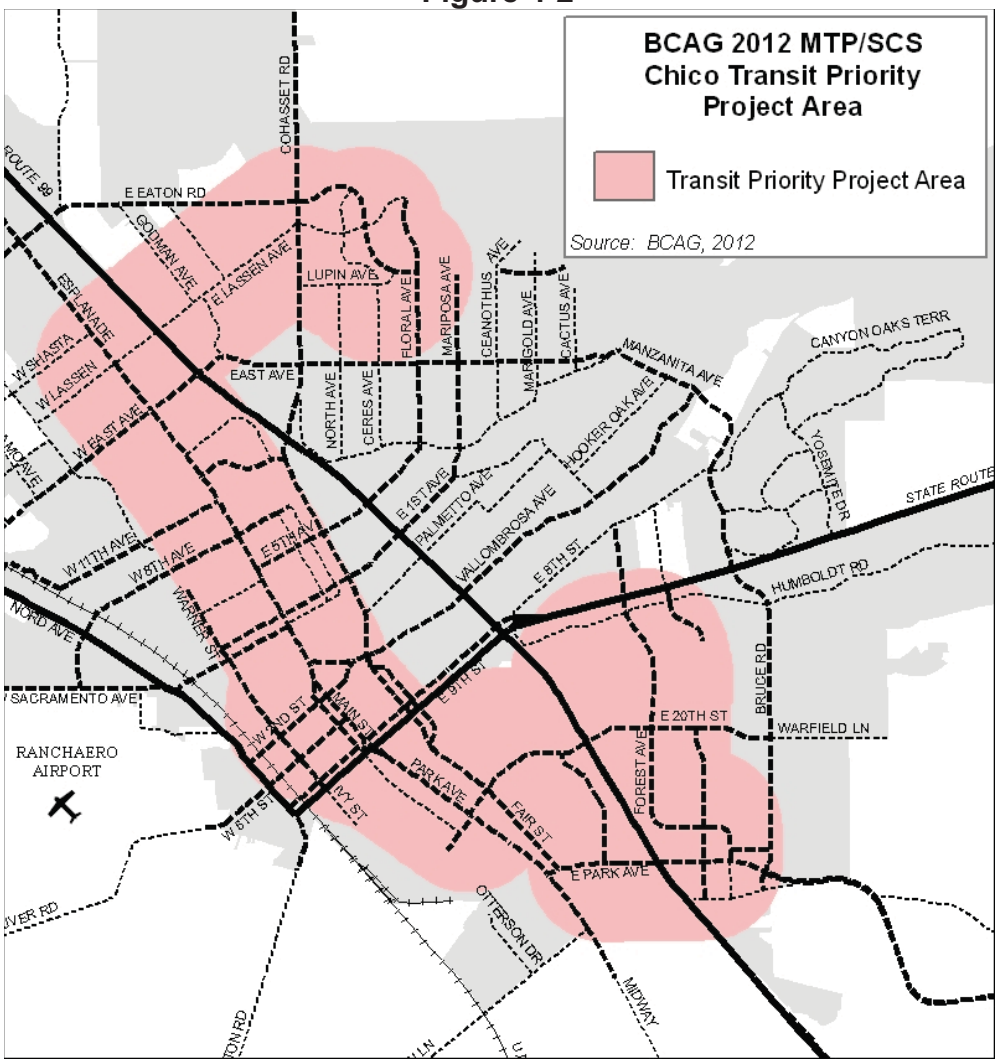


Table 4-11

Summary of MTP/SCS New Employment and Housing within Chico TPP Area

Location	2010 - 2035 New Employees	2010 - 2035 New Housing	
		Single Family	Multi-Family
Within Chico TPP Area	14%	4%	15%
Outside Chico TPP Area	86%	96%	85%
Region Total	100%	100%	100%

Housing

Providing a variety of housing types, including apartments, townhouses, condominiums, and single family homes, creates opportunities for the variety of people living in the region. For the purpose of preparing the forecasted development pattern of the SCS, BCAG has categorized housing into one of two categories:

- ***Single Family*** units are detached homes built at densities ranging anywhere from 13 units per acre in the urban areas to 1 unit per 160 acres in timber and agricultural areas.

- ***Multi-Family*** units are attached or detached homes built at densities ranging from 13 to 50 units per acre. Multi-family homes generally consist of duplexes, triplexes, lofts, apartments, condominiums, townhouses, row houses, etc.

A recent demographic study prepared by the Sacramento Area Council of Governments, "Changing Demographics and Demand for Housing Types, January 2011", indicates the evolving demographics and preferences held by specific demographic groups, or generational cohorts are driving a change in the housing stock. The study finds that on the demand side, the aging of the baby boom generation and the preferences of Generation Y (those born between 1978 and 1994) will have the greatest effect. These groups are expected to produce greater demand for apartments and small housing units (i.e. multi-family housing) into the future.

The MTP/SCS estimates that there will be an increased demand for multi-family housing. Regionally, 28% of the new housing in the forecasted development pattern is multi-family and 72% is single family. This demonstrates a moderate shift in the housing mix from the estimated existing mix of 25% multi-family and 75% single family.

The greatest shift in housing mix is within the Urban Center and Corridor Growth Areas and the New Growth Areas. It is estimated that 74% of the new housing in the Urban Center and Corridor Growth Areas will be multi-family and 32% of the new housing in the New Growth Areas will be multi-family housing, by 2035. The distributions for all growth areas are summarized in Table 4-12.

Table 4-12

Summary of Draft Housing Unit Mix by Growth Area

Growth Area Type	2010 Existing Housing Units		2010 - 2020 New Housing Units		2010 - 2035 New Housing Units	
	Single Family	Multi-Family	Single Family	Multi-Family	Single Family	Multi-Family
Urban Center and Corridor Areas	42%	58%	44%	56%	26%	74%
Established Areas	74%	26%	72%	28%	74%	26%
New Areas	99%	1%	74%	26%	68%	32%
Rural Areas	100%	0%	100%	0%	100%	0%
Agricultural, Grazing, and Forestry Areas	97%	3%	100%	0%	100%	0%
Region Total	**75%**	**25%**	**74%**	**26%**	**72%**	**28%**

Jobs Housing Balance

At the regional level, a jobs-housing balance can be discussed as a point in which the areas jobs and households are balanced so that neither jobs nor housing have to be imported or exported. An imbalance in a region's jobs-housing ratio can increase travel by causing workers to commute out of their residence area (in areas with few jobs) or workers commuting into a region (in areas with more jobs).

Traditionally, the Butte County region has been an area in which housing has been greater than employment, with local residents commuting out of the area to find employment. With the current downturn in the economy this "imbalance" in housing and jobs has increased.

The MTP/SCS includes a forecasted increase in the existing 2010 ratio of jobs to housing, as included in the Butte County Long-Term Regional Growth Forecasts 2010-2035. In 2010, the areas ratio was 0.74 jobs (non-farm) per housing unit. The long-term forecasts estimate that the region will return to historic levels of 0.78 jobs per housing unit by the years 2020 and 2035.

Accommodating the Regional Housing Need Allocation

BCAG is required by state law to complete a Regional Housing Needs Allocation (RHNA) to determine the region's housing needs in four income categories - very low, low, moderate, and above moderate. This process occurs before each housing element cycle. (Note: SB 375 changed the update cycle from a four to eight-year period).

In the past, the RHNA was completed separately from the MTP. SB 375 now links the RHNA and MTP processes to better integrate housing, land use, and transportation planning. Integrating both processes helps ensure that the state's housing goals are met.

BCAG received the RHNA Determination from the California Department of Housing and Community Development for the upcoming 2014-2022 housing element cycle, as shown in Table 4-13 below.

Table 4-13

Regional Distribution of Total RHNA Determination by Income Group

Income Group	Housing Units
Very Low	2,495 (24.2%)
Low	1,720 (16.7%)
Moderate	1,710 (16.6%)
Above Moderate	4,395 (42.5%)
Total	10,320 (100%)

BCAG worked with local jurisdictions in preparing the methodology for distributing the RHNA among all jurisdictions while considering the goals and required factors of housing element law. The RHNA methodology, including the consideration of goals and factors, is included in Appendix 11.

Once completed, the RHNA Plan will allocate the RHNA determination by jurisdiction. Each jurisdiction will receive an allocation and each jurisdiction will need to identify adequate sites to address its RHNA numbers in the four income categories when updating its housing element. Housing elements will be due no later than 18 months after the BCAG Board adopts the 2012 MTP/SCS.

SB 375 requires that the RHNA and SCS are consistent with one another – that is, that the SCS land use pattern can accommodate the 8-year RHNA Determination.

Table 4-14 demonstrates the capacity of the SCS land use pattern to accommodate the RHNA determination. Any changes to land use plans or zoning (because of updates to housing elements) by local jurisdictions will be reflected in the next regional growth forecast and MTP. This will ensure that land use changes resulting from the RHNA and the housing element process will be considered in future updates of these planning documents. The goal is to ensure consistency between future land use and transportation plans.

Table 4.14

MTP/SCS 2010-2035 Housing Unit Growth Forecast by Jurisdiction

Jurisdiction	Housing Unit Growth Forecast* 2010 - 2035	RHNP Allocation**
Biggs	950	184
Chico	19,255	3,963
Gridley	3,405	769
Oroville	6,565	1,793
Paradise	2,975	637
Butte County Unincorporated	14,175	2,974
Total Region	**47,325**	**10,320**

**Butte County Long-Term Regional Growth Forecasts 2010-2035 "medium scenario", BCAG 2011*
*** RHNP Allocation based on Adopted Methodology*

Resource Areas and Farmlands Considerations

In developing the MTP/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 2009, the total value of agricultural production in Butte County was valued at $540 million with rice, walnuts, almonds, dried plums, and nursery stock as the leading commodities, according to the California Agricultural Resource Directory 2010-2011.

The California Department of Conservation maps farmland throughout California under the Farmland Mapping and Monitoring Program (FMMP). A map of farmlands in the MTP/SCS planning area is included as Figure 4-3. In 2010, farmlands designated as either prime, unique, or of statewide importance totaled 237,272 acres. Build-out of the MTP/SCS forecasted land use and transportation system could impact up to approximately 5,741 acres (2.4%) of the "important" farmlands defined by the state (i.e., prime, unique, and of statewide importance). Table 4-15 provides a breakdown of impacts to these important farmlands by category of impact.

Table 4-15

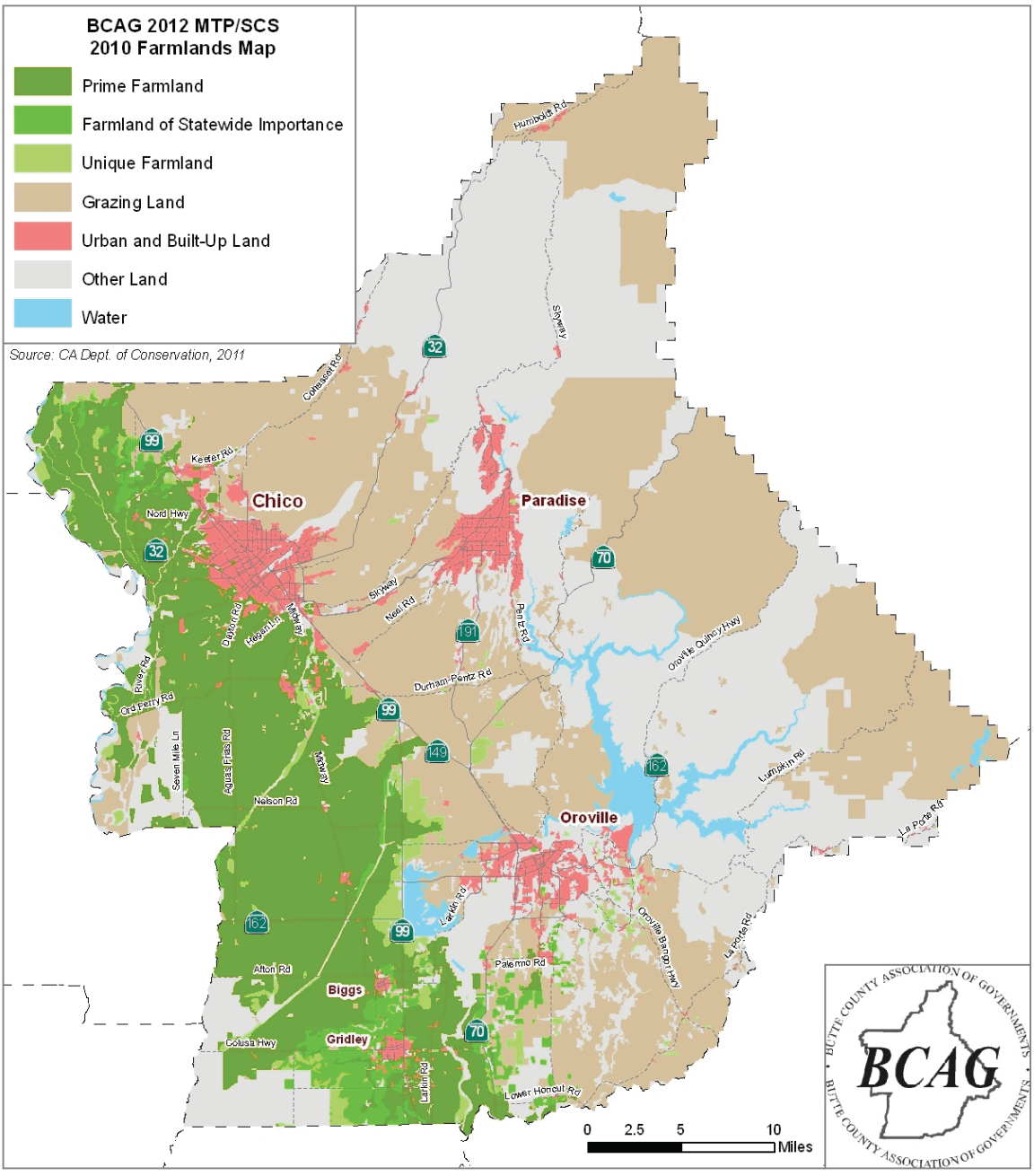
MTP/SCS Land Use and Transportation Impacts to Farmland Mapping and Monitoring Program (FMMP) Identified Farmland

Category of Impact	Acres of Impact *
Land Use	5,588
Transportation Projects **	143
Region Total	**5,731**

* 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.

Figure 4-3



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 2009, Butte County has approximately 217,151 acres of land under a Williamson Act contract with 12,735 acres (6%) in non-renewal, according to the California Department of Conservation's 2010 California Land Conservation Act Status Report. Of the 217,151 acres under Williamson Act contract, only 1,314 acres (0.6%) have the potential to be impacted by build-out of the MTP/SCS. Table 4-16 provides a breakdown of impacts to the 2009 Williamson Act Lands by category of impact.

Table 4-16

MTP/SCS Land Use and Transportation Impacts to 2009 Williamson Act Lands

Category of Impact	Acres of Impact *
Land Use	1,297
Transportation Projects **	17
Region Total	**1,314**

* 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 4-4. In preparing the MTP/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 4-17 categorizes the acres of open space, parks, and forest lands currently inventoried by BCAG.

Figure 4-4

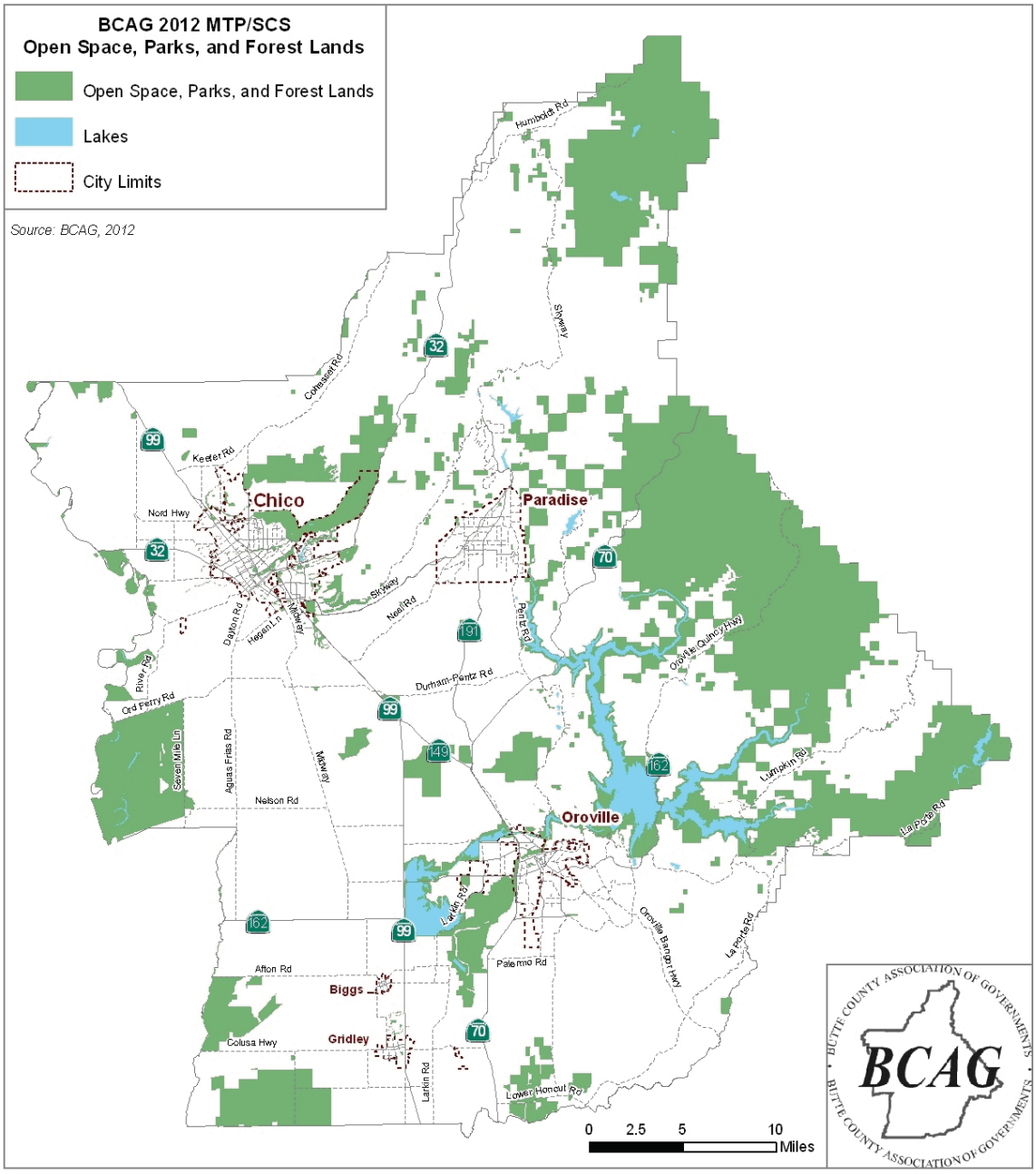


Table 4-17

MTP/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

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 MTP/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 MTP/SCS. A map of the proposed UPA's has been included as Figure 4-5. 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 MTP/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 4-18 approximates the percentage of forecasted development occurring within the BRCP UPAs. Additionally, the MTP/SCS forecasted growth pattern does not identify any future development within the proposed Butte County meadowfoam preserve areas identified in the draft BRCP.

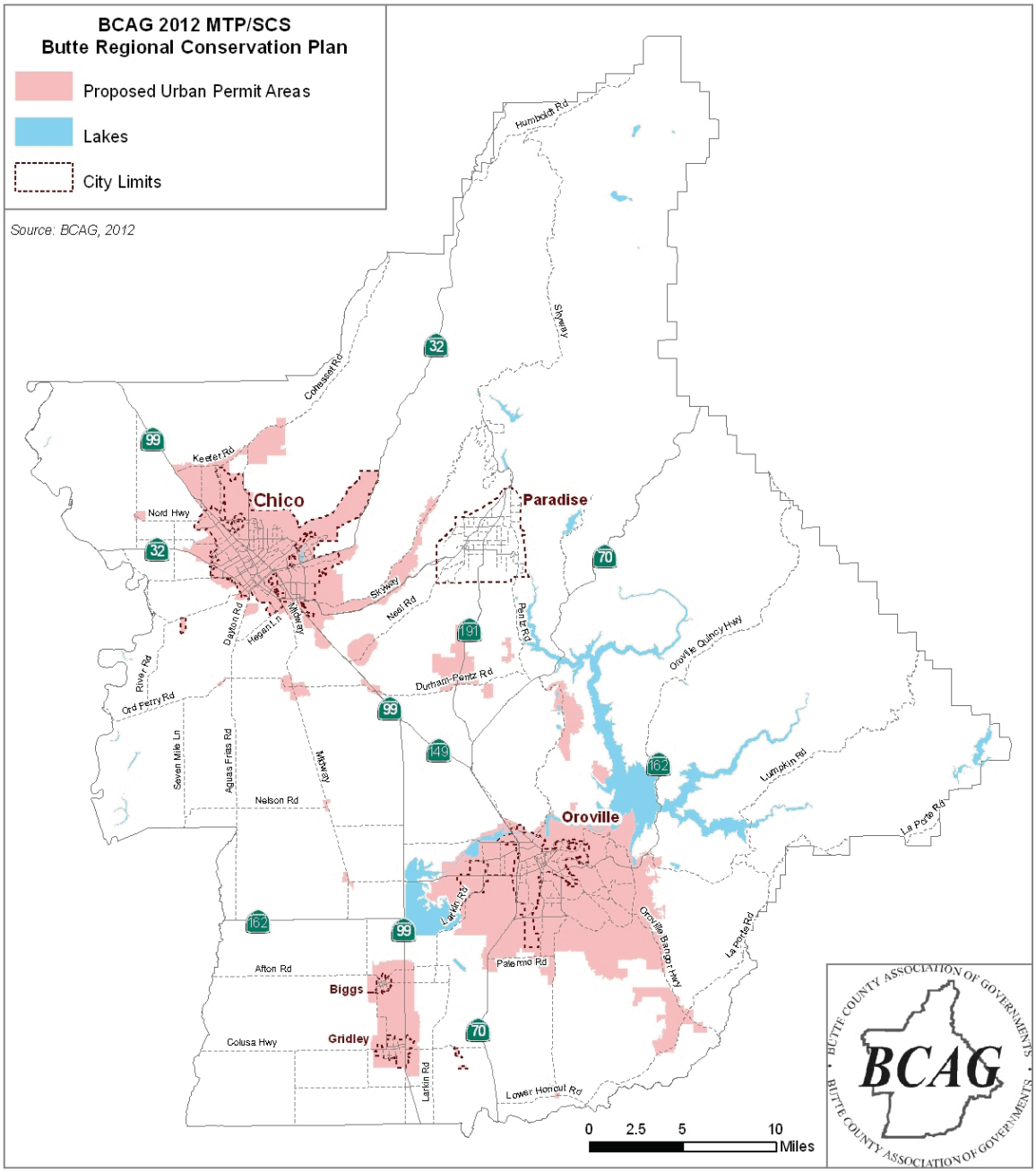
Table 4-18

MTP/SCS Forecasted Development within BRCP UPAs

Forecasted Development	Percent Within BRCP UPAs
Land Use - Residential	85%
Land Use - Non-Residential	89%
Transportation Projects *	61%

* Transportation projects considered for this analysis include new roadways and roadway widening.

Figure 4-5

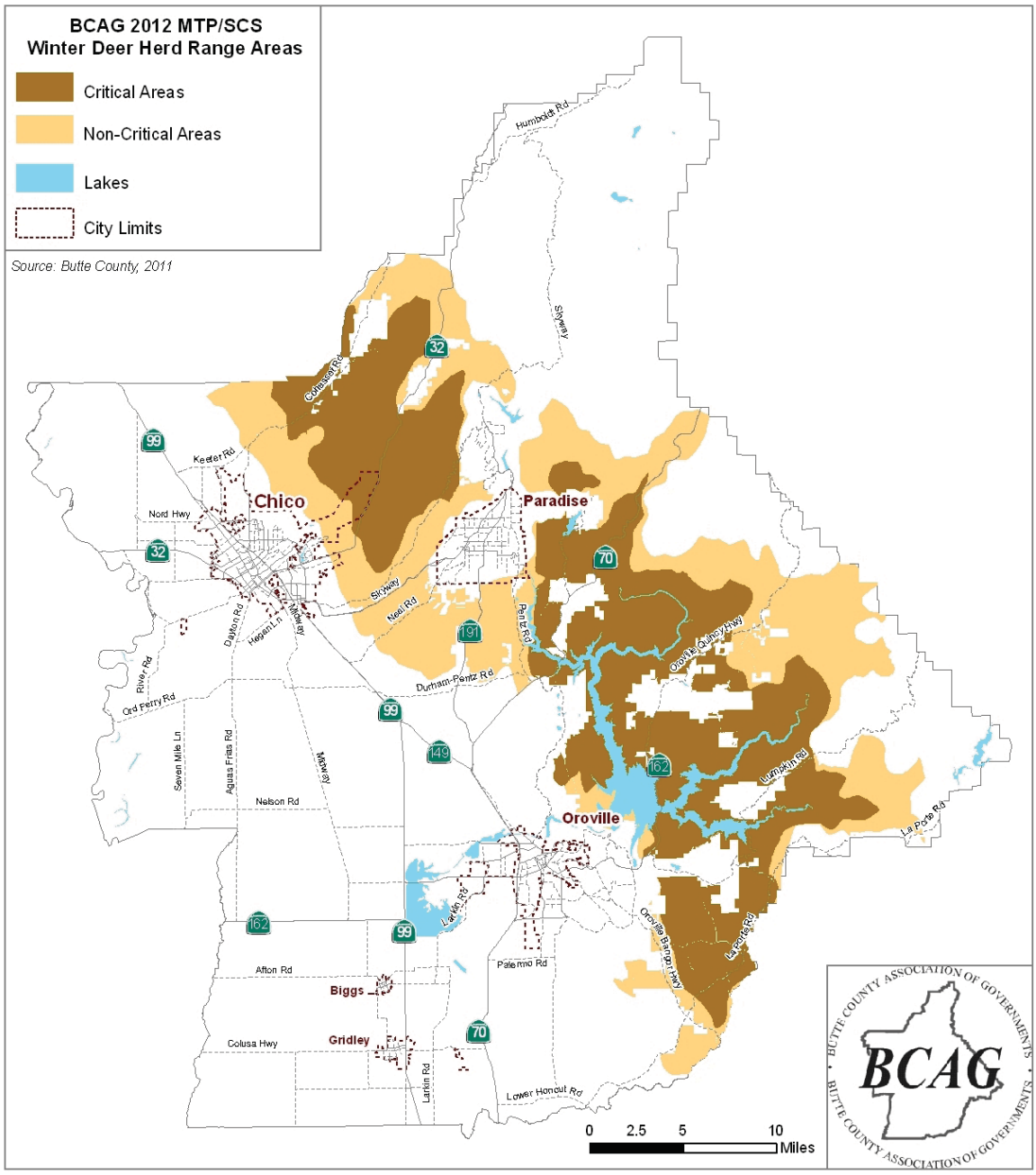


Migratory Deer Herds

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 4-6. 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 4-6



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 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 MTP/SCS forecasted land use pattern, BCAG considered the designations of these areas. The forecasted land use and transportation system in the MTP/SCS could impact up to approximately 4,507 acres (1.4%) of the migratory deer herd winter range lands (i.e., Critical and Non-Critical Winter Deer Herd Range). Table 4-19 provides a breakdown of impacts to the migratory winter deer herd ranges by category of impact.

Table 4-19

MTP/SCS Land Use and Transportation Impacts to Migratory Winter Deer Herd Range Areas

Category of Impact	Acres of Impact *
Land Use	4,507
Transportation Projects **	0
Region Total	**4,507**

* 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 MTP/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 4-7. Local land use plans and the MTP/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 4-20, provides a summary of potential future growth that could occur within FEMA-identified flood zones.

Table 4-20

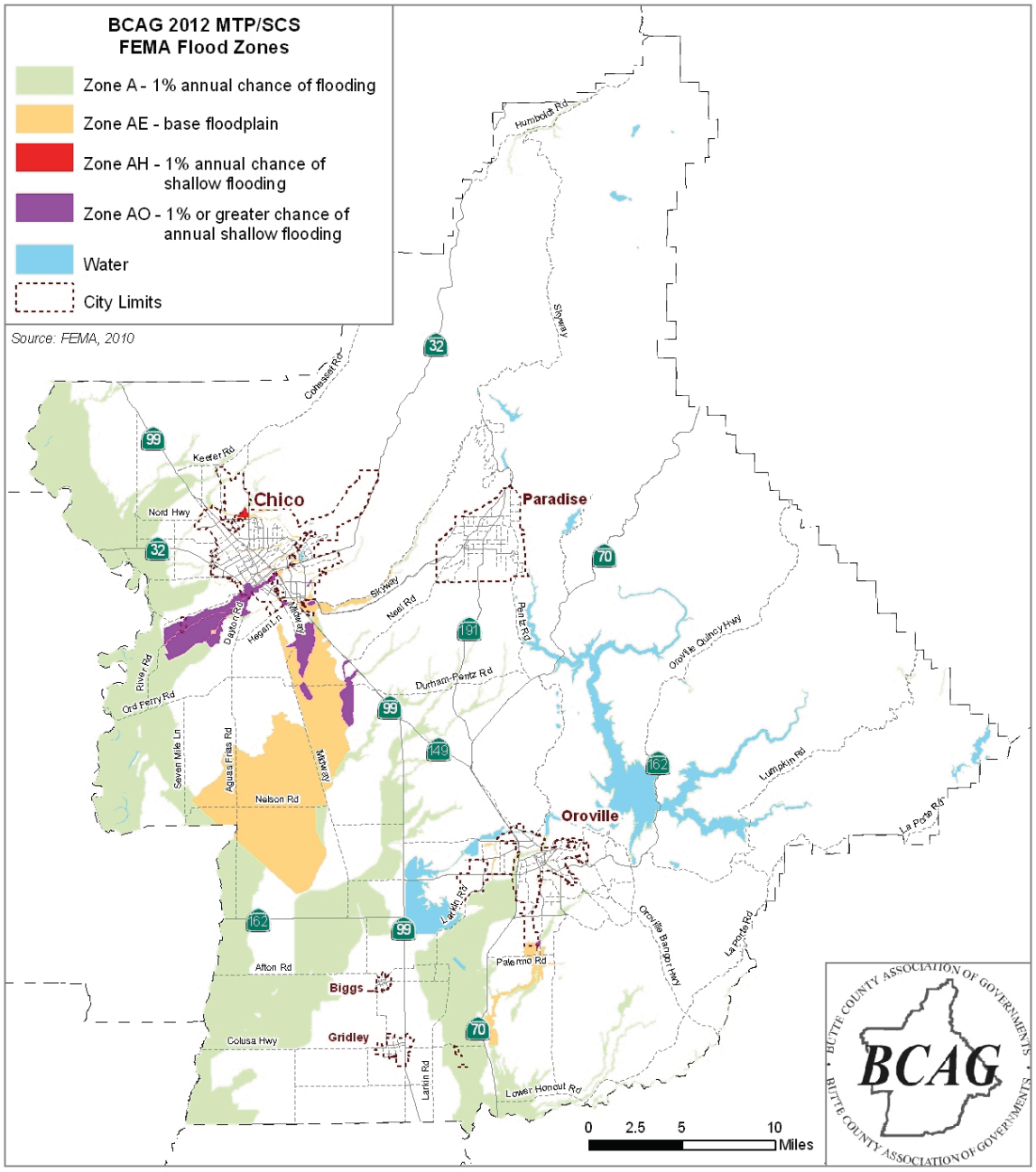
MTP/SCS Land Use Development and Transportation Projects within FEMA Flood Zones

Forecasted Development	Percent Within Flood Zones*
Land Use - Residential	14%
Land Use - Non-Residential	9%
Transportation Projects **	14%

* FEMA Flood Zones designated as A, AE, AO and AH.

** Transportation projects considered for this analysis include new roadways and roadway widening.

Figure 4-7



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.

Consultation with Local Agency Formation Commission

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, 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.

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 4-21 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 MTP/SCS, there is no disincentive for development projects not in the MTP/SCS. As noted, CEQA does not mandate that local agencies use the MTP/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 MTP/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.

Table 4-21

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

Regional Transportation Network and the SCS

The SCS is based upon a financially constrained regional transportation network which services the transportation needs of the region by investing in highways, local streets and roads, transit, and non-motorized transportation. Each of these areas of investment is described in more detail in the following chapters: highways and local streets and roads (Chapter 6), transit (Chapter 7), and non-motorized transportation (Chapter 8).

This forecasted regional transportation network, when combined with the land use forecasts in the MTP/SCS, contributes to meeting the region's greenhouse gas reduction targets. However, since the MTP/SCS does not identify specific long-term transit, bicycle, and pedestrian networks, and the BCAG transportation model is unable to model these alternative modes of travel, BCAG was unable to quantify the direct contribution from each mode in meeting the greenhouse gas targets established by CARB.

In recognition of this deficiency, BCAG pursued, and was awarded, a California Strategic Growth Council grant for the development of the region's first comprehensive long-range transit and non-motorized plan. Once completed, the plan will include a detailed and prioritized listing of long-range transit and non-motorized projects developed in consideration of the MTP/SCS land use forecasts to be considered in preparing the 2016 MTP/SCS.

ACTION ELEMENT – CONCLUSIONS

The Action Element identifies all transportation projects within the financial constraint requirements within the horizon of the MTP. This Action Element implements the Policy Element with the anticipated financial resources identified in the Financial Element and conform to the State Implementation Plan (SIP) for air quality. In addition, this MTP attempts to identify which projects can't be completed due to a lack of funding for transportation.

LINKAGES

This portion of the Action Element identifies (links) the specific projects currently funded in the Regional Transportation Improvement Program (RTIP) and Federal Transportation Improvement Program (FTIP). The MTP is used as the foundation for the programming of 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. In addition, during the 2004/2005 fiscal year, BCAG prepared a Regional ITS Architecture in compliance with the National Architecture. Project or project components that are later defined as a result of the Regional Architecture will be amended into the MTP to ensure consistency and to maintain a linkage with the RTIP and FTIP.

Where state highway projects are identified, BCAG consulted Caltrans District 3 to ensure consistency and linkage between the MTP, RTIP and Caltrans' ITIP and SHOPP. This ensures consistency as well with the objectives contained in the State California Transportation Plan prepared by Caltrans. In addition, BCAG referred to the Transportation Concept Reports (TCRs) for the state highways in Butte County. Caltrans TCR website can be found at the following link:
http://www.dot.ca.gov/dist3/departments/planning/systemplanning.htm

ACTION ELEMENT OVERVIEW

Long Range Plan

BCAG's long-range vision is to address the existing safety and operational concerns on the state highway system. This vision includes the incremental development of improving the SR 70 Corridor in the form of passing lanes in Butte County. BCAG and Caltrans District 3, as funding partners, will continue to focus on developing the SR 70 Corridor. In addition, BCAG will also focus on developing the SR 99 Corridor through the urbanized area of Chico. As a result of SB 45, it is BCAG's responsibility to address the state highway "regional" system in Butte County. The following section identifies projects that are currently underway in the STIP. BCAG also recognizes the significance in needed transit system planning and operation improvements. During the 2008/09

fiscal year, BCAG embarked on a market based transit plan with the assistance of state grant funding and have implemented its results in the 2010/11 fiscal year. In doing so, the fixed route system has been significantly revised based on the results of a comprehensive planning study which emphasized community participation.

Local roadway needs have also been included and are identified. Because this Plan is financially constrained, those projects that did not fall within the anticipated funding projections have been identified as "un-funded needs" in the Financial Element.

The **Transit** component of the Plan identifies in detail the current Butte Regional Transit system as well as discussion of planned improvements. Since the last MTP was prepared, BCAG has prepared a market based transit study and have implemented its recommendations.

The **Aviation** component of the Plan is a direct product of a project initiated by Caltrans Division of Aeronautics. The plan is a joint effort to prepare Butte County's portion of the Interregional California Aviation System Plan (ICASP).

Butte County's **rail system and goods movement** are also included with discussion of previously studied systems.

A detailed discussion of **non-motorized travel options** is also included with appropriate plans for needed improvements.

Butte County is landlocked in that there are **no navigable waters**. As such, this MTP does not address nor include maritime transportation.

During the 2004/2005 fiscal year, BCAG received a grant from Caltrans to assist in the development of an **ITS plan** for the three counties including Butte, Glenn and Colusa. This plan has been completed and is still current. A grant has been submitted to Caltrans for 2011/12 funding consideration to update the architecture.

Previous Plan Accomplishments

As part of the 2008 RTP, BCAG reported the intent to pursue grant funding to evaluate the transit system. Since the last RTP, BCAG was successful in obtaining a "Market Based Transit Study" for the fixed route transit system. This in depth planning process took two years to complete. In addition, BCAG has put the recommended changes into operations in the fall of 2010 with modifications as a result of customer feedback in the spring of 2011. In addition, BCAG has purchased new transit buses utilizing American Recovery and Reinvestment Act (ARRA) and have used CMAQ funds to purchase and install AVL/GPS equipment for the entire transit fleet. More discussion on transit is discussed in the transit chapter.

Since the 2008 RTP, Phase 1 of the SR 99 Chico Auxiliary Lane Project has been completed and Phase 2 construction is underway. Combined, the projects represent

over $40 million in regional share funds and SR 99 Bond funds. Construction is expected to take 2 to 3 years for the second phase. This project fulfills BCAG's commitment to the SR 99 corridor between SR 32 and E.1st Avenue.

BCAG has completed construction of Phase 1 for the Forest Highway 171 project and has initiated the beginning of constructing Phase 2. Forest Highway 171 is located in northeastern Butte County. The project consists of reconstructing a gravel road to minimum design standards to accommodate light traffic and emergency equipment in the event of a natural disaster such as fire. The total length of the project is 9.6 miles in which Phase 1 and 2 make up 8 miles of the project. This project is fully funded. Construction is expected to be completed by 2014.

BCAG held a ribbon cutting ceremony for the completion of the Oroville Transit Center on April 5, 2012. This project represents a significant accomplishment for the City of Oroville in the construction of its first transit center with public bathrooms. The total cost for the project is $1.3 million.

BCAG was the lead agency for developing the SR 149 freshwater marsh mitigation and vernal pool creation sites, which has received achievement recognition. Maintenance for this work effort continues. In addition, during the 2006/07 FY, BCAG embarked on the regional blueprint planning effort previously discussed in Chapter 3. This work effort is also continuing.

The Interregional California Aviation System Plan (for Butte County) lays out Butte County's airports and planned improvements. An important accomplishment, however, is the continued interagency communication to efficiently coordinate through the planning and programming process.

Implementation

A function of the MTP is to lay out the framework for developing the Regional Transportation Improvement Program (RTIP) for the State Transportation Improvement Program (STIP) cycle and the Federal Transportation Improvement Program (FTIP). This will facilitate discussions and future partnerships in programming jointly funded projects with Caltrans.

The projects identified for STIP and FTIP are consistent with the financial projections identified in the Financial Element of the MTP and with the adopted fund estimate by the California Transportation Commission for the STIP.

Air Quality

The proposed actions identified in the MTP conform to the applicable air quality requirements for Butte County. The regional emissions analysis prepared demonstrates that the 2012 MTP and 2011 FTIP are within the allowable budget. More on air quality and Butte County's designations is discussed as part of the regional emissions analysis.

Land Use

All projects in the Butte County MTP are derived from or are consistent with the goals, policies and objectives of each of the respective jurisdictions' general plans. As such, projects may have already been included as part of the respective agency's environmental documentation. Furthermore, as part of the project development process, each project is required to undergo its own environmental clearance. Throughout the environmental process, each project must stand on its own and satisfy applicable requirements for NEPA and/or CEQA, as well as be consistent with adjacent and or overall environmental goals.

BCAG's blueprint planning efforts previously discussed provide the biological data to city and county general plan updates to ensure that this information is considered as part of the general plan update process. These efforts are also ensuring that the various general plan updates are consistent with one another and integrated with the 2012 MTP, 2012 Regional Housing Needs Plan, and the development of the Butte Regional Conservation Plan. These planning efforts are being coordinated with numerous stakeholder groups throughout the region through an open and transparent public process.

Regarding land use around the airports in Butte County, the Butte County Development Services Department is responsible for preparing the Airport Land Use Compatibility Plan. The Aviation component of the MTP will address this subject in more detail.

Environmental Issues

BCAG has prepared an environmental impact report for the 2012 MTP. In addition, environmental review and mitigation for each project will be studied when a project is programmed. The road projects proposed in the MTP are located on existing facilities. As such, the environmental impacts are expected to be minimized.

Corridor Preservation

SR 70 north of its junction with SR 149 has been designated as a scenic highway. This official designation ensures additional compliance for development along the corridor. SR 70 is a gateway to the Sierras with spectacular natural beauty and relatively low traffic volumes.

New Technologies

As part of the 2004/05 fiscal year, BCAG was the lead agency in developing a multi-county ITS Strategic Deployment Plan. The ITS plan included Butte, Glenn and Colusa counties. BCAG promotes the use of ITS to reduce congestion, improve safety, and enhance mode choice as practical solutions.

As part of previous FTIP programming cycles, BCAG programmed ITS "types" of project utilizing Congestion Mitigation and Air Quality (CMAQ) funds for a transit bus card reader system. As part of the 2009 FTIP, BCAG purchased and installed the rest of the transit fleet with smart card technology as well as AVL/GPS. Where feasible and practical, the local jurisdictions in Butte County are receptive to incorporating ITS into future projects. With higher gas prices in Butte County, the public has been more receptive to utilizing alternative modes of transportation including bicycling and transit.

To make planning and programming material instantly available, BCAG maintains three websites: www.bcag.org, BlineTransit.com, and ButteHCP.com. These websites have proven very useful in making information available to the public and other interested parties. All significant work products are posted as they are developed to give the public the opportunity to be engaged in the regional transportation planning process. Information available includes current BCAG plans, Overall Work Program and Budget, MTP and FTIP documents and amendments, newsletters, draft material for public review, transit schedules and maps, census demographics, board agendas and minutes, and a general calendar of events.

Evaluation

As part of the comprehensive regional traffic model update, BCAG incorporated performance measures to provide tools to evaluate the MTP. In addition, as part of the development of the EIR for the MTP, BCAG looked at four alternatives consistent with the 2008 RTP.

A key measure for the MTP is at the time when the RTIP and FTIP are prepared and whether or not the MTP needs to be amended. The goal is to ensure projects in BCAG's plans and programs are consistent with the local general plans.

ACTION ELEMENT CONCLUSIONS – HIGHWAYS AND LOCAL STREETS AND ROADS

Background

This chapter documents BCAG's "regional" priorities for future STIP funds. As a result of Senate Bill 45 passed in 1997, 75% of the revenues of the STIP are controlled by regional agencies such as BCAG. The remaining 25% of the STIP is controlled by Caltrans. With this shift in funding comes the responsibility of the regional agencies to identify and develop the state highway system improvements within the region, thus, "regional choice". The same holds true for Caltrans with its share of "interregional" funding. While later legislation enabled the programming of local projects into the STIP process, it is important to realize that Caltrans does not have the funding capacity to fund state highway improvements within the region.

A function of the MTP is to serve as the foundation for the future preparation of the FTIP and RTIP. This ensures the programming documents are linked to the long range plan.

A total of $78.8 million in STIP/Regional Improvement Program (RIP) funds is forecasted for Butte County for the 23 year period of this Plan. This assumes an average of approximately $3.47 million per year over the MTP period. Subtracting what is currently programmed in the 2012 RTIP/STIP ($14.741 million) leaves an anticipated "planned" programming capacity of approximately $**64.06 million** for the SR 70 Corridor project and for Planning Programming and Monitoring (PPM).

A discussion of potential new funding revenues for transportation is presented in the Financial Element. The following list of projects included in the Action Element is consistent with the Goals, Policies and Objectives identified in Chapter 2.

Purpose and Need for State Highway Improvements

The purpose of the proposed projects is to improve the safety and operations of the state highways in Butte County. State highway improvements are needed to promote the economic vitality of the region in a safe and efficient manner. The following table identifies the proposed regional priority projects within the financial projections. These projects are included in the required emissions analysis demonstration as required. Projects were developed in consultation with Caltrans and are consistent with the California Interregional Transportation Improvement Program (ITIP)

Purpose and Need for Local Street and Road Improvements

The basic purpose for local street and road improvements is to improve safety, provide for operational improvements, and maintain the structural integrity of the roadway. These local roadway improvements are needed due to a severe backlog on long overdue roadway maintenance. As a result of insufficient funding projected in STIP funds, local street and road improvements are identified in the financial element as an "unfunded need".

Regional Projects within Financial Constraints

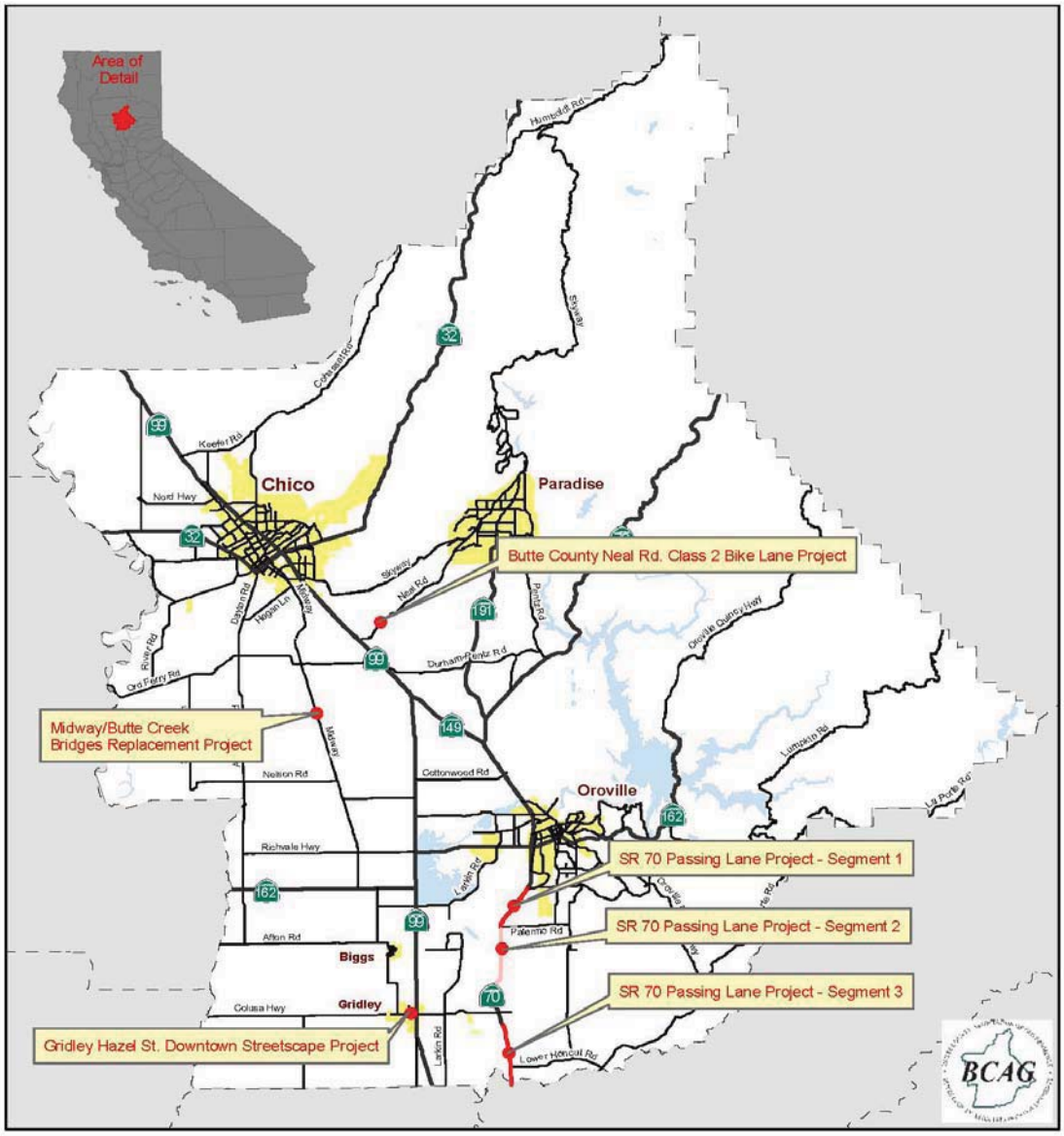
The following represents BCAG's "regional" priorities through the horizon of the MTP funded with Regional Improvement Program (RIP) funds in the State Transportation Improvement Program (STIP). The projects have been financially constrained by air quality analysis group year.

Table 6-1
State Transportation Improvement Program (STIP)

STIP - Project and Description	RIP Funds Only Year of Expenditure dollars in thousands
1 SR 70 Passing Lane Project – Segment 1. Termini @ Ophir Rd to .1 miles south of Palermo Rd Intersection. Construct 5 lane facility, 2 lanes per direction with center turn lane. Distance approx. 2.7 miles. Estimated cost is $26 million to be split 50/50 with Caltrans IIP. Construction target 2015/2016.	$ 13,000 (2016) All Components
2. SR 70 Passing Lane Project – Segment 2. Termini @ south end of Segment 1. .1 mile south of Palermo Rd to termini @ SR 70 Passing Lane Project (northern end) of SR70 E. Gridley Passing Lane Project. Construct 5 lane facility, 2 lanes per direction with center turn lane. Distance approx. 2.7 miles. Estimated cost is $29.4 million escalated to $34 million to FY 20/21 dollars. Split 50/50 with Caltrans IIP for $17 million each. Construction target: FY 20/21.	$ 17,000 (2021) All Components
3. SR 70 Passing Lane Project – Segment 3. Termini @ south end of SR 70 Passing Lanes to Butte/Yuba County line. Project includes 2 new bridge structures. Third bridge is located in Yuba County and not included. Construct 5 lane facility, 2 lanes per direction with center turn lane. Distance approx. 2.7 miles. Estimated cost is $41.6 million escalated to $50 million to FY 29/30 dollars. Split 50/50 with Caltrans IIP for $25 million each. Construction target: FY 29/30.	$25,000 (2030) All Components
4. Planning Programming and Monitoring (PPM). This project consists of BCAG's PPM activities related its transportation plans and programs. The annual average PPM programming level is $150,000.	$3,400 (2012-2035)
5. Midway over Butte Creek Bridges Replacement Project. This project replaces two structurally deficient bridges with one new bridge. RIP funds represents the state match needed for federal Highway Bridge Program (HBP) funds. Construction target is FY 2016/17.	$1,499 (2017) All Components
6. Butte County Neal Rd Class 2 Bike Lane Project. This project constructs approximately 9.4 bike lane miles on Neal Rd from SR 99 eastward to approximately 4.7 miles. Construction target is FY 14/15.	$1,500 (2015) All Components
7. Gridley Hazel Street Downtown Streetscape Project. This project enhances pedestrian accessibility, adds bicycle facilities and creates a pedestrian friendly "complete streets" atmosphere on Hazel Street from Virginia Street to Vermont Street. Project also constructs intersection and roadway improvements, pavement striping as well as landscaped areas and bicycle/pedestrian facilities at the Kentucky Street intersection. Construction target is FY 12/13.	$452 (2013) CON
8. Chico Bike Map Update. This project updates the Chico urbanized area bike map including reproduction costs.	$32 (2012) CON
9. Balance of funds – Reserved for cost increases or amendments to be determined and approved by the BCAG Board of Directors	$16,917
Total	**$78,800**

Financial Projection for STIP funds for Butte County	$78,800,000
Total regional priorities identified through horizon of RTP	$ 61,883,000
Balance Remaining	$ 16,917,000

Figure 6-1
Regional Priorities



Regional Project Priorities Description

The following list of projects provides additional information on BCAG's regional priorities for the 2012 MTP.

SR 70 Corridor Passing Lane Projects – SR 70 is a 2 lane conventional highway with at grade intersections and private driveways throughout the corridor. The SR 70 projects can be funded and constructed within the timeframe of the MTP.. These passing lane projects represent BCAG's efforts towards addressing the safety and operational concerns along this corridor by constructing passing lanes in partnership with Caltrans District 3. BCAG has identified 3 segments to complete a 5 lane facility (four lanes with a center turn lane) on SR 70 from Ophir Rd southward to the Butte/Yuba County Line. The scope of these projects would be to construct, where feasible, passing lanes in Butte County to be funded in the STIP and or the SHOPP as funding permits. The following passing lane projects have been broken up into buildable segments with the assumption Caltrans will continue to partner with BCAG at 50% of the total costs for the projects. Each of the following segments are between $26-50 million per segment. As a result of cost savings from a prior congressional earmark for the SR 70 Corridor, BCAG in partnership with Caltrans District 3 have initiated the Project Study Report/Project Design Study for passing lane projects between Ophir Rd and Marysville in the 2011/12 fiscal year. BCAG's goal is to be prepared to program and fund the preliminary engineering (PE) which includes environmental and design work for "Segment 1" in the 2014 State Transportation Improvement Program.

- **SR 70 Passing Lane Segment 1** – Segment 1 is the section between Ophir Road to .1 miles south of Palermo Rd Intersection. The scope of the project is to construct a 5 lane facility, 2 lanes per direction with a center turn lane. The distance is approximately 2.7 miles. Estimated cost is $26 million to be split 50/50 with Caltrans' Interregional Improvement Program (IIP). Construction target 2015/2016. BCAG's RIP share would be $13 million for all components.

- **SR 70 Passing Lane Segment 2** – Segment 2 is the section between the termini of Segment 1 which is .1 south of Palermo Rd to the termini of the SR 70 Passing Lane at E. Gridley Road Project (northern end). The scope of the project is to construct a 5 lane facility, 2 lanes per direction with a center turn lane. The distance is approximately 2.7 miles. The estimated cost is $34 million to be split 50/50 with Caltrans' Interregional Improvement Program (IIP). Construction target 2020/2021. BCAG's RIP share would be $17 million for all components.

- **SR 70 Passing Lane Segment 3** – Segment 3 is the section between termini at the SR 70 Passing Lanes t the Butte/Yuba county line. This would include two of the three bridges located near the county line. The third bridge is located in Yuba County and not included in Segment 3. The distance is approximately 3.37 miles. Estimated cost is $50 million in escalated dollars. The total cost of the project is

expected to be split 50/50 with Caltrans' Interregional Improvement Program (IIP). The construction target is the 2030/31 fiscal year. BCAG's RIP share would be $25 million for all components.

Midway / Butte Creek Bridges Replacement Project – This project is located in Butte County on the Midway across Butte Creek. In its current state, there are two obsolete bridges that will be replaced with one long bridge. The total number of lanes will remain the same at one lane per direction. The STIP programming represents the non-federal match requirement for federal Highway Bridge Program (HBP) funds needed. The RIP share is $1,499,000. The construction target is scheduled for the 2016/17 fiscal year.

Butte County Neal Rd Class 2 Bike Lane Project – This project constructs approximately 9.4 bike lane miles on Neal Rd from SR 99 eastward to approximately 4.7 miles. Neal Rd is a popular regional bike route. In the fall of 2012, SR 99 at Neal Rd will be signalized. In doing so, it is anticipated that even more cyclists will cross this area and ride along Neal Rd. The overall goal is to provide for a contiguous bikeway facility from the Town of Paradise to the City of Chico as currently shown on the butte County Bikeway Master plan. The construction target for this $1.5 million dollar project is the 2014/15 fiscal year.

Gridley Hazel Street Downtown Streetscape Project – This project is located in historic downtown Gridley. This project will enhance pedestrian accessibility, add bicycle facilities and create a pedestrian friendly "complete streets" atmosphere on Hazel Street from Virginia Street to Vermont Street. The project also includes intersection and roadway improvements such as pavement striping as well as landscaped areas and bicycle/pedestrian facilities at the Kentucky Street intersection. This project is slated for construction in the spring of 2013.

Chico Bike Map Update – The scope of this project is to comprehensively update the Chico Bike Map. In 2008, BCAG prepared the original bike map which covers the urbanized area of Chico. The bike map also includes transit routes which have since changed significantly. In addition, the City of Chico has completed several significant projects including large portions of the SR 99 Corridor Bike project as well as the reconfiguration of Downtown Chico in which approximately 2 miles of new class 2 bike lanes are being added. This $32,000 dollar project covers the cost to update the map including reproduction costs. This project will be initiated in the spring of 2013.

State Highway Operations and Protection Program (SHOPP)

The following 2012 State Highway Operations and Protection Program (SHOPP) have been adopted by the California Transportation Commission.

Table 6-2
2012 State Highway Operations and Protection Program

Route	Location/Description	PPNO	FY	Total (Thousands)
70 99	In Oroville at Flag Canyon Creek Bridge #12-0140. Post Mile 24.3. Replace bridge. SR 99 near Estates Drive. SHOPP Bridge Preservation Program.	2282 2421	2014/15 2012/13	$ 5,595 $ 15,515
70	Near Oroville at Pentz Overhead #12-138, Cherokee Overhead#12-137 and at West Branch Feather River Bridge #12-134. Seismic Retrofit. SHOPP Bridge Preservation Program.	2279 2269	2013/14 2012/13	$ 3,918 $ 20,002
99	Near Chico at the Rock Creek Bridge #12-27. Widen shoulder on structure. Post Mile 40.6 / 40.8. SHOPP Collision Reduction Program.	2427	2013/14	$ 3,940
32	Near Chico from Kennedy Avenue to SR 99/32 separation. Construct sidewalks, curb-ramps and crosswalks. (SHOPP Mandates)	2108	2015/16	$ 4,002
191 99	SHOPP Highway Maintenance – Overlays. EA 4M270 (SR 191) & EA 4M53 (SR 99)		2013/14 2012/13	$ 4,840 $ 360
		TOTAL		**$ 58,172**

Table 6-3
Ten Year SHOPP

Route	Location and Description	Year	Total
32	City of Chico – Upgrade curb ramps and ped facilities	2013	$3,800
70	North of Oroville from Jct. Rte 191 to West Branch Feather River Bridge (Bridge #12-0174)	2016	$3,700
70	Install additional paved areas and permanent lighting in chain control areas	2013	$7,070
70	WB Feather River Bridge – Seismic Retrofit	2017	$16,000
99	In and near Chico from .5 miles south of Skyway Overcrossing (Bridge#12-0167) to 0.10 miles north of Esplanade	2013	$10,000
99	Butte Creek Bridge Scour Mitigation	13/14	$500
99	10 Bridges – Rail Upgrade	12/13	$ 2,100

Table 6-3
Ten Year SHOPP - Continued

	Oroville Maintenance Station	13/14	$7,500
70	AC Overlay PM 28.8 -35.5	13/14	$ 7,000
32	AC Overlay 12.0 - 37.8	15/16	$ 18,000
99	Highway Planning and Irrigation Restoration	various	$ 2,200
162	ADA Access	2013	$4,000
162	11 Bridges – Rail Upgrade	2013	$8,800
	TOTAL		**90,670**

Congestion Mitigation and Air Quality Program

The following CMAQ projects have been programmed in the 2013 Federal Transportation Improvement Program (FTIP). Non road projects are identified in their respective chapter of the MTP.

Table 6-4
Congestion Mitigation and Air Quality Program
($1,000)

CMAQ PROJECT $ 2,675,632 Annual Program Constraint	TOTALS CMAQ	 Local	Year 1 12/13 CMAQ	 Local	Year 2 13/14 CMAQ	 Local	Year 3 14/15 CMAQ	 Local	Year 4 15/16 CMAQ	 Local	TOTALS
B-Line - **Replace 7 buses** for $487,125 each 6 with CMAQ and 1 with Transit Capital Reserves	$ 2,867,235	$ 542,640					$ 1,948,500		$ 918,735	$ 542,640	$ 3,409,875
County - Oroville Park and Ride Facility - On Montgomery, west of Table Mountain	$ 588,603	$ 776,397	$588,603	$ 776,397							$1,365,000
Chico SR 32 Multi-Modal Project. (SR 32/99/Fir) . Signalization, operations, bike and transit improvements	$ 2,452,514	$ 1,047,486			$ 2,452,514	$ 1,047,486					$3,500,000
Chico SR 99 Corridor Bike Project - Business Lane to Skyway - Construct Class 1 Bike Lane	$ 882,905	$ 117,095					$ 882,905	$ 117,095			$1,000,000
Chico SR 99 Bike over 20th Street Phase 5 - Preliminary Engineering only. SR99 from Chico Mall across 20th Street.	$ 98,101	$ 101,899	$ 98,101	$ 101,899							$200,000
Chico - SR 99 Cohasset Rd I/C direct southbound on-ramp. Preliminary Engineering only.	$ 735,754	$ 464,246							$ 735,754	$ 464,246	$1,200,000
County - South Oroville Signalization Project. Lower Wyandotte and Monte Vista	$ 343,352	$ 66,648			$ 343,352	$ 66,648					$410,000
Oroville - **Table Mountain & Nelson Roundabout Project.**	$ 1,290,023	$ 24,977			1,290,023	$ 24,977					$1,315,000
Oroville - Signalization Synchronization Project. Mitchell at Lincoln, Myers, Washington and Oro Dam/Oro Quincy	$ 210,916	$ 4,084	$ 210,916	$ 4,084							$215,000
Oroville - Capital Replacement / Street Sweeper	$ 218,764	$ 4,236							$ 218,764	$ 4,236	$223,000
Oroville - Capital Replacement / Motor Grader	$ 185,410	$ 34,590							$ 185,410	$ 34,590	$220,000
County - Capital Replacement / 5 Year Diesel Engine Retrofit (Aerial, water, crane, 2 dump trucks)	$ 637,654	$ 12,346							$ 637,654	$ 12,346	$650,000
Oroville - Capital Replacement / Water Truck Replacement	$ 191,296	$ 3,704							$ 191,296	$ 3,704	$195,000
TOTALS	$ 10,702,528	$ 3,200,347	897,620	882,380	4,085,890	1,139,111	2,831,405	117,095	2,887,613	$ 1,061,762	13,902,875

CMAQ Project Descriptions

Butte Regional Transit – Bus Replacement – The purpose of this project is to replace 7 buses used for the fixed route system that were purchased in 2000. By the time the buses are received, the old buses would have approximately 16 years of use. The typical useful life for fixed route transit buses is 12 years.

Butte County – Oroville Park and Ride Project – This project will be located on Montgomery Street just west of Table Mountain Boulevard. The project includes the construction of the park and ride lot, transit bus shelter, bike racks and other amenities to help induce motorist to carpool, use transit and have a secure area for bicycles. All fixed route buses are equipped with triple bike racks, however at times, these racks are full and therefore bike racks are needed.

SR 32 Multi-Modal Improvements/SR 99 Corridor Bikeway Phase 3 – This project provides comprehensive operational improvements on SR 32 at SR 99 and Fir Streets in Chico. The project will complete the construction component of Phase 3 of a multi-class pedestrian/bikeway facility along the SR99 corridor from South Chico at Southgate Avenue to North Chico at Hicks Lane. The plan is to follow the SR99 corridor (mostly outside the State ROW along City facilities) constructing new improvements such as Class I bike paths, Class II bike lanes and new bike/ped bridges to connect the existing facilities. The project is being constructed in many phases with Phase 1 construction already completed and Phase 2 construction commencing in spring 2012. The goal is to work from the central core of the city making connections both north and south as construction funding is available. Phase 3 completes the gap adjacent to SR99 from E. 8th St. @ Bidwell Park to the Little Chico Creek Bike Path Connection @ Humboldt Rd. Additionally the project will construct Phase 2 of the SR32 project that provides multi-modal improvements in the vicinity of the SR 32 couplet @ the SR99 interchange. The project proposes to enhance facilities along the reach of Fir Street, including pedestrian facilities, provide Class 1 and Class 2 bicycle facilities as appropriate, provide a safe crossing for pedestrians and bicycles at the couplet intersections with traffic signals, enhance the existing transit facilities at the park-n-ride facilities, enhance bicycle locker facilities at the park-n-ride facilities, provide for additional parking along Fir Street for park-n-ride overflow. The length along Fir Street is 1,200 feet. Also the project will enhance the pedestrian movements along the edges of the park-n-ride facility from west of Fir Street through the SR99 overcrossing and westerly to Bartlett Street. The distance from Bartlett Street to Fir Street is 1,500 feet. Also incorporated in the proposal is to enhance the landscaping and aesthetic treatment components in the vicinity of couplet as this is an important local/regional gateway with great opportunities for these features since it is the junction of two state facilities.

SR 99 Chico Corridor Bikeway Project Phase 4 – The project will complete the design, right of way and construction components of Phase 4 of a multi-class pedestrian/bikeway facility along the SR99 corridor from South Chico at Southgate Avenue to North Chico at Hicks Lane. The plan is to follow the SR99 corridor (mostly outside the State ROW along City facilities) constructing new improvements such as

Class I bike paths, Class II bike lanes and new bike/ped bridges to connect the existing facilities. The project is being constructed in many phases with Phase 1 construction already completed and Phase 2 construction commencing in summer 2012. The goal is to work from the central core of the city making connections both north and south as construction funding is available. Phase 4 completes the gap adjacent to SR99 from Business Lane to the west end of the newly completed multi-use path adjacent to SR99 @ Skyway interchange.

SR 99 Chico Corridor Bikeway Project Phase 5 – The project will complete the design of Phase 5 of the multi-class pedestrian/bikeway facility along the SR99 corridor from South Chico at Southgate Avenue to North Chico at Hicks Lane. Phase 5 completes the gap adjacent to SR99 from Chico Mall across 20th St to the north end of Business Lane which includes an alternative to cross the roadway with an overhead structure spanning 20th St.

SR 99 Chico Cohasset Interchange Direct Southbound On Ramp – This project aims to improve the operations and traffic flow by reconfiguring the existing interchange to reduce travel delays and reduce vehicle emissions. The project will construct a direct on-ramp from Eastbound Cohasset Road to Southbound State Route 99 in the City of Chico at PM 33.5/34.4. It was concluded that three feasible alternatives were available in a PSR approved by Caltrans in January 2004. The current proposal is to complete the environmental and design component.

Butte County South Oroville Signalization Project – The proposed CMAQ project is to improve the function and safety of the Lower Wyandotte Rd. and Monte Vista Ave intersection. This intersection is located in Butte County south of Oroville and is one of the main corridors to Oroville and its south eastern communities. Signalization and re-alignment of this intersection would greatly reduce the emissions from "stop and go" traffic and idling traffic that is created by the 4-way stop.

Oroville Roundabout Project at Table Mountain and Nelson Avenue Project – This project reconstructs the existing 2 way stop intersection with a modern roundabout at the intersection of Table Mountain Boulevard, Nelson Avenue and Cherokee Road in Oroville. This project represents Oroville's second roundabout to address traffic operations.

Oroville Signalization Synchronization Project – This project will coordinate the traffic signals along Mitchell at Lincoln, Myers, Washington and Oro Dam/Oro Quincy.
The scope of work entails coordinate the signals, update the signals to ADA standards, update controllers, install vehicle detection system, install street name signs, install emergency preemption and upgrade 1 cabinet. This project will improve the traffic operations and reduce congestion.

Capital Vehicles or Equipment Replacements (Exempt from regional emissions for air quality conformity analysis) - The vehicles or equipment identified directly support the maintenance and operations of the transportation network.

- City of Oroville - Street Sweeper Project for $223,000.
- City of Oroville Motor Grader Project for $189,000.
- Butte County Public Works - 5 Year Diesel Retrofit/Replacement Program Project for $650,000. This includes an aerial, water, crane and two dump trucks.
- City of Oroville Water Truck Replacement Project for $195,000.

Congressional Earmarks / Future "High Priority" Projects

The following road projects have been programmed in the 2013 Federal Transportation Improvement Program (FTIP). *[This space is reserved for future MTP amendments]*

Table 6-6
Congressional Earmark Projects

Highway Bridge Program – HBP [needs to be updated from here down]

Based on the current HBP revenues and outlook for bridge projects, BCAG has estimated $60 million for new projects over the horizon of the MTP. The first group of projects is included in the 2013 FTIP. The following table identifies the bridge projects for Butte County:

Table 6-7
Local Highway Bridge Program
(Dollars in thousands)

Group 1: 2012/13-2015/16	Cost Estimate
Central House Rd over Wymann Ravine Bridge – Replace Bridge	2,105
Guynn Rd over Lindo Channel Bridge – Replace Bridge	3,248
Ord Ferry at Sacramento Bridge - Bridge Retrofit	4,000
Oregon Gulch at Morris Ravine - Bridge Replacement	2,000
Durham Dayton Rd at Hamlin Slough - Bridge Replacement	2,200
Foothill Blvd at Wyman Ravine - Bridge Replacement	1,500
Midway at Butte Creek – Bridge Replacement (PE/RW)	

Group 2: 2016/17- 2017/18	
Midway at Butte Creek - Bridge Replacement	15,000
Keefer Rd at Keefer Slough - Bridge Replacement	1,500
Ord Ferry at Little Chico Creek - Bridge Replacement	7,000
Oregon Gulch at Morris Ravine - Bridge Replacement	2,000
E. Rio Bonito Rd at Sutter Butte Canal - Bridge Replacement	1,000

Group 3: 2019/20-2020/21

Oro Bangor Hwy at Whitehall Ravine-Bridge	1,000
River Rd at Grassy Banks Slough - Replace Bridge	1,000
River Rd at Shady Oaks Slough - Bridge Replacement	1,000
Mesa Rd Bridge - Bridge Replacement	1,000
Hupp Coutolenc Bridge - Bridge Replacement	1,000
Central House Rd Bridge - Bridge Replacement	1,000
Dunstone Drive Bridge - Bridge Replacement	1,000
Afton Rd at Butte Creek - Bridge Replacement	2,500
Ord Ferry Rd at the Dips - Bridge Replacement	10,000
East Evans Reimer Bridge	1,000
Lower Wyandotte at Wyman Ravine - Bridge Replacement	1,000

Group 4: 2021/22-2025/26

Not available	

Group 5: 2026/27-2034/35

Locally Funded Projects

The following local projects are within the financial projections for local funds. The projects beginning on Table 6-8 are included in Appendix 1 as part of the traffic model and regional emissions analysis for air quality conformity.

Table 6-8
Projects Included in Regional Emissions Analysis
By Air Quality Analysis Year "Groups"

MTP AIR QUALITY GROUP 1 **FY '12/13 - 15/16** **15/16 (4 years)**	**PLANNED FINANCIALLY CONSTRAINED PROJECT**
BCAG	SR 70 Passing Lane - Segment 1 Ophir Rd to .1 mi south of Palermo Rd
BCAG	SR 99, Chico Aux lanes, Phase 2 & 3
Chico	Bruce Rd - between Skyway and SR 32. Widen from 2 to 4 lanes
Chico	Eaton Rd Extension - East Ave to Foothill Park East Subdivision. New 4 lanes
Chico	MLK Blvd - E. Park Ave to 20th St. Widen 2 to 4 lanes
Chico	Eaton/SR99 Interchange Improvements. Widen 2 to 4 lanes
Chico	SR 32 from 2 to 4 lanes from SR 99 to El Monte

MTP AIR QUALITY GROUP 2 **16/17-17/18** **3 Fiscal Years**	**PLANNED FINANCIALLY CONSTRAINED PROJECT**
Chico	SR 32, Eaton Road extension to SR 32 - New 4 lane facility
Chico	SR32 Widening Phase 3 - El Monte Ave to Yosemite Dr
Chico	SR99 Auxy Lanes Phase 1 - Skyway to 20th Street
Chico	SR99/East Ave Interchange Improvements
Paradise	NEW ROAD - Clark Rd to Bennet Rd. New 2 lane road w/ Class 2 lanes (1.5 miles)

MTP AIR QUALITY GROUP 3 19/20-20/21 2 Fiscal Years	PLANNED FINANCIALLY CONSTRAINED PROJECT
BCAG	SR 70 Passing Lane Project - PHASE 2. Termini @ Segment 1 . 1 mi south of Palermo to north termini of SR 70 E. Gridley Rd. Passing Lane north of Cox Rd.
Chico	Norte Dame Extension from Comanche Creek to Southgate Ave. New 2 lane road
County	*Kittyhawk Dr. Extension (SR-99 to Garner Ln.)*
Chico	SR99/Southgate Interchange Phase 1 - New Interchange to replace at grade intersection. Modify at grade interchange. Add frontage roads.

MTP AIR QUALITY GROUP 4 21/22-25/26 5 Fiscal Years	PLANNED FINANCIALLY CONSTRAINED PROJECT
Chico	Esplanade Reconstruction - From Eaton Rd to SR 99 Widen from 2 to 4 lanes
County	Southgate Ave Extension

MTP AIR QUALITY GROUP 5 26/27-34/35 9 Fiscal years	PLANNED FINANCIALLY CONSTRAINED PROJECT
BCAG	SR 70 Passing Lane Project - Phase 3. Termini at Passing lanes at E Gridley Rd to Yuba County Line. Includes 2 of 3 bridges at Co. line

Unfunded Regional Priorities Beyond Financial Constraints

SR 99 Corridor Projects - The scope of the projects is to provide a continuous merging lane to improve the traffic operations along the main corridor. The estimated cost for these improvements is $100 million.

SR 99 Passing Lane Projects - The scope of these projects is to provide for passing lanes between Gridley and the junction at SR 149. The estimated cost for these improvements is $80 million.

SR 99 Neal Road Interchange – The scope of this project is to provide for a new interchange at Neal Road and SR 99. The estimated cost for a new interchange is $30 million.

SR 70 Ophir Rd Interchange Project – The scope of this project is to provide for a new interchange at Ophir Rd near Oroville. The estimated cost for a new interchange is $30 million.

SR 70 Georgia Pacific Interchange – The scope of this project is to provide for a new interchange. The estimated cost for a new interchange is $30 million.

The Skyway over the Magalia Dam Project - The scope of this project is to add an additional two lanes of roadway over the Magalia Dam on the Skyway. This section of roadway is located between the Town of Paradise and the community of Magalia. A key concern is the number of traffic accidents that shut down traffic in both directions, causing significant delays. Emergency vehicles are also affected when accidents occur. The estimated cost for this project is $80 million.

Ridge Evacuation Route – During the public review process, concerned citizens urged BCAG to identify an evacuation route from the Paradise/Magalia Ridge. At the RTP public hearing, 109 pages of signatures were submitted expressing need for evacuation routes off the Ridge in case of a fire or other emergency. While neither specific alignment nor costs have been identified, the County would be the appropriate agency to address these concerns. BCAG has forwarded the signatures to the County for their consideration and record. However, BCAG is developing the Forest Highway 171 project as a result of needing an evacuation route/emergency access in response to these concerns. Construction is underway on the final phase 2 and phase 3 of the project. The FH 171 project is no longer included in the MTP. This project has been funded with a combination of congressional earmarks, regional funds and Public Lands Highway funds for approximately $21 million. Construction is expected to be completed by the fall of 2014.

State Highway Corridor Strategies

The purpose of the following section is to describe the state highway corridors in Butte County and to document BCAG's strategies for improvements. As a result of SB 45,

BCAG controls the programming of 75% of STIP funds within the region, not Caltrans. Caltrans will realistically help fund projects that are “interregional” in nature such as the SR 70 Corridor. As such, it is important to lay out a strategy as to what the expectations will be in the horizon for the MTP. While the majority of STIP funds are programmed at the discretion of the BCAG Board, Caltrans continues to control the programming of SHOPP (State Highway Operations and Protection Program) funds, which continues to be a priority over the STIP by the CTC.

State Route 32

State Route 32 is a primary east/west interregional highway serving local and through traffic. SR 32 is not a priority route for Caltrans, thus improvement by Caltrans will be limited to the SHOPP program and the operational and safety triggers contained in that program.

Segment Description	Long Term Future Strategy / Vision
Butte / Glenn County Line to Chico City Limits (East Ave)	Work with Caltrans to identify SHOPP projects.
East Avenue to 9th Street	BCAG to continue pursuit of grant funding to study and identify a list of specific improvements to address congestion and future land use. Support City of Chico - develop projects identified in the SR 32 Nord Avenue plan developed by BCAG.
9th Street to SR 99	BCAG to work with Caltrans and Chico to identify issues with rail crossing.
SR 99 to Yosemite	City of Chico is scheduled to widen to four lanes. Project is funded by the City of Chico and Caltrans CMIA program. Construction to widen SR 32 between SR 99 and El Monte is scheduled to begin in the summer of 2012. Funding for the segment between El Monte and Yosemite is not yet secured.
Yosemite to Tehama County Line	Work with Caltrans to identify potential SHOPP projects

SR 70

State Route 70 is a primary north/south route through Butte County. SR 70 from the Butte/Yuba County line to SR 149 is designated a high emphasis route by Caltrans and is also designated as part of the National Highway System. North of its junction with SR 149, the route traverses northeasterly as a 2 lane conventional highway.

Segment Description	Long Term Future Strategy / Vision
Butte / Yuba County Line to Ophir Rd	Work with Caltrans to identify STIP and SHOPP. Pursue passing lanes as identified or as funding permits to address safety and operations. SR 70 between the county line and Ophir Rd is BCAG's top priority. The passing lane projects are currently defined as STIP regional priorities.
Ophir Rd to junction at SR 149	Work with Caltrans to maintain 4 lane facility with the SHOPP. No significant projects are anticipated. City of Oroville may pursue separate project at Georgia Pacific Way near SR 162.
SR 149 to Tehama County Line	Work with Caltrans to identify potential SHOPP projects

SR 99

State Route 99 is primarily a north/south route through Butte County. SR 99 from its junction with SR 149 north through Chico is designated as part of the national Highway System. From the Butte/Sutter County line, SR 99 is a 5 lane facility through most of Gridley. At East Gridley Rd, BCAG is currently developing a project to keep the consistency through Gridley by providing for a left turn lane up to Magnolia Street. After Gridley, SR 99 is a rural 2 lane conventional highway up to its junction with SR 149. From SR 149, the route is a 4 lane facility through Chico up until just past Eaton Rd Interchange south of Garner Rd. North of Garner, SR 99 is a rural 2 lane conventional highway. BCAG's SR 99 Chico Auxiliary Lane Project Phase 2 & 3 are currently under construction. This project adds an auxiliary lane on SR 99 between SR 32 and E. 1st Avenue. Construction is scheduled to be completed by the spring of 2014.

Segment Description	Long Term Future Strategy / Vision
Butte / Sutter County Line to E. Biggs Rd	Complete existing STIP project in Gridley. Work with Caltrans to identify potential SHOPP projects.
E. Biggs Rd to SR 149	BCAG to work with Caltrans and County to pursue SHOPP and STIP funds for potential passing lanes to address safety and operations.
SR 149 to Skyway	BCAG to work with County and Caltrans on development of a PSR for SR 99 at Neal Road.
Skyway to Eaton Rd	Develop SR 99 Corridor projects programmed in the STIP. Work with Caltrans, Butte County, and City of Chico to develop additional projects along corridor to address safety and operations.
Eaton Rd to Butte / Tehama County Line	Work with Caltrans to identify potential SHOPP projects

SR 149

State Route 149 is a 4.5 mile west/east state highway connecting SR 70 on the east and SR 99 on the west. Construction to widen the route from 2 to 4 lanes with freeway to freeway interchanges was completed in 2010.

SR 162

State Route 162 is a primary west/east highway entering Butte County from Colusa County on the west. The rural highway serves local and through traffic. SR 162 is not a priority route for Caltrans, thus improvement by Caltrans will be limited to the SHOPP program and the operational and safety triggers contained in that program.

Segment Description	Long Term Future Strategy / Vision
Colusa / Butte County Line to SR 99.	Work with Caltrans to identify potential SHOPP projects.
SR 99 to SR 70	Traffic Signal at SR 99 (Richvale). Funded with SHOPP and Local funds.
SR 70 to Oro Dam Blvd.	Work with Caltrans and Oroville, potential TE or Operational Improvements project.
Oro Dam Blvd. to Foothill	Work with Caltrans to complete PSR to widen to 4 lanes for future project.
Foothill to end of SR 162	Work with Caltrans to identify potential SHOPP projects.

Currently Programmed and Funded Projects (RTIP & FTIP)

BCAG used the California Transportation Improvement Program System (CTIPS) to develop the following tables. All projects programmed in the FTIP and STIP are entered into this statewide database. Projects identified represent a summary of what can be found in the current 2008 STIP and 2009 FTIP, thus, ensuring consistency between the long range plan and the short range programming documents.. The following tables identify a financial summary by fiscal year and fund type for all projects programmed with the following funds:

CMAQ: Congestion Mitigation and Air Quality Program
FTA: Federal Transit Administration
HBRR: Highway Bridge Repair and Replacement Program
IIP: Interregional Improvement Program
Local: Local Agency Funds
PLH: Public Lands Highway Program
Redevelopment Funds (Local Agencies)
RIP: Regional Improvement Program
SHOPP: State Highway Operations and Protection Program
TE: Transportation Enhancements Program
HSIP: Highway Safety Improvement Program
SAFETEA-LU- Congressional Earmarks specifically identified in SAFETEA-LU
RTP: Recreation Trails Program

Table 6-9

2012/13 - 2013 FTIP Year 1

AGENCY	Title	Local Funds	RIP-State	State Bond	SHOPP	PLH/ Demo	FTA Funds	CMAQ	HBP	HSIP	SRTS	TE Funds	HM	Totals
County	Neal Road and Cohasset Road Bike Project	0	0	0	0	0	0	0	0	0	0	50	0	50
County	Midway Bridge Replacement across Butte Creek	6	0	0	0	0	0	0	44	0	0	0	0	50
County	Butte County HSIP Grouped Projects	181	0	0	0	0	0	0	0	1,437	0	0	0	1,619
County	Central House Rd Over Wymann Ravine Bridge	0	0	0	0	0	0	0	65	0	0	0	0	65
County	Guynn Rd over Lindo Channel Bridge Project	0	0	0	0	0	0	0	100	0	0	0	0	100
County	South Oroville Traffic Signal at Lower Wyandotte and Monte Vista	60	0	0	0	0	0	0	0	0	0	0	0	60
County	Oroville Park and Ride Facility	25	0	0	0	0	0	589	0	0	0	0	0	614
BCAG	Planning, Programming and Monitoring	0	148	0	0	0	0	0	0	0	0	0	0	148
BCAG	Chico Bike Map Update	0	0	0	0	0	0	0	0	0	0	32	0	32
BCAG	FTA Sec. 5307 Program - B - Line	2,592	0	0	0	0	1,670	0	0	0	0	0	0	4,262
BCAG	FTA Sec 5311 Program	2,607	0	0	0	0	469	0	0	0	0	0	0	3,076
BCAG	Butte Regional Transit Operations Center	0	0	0	0	0	1,800	0	0	0	0	0	0	1,800
BCAG	JARC Mobility Management System Project	15	0	0	0	0	59	0	0	0	0	0	0	74
Caltrans	SHOPP Highway Maintenance Grouped Projects	0	0	0	0	0	0	0	0	0	0	0	360	360

Table 6-9 – Continued

2012/13 - 2013 FTIP Year 1

AGENCY	Title	Local Funds	RIP-State	State Bond	SHOPP	PLH/ Demo	FTA Funds	CMAQ	HBP	HSIP	SRTS	TE Funds	HM	Totals
Caltrans	Butte County SHOPP Bridge Preservation Grouped Listing	0	0	0	15,517	0	0	0	0	0	0	0	0	15,517
Caltrans	Butte County SHOPP Seismic Grouped Listing	0	0	0	20,002	0	0	0	0	0	0	0	0	20,002
Chico	SR 99 Corridor Bikeway Phase 4	100	0	0	0	0	0	0	0	0	0	0	0	100
Chico	SR 99 Corridor Bikeway Phase 5 - 20th Street Crossing PE	102	0	0	0	0	0	98	0	0	0	0	0	200
Gridley	Hazel Street Rehabilitation Project	227	0	0	0	0	0	0	0	0	0	452	0	679
Oroville	Table Mountain Blvd Roundabout	9	0	0	0	0	0	75	0	0	0	0	0	84
Oroville	Oroville Signalization Synchronization Project	4	0	0	0	0	0	211	0	0	0	0	0	215
Various	FTA 5310 Grouped Listing	0	0	0	0	0	1,288	0	0	0	0	0	0	1,288
Various	Local HBP - Grouped Listing -Lump Sum	100	0	0	0	0	0	0	1,164	0	0	0	0	1,264
FY 12/13 Totals		6,028	148	0	35,519	0	5,286	973	1,373	1,437	0	534	360	51,658

Table 6-9 – Continued

2013/14 Year 2

AGENCY	Title	Local Funds	RIP-State	State Bond	SHOPP	PLH/ Demo	FTA Funds	CMAQ	HBP	HSIP	SRTS	TE Funds	HM	Totals
County	Neal Road and Cohasset Road Bike Project	0	0	0	0	0	0	0	0	0	0	10	0	10
County	Butte County HSIP Grouped Projects	38	0	0	0	0	0	0	0	346	0	0	0	384
County	South Oroville Traffic Signal at Lower Wyandotte and Monte Vista	7	0	0	0	0	0	343	0	0	0	0	0	350
County	Las Plumas Federal Safe Routes to School Project	70	0	0	0	0	0	0	0	0	941	0	0	1,012
BCAG	Planning, Programming and Monitoring	0	148	0	0	0	0	0	0	0	0	0	0	148
BCAG	FTA Sec. 5307 Program - B - Line	2,592	0	0	0	0	1,670	0	0	0	0	0	0	4,262
BCAG	FTA Sec 5311 Program	2,607	0	0	0	0	469	0	0	0	0	0	0	3,076
BCAG	Butte Regional Transit Operations Center	0	0	6,283	0	0	18,000	0	0	0	0	0	0	24,283
BCAG	SR 70 Passing Lane Projects -PSR/PDS Development	0	0	0	0	1,864	0	0	0	0	0	0	0	1,864
Caltrans	Butte County SHOPP Collission Reduction Grouped Listing	0	0	0	3,940	0	0	0	0	0	0	0	0	3,940
Caltrans	SHOPP Highway Maintenance Grouped Proejcts	0	0	0	0	0	0	0	0	0	0	0	4,840	4,840
Caltrans	Butte County SHOPP Bridge Preservation Grouped Listing	0	0	0	5,595	0	0	0	0	0	0	0	0	5,595
Caltrans	Butte County SHOPP Seismic Grouped Listing	0	0	0	3,918	0	0	0	0	0	0	0	0	3,918
Chico	SR 99 Corridor Bikeway Phase 4	50	0	0	0	0	0	0	0	0	0	0	0	50
Chico	SR 32 Multi Modal Improvements Project	2,383	0	0	0	0	0	1,117	0	0	0	0	0	3,500
Oroville	Table Mountain Blvd Roundabout	25	0	0	0	0	0	1,215	0	0	0	0	0	1,240
FY 13/14 Totals		7,772	148	6,283	13,453	1,864	20,139	2,676	0	346	941	10	4,840	58,471

Table 6-9 – Continued

2014/15 Year 3

AGENCY	Title	Local Funds	RIP-State	State Bond	SHOPP	PLH/ Demo	FTA Funds	CMAQ	HBP	HSIP	SRTS	TE Funds	HM	Totals
County	Neal Road and Cohassset Road Bike Project	0	0	0	0	0	0	0	0	0	0	1,440	0	1,440
County	Butte County HSIP Grouped Projects	899	0	0	0	0	0	0	0	2,421	0	0	0	3,320
BCAG	Planning, Programming and Monitoring	0	148	0	0	0	0	0	0	0	0	0	0	148
BCAG	FTA Sec. 5307 Program - B - Line	2,592	0	0	0	0	1,670	0	0	0	0	0	0	4,262
BCAG	FTA Sec 5311 Program	2,607	0	0	0	0	469	0	0	0	0	0	0	3,076
BCAG	Butte Regional Transit Bus Replacement Program	156	0	0	0	0	0	1,793	0	0	0	0	0	1,949
Chico	SR 99 Corridor Bikeway Phase 4	67	0	0	0	0	0	883	0	0	0	0	0	950
Various	Local HBP - Grouped Listing -Lump Sum	0	0	0	0	0	0	0	670	0	0	0	0	670
FY 14/15 Totals		6,321	148	0	0	0	2,139	2,676	670	2,421	0	1,440	0	15,814

Table 6-9 – Continued

2015/16 Year 4

AGENCY	Title	Local Funds	RIP-State	State Bond	SHOPP	PLH/ Demo	FTA Funds	CMAQ	HBP	HSIP	SRTS	TE Funds	HM	Totals
County	Butte County Capital Replacement Program - Grouped Listing	12	0	0	0	0	0	638	0	0	0	0	0	650
BCAG	Planning, Programming and Monitoring	0	94	0	0	0	0	0	0	0	0	0	0	94
BCAG	FTA Sec. 5307 Program - B - Line	2,592	0	0	0	0	1,670	0	0	0	0	0	0	4,262
BCAG	FTA Sec 5311 Program	2,607	0	0	0	0	469	0	0	0	0	0	0	3,076
BCAG	Butte Regional Transit Bus Replacement Program	755	0	0	0	0	0	707	0	0	0	0	0	1,461
Caltrans	Butte County SHOPP Mandates Grouped Listing	0	0	0	4,002	0	0	0	0	0	0	0	0	4,002
Chico	SR 99 Cohasset Rd Interchange Direct SB On Ramp	464	0	0	0	0	0	736	0	0	0	0	0	1,200
Oroville	Oroville Street Sweeper Replacement Project	4	0	0	0	0	0	219	0	0	0	0	0	223
Oroville	City of Oroville Motor Grader Replacement Project	35	0	0	0	0	0	185	0	0	0	0	0	220
Oroville	City of Oroville Water Truck Replacement Project	4	0	0	0	0	0	191	0	0	0	0	0	195
Various	Local HBP - Grouped Listing -Lump Sum	0	0	0	0	0	0	0	1,435	0	0	0	0	1,435
FY 15/16 Totals		6,473	94	0	4,002	0	2,139	2,676	1,435	0	0	0	0	16,818

Table 6-9 – Continued

2016/17 Year 5 For Information Only in the FTIP

AGENCY	Title	Local Funds	RIP-State	State Bond	SHOPP	PLH/ Demo	FTA Funds	CMAQ	HBP	HSIP	SRTS	TE Funds	HM	Totals
County	Midway Bridge Replacement across Butte Creek	313	1,499	0	0	0	0	0	13,991	0	0	0	0	15,803
County	Central House Rd Ovedr Wymann Ravine Bridge	0	0	0	0	0	0	0	1,700	0	0	0	0	1,700
County	Guynn Rd over Lindo Channel Bridge Project	0	0	0	0	0	0	0	2,671	0	0	0	0	2,671
BCAG	Planning, Programming and Monitoring	0	202	0	0	0	0	0	0	0	0	0	0	202
Various	Local HBP - Grouped Listing - Lump Sum	1,818	0	0	0	0	0	0	19,565	0	0	0	0	21,383
FY	16/17 Totals	2,131	1,701	0	0	0	0	0	37,927	0	0	0	0	41,759

2013 FTIP Through Amendment #1 4 year Summary - *Dec 2012*	Local Funds	RIP-State	State Bond	SHOPP	Demo	FTA Funds	CMAQ	HBP	HSIP	SRTS	TE Funds	HM	Totals
	26,593	538	6,283	52,974	1,864	29,702	9,000	3,478	4,204	941	1,984	5,200	142,761

Source: CTIPS AB1012 Report by Fiscal Report for BCAG – November 2012

Fund Type Summary Report

Fund Category	Fund Type	12/13	13/14	14/15	15/16	Sub Total	Total
Local Funds	Local Transportation Funds Fund Total	$429	$38	$1,055	755	$2,277	
	City Funds	$2,807	$5,050	$2,659	3,099	$13,615	
	County Funds	$2,791	$2,684	$2,607	2,619	$10,701	$26,593
CMAQ	Congestion Mitigation	$973	$2,676	$2,676	2,676	$9,000	$9,000
Demo	Demonstration - TEA21	$0	$1,864	$0	0	$1,864	$1,864
FTA Funds	5307 (FHWA Transfer)	$1,800	$0	$0	0	$1,800	
	5310 Elderly & Disabilities	$1,288	$0	$0	0	$1,288	
	5311 - Non Urbanized	$469	$469	$469	469	$1,877	
	5307 UZA Area Operating	$1,670	$1,670	$1,670	1,670	$6,678	
	5309(c) - Bus Fund Total	$0	$18,000	$0	0	$18,000	
	5316 Job Access and Reverse Commute Program	$59	$0	$0	0	$59	$29,702
Highway Maintenance	National Hwy System Fund Total	$360	$4,840	$0	0	$5,200	$5,200
SHOPP	Bridge Preservation - Advance Construction (AC)	$35,519	$9,513	$0	0	$45,032	
	Collision Reduction - Advance Construction (AC)	$0	$3,940	$0	0	$3,940	
	Mandates - Advance Construction (AC)	$0	$0	$0	4,002	$4,002	$52,974
Local HBP	Highway Bridge Program	$1,373	$0	$670	1,435	$3,478	$3,478
HSIP	Federal Highway Safety Improvement Program	$1,437	$346	$2,421	0	$4,204	$4,204
SRTS	Federal Safe Routs to School (SRTS) Program	$0	$941	$0	0	$941	$941
RIP	State Cash	$148	$148	$148	94	$538	
	STP Enhancement Fund Total	$452	$0	$0	0	$452	
	STP Enhancements Fund Total	$82	$10	$1,440	0	$1,532	$2,522
State Bond	Public Transportation Modernization, Improvement,	$0	$6,283	$0	0	$6,283	$6,283
Total Programmed for all Funds:		$51,658	$58,471	$15,814	$16,818	$142,761	**$142,761**

Source: CTIPS Fund Type Summary Report by MPO for BCAG

TRANSIT

Background

With full support from each of the jurisdictions, a fully consolidated transit system known as Butte Regional Transit (B-Line) went into place in July 2005. This was the result of a coordinated study which evaluated the feasibility of establishing countywide consolidated transit services (CCTS) and determined it was more cost efficient to administer and operate public transit services within the cities and county under one consolidated system, while at the same time providing the opportunity to improve the overall quality of the service.

Butte County has a countywide public transit system that provides both inter-city and intra-city transit services. The B-Line provides two basic types of transit services, Fixed Route and Paratransit.

The Fixed Route service is characterized by transit vehicles, usually larger buses, which arrive at specific fixed locations (bus stops) on a specific time schedule. Passengers avail themselves of this system by standing at a designated bus stop at the scheduled time. Sections of some rural routes have been designated flag stops, where passengers may “flag” the bus at any safe location along the route. No prearrangement or reservations are necessary to use the fixed route service.

The Paratransit service is a door-to-door service that is comparable to a subsidized taxi service, and provides the Americans with Disabilities Act (ADA) complementary service as well as Dial-a-Ride service. Smaller vehicles are used to pick up and drop off riders at requested locations within the operating area of the system. Rides must be prearranged and scheduled with a dispatcher. These services are shared ride services where several people may share the vehicle at one time. This service is available to individuals who are disabled or senior citizens.

Transit Fares and Operating Schedules

Transit fares are kept as low as possible for the region while at the same time ensuring that the farebox recovery requirements set by the Transportation Development Act (TDA) are met. Table 7-1 documents the specific rate for each type of transit service. The operating schedule and route selection is the result of analyzing the system to maximize ridership with the available funding. In addition, BCAG conducts the annual Unmet Transit Needs Process (UTN) to solicit input on a regular basis. The UTN Process is discussed further later in this chapter. Changes to the system are typically the result of input by the public during the UTN process.

Purpose and Need

The purpose of the transit service in Butte County is to provide transportation services to the citizens of Butte County, and comply with the statutes of the Transportation Development Act and the Americans with Disabilities Act. The transit system in Butte County is a critical component to the region's overall transportation network. The system serves commuters, low income families, disabled individuals, and students, as well as the elderly.

The transit system improves the air quality by providing an alternative to the single occupant vehicle, improves congestion on local roads and highways, and provides for an alternative mode of travel. In addition, the majority of the vehicles in the fixed route fleet use Compressed Natural Gas (CNG), along with a mixture of clean diesel vehicles.

The purpose and need for the "lump sum" of capital and operations expenditures is to purchase transit vehicles and equipment as well as provide the needed daily operations of the services. The replacement of old transit vehicles is necessary to ensure the continuation of services to meet the needs of Butte County residents.

FIXED ROUTE TRANSIT SERVICE

Butte Regional Transit provides Local service within the areas of Chico, Gridley/Biggs, Oroville, and Paradise/Magalia. B-Line also provides Regional service as a connector between each of these local areas, as well as unincorporated areas of the county. Each of these jurisdictions contributes a share of their TDA funds for the operation of transit service in their area.

A 20-page full color brochure is available on all B-Line buses and several locations around the county. This brochure contains schedules and maps of all 20 B-Line routes, as well as detailed information on using the system. The most recent update/revision of this brochure was printed in May 2012.

In August 2007, the entire B-Line fixed route fleet had GFI Odyssey electronic fareboxes installed. These fareboxes allow for more detailed tracking of passengers, and more accurate data collection and reporting options. In Fall 2011 AVL/GPS equipment was installed on all the vehicles to allow for better tracking and management of the fleet, and more efficient scheduling.

Fixed Route and Flexible Route Services

Six intercity fixed-routes are provided on the B-Line. They are summarized below.

Route 20 Chico – Oroville. This intercity route operates between Chico and Oroville seven days a week. Weekday service begins at 5:50 AM and ends at 7:59 PM. Weekend service begins at 7:50 AM and ends at 6:00 PM. Weekday

headways on Route 20 are 60 minutes peak, and 120 minutes midday; and weekend headways are 120 minutes. Total round-trip between Chico and Oroville is approximately one hour and 50 minutes with a layover in Oroville.

The major stops and timepoints on Route 20 are: Chico Transit Center, Fir Street Park and Ride, Forest Ave Xfer (WalMart & Bank), Butte County Administration and Oroville Transit Center (Mitchell & Spencer).

Route 30 Oroville – Gridley – Biggs. Route 30 operates between Oroville and Biggs with stops in Palermo and Gridley, Monday through Saturday. Weekday service begins in Oroville at 7:45 AM and ends in Oroville at 5:02 PM. Saturday service begins at 8:47 AM and ends at 4:53 PM. Weekday headways are approximately four hours and Saturday headways are 120 minutes. During the weekday, there is a five-minute layover in Biggs and vehicles go out of service in Oroville between each return trip. On Saturday, there is a five-minute layover in Biggs and a 15-minute layover in Oroville. Total round-trip travel time between Oroville and Biggs is approximately one hour and 40 minutes.

The major stops and timepoints on Route 30 are: Oroville Transit Center (Mitchell & Spencer), Lincoln & Palermo (Palermo), Heritage Oaks Mall (Gridley) and 6th and B Streets in Biggs.

Route 31 Paradise – Oroville. Route 31 provides one morning trip and one evening trip between Paradise and Oroville on weekdays only. The morning trip begins at the Paradise Transit Center at 6:45 AM and arrives at the Oroville Transit Center (Mitchell & Spencer) at 7:33 AM. The evening trip leaves the Oroville Transit Center at 5:05 PM and ends in Paradise at 5:56 PM. The total travel time between Paradise and Oroville is approximately 50 minutes. Vehicles will go out of service at the end of each trip.

Major stops and timepoints on Route 31 are: Almond & Birch (Paradise), Clark & Wagstaff (Paradise), Clark & Pearson (Paradise), County Public Works (Oroville) and the Oroville Transit Center (Mitchell & Spencer).

Route 32 Gridley – Chico. Route 32 provides one morning trip and one evening trip between Gridley and Chico on weekdays only. The morning trip begins in Biggs at 6:40 AM, serves Gridley at 6:51 AM and arrives at the Chico Transit Center at 7:40 AM. The evening trip leaves the Chico Transit Center at 5:20 PM and ends in Biggs at 6:20 PM. The total travel time between Gridley and Chico is approximately 60 minutes. Vehicles will go out of service at the end of each trip.

Major stops and timepoints on Route 32 are: City Hall - 6th & C St (Biggs), Spruce & SR 99 (Gridley), Midway & Durham Dayton Hwy (Durham), and the Chico Transit Center.

Route 40 Paradise – Chico. Route 40 provides service between Paradise and Chico, seven days a week. Weekday service begins in Paradise at 6:00 AM and ends in Chico at 7:26 PM. Weekday headways are approximately 120 minutes, with more frequent service during the evening peak hours. Saturday service begins at 7:50 AM in Chico and ends at 7:03 PM in Paradise. Sunday service begins at 9:50 AM in Chico and end at 6:00 PM in Chico. Round trip travel times between Paradise and Chico are approximately an hour and 52 minutes with a 10-minute layover scheduled in Paradise. During the school year, one additional run, 40 Express, leaves Paradise Transit Center at 6:44 a.m., and once in Chico

heads directly downtown, arriving at 7:35 a.m. For most runs, Route 40 alternates with Route 41.

Major stops and timepoints on Route 40 are: Chico Transit Center, Forest Ave Xfer @ WalMart (Chico), Almond & Birch (Paradise) and Skyway & Wagstaff (Paradise).

Route 41 Magalia – Chico. Route 41 provides service between Magalia and Chico, weekdays. Service begins in Magalia at 5:37 AM and ends in Paradise at 6:53 PM. Headways are approximately 130 minutes, with some variation during the peak hours. Round trip travel times between Magalia and Chico are approximately two hours and 10 minutes. For most runs, Route 41 alternates with Route 40. Saturday service is available between Magalia and Paradise on three round trip loops, one in the morning, one midday and one in late afternoon.

Major stops and timepoints on Route 41 are: Skyway & Colter (Paradise Pines), Lakeridge @ Holiday Market (Magalia), Skyway & Wagstaff (Paradise), Almond & Birch (Paradise), Forest Ave Xfer (WalMart & Bank) (Chico) and the Chico Transit Center.

In Chico, there are nine local fixed routes. In November 2010 numerous changes were implemented on the Chico routes to improve system performance. Minor adjustments to these changes were made in April 2011 and again in May 2012. It is important to note that most routes in Chico are timed to depart the Chico Transit Center at approximately 0:50 minutes past the hour in the mornings and 0:10 minutes past the hour in the afternoons. Also, many of the routes in the system are through-routed (interlined) with each other to improve connectivity and reduce the number of vehicles that are required to operate service. Each of the Chico routes is summarized below.

Route 2 – Mangrove. Route 2 provides service between the Chico Transit Center and Ceres & Lassen via Mangrove and Cohasset. Service is provided every 30-minutes during the peak morning hours and every 60-minutes at all other times of the day. Monday through Friday service begins at 6:15 AM at Ceres & Lassen and ends at Ceres & Lassen at 8:34 PM. Saturday service begins at 8:15 AM at Ceres & Lassen and ends at 6:56 PM at the Chico Transit Center. Round trip running time on Route 2 is approximately 45 minutes with layover time at the Chico Transit Center. During peak times Route 2 is through-routed with Route 7 at Ceres & Lassen.

Major stops and timepoints along Route 2 are: The Chico Transit Center, 5th & Mangrove, Parmac & Rio Lindo, North Valley Plaza and Ceres & Lassen.

Route 3 – Nord/East. Route 3 provides service between the Chico Transit Center and North Valley Plaza via Nord and East. Service is provided every 60-minutes at most times of the day with the exception of several AM peak-hour times where service increases to 30-minutes. Monday through Friday service on Route 3 begins at 6:18 AM at North Valley Plaza and ends at 9:00 PM at the Chico Transit Center. Saturday service begins at 8:50 AM at North Valley Plaza and ends at 7:00 PM at the Chico Transit Center. Round trip running time on Route 3 is 49 minutes with layover time at the Chico Transit Center. Route 3 is through-routed with Route 4 at North Valley Plaza.

Major stops and timepoints on Route 3 are: Chico Transit Center, West 8th Avenue & Nord, East & Nord, East & Esplanade and North Valley Plaza.

Route 4 – First/East. Route 4 provides service between the Chico Transit Center and North Valley Plaza via E. First, Manzanita and East. Service is provided every 60-minutes at most times of the day with limited 30-minute service during peak hours. Monday through Friday service begins at 6:15 AM at North Valley Plaza and ends at 8:59 PM at the Chico Transit Center. Saturday service begins at the Chico Transit Center at 8:50 AM and ends at the Chico Transit Center at 6:59 PM. Round trip running time on Route 4 is 49 minutes with layovers at the Chico Transit Center and North Valley Plaza. Route 4 is through-routed with Route 3 at North Valley Plaza.

Major stops and timepoints on Route 4 are: Chico Transit Center, Chico Junior HS, First & Longfellow, Pleasant Valley HS and North Valley Plaza.

Route 5 – East 8th Street. Route 5 provides service between the Chico Transit Center and the Chico Mall via E. 8th/E. 9th and Forest. Service is provided every 60-minutes most of the time on weekdays with limited 30 minute AM and PM peak hour service and every 60-minutes on Saturdays. Monday through Friday service begins at 6:15 AM at the Forest Ave Xfer (Bank) and ends at 8:34 PM at the Forest Ave Xfer (Bank). Saturday service begins at 8:15 AM at the Forest Ave Xfer (Bank) and ends at 6:59 PM at the Chico Transit Center. Round trip running time on Route 5 is 49 minutes with a layover at the Chico Transit Center.

Major stops and timepoints on Route 5 are: Chico Transit Center, 9th Street & Pine, 8th Street and Highway 32, 8th Street and Olive and the Forest Ave Xfer (Bank).

Route 7 – Bruce/Manzanita. Route 7 provides service between the Forest Ave Xfer (Bank)/Chico Mall and Pleasant Valley High School via Huntington, Forest Ave, Bruce and Manzanita to Ceres/Lassen. Route 7 is the only route in Chico that does not provide service to the Chico Transit Center. Monday through Friday service on Route 7 is provided during peak AM and PM hours only. Service on Monday through Friday begins at 6:45 AM at the Forest Ave Xfer (Bank) and ends at 5:26 PM at Ceres and Lassen. Route 7 is through-routed with Route 2 at Ceres and Lassen. Round trip running time on Route 7 is 51 minutes.

Major stops and timepoints on Route 7 are: Forest Ave Xfer (Bank), Marsh Junior HS, Sierra Sunrise Village, Pleasant Valley HS and Ceres and Lassen.

Route 8 – Nord. Route 8 is a student shuttle that directly connects CSU-Chico with student neighborhoods northwest of the campus. Route 8 also provides a connection to other routes at the Chico Transit Center at 2nd and Salem. Route 8 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Friday service begins at 7:34 AM at W. 8th Avenue & Nord and ends at 9:34 PM at the Chico Transit Center. Friday service ends at 4:04 PM at the Chico Transit Center. Round trip running time on Route 8 is 24 minutes and there is no scheduled layover time between runs. Route 8 is through-routed with Route 9 at the Chico Transit Center.

Route 9 – Warner/Oak. Route 9 is also a student shuttle that directly connects CSU-Chico with student neighborhoods north and south of the campus. Route 9

also provides a connection to other routes at the Chico Transit Center at 2nd & Salem. Like Route 8, Route 9 provides 30-minute service Monday through Friday only while CSU-Chico is in session. Monday through Friday service begins at 7:33 AM at 4th Avenue & Cedar and ends at 10:01 PM at the Chico Transit Center. Friday service ends at 4:01 PM at the Chico Transit Center. Round trip running time on Route 9 is 27 minutes and there is no scheduled layover time between runs. Route 9 is through-routed with Route 8 at the Chico Transit Center.

Route 9C- Cedar Loop. Route 9C is a limited service loop that only operates when the regular Route 9 (Student Shuttle) is not running, including: Fridays after 4 PM (year round), Saturdays year round and CSUC breaks. Friday afternoon service begins at 5:10 PM at the Chico Transit Center and ends at 8:24 PM at the Chico Transit Center. Saturday service begins at 8:30 AM at the Chico Transit Center and ends at 6:24 PM at the Chico Transit Center. Monday through Friday service, when the regular Route 9 is not running, begins at 7:50 AM at the Chico Transit Center and ends at 8:24 PM at the Chico Transit Center.

Route 15 – Forest/MLK/Park – Lassen/Esplanade. Route 15 provides service along the Esplanade and Park Ave corridor; from Ceres/Lassen at the north end to the Forest Ave Xfer point in the south. Monday through Friday Route 15 provides 20-minute service during AM and PM peak hours and 30 minute service throughout the rest of the day and 60 minutes in the evenings. Saturday Route 15 provides 60 minute service. Route 15 is split into the 15N serving Esplanade/Lassen to the Chico Transit Center and the 15S serving the Chico Transit Center to Park Ave/MLK/ Forest Ave. Round trip running time on Route 15 is approximately 46 minutes for each loop.
Route 15N Monday through Friday service begins at 6:15 AM at Ceres & Lassen and ends at 9:34 PM at Ceres & Lassen. Saturday service begins at 7:50 AM at the Chico Transit Center and ends at 6:34 PM at Ceres & Lassen.

Major stops and timepoints on Route 15N are: Chico Transit Center, Esplanade & 5th, Esplanade & East, Lassen & Cohasset and Ceres & Lassen.

Route 15S Monday through Friday service begins at 6:18 AM at the Forest Ave Xfer (WalMart) and ends at 9:38 PM at the Forest Ave Xfer (WalMart). Saturday service begins at 7:50 AM at the Chico Transit Center and ends at 6:57 PM at the Chico Transit Center.

Major stops and timepoints on Route 15S are: Chico Transit Center, 20th St & E. Park, E. Park & MLK, Forest Ave Xfer (Bank) and Forest Ave Xfer (WalMart).

Route 16 – Esplanade/SR 99. Route 16 provides service from the Chico Transit Center to Esplanade and SR 99. Route 16 provides 60 minute service Monday through Saturday. Monday through Friday service begins at 6:55 AM at Esplanade & SR 99 and ends at 6:55 PM at Esplanade & SR 99. Saturday service begins at 7:55 AM at Esplanade & SR 99 and ends at 5:55 PM at Esplanade & SR 99. Route 16 is through routed with Route 15 at the Chico Transit Center.

Major stops and timepoints on Route 16 are: Chico Transit Center, Esplanade & 5th, Rio Lindo & Parmac, East & Esplanade and Esplanade and SR 99.

Both Oroville and Paradise also have local fixed route service. These services are summarized below.

Route 24 – Thermalito. Route 24 provides service from the Oroville Transit Center (Mitchell & Spencer) along Mitchell and Feather River Blvd to Thermalito and Butte County Public Works/Administration. Route 24 provides 60 minute service Monday through Friday with a 1 hour layover midday. Service begins at 6:34 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 7:30 PM at the Oroville Transit Center (Mitchell & Spencer). Route 24 is timed to connect with the Route 20 at Butte County Public Works for transfers to Chico. Total round trip running time on Route 24 is 36 minutes. Route 24 is through routed with Route 27.

Major stops and timepoints on Route 24 are: Oroville Transit Center (Mitchell & Spencer), 14th & Grand and Public Works/Administration.

Route 25 – Oro Dam. Route 25 provides service from the Oroville Transit Center (Mitchell & Spencer) to the Feather River Cinemas and Downtown. Route 25 provides 60 minute service Monday through Friday with a 1 hour layover midday. Service begins at 6:12 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 6:50 PM at the Oroville Transit Center (Mitchell & Spencer). Total round trip running time on Route 25 is 18 minutes. Route 25 is through routed with Route 26.

Major stops and timepoints on Route 25 are: Oroville Transit Center (Mitchell & Spencer) and Feather River Cinemas.

Route 26 – Olive Highway/Kelly Ridge. Route 26 provides service from the Oroville Transit Center (Mitchell & Spencer) along Olive Highway to Gold Country Casino and Kelly Ridge as well as serving the Orange and Acacia area. Monday through Friday Route 26 provides 60 minute service to South Oroville and Gold Country Casino and alternating 120 minute service to Kelly Ridge (5 trips per day) and the Orange & Acacia area (6 trips per day). Service begins at 6:33 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 6:21 PM at the Oroville Transit Center (Mitchell & Spencer). Total running time for Route 26 is between 28 and 34 minutes depending on which alternate loop it is running. Route 26 is through routed with Route 25.

Major stops and timepoints on Route 26 are: Oroville Transit Center (Mitchell & Spencer), D St & Meyers, Gold Country Casino, Kelly Ridge & Royal Oaks, Oroville Hospital and Orange & Acacia.

Route 27 – South Oroville. Route 27 provides service from the Oroville Transit Center through South Oroville to Las Plumas High School. Route 27 provides 60 minute service Monday through Friday, with a 1 hour layover at 10 AM. Monday through Friday service begins at 7:10 AM at the Oroville Transit Center (Mitchell & Spencer) and ends at 6:50 PM at the Oroville Transit Center (Mitchell & Spencer). Total running time for Route 27 is 20 minutes. Route 27 is through routed with route 24.

Major stops and timepoints on Route 27 are: Oroville Transit Center (Mitchell & Spencer), Las Plumas High School and Meyers & D St.

Route 46 – Feather River Hospital. Route 46 operates along a fixed route between the Paradise Transit Center and Feather River Hospital. Three trips are made daily between the Paradise Transit Center (Almond & Birch), and Feather River Hospital. The three trips from Almond & Birch leave at 9:41 AM, 1:41 PM and 5:01 PM and return to Almond & Birch at 10:08 AM, 2:08 PM and 5:28 PM. Total round trip running time on Route 46 is 30 minutes and is timed to connect with Route 40 at the Paradise Transit Center on both the Eastbound and Westbound runs. Operation of Route 46 is coordinated through B-Line Paratransit rather than the fixed-route and intercity services (see "B-Line Paratransit" section below).

Major stops and timepoints on Route 46 are: Paradise Transit Center (Almond & Birch) and Feather River Hospital.

Days and Hours of Operation and Fleet Requirement

The following table summarizes the services that will be provided on B-Line and shows the days and hours of operation of all fixed route services. The table also shows how many buses are required for each route (fleet requirement) and peak-hour headways.

Figure 1: Hours of Operation and Fleet Requirements

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
Intercity Routes			
Route 20 Chico – Oroville	Monday – Friday 5:50 AM – 7:59 PM Saturday/Sunday 7:50 AM – 6:00 PM	3	M-F: 60 min. Sat/Sun: 120 min.
Route 30 Oroville – Gridley – Biggs	Monday – Friday 7:45 AM – 5:02 PM Saturday 8:47 AM – 4:53 PM	1	M-F: 240 min. Sat: 120 min.
Route 31 Paradise – Oroville	Monday – Friday One round-trip: 6:45 AM – 7:33 AM and 5:05 PM – 5:56 PM	0*	M-F: One round-trip
Route 32 Gridley – Chico	Monday – Friday One round-trip: 6:40 AM – 7:40 AM and 5:20 PM – 6:20 PM	1	M-F: One round-trip
Route 40 Paradise – Chico	Monday – Friday 6:00 AM – 7:26 PM Saturday 7:50 AM – 7:03 PM Sunday 9:50 AM – 6:00 PM	3	M-F: 120 min. Sat/Sun: 120 min.
Route 41 Paradise Pines – Chico	Monday – Friday 5:50 AM – 6:53 PM Saturday 9:45 AM – 6:03 PM	1	M-F: 120 min. Sat: three trips in Magalia loop only

Route	Hours of Operation	Fleet Requirement	Peak Hour Headway
Local Chico Routes			
Route 2 Mangrove**	Monday – Friday 6:15 AM – 8:34 PM Saturday :8:15 AM – 6:56 PM	2	M-F: 60 min. Sat: 60 min.
Route 3 Nord/East**	Monday – Friday 6:18 AM – 9:00 PM Saturday : 8:50 AM – 7:00 PM	2	M-F: 30 min. Sat: 60 min.
Route 4 First/East**	Monday – Friday 6:15 AM – 8:59 PM Saturday : 8:50 AM – 6:59 PM	2	M-F: 30 min. Sat: 60 min.
Route 5 E. 8th Street	Monday – Friday 6:15 AM – 8:34 PM Saturday : 8:15 AM – 6:59 PM	2	M-F: 30 min. Sat: 60 min.
Route 7 Bruce/Manzanita**	Monday – Friday 6:46 AM – 6:36 PM Saturday : 8:46 AM – 6:36 PM	1	M-F: 60 min.
Route 8 Nord**	Monday – Thursday 7:00 AM – 7:30 PM Friday : 7:00 AM – 3:00 PM	1	M-F: 30 min.
Route 9 Warner/Oak**	Monday – Thursday 7:38 AM – 7:08 PM Friday : 7:38 AM – 4:08 PM	1	M-F: 30 min.
Route 15 Park/MLK/Forest- Esplanade/Lassen	Monday – Friday 6:15 AM – 9:38 PM Saturday: 7:50 AM – 6:57 PM	5	M-F: 20 min. Sat: 30 min.
Route 16 Esplanade/SR99	Monday – Friday 6:55 AM – 6:55 PM Saturday :7:55 AM – 5:55 PM	1	M-F: 60 min. Sat: 60 min.
Local Oroville/Paradise Routes			
24 Thermalito *Interlined with 27	Monday – Friday 6:34 AM – 7:30 PM	0.5	M-F: 60 min.
25 Oro Dam *Interlined with 26	Monday – Friday 6:12 AM – 6:50 PM	0.5	M-F: 60 min.
26 Olive Highway *Interlined with 25	Monday – Friday 6:33 AM – 6:21 PM	0.5	M-F: 60 min.
27 South Oroville *Interlined with 24	Monday – Friday 7:10 AM – 6:50 PM	0.5	M-F: 60 min.
46 Fher River Hospital-Paradise	Monday – Friday 9:41 AM – 5:28 PM	1 paratransit vehicle	M-F: three trips daily

** Route 31 is through-routed with Route 30 and therefore does not require an extra vehicle.*
*** Routes 2, 3, 4 and 7 are all through-routed with each other at various times. Routes 8 and 9 are through-routed with each other.*

Estimated Annual Fixed Route Vehicle Service Hours

Figure 2 provides an estimate of annual vehicle service hours for all B-Line fixed routes. Vehicle service hours are defined as all the time buses are in service during established hours and over established routes, or as specifically authorized by BCAG. All time during which buses are not in service for the purpose of transporting passengers, including but not limited to platform time, driving buses to or from Contractor facilities for any reason (maintenance, fueling, driver relief, etc.) and all other vehicle operations for purposes other than passenger transportation, do not constitute vehicle service hours.

Figure 2: Estimated Annual Fixed Route Vehicle Service Hours

Route	Estimated Annual Vehicle Service Hours
Intercity Routes	
20 Chico – Oroville	7,345
30 Oroville – Gridley – Biggs	1,637
31 Paradise – Oroville	470
32 Gridley – Chico	508
40 Paradise – Chico	5,225
41 Paradise Pines – Chico	3,997
Intercity Subtotal	**19,182**
Local Chico Routes	
2 Mangrove	4,385
3 & 4 Nord/East-First/East	9,480
5 E. 8th Street	5,206
7 Bruce/Manzanita	1,605
8 & 9 Nord – Warner/Oak	3,544
9C Warner/Oak (Non-Student Shuttle)	387
15 & 16 Park/MLK/Forest-Esplanade/SR 99	19,653
Local Chico Routes Subtotal	**44,260**
Local Paradise Route	
46 Feather River Hospital	343
Local Paradise Route Subtotal	**343**
Local Oroville Routes	
24 & 27 Thermalito & Las Plumas	2,946
25 & 26 Central Oroville & Kelly Ridge	2,858
Local Oroville Routes Subtotal	**5,804**
TOTAL Estimated Fixed Route Annual Vehicle Service Hours	**69,589**

Legal Holidays

Both fixed route and paratransit service shall not be provided on the following six (6) legal holidays:

1. New Year's Day
2. Memorial Day
3. Independence Day
4. Labor Day
5. Thanksgiving Day
6. Christmas Day

Transit Fleet

B-Line fixed route currently has a fleet of 67 vehicles. This includes a mixture of clean diesel, CNG and of varying manufacturers and sizes from 30 to 40 feet. All vehicles are fully wheelchair lift equipped.

Regional Transit Fares

Fares

	Local Service L	Regional Service R
Cash		
Regular	$ 1.40	$ 1.80
Discount *	$ 0.70	$ 0.90
Student (6-18)	$ 1.00	$ 1.30
Child (under 6)	2 free **	2 free **
2-Ride Pass		
Regular	$ 2.80	$ 3.60
Discount *	$ 1.40	$ 1.80
Student (6-18)	$ 2.00	$ 2.60
10-Ride Pass		
Regular	$ 12.60	$ 16.20
Discount *	$ 6.30	$ 8.10
Student (6-18)	$ 9.00	$ 11.70
30-Day Pass		
Regular	$ 35.00	$ 43.00
Discount *	$ 18.00	$ 22.50
Student (6-18)	$ 25.00	$ 30.00
All-Day Pass		

For $3.75 an All Day Pass can be purchased directly from the bus driver for unlimited access to the entire system for the day.

* *Discount fares apply to seniors (65 or older with proof of age), disabled and those with a valid medicare card.*

** *Two children ride free with each paying adult.*

Figure 7-1
Chico Area Transit Routes

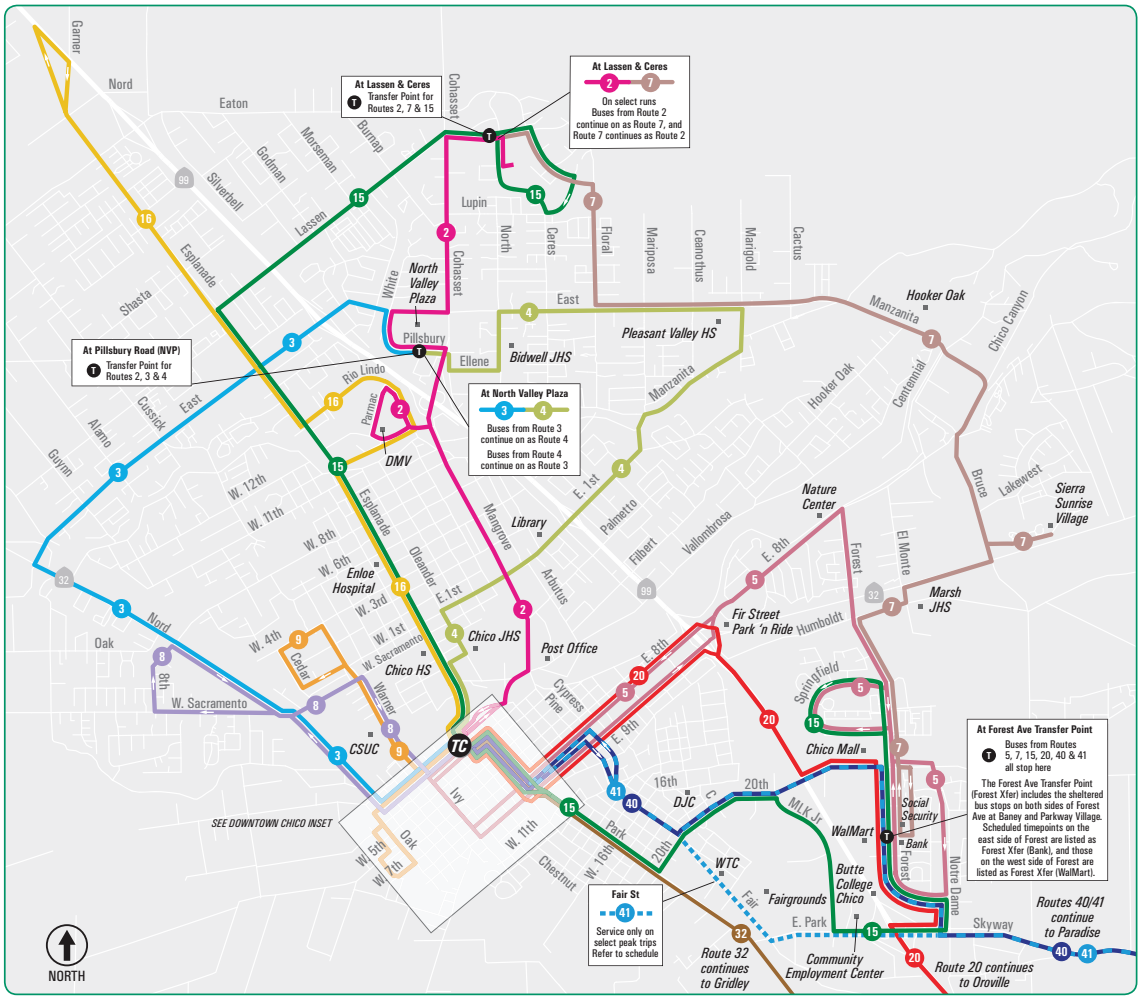


Figure 7-2
Chico Area Transit Routes
Downtown Insert

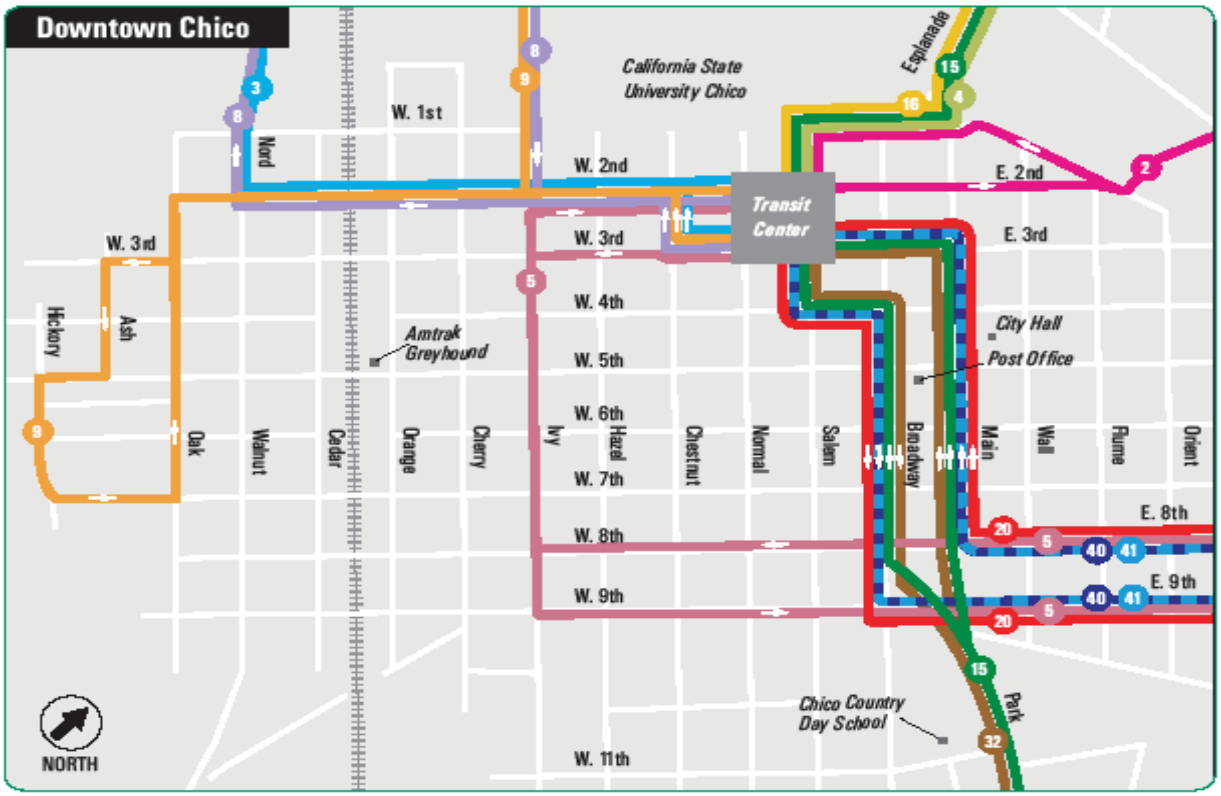


Figure 7-3
Chico Area Transit Routes
Downtown Transit Center

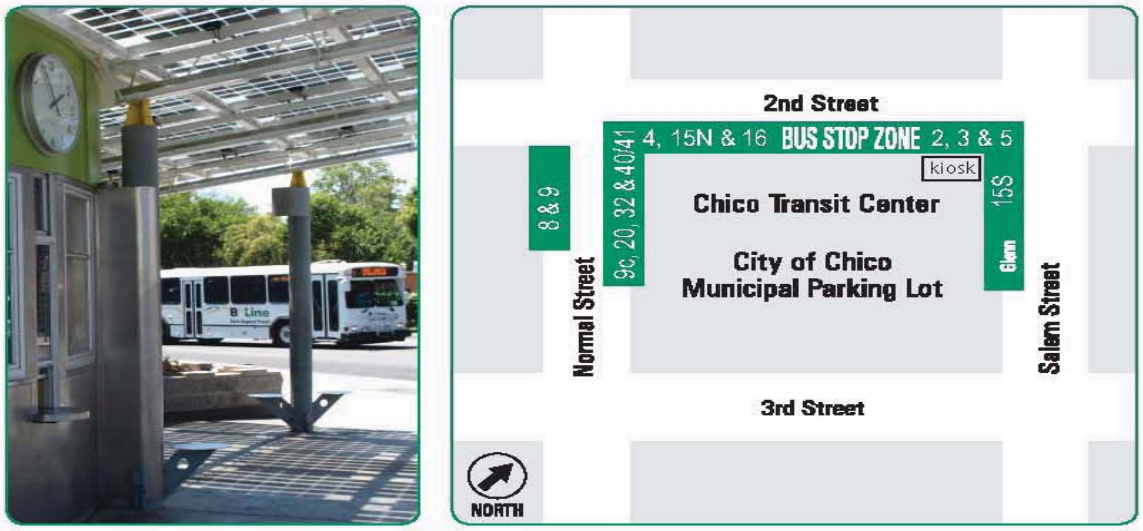


Figure 7-4
Oroville Area Transit Routes

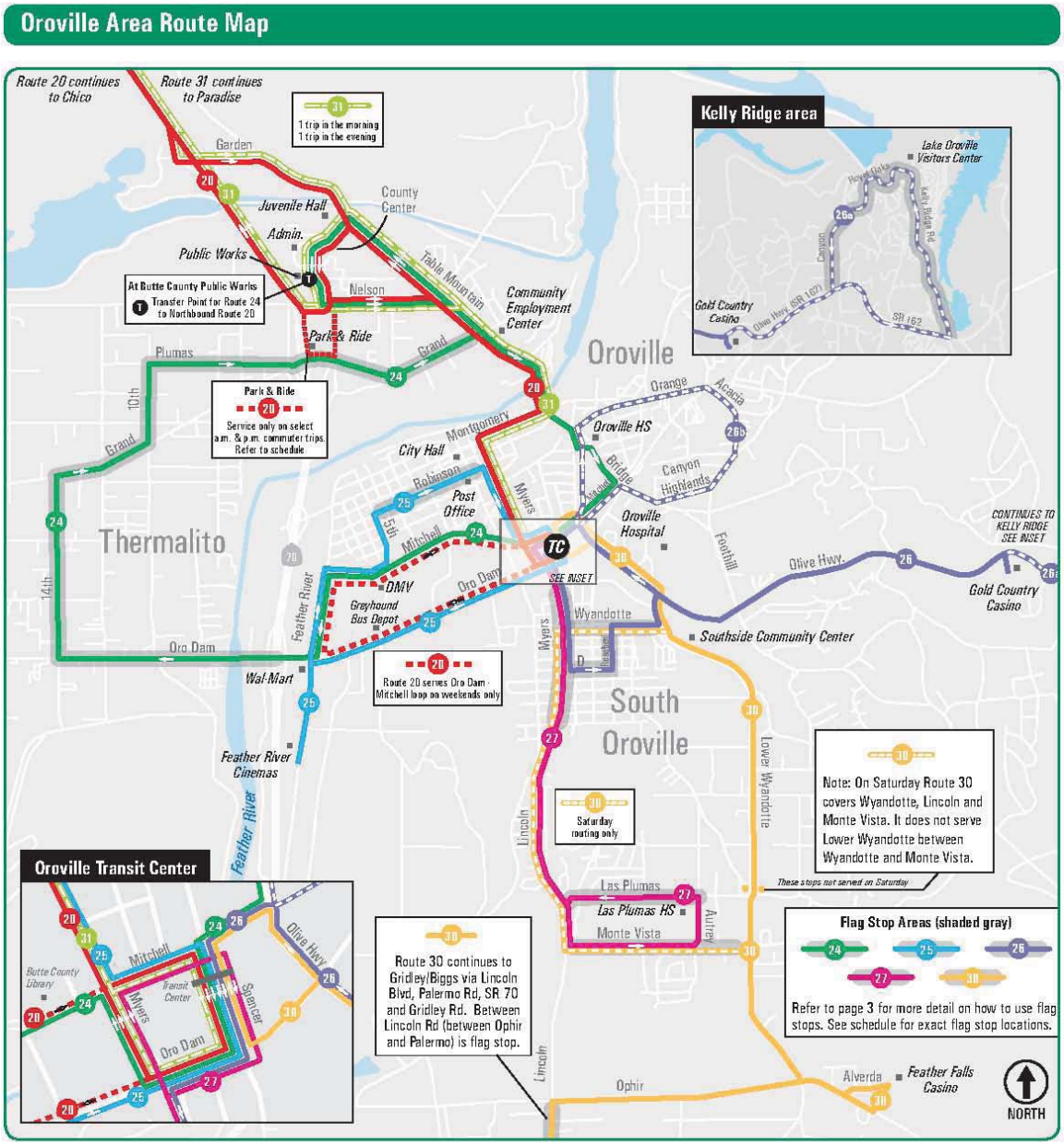


Figure 7-5
Paradise/Magalia Area Transit Routes

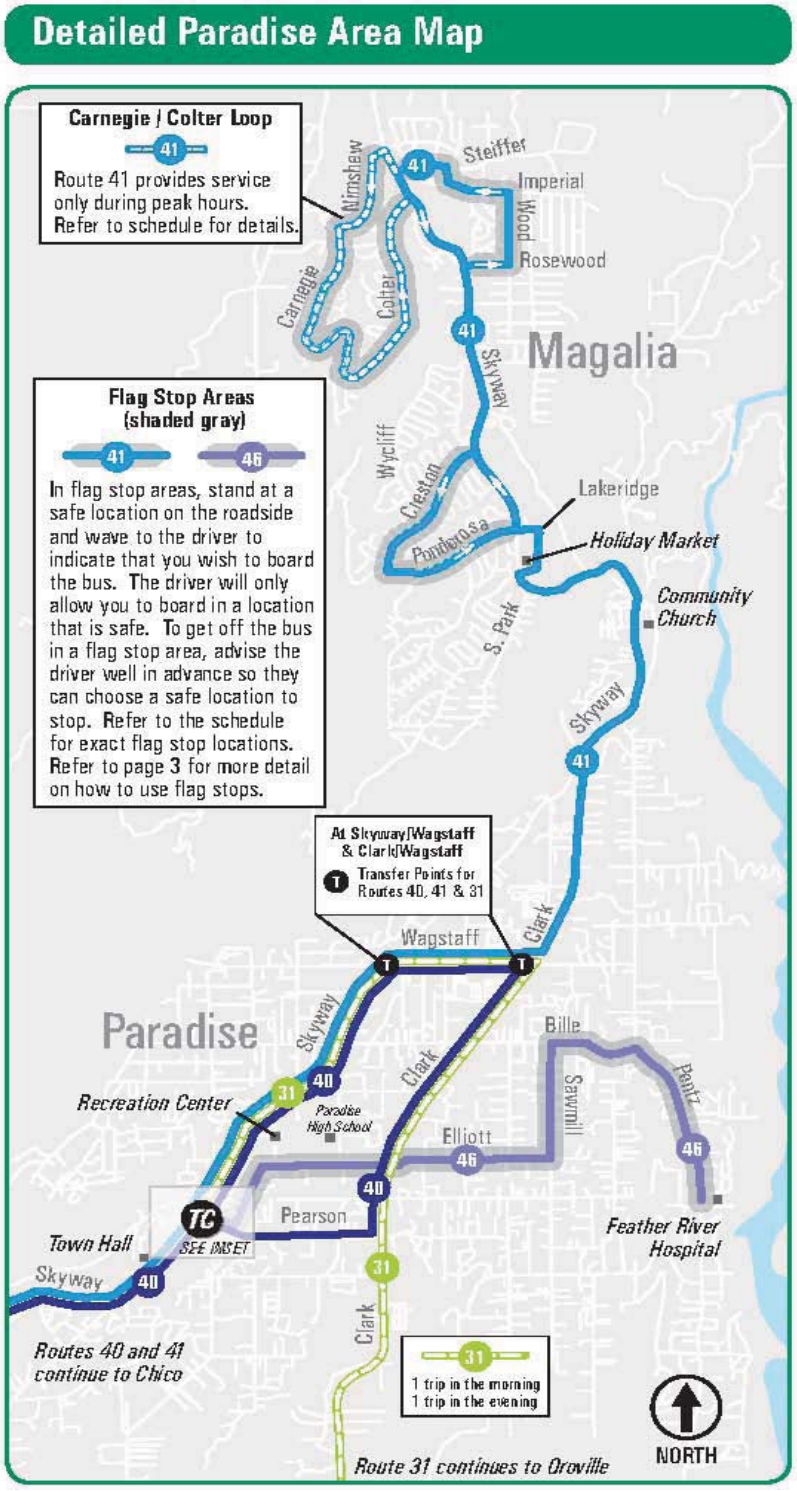


Figure 7-6
Paradise/Magalia Area Transit Routes
Detailed Inserts

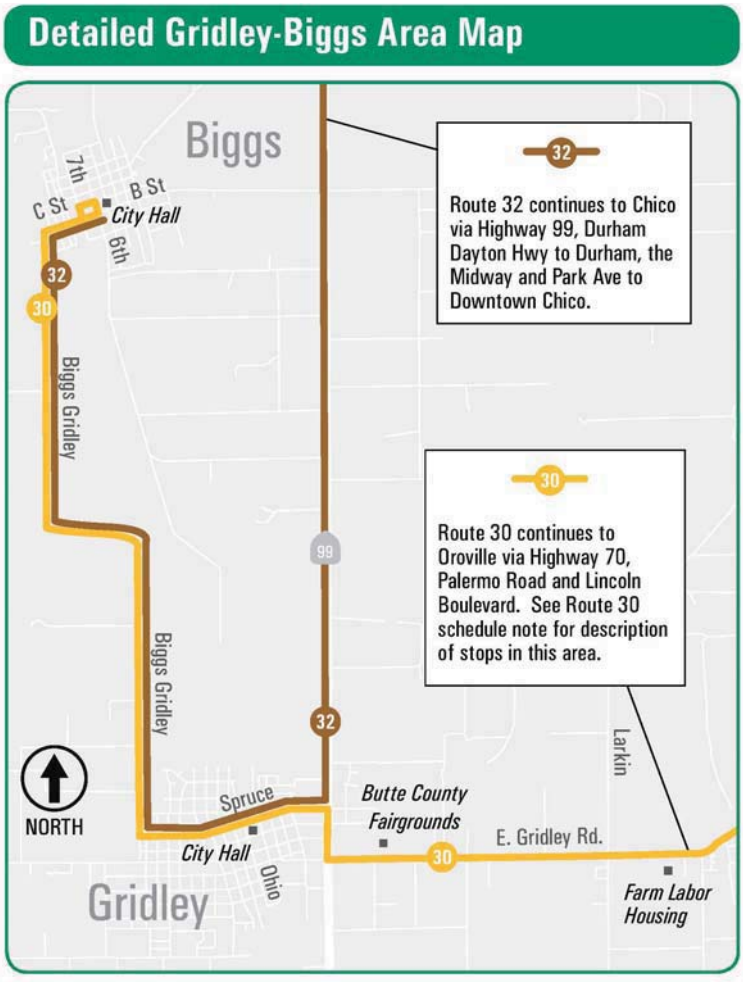
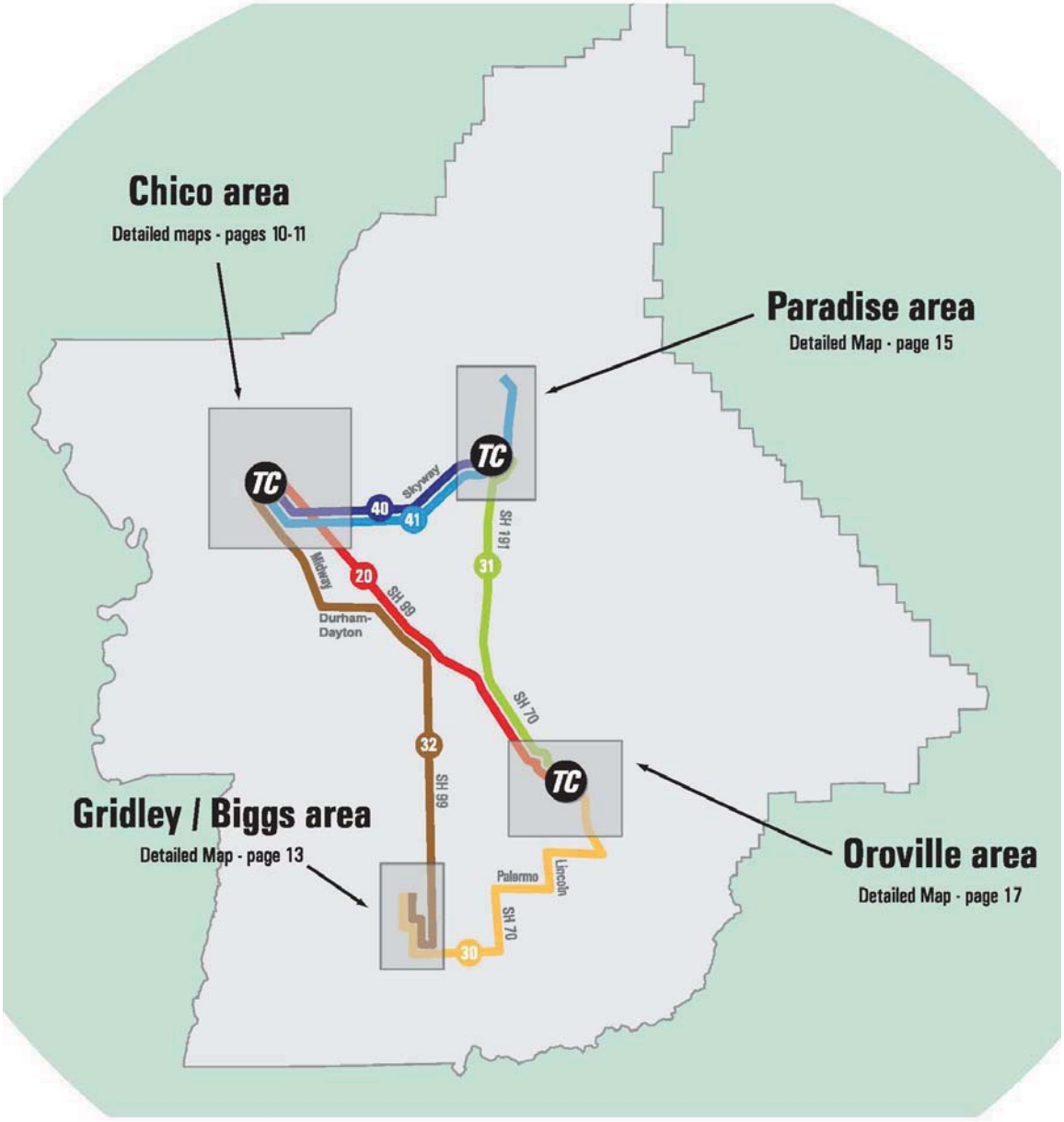


Figure 7-7
Gridley/Biggs Area Map

Figure 7-8
Intercity Regional Transit Routes in Butte County



PARATRANSIT SERVICE

B-Line Paratransit

The B-Line Paratransit service has combined the previous paratransit services provided in Chico, Paradise and Oroville into one service. B-Line Paratransit provides complementary paratransit service in accordance with the Americans with Disabilities Act. B-Line Paratransit also offers Dial-A-Ride service for seniors and persons with disabilities. To be eligible for the service, riders must be 65 years of age or older or have an impairment that prevents using the fixed route system.

The service area of B-Line Paratransit includes the Chico Urban Area, the entire Town of Paradise and portions of Paradise Pines, Wilderness Way off of Pentz Road, and the Greater Oroville area, including the City of Oroville and portions of unincorporated Butte County. Services on B-Line Paratransit are operated during the same time as the fixed route services. Services are operated during the following hours:

- Monday through Friday: 5:50 AM to 10:00 PM
- Saturday: 7:00 AM to 10:00 PM
- Sunday: 7:50 AM to 6:00 PM

BCAG has developed Paratransit policies and procedures with the primary purpose to comply with Federal Transit Administration (FTA) regulations and the Americans with Disabilities Act (ADA). As part of this process, BCAG defined Paratransit boundaries to ensure ADA compliance and implemented a new eligibility certification process. The complete B-Line Paratransit Policies and Procedures are posted on BCAG's website at www.bcag.org. In July 2011 supplemental zones were established outside the ADA boundaries to allow eligible passengers in these areas access to the service.

Estimated Annual Vehicle Service Hours for Paratransit: 42,000
(Actual hours vary by service area according to the fixed route schedule in that city).

Gridley Golden Feather Flyer

The Gridley Golden Feather Flyer is a curb-to-curb Paratransit service for seniors (65 years and older) and disabled persons traveling within the Gridley urban area. The city currently provides this service with a single medium bus. The service operates from 8:00 a.m. – 6:00 p.m. Monday through Friday and 9:00 a.m. – 2:00 p.m. on Saturday.

SOCIAL SERVICE TRANSPORTATION

Butte County boasts a network of social service agencies providing specialized transportation to their clients. Most agencies assisting with client transportation needs provide transit tickets, mileage reimbursement, or a combination of mechanisms. Several agencies, however, have their own vehicles and staff providing curb-to-curb or door-to-door Paratransit service. Ridership is limited to program clients based on the individual agency's criteria. The largest in-house social service transportation system in Butte County is the Work Training Center (WTC) which operates 24 vehicles transporting clients throughout Butte County. Vehicle capacities vary from 8 to 18 passengers. Service for WTC is funded by the Far Northern Regional Center.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

During the 2007/08 fiscal year, BCAG developed a Coordinated Public Transit-Human Services Transportation Plan in response to the coordinated planning requirements of SAFETEA-LU. The Coordinated Plan developed recommendations for use of new and continuing funding in Butte County under FTA:

- New Freedom Program (Section 5317)
- Job Access & Reverse Commute [JARC] (Section 5316)
- Seniors and Persons with Disabilities capital funds (Section 5310)
- Intercity Bus Program (Section 5311(f))

SAFETEA-LU requires this locally developed plan to establish a "unified comprehensive strategy for public transportation service delivery" through a coordinated planning process to address unmet needs of target populations. Funds available under SAFETEA-LU programs are matched by local human service resources and other funding to leverage more transportation for targeted persons.

The Coordinated Plan identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, provides strategies for meeting those local needs and prioritizes transportation services for funding and implementation. Projects selected for funding must be derived from the locally developed coordinated public transit – human services transportation plan that minimally includes the following elements at a level consistent with available resources and the complexity of the local institutional environment:

- Assessment of available services identifying current providers (public, private, non-profit);

- Assessment of needs for individuals with disabilities, older adults and people with low incomes;

- Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery;

- Relative priorities for implementation based on resources, time, and feasibility for implementing specific strategies / activities identified.

Table 7-2
Butte County Coordination Plan
Target Population Transportation Needs, Resources & Possible Responses

Target Population	Special Transportation Needs and Concerns	Transportation Modes	Potential Transit or Transportation Projects/ Solutions
Seniors, Able-Bodied	- Lack of knowledge about resources - Concern about safety and security - Awareness that time when driving might be limited	- Fixed-route transit - Point deviation and deviated FR - Senior DAR - Special purpose shuttles: recreation, nutrition, shopping	- Single point of information - Educational initiatives, including experience with bus riding before it is needed - Buddy programs; assistance in "trying" transit - Transit fairs, transit seniors-ride-free days or common pass
Seniors, Frail and Persons Chronically Ill	- Assistance to and through the door - Assistance with making trip arrangements - On-time performance and reliability critical to frail users - Assistance in trip planning needed - Need for shelters - Need for "hand-off" for very frail	- ADA Paratransit - Emergency and non-emergency medical transportation - Escort/Companion - Volunteer drivers - Special purpose shuttles - Mileage reimbursement service	- Escorted transportation options - Door-through-door assistance; outside-the-vehicle assistance - Increased role for volunteers - Technology that provides feedback both to consumer and to dispatch; procedures to identify frailest users when traveling - Individualized trip planning and trip scheduling assistance - Expanded mileage reimbursement program - Driver sensitivity training - Appropriately placed bus shelters
Persons with Disabilities	- Service quality and reliability - Driver sensitivity and appropriate passenger handling procedure - Concerns about wheelchair capacity on vehicles/ pass-bys - Need for shelters - Sometimes door-through-door or issues of "hand-off"	- Fixed-route transit - ADA Paratransit - Emergency and non-emergency medical transportation - Special purpose shuttles - Escort/Companion	- Single point of information; information as universal design solution - Continuing attention to service performance; importance of time-sensitive service applications - Driver education and attention to procedures about stranded or pass-by passengers with disabilities

			- Aggressive program of bus shelters - Vehicles, capital replacement
Persons of Low-income and Homeless Persons	- Easy access to trip planning information - Fare subsidies (bus tokens or passes) that can be provided in a medium that is not cash - Breaking down the culture of poverty that uses transportation as the difficulty for not moving about the community - Difficulties of mothers with multiple children - Need to bring along shopping carts - Difficulties with transfers within and between systems; long trips	- Fixed-route transit - Point deviation and deviated FR - Special purpose shuttles (work, training, special education, Headstart, recreation) - Van pools, ride sharing, car sharing	- Creative fare options available to human services agencies - Increased quantity of bus passes available - Universal pass for services across county - Bus passes available to those searching for jobs or in job training programs; cost-effective - Special shuttles oriented to this population's predictable travel patterns - Education about transit to case managers, workers with this population - Feedback to transit planners on demand; continued work to improve transit service levels (coverage, frequency, span of hours) - Training of staff to train consumers - Vanpool assistance, ride-sharing connections

Table 7-2
Target Population Transportation Needs, Resources & Possible Responses - Continued

Persons with Sensory Impairments	- Difficulty in accessing visual or auditory information - Possible door-to-door for visually impaired - Driver sensitivity	- Fixed route transit - ADA Paratransit - Demand response - Volunteers/ mileage reimbursement	- Single point of information; information in accessible formats - Guides (personal assistance) through information - Driver training critical to respond to needs
Persons with Behavioral Disabilities	- Medications make individuals sun-sensitive and waiting in the sun is not an option. - Medications cause thirstiness; long hour waits can lead to dehydration. - Mental illnesses can make it frightening to be in public spaces. - Impaired judgment and memory	- Fixed route transit - ADA Paratransit - Special purpose shuttles - Escort/Companion	- Possibly special shuttles oriented to these known predictable travel needs - Driver training projects to provide skills at managing/ recognizing behaviors of clients - Aggressive program of bus shelters - "Hand-off" can be critical for confused riders, passing them off to a responsible party - Important that driver understand rider conditions

Table 7-3
Butte County Coordination Plan Recommended Goals, Objectives and Suggested Strategies

VISION: TO IMPROVE MOBILITY FOR BUTTE COUNTY SENIORS, PERSONS WITH DISABILITIES AND PERSONS OF LOW INCOME THROUGH COORDINATED PROJECTS AND PARTNERSHIPS

GOAL 1.0: FACILITATING LEADERSHIP AND INFRASTRUCTURE	
1.1 Establish a regional Mobility Manager/CTSA capability to provide leadership on coordination around specialized transportation needs in Butte County.	1.1.1 Identify ***lead agency*** for regional Mobility Manager/CTSA.
	1.1.2 Define ***roles and responsibilities*** of the Regional Mobility Manager/CTSA for the near-term and the longer term.
	1.1.3 Establish a ***strategic oversight committee*** inviting highest level agency representation with BCAG with large human service agencies funding transportation services that could include: County Depts. of Public Social Services, Behavioral Health and Public Health as well as non-profits First Five, Far Northern Regional Center, North Valley Catholic Social Services.
	1.1.4 Establish ***mechanisms to promote coordination*** including elements such as updating annually the resource inventory, establishing coordination working groups and periodic newsletters.
	1.1.5 Continue to ***expand the planning partners base*** and grow membership in the Regional Mobility Manager/CTSA structure; establish ongoing mechanisms for communication via email, surface mail and other strategies, using this feedback as one tool for updating the annual inventory.

Table 7-3
Butte County Coordination Plan Recommended Goals, Objectives and Suggested Strategies - Continued

1.1 Establish a regional Mobility Manager/ CTSA capability to provide leadership on coordination around specialized transportation needs in Butte County.	1.1.6 ***Promote the visibility*** *of the Regional Mobility Manager*/CTSA and its function as a resource to its planning partners, utilizing all possible methods of communication.
1.2 Establish the Regional Mobility Manager's role in "growing" and strengthening projects responsive to the coordination vision, its goals and objectives.	1.2.1 Work at the agency and project levels to ***promote and identify potential coordination projects,*** assisting planning partners in designing effective projects and pursuing funding.
	1.2.2 Establish a ***technical assistance capability*** for the Regional Mobility Manager/CTSA to provide support to human services transportation agencies related to service efficiency, effectiveness and safety.
1.3 Promote agency-level mobility managers within agencies and within social service systems through the Call for Projects and through outreach by the Regional Mobility Manager/CTSA.	1.3.1 Identify, promote and ***develop agency-level mobility managers*** as internal transportation advocates and information resources.
	1.3.2 ***Establish formalized relationships*** between the Regional Mobility Manager/CTSA and the agency-level mobility managers to ensure collaboration.
	1.3.3 Identify ***specific action areas and activities*** by which the Regional Mobility Manager/CTSA and the agency level mobility managers can work together to promote the coordination of Visions and Goals.
1.4 Develop visibility around specialized transportation issues and needs, encouraging high-level political and agency leadership.	1.4.1 ***Conduct a biennial summit*** to include highest leadership levels within the county, and all stakeholder partners to promote coordination successes, collaborative activities, and to address outstanding policy issues in specialized transportation.
	1.4.2 Promote the ***inventory database as a coordination tool,*** possibly in concert with 211/ 511 processes, encouraging participation and use at all levels and utilizing both web-based and paper products.
1.5 Address physical infrastructure needs that assist pedestrians and thereby aid transit.	1.5.1 Work with local jurisdictions to ***improve pedestrian access*** to bus stops, including sidewalks and curb cuts.
	1.5.2 Continue and expand as feasible, existing programs of placement of ***bus stop amenities***, including bus benches and bus shelters, focusing on highest use areas, transfer locations and terminus or other areas with long waits between vehicle runs.

Table 7-3
Butte County Coordination Plan Recommended Goals, Objectives and Suggested Strategies - Continued

GOAL 2.0 BUILDING SERVICES	
2.1 Promote the QUANTITY of public transit, paratransit and specialized transportation services provided.	2.1.1 Review policies for pass and ***bus ticket purchase and pass distribution*** and develop voucher program strategies to increase the availability of fares subsidized for the lowest income individuals.
	2.1.2 ***Expand availability of public transit services*** into later evening and earlier morning timeframes; increase Saturday and Sunday services; increase service frequencies on highest use routes with attention to inter-community routes.
	2.1.3 Pursue ***pilots for "same-day, immediate needs"*** for those specialized transit users who required some limited same-day service capability.
	2.1.4 Continue ***dialog with secondary and post-secondary education systems*** to identify potential coordinated transportation projects, potentially for support services and possibly for direct service delivery.
2.2 Promote the QUALITY of public transit, paratransit and specialized transportation services provided.	2.2.1 ***Strengthen service provision capabilities*** of human services transportation providers through projects that promote coordinated driver training opportunities, technology solutions, communication improvements, coordinated maintenance and vehicle back-up capabilities, pooled insurance opportunities and other such strategies.
	2.2.2 ***Pilot trip brokering and vehicle resource sharing*** capabilities, through CTSA leadership, to increase the ability of existing transportation resources to provide more trips.
	2.2.3 Develop ***volunteer-based, coordinated projects*** that can address some special needs.
	2.2.4 Promote ***coordinated systems solutions to special needs*** groups such as, dialysis patients, youth from outlying communities, low-income workers traveling to/from third-shift jobs, incarcerated homeless, among others.
	2.2.5 ***Support fleet improvements*** including replacement of capital with lift-equipped and newer equipment.

Table 7-3
Butte County Coordination Plan Recommended Goals, Objectives and Suggested Strategies - Continued

GOAL 2.0 BUILDING SERVICES, continued	
2.3 Develop strategies for improving transportation solutions to outlying, low-density areas of the county.	2.3.1 ***Promote pilot solutions*** to address the following corridors or areas of travel and others that may be identified through collective data gathering: o Gold Country Casino in Kelly Ridge o Oroville to Palermo o Between Oroville and Yuba/ Sutter o Thermalito to Gridley, Thermalito to Oroville And: o Berry Creek and Buckeye o Concow, Deadwood, Yankee Hill o Areas around Lake Oroville, including Feather Falls o Palermo o Kelly Ridge
	2.3.2 ***Collect data to document*** such isolated trip needs, at the case manager level, to better report the type, quantity and timing of trip needs from specific geographic areas.
	2.3.3 Collect data to document and therefore possibly address the ***mobility needs of "hidden populations"*** including agricultural workers and others.
2.4 Promote coordinated responses for those support services that will strengthen and enhance community transportation services.	2.4.1 Explore ***support service opportunities*** such as for shared vehicle maintenance, joint procurement of parts and fuel, and vehicle back-up, among other options.
	2.4.2 Explore ***coordinated insurance options***, including insurance pools and volunteer driver insurance to assist small agencies.
	2.4.3 Develop procedures to ***improve the accuracy of reporting*** of human services transportation trips to ensure full "credit" for trips provided by this sector.

Table 7-3
Butte County Coordination Plan Recommended Goals, Objectives and Suggested Strategies - Continued

GOAL 3.0 ENHANCING INFORMATION PORTALS	
3.1 Develop information portal tools for wide distribution of information.	3.1.1 Invite through the Calls for Projects strategies that establish, promote, enhance and ***extend transit and specialized transit information portals.***
	3.1.2. ***Build upon existing B-Line information pieces and create additional information tools*** oriented to direct human service agency staff, aiding them in accessing specialized transportation services on behalf of their consumers.
	3.1.3 ***Improve methods of information distribution*** by working through the SSTAC, survey database and other strategies to get transit information into more consumer and agency personnel hands.
	3.1.4 Ensure that the regional Mobility Manager/CTSA's ***information tools are maintained and kept current*** with service changes, establishing standardized mechanisms by which public operators and Measure A providers advise the Mobility Manager(s) of anticipated service changes.
	3.1.5 ***Integrate available and planned transportation information resources*** with attention to 211/ 511 opportunities in relation to the information needs of the target populations and their caseworkers, working through existing, regionally-oriented information systems.
3.2 Actively promote travel training, mobility training and bus buddy opportunities to a wide range of audiences, including consumers and their agency representatives.	3.2.1 Invite through the Calls for Projects ***mobility training strategies*** that establish, promote, encourage and implement any travel training experience that encourages users and prospective users to ride public transit. Programs may be geared toward any subgroup of the target population and focus on building consumers' skills and agency personnel transit knowledge.
	3.2.2 Hold ***periodic transit workshops***, distributed geographically across the county, to keep human services personnel current with available transportation resources and information tools, and apprise them of upcoming changes to the public transit network.
3.3 Evaluate and report on transportation pilots, to identify successes and less-than-successful initiatives and modify plans accordingly.	3.3.1 Identify, promote and train human service organizations in ***standardized reporting*** that accurately counts transportation services provided.
	3.3.2 ***Establish performance goals***, as set by participating agencies, against which to measure performance, report on these and adapt service plans where actual performance indicates adjustment is needed.

CONSOLIDATED TRANSPORTATION SERVICE AGENCY (CTSA)

Butte County was designated the Consolidated Transportation Service Agency (CTSA) for Butte County in 1981. However, since the consolidation of B-Line in 2005, BCAG has assumed the role and responsibilities as the CTSA for practical purposes.

OTHER TRANSPORTATION OPTIONS

Glenn County operates the *Glenn Ride* service to Chico, thus opening the public transit options between Butte and Glenn County. This service runs everyday except Sunday, with seven round trips weekdays (operating between 6:20 a.m. – 7:00 p.m.) and three trips on Saturday (from 9:20 a.m. to 6:00 p.m.). Plumas County Transit offers one round trip every Wednesday from Quincy, arriving in Chico at 10:20 a.m. and departing at 3:00 p.m. Private firms also provide transportation services within the region. Greyhound Lines provides service along the SR 99/70 corridor, with several stops within Butte County. Other private transportation services operating in Butte County include limousines, airport shuttles, taxi service, pedi-cabs, and non-emergency medical transport.

TRANSIT NEEDS ASSESSMENT

As the administrator of Transportation Development Act (TDA) funds for Butte County, BCAG is charged with performing the annual Unmet Transit Needs (UTN) process which includes the development of the Transit Needs Assessment.

In Butte County, the UTN process entails a comprehensive public outreach program and series of open house style meetings throughout the county, culminating with a public hearing before the BCAG Board of Directors to obtain testimony on perceived unmet transit needs that may be reasonable to meet. The purpose of this process is to ensure that all unmet transit needs that are reasonable to meet are met before funds are expended for non-transit uses, such as streets and roads.

Once the testimony is obtained, it is analyzed to determine if there are any transit needs that meet the adopted definitions of “Unmet Transit Need” and “Reasonable to Meet”. This analysis report, called the Transit Needs Assessment, is reviewed by the Social Services Transportation Advisory Council (SSTAC), which provides a recommendation for Unmet Transit Needs Findings to the BCAG Board of Directors. If the Board determines there are unmet transit needs that are reasonable to meet, the affected jurisdiction must satisfy those needs before any TDA funds may be expended for non-transit purposes.

Workshops are typically held during the months of October through November in Chico, Oroville, Paradise and Gridley to obtain comments. These meetings, along with a public hearing, are promoted in local newspapers, on the buses, on the internet, and through the social service agencies. If individuals are unable to attend a meeting, they are encouraged to submit their comments by phone, email, or comment card. Comment cards are available on all transit vehicles. All comments received, whether in person or by another method, receive equal consideration when being analyzed.

Staff then holds a meeting of the BCAG Social Services Transportation Advisory Council to review the assessment and formulate a recommendation to the Board.

Based on the testimony and analysis with the adopted definitions of unmet transit needs and reasonable to meet, the BCAG Board of Directors is **required** to make one of three findings:

1. There are no unmet transit needs
2. There are no unmet transit needs that are reasonable to meet
3. There are unmet transit needs, including needs that are reasonable to meet

If there are transit needs that are reasonable to meet, these must be funded before Transportation Development Act funds can be used for non-transit purposes, such as streets and roads.

Unmet Transit Needs

Unmet transit needs are those trips required, but currently not provided and not scheduled to be provided within Butte County, for individuals dependent on public transit to maintain a minimum standard of living.

Reasonable to Meet

Reasonable to Meet shall include all of the following factors:

1) Cost Effectiveness: The cost to provide the service will meet the minimum farebox recovery ratio.
2) Economy: The project can be implemented at reasonable cost.
3) Community Acceptance: Support exists as indicated through the public hearing process.
4) Operational Feasibility: The service must be safe to operate.

TRANSIT PLANNING

Since the 2008 RTP, BCAG continues to work with the cities, town, county and the public to address issues facing transit service within Butte County. In recent years, the cost of providing public transit service has increased significantly due to factors such as the Americans with Disabilities Act (ADA) paratransit requirements, increased service hours to meet public demand, and overall costs associated with transit operations, specifically the cost of insurance and fuel. As a result of these increased costs, some jurisdictions within Butte County utilize their full apportionment of Transportation Development Act (TDA) funds to provide existing transit service.

Since the 2008 RTP, BCAG has prepared a market based transit study and has implemented many of its recommendations. The goal of the study, as BCAG's first formal transit study, was to emphasize community participation and determine whether B-Line could provide better transit services with its limited financial resources. Initial transit changes were implemented in the fall of 2010 with minor modifications in the spring of 2011 as a result of customer feedback.

In addition, construction of the Oroville Transit Center began in the summer of 2011. A park and ride lot in Paradise was completed in the summer of 2012.

In the 2007/08 fiscal year, BCAG developed a comprehensive Bus Stop Improvement Plan. During the 2008/09 fiscal year, BCAG pursued the concept of using an advertising company to install and maintain bus shelters. In the spring of 2010, BCAG entered into contract with Stott Advertising Agency. To date, this public/private partnership has resulted in the construction and installation of 50 new bus shelters and maintenance of all bus shelters for the region. The need for bus shelters was repeatedly one of the highest ranking needs expressed by passengers.

During the 2012/13 fiscal year, BCAG entered into a partnership with HelpCentral.org, a regional Human Services and Transportation clearinghouse website, in order to develop a "One Stop Shop" for information on coordinated Human Services and Transportation services within Butte County. The project is designed to provide all residents and visitors to Butte County simple and easy access to information regarding relevant human services available within the County, transportation options for both fixed route and paratransit and trip planning opportunities.

The project involves utilizing the current HelpCentral.org website, updating all of the Human Services contact information, updating all of the transportation services contact and scheduling information, then integrating this into the B-Line website in order to provide B-Line customers direct access. The transit services

section will include schedules and trip planning capabilities, as well as links to paratransit eligibility certification.

A secondary aspect of this project is the intent to begin the process, and ultimately, the installation of a 211 phone/website program in order to provide access to those within the Region that do not have internet access; specifically seniors and the disabled.

ADA PARATRANSIT PROGRAM

The Americans with Disabilities Act (ADA), which passed in 1990, is federal civil rights legislation requiring persons with disabilities to be provided with equal access to all of the facilities and opportunities available to non-disabled persons. The Act's implications for transit operators are dramatic. Specific sections of the Act deal with everything from lift design and facility accessibility to employment. Perhaps the most far-reaching part of the Act for transit operators is the Comparable Paratransit Service provision. Under this provision, fixed route transit operators are held responsible for providing a level of paratransit service for those who cannot utilize fixed route transit. This paratransit service must be equal in most respects to the fixed route service they provide regardless of the accessibility of the fixed route service. The transit operator need not operate the comparable service directly, but must ensure that such service is fully available and is marketed to the disabled population as defined by the Act.
The Act allows transit operators five years to develop and implement paratransit service that complies with the intent and letter of the Act. Specific milestones must be met within the five-year development period. In order to monitor the progress of transit operators in complying with the Act, transit operators are required to produce a Complementary Paratransit Service Plan, which outlines the efforts and progress made. Operators are also required to update this plan annually until full compliance is achieved.

BCAG is in full compliance with the ADA for providing complementary paratransit service.

TRANSIT ACTION PLAN – PLANNED IMPROVEMENTS

Short Range (Ongoing - Through 2018)

The short range action plan has been organized in terms of goals which aim to support transit services and operations:

- Pursue grant funding for the acquisition of property for BCAG's own transit maintenance and operational facility (BCAG)

- Pursue grant funding for improved transportation assistance website from Caltrans FTA 5316/17 funding - HelpCentral.org (BCAG)

- Continue to provide transit operations and maintenance using FTA funding sources. *(BCAG, FTA, FHWA*)

- Address park & ride constraints, pursue interim solutions. *(BCAG)*

- Monitor Stott contract for bus shelter maintenance and construction. (*BCAG*)

- Monitor transit services and make adjustments to routes and schedules as necessary. *(Jurisdictions, BCAG*)

- Pursue additional funding sources such as competitive grants to assist local communities in developing flexible transportation services to connect welfare recipients and other low-income persons with employment and other essential services. (*Jurisdictions, Non-Profit Agencies, BCAG*)

- Continue to obtain public input on public transportation systems by holding annual unmet transit needs workshops and hearings. *(BCAG, Jurisdictions*)

- Continue to assist jurisdictions with transit planning and funding. *(BCAG)*

- Implement additional transit service to serve the general public as ridership demand warrants. *(Jurisdictions, BCAG)*

- Continue to monitor and provide services which meet the requirements of the Americans with Disabilities Act. (*Jurisdictions, BCAG*)

- Continue to provide specialized transit services to agency clients. (*Social Service agencies)*

Long Range (Through 2035)

In terms of long-range improvements, BCAG intends to pursue:

- Development of new regional bus centers for South Chico
- New Park & Ride Lots
- Use of ITS technologies
- Increased B-Line Fleet
- Increased Bus Shelters
- B-Line's own maintenance and operations facility

Currently Programmed and Funded Projects

The table included in Chapter 6 beginning on page 6-9 identifies transit funded projects in the 2011 FTIP. Projects included are those funded by FTA Section 5307 applicable for the City of Chico, FTA Section 5311 to Butte County, and FTA Section 5310 for non-profit agencies such as the Work Training Center and BCAG. In addition, transit projects funded by the CMAQ program are included. All programmed projects have been reviewed to ensure consistency with the California Transportation Improvement Program System (CTIPS) database. Projects funded with FTA Section 5316 and 5317 (JARC/NF) are required to be consistent with Table 7-3 and Table 7-4 of Chapter 7.

RTP Planned Improvements – Assumed Funded

The purpose of this section is to identify the FTA and CMAQ funding over the horizon of the RTP for the use of capital and operating expenditures.

Table 7-4
Planned Transit Projects
(Dollars in thousands)

Agency	Fund Type	Description	Annual	Through 2035
BCAG	FTA Section 5311	Butte Regional Transit - Operations And Capital for non urbanized area	469	10,787
BCAG	FTA Section 5307	Butte Regional Transit – Operations And Capital for urbanized area	1,670	38,400
BCAG	CMAQ	Lump Sum – Transit Operation and Capital Improvements per CMAQ Guidelines. Annual and projected are estimates.	1,000	23,000
Various	FTA Section 5310	Lump Sum – Purchase equipment Per 5310 guidelines. Annual and projected are estimates.	271	6,245
Various	FTA Section 5316	Lump Sum – Projects from Coordinated Plan (Table 7-3 of MTP)	59	1,357
Various	FTA Section 5317	Lump Sum – Projects from Coordinated Plan (Table 7-3 of MTP)		
Total Expenditure of Federal Funds for Transit Purposes by Fiscal Year			3,469	79,789

ACTION ELEMENT – NON-MOTORIZED TRANSPORTATION

Background

The two primary types of non-motorized transportation used in Butte County are bicycling and pedestrian travel.

Bicycling has become an increasingly popular method of travel throughout the region. Many individuals are attracted to the energy savings, environmental benefits, and health advantages, while others who are not able to drive due to age or finances use bicycles as a primary means of transportation. The valley areas of the county are particularly attractive to bicyclists and pedestrians due to the flat terrain.

Pedestrian travel is commonly used for very short trips and for students traveling to school. In addition, the health benefits of walking have made this a popular form of exercise for all ages. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths.

Another aspect of the pedestrian system in rural areas is hiking. Butte County has much to offer in scenery, diversity of climatic zones, and wildlife. Large portions of land are not accessible by car or off-road vehicles due to the rugged terrain. However, a networks of trails and pathways have provided access to the abundant natural resources. These trails have added to the quality of life within the region by providing recreational, physical, and educational opportunities.

Local land use and transportation planning within the region has been sensitive to the attributes necessary to promote and encourage bicycling and walking. Each urban area within the region boasts at least one non-motorized transportation facility. Mixed land use developments, which include commercial, office, school, and residential areas, have also been used to make bicycling and walking more attractive as a method of travel. Jurisdictions generally require sidewalks be installed for new developments. In addition, jurisdictions have required developers to construct, or contribute toward, the construction of bicycle and pedestrian paths.

Purpose and Need

The purpose of identifying non-motorized transportation is to identify early in the planning process potential new routes. Bikeway and pedestrian paths are used for recreation and leisure. In addition, bikeways and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. The greater the use of bicycling and walking as an alternative to single occupant vehicles, the fewer vehicle emissions produced and cars on the road.

BIKEWAYS

Depending on the location, overall planning and development of non-motorized facilities may be the responsibility of local, state, or federal government. Local governments are responsible for the planning and development of bikeways within their incorporated limits. Caltrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government is responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Bikeways are categorized by three different designations:

Class I Bike Path Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal crossflows by motorists. Caltrans standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2 foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway.

Class II Bike Lane Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Caltrans standards generally require a 4 foot (1.2 meters) bike lane with a 6-inch (150-mm) white stripe separating the roadway from the bike lane.

Class III Bike Route Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are no special markings required for a Class III bike route.

Biggs

In June of 2011, the City of Biggs updated their Bicycle Transportation Plan. The City of Biggs plans bikeways within its sphere of influence. The City is responsible for the development of bikeways within its incorporated limits, while the county is responsible for the remainder of the urban area. The city recently completed one Transportation Enhancement (TE) funded bicycle and pedestrian project. This project represented a significant achievement in terms of non-motorized transportation projects for Biggs.

Chico

The City of Chico has the most extensive bikeway system within Butte County. The Chico City Council has maintained a strong commitment to bicycle transportation. The City Council's goal of becoming the most Bicycle Friendly City, as determined by Bicycling Magazine, was achieved and has been maintained since 1997. Since then,

the City of Chico has been designated a Bicycle Friendly Community at the Bronze level, first in 2005 and consecutively again in 2007 and upgraded to Silver in October 2012, by the League of American Bicyclists. In addition, local land use and transportation planning within the region have been sensitive to the attributes necessary to promote and encourage bicycling and walking. In 2008, the City of Chico Council readopted their plan to remain eligible for Caltrans' Bicycle Transportation Account funds. As part of the 2007/08 fiscal year, BCAG secured a grant from the Butte County Air Quality Management District to develop a comprehensive Chico Area Bicycle Map identifying the City on the front side, with Bidwell Park (Lower and Upper) on the back side. The map has been distributed to the University, each bike shop, and posted online at BCAG's website: http://www.bcag.org/Transit/Bicycle-Resources/Bike-Maps/index.html

In the 2008/09 fiscal year, the City of Chico began the SR 99 Corridor Bikeway Project funded in part with local and CMAQ funds approved by BCAG. The project is a combination Class 1 and 2 facilities, generally along SR 99 frontage routes and drainage easements from Eaton Rd on the north to Southgate Ave on the south. The City of Chico will also pursue Caltrans BTA funding for construction costs. In addition, BCAG is scheduled to update the Chico Bike Map in the Spring of 2013.

Oroville

In 2008, the City of Oroville began a comprehensive update to their Bicycle Transportation Plan. The anticipated completion date is December 2008 in order to be eligible for Caltrans' Bicycle Transportation Account (BTA) funding. The City of Oroville has also included an extensive system of bikeways and trails in the Oroville General Plan. Currently, there are two Class I bike paths and one Class II bike lane within the City of Oroville, with the Bikeway Master Plan identifying several bikeways for future construction. In addition, a 41-mile bicycle trail loops around the Feather River.

Paradise

In 2007 the Town of Paradise adopted their Master Bicycle Plan to serve as the planning guide for future bikeway and pedestrian facility development. In this plan, the Town established a bikeway system to serve the entire community. The backbone of the Paradise bikeway system is the Paradise Memorial Trailway, an abandoned railroad right-of-way through town converted to pedestrian and bikeway usage.

Gridley

The City of Gridley adopted their Bicycle Plan in 2008. The City received a Community Based Transportation Grant from Caltrans to develop their bicycle plan. The completion of the plan enabled the City to pursue State funding for projects identified in the plan. The City of Gridley intends to make minor updates to the existing plan and re-adopt it to remain eligible for BTA funding.

Butte County

Butte County adopted their Bicycle Transportation Plan in 2012. The Bicycle Plan Update for the unincorporated areas is the County vision for making bicycling an integral part of the transportation system in Butte County unincorporated areas. The plan recommends projects, programs, and policies to encourage use of this practical, non-polluting, healthy and affordable mode of transportation.

The unincorporated areas of Butte County are included with emphasis on regional connectivity to the communities of Biggs, Chico, Gridley, Oroville and the Town of Paradise, as well as gap closures.

PEDESTRIAN FACILITIES

As part of their development policies, each jurisdiction has criteria and requirements for sidewalks. In general, sidewalks are required for new developments in urbanized areas. However, many existing urbanized areas do not have sidewalks.

Separate Class I bikeways are considered as joint use facilities for the use of pedestrians and bicyclists, and are thereby included in the inventory of pedestrian facilities. Hiking is an important recreational transportation method. Butte County has a significant number of hiking trails, mostly located in the Sierra Foothills in the eastern portion of the county. Some of these trails include:

- Bille Park Trail - Located on the West Side of the Paradise Urban Area along the rim of Little Butte Creek Canyon, operated and managed by the Paradise Recreation and Park District. The trail starts at Bille Park, heading north along the rim of the canyon for approximately ½ mile. At the end of the trail is Promontory Point, which provides a view of the canyon and the Sacramento Valley.

- Paradise Lake Trail - Located off Coutolenc Road north of Paradise, a beautiful 4½ mile well-groomed trail paralleling the north shore of Paradise Lake. Maintained by the Paradise Irrigation District, markers tick off every half-mile of the trail.

- Pacific Gas and Electric Company Flume Trails - Located along the large network of flumes maintained by the utility company throughout the foothill region surrounding Paradise. One of the most popular flume trails is along the west branch of the Feather River, beginning at the head dam just off Coutolenc Road north of Magalia and extending south for more than 10 miles to the Kunkle Reservoir south of Paradise.

- DeSabla/Butte Creek Trail - Managed by the U.S. Bureau of Land Management (BLM) and the Butte Creek Trail Council, a non-profit organization established to promote and maintain the Butte Creek Trail. The DeSabla/Butte Creek Trail is bisected by Butte Creek. The northern portion of the trail starts at the California

Conservation Corps (CCC) bridge on Butte Creek off of Doe Mill Road and follows the north bank of the creek about 4 miles south. The southern portion of the trail starts at DeSabla Powerhouse Road and follows the south side of the creek about 1.5 miles north. A bridge project over Butte Creek has been proposed to connect the trails.

- Paradise Pines Nature Trails - Two self-guided nature trails developed by the U.S. Bureau of Land Management (BLM) adjacent to the Pines Elementary School. Each trail is approximately ½ mile long and meanders through a cedar and ponderosa pine forest.

- Bidwell Park Trails – Includes many hiking trails, pedestrian paths, and bikeways that lace the 3,700 acres of this, the second largest municipal park in the United States. Numerous dirt trails provide access to all parts of the park. In the lower section of the park, near downtown, several paved bikeways have been developed, providing access to baseball parks, swimming facilities, and picnic areas.

- Pacific Crest Trail - One of the most significant trails in the United States. It connects Mexico and Canada, crossing 19 major canyons, ascending 57 mountain passes and reaching 1,000 lakes in its 2,560-mile span. Approximately 10 miles of the trail is in Butte County. The trail enters Butte County near Poison Spring on the Butte/Plumas Counties until it passes Humboldt Peak and continues into Tehama County. It is maintained by the U.S. Forest Service and can be accessed by car on the south end, off of SR 70 near Belden in the Feather River Canyon and at the north end off SR 36, ½ mile east of the Lost Creek Work Center. It can also be accessed via Humboldt and Humbug Summit roads near Butte Meadows.

- Big Bald Rock Trail - A short (1/2 mile) nature trail located at the Bald Rock Picnic Area. The trail starts at the picnic area, which is located on Bald Rock Road northeast of Oroville, and extends to near the top of Little Bald Rock, a unique granite formation that provides excellent views of the valley and sierra foothill areas.

- Feather Falls Trail - Also located northeast of Oroville near the community of Feather Falls. The trail, located off of Bryant Ravine Road, runs approximately 3.5 miles through Feather Falls Scenic Area to the waterfall known as Feather Falls. Outstanding features of the 15,000-acre scenic area include granite domes and picturesque waterfalls. Feather Falls, on the Fall River, is the sixth highest waterfall in the continental United States, plunging 640 feet over a sheer granite cliff in its rush to meet the Middle Fork of the Feather River.

- Oroville Dam State Recreation Area - Has three interconnected trails that provide access to the entire recreation area. Because of the close proximity of this area to the Oroville Urban Area, these trails are very accessible to a large population.

- Thermalito Forebay/Afterbay Trails - A series of trails extending from the Feather River along the Thermalito Power Canal, connecting the north and south Forebays

with the Thermalito Afterbay southwest of the Oroville Urban Area. These wide trails were developed to provide maintenance access, but now also provide hiking and bicycling access to these recreation areas.

- Bidwell River State Recreation Area - Located near the Sacramento River west of Chico. This state recreation area includes 1.5 miles of trails through the river's riparian forest and several picnic areas.

NON-MOTORIZED TRANSPORTATION NEEDS ASSESSMENT

In order for non-motorized transportation to be viable as a transportation control measure, it must be safe, convenient and easy to use. Generally, this includes use of pathway design techniques that promote safety and eliminate barriers, and the placement of paths in sufficient location and numbers to connect with important traffic generators, such as schools, parks, shopping centers, and residential areas.

The bikeway and pedestrian facility improvements for each of the jurisdictions are based on their bikeway master plans. These plans are available at the BCAG office and posted on the internet.

NON MOTORIZED BIKE ACTION PLAN – EXISTING FACILITIES AND PLANNED IMPROVEMENTS

The following tables identify the existing and planned bike routes for each of the jurisdictions. The tables are organized by route classification (Class 1, Class 2 and Class 3) and by agency.

Typically, new bicycle projects are developed by the local agency using local funds or with funding provided by the state and federal Safe Routes to Schools Program and the Bicycle Transportation Account (BTA) program. Also, bicycle projects may be built as development occurs or as part of a bigger road improvement project. In some instances, CMAQ funds may be used if the project can demonstrate a reduction in emissions for the non-attainment pollutants. As part of the 2009 FTIP, BCAG programmed the City of Chico's SR 99 Corridor Bikeway Project which will serve as a "backbone" for north south travel providing significant connectivity to the rest of the bikeway system. BTA funds will also be pursued for this project.

Short and Long Range Improvements

1. Assist local jurisdictions to seek funding through Caltrans funding programs for new Safe Routes to Schools and Bicycle Transportation Account funds.
2. Support CMAQ projects applications which demonstrate a reduction in emissions.

3. Support local community efforts in promoting non motorized transportation.
4. Encourage Butte County Air Quality Management District to continue funding non motorized projectS which further air quality goals using DMV funding.
5. Continue to monitor bicycle funding programs and opportunities for local projects.

2012 Existing Bike Routes by Route Classification

Table 8-1
Class 1 Routes –Existing Facilities

1	Agency	Route	From	To
	County	Midway - Abandoned Railroad Tracks	Jones Ave	Hegan Lane
	County	Palermo Rd	Lincoln Blvd	Palermo Honcut Hwy.
	Chico	SR 99 Corridor	South of Eaton at Silverbell Rd	Just north of East along drainage
	Chico	SR 99 Corridor	Near Khols	Little Chico Creek
	Chico	Annie's Glen Path at Big Chico Creek	Memorial/Vallombrosa Intersection	E 1st @ Orient & to Woodland Ave /Southpark Dr @ Lower Park
	Chico	Potter Rd (Steve Harrison Path)	E. 20th Street	Honey Run
	Chico	Abandoned Sacramento Northern Railroad Tracks	W. 11th Ave. at the Esplanade	Chico Municipal Airport
	Chico	South Park Drive	Through Bidwell Park at Cypress Street	Centennial Ave
	Chico	North Park Drive	Thru Bidwell Park @ Vallombrosa	One Mile Recreation Area
	Chico	Big Chico Creek – North of	Thru Bidwell Park @ One Mile	Manzanita Ave
	Chico	Big Chico Creek – South of	Thru Bidwell Park @ One Mile	E. 8th Street
	Chico	Upper Park Rd	5 Mile Turnout	Horseshoe Lake
	Chico	Connecting	California Park	Chico Canyon Rd
	Chico	Little Chico Creek	West Side of SR 99	Forest Ave
	Chico	Southern Pacific Railroad	W.1st & Cherry	West Lindo Ave
	Chico	Thru Chico High School	W. Sacramento Ave	W. Lincoln Ave
	Chico	Big Chico Creek - Over	So-Wil-Len-No	W. 1st Street
	Chico	Bidwell Park - Thru	Vallombrosa Ave. Opposite Rey Way	Woodland Ave
	Chico	SR 99 – West Side of	Manzanita Court	Manzanita Ave East Side of SR 99
	Chico	Lindo Channel – Low Water Crossing on East Side of SR 99	Manzanita Ave	E. Lindo Ave.
	Chico	Sycamore Creek Diversion Channel	Near Eaton Rd	Floral & Lassen
	Chico	Lindo Channel – Over and along Madrone Ave Alignment	Forest Thru Bidwell Park	
	Chico	SR 99 Bike path – North & South of East Lassen Ave	North & South of East Lassen Ave	Eaton to Emilio Way (near East Ave)

Table 8-1
Class 1 Routes –Existing Facilities - Continued

	Agency	Route	From	To
	Chico	Chico Area Rec Area (CARD) – Behind building	Vallombrosa Ave	Vallombrosa Way
	Chico	Railroad Tracks - Abandoned	E. 20th St	East Park Ave.
	Chico	Sycamore Creek Diversion Channel	Lindo Channel	Near Middletown Ave.
	Chico	Little Chico Creek	Forest Ave	Bruce Rd.
	Chico	Ceres Ave	Manzanita Ave	E. Lindo Ave.
	Chico	Little Chico Creek Path	South to E.20th St.	Behind Little Chico Creek School
	Chico	Little Chico Creek Path	North to Humboldt Rd.	By Marsh Jr. High
	Chico	Railroad Tracks - Abandoned	East Park Ave.	South City Limits Near Hegan Lane
	Oroville	Feather River	Table Mountain Blvd	River Bend Park
	Oroville	Table Mountain Bridge	Along Pedestrian Bridge	
	Paradise	Paradise Memorial Trailway	Neal Rd To Foster Rd	Fir Ave to Pentz
	Biggs	In North Biggs Estates Project		
	Biggs	Rio Bonito Rd on Biggs H.S. property		

Table 8-2
Class 2 Routes – Existing Facilities

2	Agency	Route	From	To
	County	Durham Dayton Rd.	Midway	Durham Park
	Biggs	E Street	2nd Street	6th Street
	Biggs	E Street/W Rio Bonito Rd	2nd Street	Biggs City Park
	Biggs	2nd Street	E Street	C Street
	Biggs	8th Street	E Street	B Street
	Biggs	E Street	2nd Street	7th Street
	Biggs	6th Street	E Street	B Street
	Chico	E. 20th Street	Park Avenue	SR 99
	Chico	SR 32 (Nord Ave)	W. 8th Ave.	Stewart Ave
	Chico	California Park Drive	Bruce Rd	Yosemite Dr.
	Chico	Warner St.	W. 2nd Street	W. 4th Ave
	Chico	W. Sacramento Ave	Oak Lawn Ave	Warner St
	Chico	Notre Dame Blvd.	E. 20th Street	Forest Ave.
	Chico	Springfield Drive	Forest Ave	Forest Ave
	Chico	Salem St	W. 2nd Street	W. 8th Street
	Chico	Locust St	Little Chico Creek	E. 20th Street
	Chico	Village Lane	E. 1st Ave	Karen Drive
	Chico	Eaton Rd	E. Lassen Ave	Cohasset Rd

	Chico	Vallombrosa Ave	Arbutus Ave	Memorial Way
	Chico	Marigold Ave	Sycamore Creek Diversion Channel	Across Lindo Channel to Madrone
	Chico	Salem Street	W 2nd Street	W. 8th Street
	Chico	Manzanita Ave	Madrone	SR 99
	Oroville	Orange Ave	Montgomery Street	Oro Dam Blvd.
	Oroville	Grand Ave	2nd Street	Table Mountain Blvd
	Oroville	Nelson Ave	County Ctr. Drive	Table Mountain Blvd
	Oroville	Foothill Blvd	Olive Hwy	City Limits/Pinedale
	Paradise	Black Olive Drive	Foster Rd	Fir Ave

Table 8-3
Class 3 Routes –Existing Facilities

3	Agency	Route	From	To
	Chico	South Park Drive Thru Bidwell Park	Cypress	Centennial Ave
	Chico	North Park Drive Thru Bidwell Park	Vallombrosa Ave	One Mile Rec Area
	Chico	Oleander Ave	Memorial Way	E. 10th Ave.
	Chico	E. 10th Ave.	Oleander Ave	Esplanade
	Chico	Esplanade (East Side Drive)	E. 10th Ave	Lindo Channel Class 1 @ Bridge
	Chico	Salem Street	W. 2nd Street	W. 19th Street
	Chico	Olive Street	E. 7th Street	12th Street
	Chico	E. 12th Street	Olive Street	Locust Street
	Chico	Hemlock Street	E. 12th Street	E. 20th Street
	Chico	Sheridan Ave	E. 5th Avenue	Vallombrosa Ave
	Chico	Oak Street	Rosedale Elementary School	E. 9th Street
	Chico	Cherry Street	W. 2nd Street	W. 7th Street
	Chico	W. 7th Street	Cherry Street	Bidwell Park
	Chico	Poplar Street	E. 7th Street	Bidwell Park
	Chico	Chestnut Street	W. 3rd Street	W. 13th Street
	Chico	3rd Ave	Arcadian Ave	Sherman Ave
	Chico	Sherman Ave	E. 5th Ave	E. 3rd Ave
	Chico	E. 5th Ave.	Sherman Ave.	E. Lindo Ave.
	Chico	Arcadian Ave.	W. 8th Ave.	W. Sacramento Ave.
	Chico	Arcadian Ave.	W. Lincoln Ave.	So-Wil-Len-No
	Chico	Filbert Ave.	Rey Way	Madrone Ave.
	Chico	Rey Way	Filbert Ave.	Vallombrosa Ave
	Chico	Manchester Ave.	East 5th Ave.	Kentfield Drive
	Chico	Kentfield Dr.	Manchester Ave.	E. 1st Ave.
	Chico	Karen Drive	Village lane	Moss Ave
	Chico	Moss Ave	Karen Drive	Filbert Ave.
	Chico	Ceanothus Ave.	Kimberlee Lane	Arlington Drive
	Chico	Arlington Drive	Ceanothus Ave	Mariposa Ave.
	Chico	Mariposa Ave.	Arlington Drive	Calla Lane
	Chico	Calla Lane	Mariposa Ave.	Floral Ave.
	Chico	Floral Ave.	Calla Lane	Patricia Drive
	Chico	Patricia Drive	Floral Ave	Ceres Ave
	Chico	Ceres Ave	Patricia Drive	Manzanita Ave.
	Chico	Tracy lane	Ceres Ave	Bidwell Jr. High

	Chico	Manzanita Ave	Ceres Ave	Marigold Ave
	Chico	W. 1st Street	Ivy Street	Walnut Street

No class 3 routes for Biggs, Gridley, Oroville, Paradise or the County.

Planned Bike Routes within Butte County by Classification

Table 8- 4
Class 1 Routes – Proposed Facilities

1	Agency	Route	From	To
	County	Humboldt Rd. – Southside of Old Rd	Bruce Rd.	SR 32
	County	Rail Alignment – Rails with Trails	Durham	Gridley
	County	Feather River – Along	Feather River Parkway	E. Gridley Rd
	County	Rail Alignment – Rails with Trails	Mill Street	South Villa Rd.
	Biggs	Hamilton Slough	W. Biggs Gridley	B Street
	Biggs	Between Biggs and Gridley	Biggs	Gridley
	Chico	SR 99 Corridor Bikeway Project (combination Class 1, 2,3 – Remaining Segments)	Hicks	Southgate
	Chico	Railroad R/W - Abandoned	Near End of W. 20th St.	East Across SR 99 to Skyway
	Chico	Eaton Rd	SR 32	Manzanita Ave
	Chico	Warner St.	W. 6th Ave	W. 8th Ave.
	Chico	Little Chico Creek	Bruce Rd.	Butte Creek Diversion Channel
	Chico	Butte Creek Diversion Channel (Picholine)	Little Chico Creek	South to Butte Creek
	Chico	Sycamore Creek Diversion Channel (levee path along creek)	Wildwood Ave.	W. Sacramento Ave.
	Chico	Connect Existing Path	Northside of SR 99 at Little Chico Creek	20th St. Park Facility
	Chico	Bike Parking at Downtown Transit Center		
	Chico	Eaton Rd – Adjacent to Proposed Alignment (as development occurs)	Esplanade	SR 32
	Chico	Cohasset Rd. – Adjacent to	Chico Municipal Airport	Keefer Rd.
	Chico	Wildwood Ave – (to connect to existing class 1 near golf course and park entrance)	In Bidwell Park	Connecting to existing path at the golf course
	Chico	Humboldt Rd – Adjacent to or on route	Bruce Rd	SR 32
	Chico	SR 99 – Adjacent to East Side	Along Drainage Easement from Garner Lane	Panama Ave.
	Oroville	Feather River – South Side	SR 162 Bridge	Over Feather River to Lake Oroville Rec Area
	Oroville	Oroville Wildlife Refuge – Thru	SR 162	Larkin Rd
	Oroville	Table Mountain Blvd – West Side	North of Garden Drive	Feather River
	Oroville	Bicycle Bridge over Feather River	At Lincoln Blvd Alignment	
	Oroville	Loafer Creek – Loop Around	Feather River Parkway	
	Oroville	Potter's Ravine – Loop Around	Lake Oroville Rec Area	

Table 8-5

Class 2 Routes –Proposed Facilities

2	Agency	Route	From	To
	County	Skyway – 5' Trail	Paradise Memorial Trailway	Potter Rd
	County	Neal Rd.	Paradise Memorial Trailway	SR 99
	County	River Rd.	Chico River Rd	SR 32
	County	River Rd.	Ord Ferry Rd.	Chico River Rd.
	County	Chico River Rd.	City Limits	River Rd.
	County	Durham Dayton Rd.	McNarlin	Midway
	County	Oro Chico Hwy.	Midway	SR 99
	County	SR 191	Durham Pentz Rd.	SR 70
	County	SR 70	SR 191	Table Mountain Blvd.
	County	Table Mountain Blvd.	SR 70	Cherokee Rd.
	County	Old Magalia Rd.	Coutolenc Rd.	Paradise Memorial Trailway
	County	Ord Ferry Rd.	River Rd.	Glenn County Line
	County	SR 32	River Rd.	Glenn County Line
	County	Midway	Durham Dayton Hwy.	Richvale Hwy
	County	Lott Rd.	Oro Chico Hwy	Durham Dayton Hwy
	County	Lincoln Boulevard	Ophir Rd.	Palermo Rd.
	County	Palermo Honcut Hwy	Palermo Rd.	South Villa Ave.
	County	South Villa Ave	Palermo Honcut Hwy	Grubbs Ave.
	County	Grubbs Ave	South Villa Ave.	Dunstone Drive
	County	Dunstone Dr.	Grubbs Ave.	Foothill Blvd.
	County	Foothill Blvd.	Dunstone Drive	Lower Wyandotte Rd.
	County	Lower Wyandotte Rd	Foothill Blvd.	Olive Hwy
	County	LaPorte Rd.	Lower Honcut Hwy	Oro Bangor Hwy
	County	E. Gridley Rd.	Feather River	SR 99
	County	SR 32	Old Humboldt Rd	Humboldt Rd.
	County	Humboldt Rd.	SR 32	Skyway

Table 8-5
Class 2 Routes – Proposed Facilities - Continued

2	Agency	Route	From	To
	County	Skyway	Humboldt Rd.	Coutolenc Rd
	County	Coutolenc Rd.	Loop along the Skyway	
	County	SR 99	Garner lane	Tehama County Line
	County	Larkin Rd	SR 162	E. Gridley Rd.
	County	Biggs East. Hwy/ B Street	Larkin Rd.	West Biggs Gridley Rd.
	County	Colusa Hwy	SR 99	Pennington Rd
	County	Pennington Rd	Colusa Hwy	County Line
	County	Cherokee Rd	Table Mountain Blvd.	SR 70
	County	Palermo Honcut Hwy	South Villa Ave.	Lower Honcut Rd
	County	Lower Honcut Rd.	Palermo Honcut Hwy	LaPorte Rd
	County	Oro Bangor Hwy	LaPorte Rd	Foothill Dr.
	County	South Villa Avenue	UP Line	Palermo Honcut Hwy
	County	Honey Run Rd	Skyway	Paradise
	Biggs	E. St./ West Rio Bonito Rd.	2nd Street	6th Street
	Biggs	B Street	6th Street	2nd Street
	Biggs	B Street	6th Street	8th Street
	Biggs	6th Street	B Street	Southern Edge of Planning Area
	Chico	W. Sacramento Ave.	Oak Lawn Ave.	River Rd. (Sac River)
	Chico	Madrone Ave.	Lindo Channel	Bidwell Park
	Chico	Eaton Rd	SR 32	Manzanita Ave.
	Chico	Manzanita / Chico Canyon / Bruce		Skyway
	Chico	Warner Street	W. 4th Ave.	W. 6th Ave.
	Chico	Holly Ave.	W. 8th Ave.	East Ave.
	Chico	E. 8th Street	SR 32	Centennial Ave
	Chico	East Avenue	Ceanothus Ave.	Marigold School
	Chico	Bicycle Racks – Community		As Requested
	Chico	Bicycle Parking		Transit Ctr.
	Chico	North Ave.	Manzanita Ave.	Lupin Ave.
	Chico	SR 32	Meridian Ave.	8th Ave.
	Chico	5th Ave / Chico River Rd		River Rd
	Chico	Notre Dame Ave	Humboldt Rd	Morrow Ln & Connecting to adjacent SR 99 Frontage Rd
	Chico	Floral Ave	Calla Lane	New street north of Sycamore Creek

Table 8-5
Class 2 Routes – Proposed Facilities - Continued

2	Agency	Route	From	To
	Chico	Hicks Lane	Eaton Rd	Keefer Rd
	Chico	Cussick Ave	East Ave.	Mud Creek
	Chico	SR 99 - Proposed Frontage Roads Adjacent to	Skyway Interchange	Southgate Ave.
	Chico	Fair Street	Park Ave.	SR 99 – Proposed Frontage Roads Adj.
	Chico	Ivy St, Myers, Park Ave – Proposed Extensions	16th Street	Fair Street
	Chico	Oleander Ave.	Memorial Way	11th Ave.
	Chico	W. 11th Ave	Oleander Ave.	Lindo Channel Bike Bridge
	Chico	5th Ave.	Esplanade	Lindo Avenue
	Chico	Sacramento Ave	Warner Street	Oleander Ave.
	Chico	Humboldt Rd.	Park Avenue	Bruce Rd.
	Chico	Alamo Ave	Lindo Channel	Henshaw Ave.
	Chico	Keefer Rd.	Cohasset Rd	SR 99
	Chico	Glenwood Ave	SR 32	Sacramento Ave.
	Chico	East Avenue – Future Streets North of	Connecting North	Future Extension of Eaton Rd
	Chico	Muir Ave.	SR 32	W. Sacramento Ave.
	Gridley	Spruce Ave	West Biggs Gridley Rd	Fairview Drive
	Gridley	Sycamore Ave	Randolf Ave.	Washington Street
	Gridley	Magnolia Ave.	West Biggs Gridley Rd	Jackson Street
	Gridley	East Gridley Rd	Jackson Street	Bonnell Ave
	Gridley	Laurel Street	Randolf Ave	Oregon Street
	Gridley	Locust Street	Randolf Ave	Vermont Street
	Gridley	Oregon Street	Little Ave	End
	Gridley	Randolph Ave.	Locust Street	Sycamore St.
	Gridley	Vermont Street	Locust Street	Boeger Property
	Gridley	Washington Street	Vierra Park	Spruce Ave
	Gridley	Indiana Street	Little Ave.	Magnolia Ave.
	Gridley	Fairview Drive	E. Gridley Rd	Standish Lane
	Gridley	Obermeyer Ave.	SR 99	Bonnell Rd. Extension
	Gridley	Bonnell Rd	Obermeyer Ave.	E. Gridley Rd.
	Oroville	SR 162 – Oro Dam West	Wilbur Rd	Feather River
	Oroville	SR 162 - Oro Dam West	Feather River	Orange Ave
	Oroville	Table Mountain Blvd.	North of Garden Drive	Feather River
	Oroville	Washington Street	Feather River	Oro Dam East
	Oroville	Montgomery Street	Washington Street	Oro Dam East
	Oroville	Oro Quincy Hwy	Orange Ave	SR 162
	Oroville	Oakvale Avenue	SR 162	Mount Ida Rd

Table 8-5
Class 2 Routes – Proposed Facilities - Continued

2	Agency	Route	From	To
	Oroville	Stanford Ave	Oro Dam Blvd – East	Argonaut Ave
	Oroville	Argonaut Ave	Stanford Ave	Canyon Highlands Dr.
	Oroville	Canyon Highlands Drive	Agonaut Ave	Roble Ave
	Oroville	Roble Avenue	Canyon Highlands Dr	Foothill Blvd.
	Oroville	Foothill Blvd	Oro Chico Hwy	Lower Wyandotte Rd
	Oroville	SR 162 / Olive Hwy	Oro Dam Blvd. – East	Kelly Ridge Rd
	Oroville	Canyon Drive	SR 162	Royal Oaks Drive
	Oroville	Royal Oaks Drive	Canyon Drive	Kelley Ridge Rd
	Oroville	Kelly Ridge Rd	Lake Oroville Visitor's Ctr.	SR 162
	Oroville	Wyandotte Minors Ranch Rd	SR 162	Lower Wyandotte Rd
	Oroville	Mt. Ida Rd.	Oakvale Avenue	Foothill Blvd.
	Oroville	Lower Wyandotte Rd	Oro Bangor Hwy	Wyandotte Miners Ranch Rd
	Oroville	Ophir Rd	SR 70	Lower Wyandotte Rd
	Oroville	Feather River Blvd.	Feather River	SR 70
	Oroville	Pacific Heights Rd	SR 70	Southern Planning Area Boundary
	Oroville	Georgia Pacific Way	SR 70	Baggett-Marysville Rd
	Oroville	Baggett-Marysville Rd	Georgia Pacific Way	Ophir Rd
	Oroville	Monte Vista Ave	Lincoln Blvd.	Lower Wyandotte Rd
	Oroville	Las Plumas Ave.	Walmer Rd	Lower Wyandotte Rd
	Oroville	Walmer Rd.	Lincoln Blvd.	Las Plumas Ave
	Oroville	Autry Lane	Las Plumas Ave.	End
	Oroville	Lincoln Blvd	Arlin Rhine Drive	Southern Planning Area Boundary
	Oroville	5th Avenue	Feather River Blvd	Georgia Pacific Way
	Oroville	Mitchell Ave.	Feather River Blvd.	Georgia Pacific Way
	Oroville	Bird Ave.	Feather River Blvd.	Myers Street
	Oroville	Robinson Street	Feather River Blvd.	Myers Street
	Oroville	Myers Street	Bird Ave.	Lincoln Blvd.
	Oroville	Wyandotte Ave.	Lincoln Blvd.	Lower Wyandotte Rd
	Oroville	Lower Wyandotte Rd	Wyandotte Ave	SR 162
	Oroville	Spencer Ave.	Wyandotte Ave.	Oro Bangor Hwy
	Oroville	Burlington Ave.	Wyandotte Ave.	Oro Bangor Hwy
	Oroville	20th Street	Nelson Ave.	Oro Dam Blvd. West
	Oroville	Larkin Rd	SR 162	Past Afterbay to Southern Planning Area
	Oroville	Nelson Ave	Wilbur Rd.	Table Mountain Blvd.

Table 8-5
Class 2 Routes –Proposed Facilities - Continued

2	Agency	Route	From	To
	Paradise	Pearson Rd	Skyway	Pentz Rd
	Paradise	Pentz Rd	Pearson Rd	Skyway
	Paradise	Bille Rd	Paradise Memorial Trailway	Bille Park
	Paradise	Bille Rd	Pentz Rd	Clark Rd

Table 8-6
Class 3 Routes –Proposed Facilities

3	Agency	Route	From	To
	Biggs	Bannock Street	2nd Street	6th Street
	Biggs	2nd Street / Trent Street	B Street	6th Street
	Biggs	C Street	1st Street	6th Street
	Biggs	5th Street	E Street	Trent Street
	Gridley	Sycamore Ave.	Randolph Ave.	Washington Street
	Gridley	Magnolia Ave.	W. Biggs Gridley Rd.	Jackson Street
	Gridley	E. Gridley Rd	Jackson Street	Bonnell Av
	Gridley	Laurel Street	Randolph Ave.	Oregon Street
	Gridley	Locust Street	Randolph Ave.	Vermont Street
	Gridley	Oregon Street	Little Ave.	End
	Gridley	Randolph St	Locust Street	Sycamore Ave.
	Gridley	Vermont Street	Locust Street	Boeger Property
	Gridley	Washington Street	Vierra Park	Spruce Ave.
	Gridley	Indiana Street	Little Ave.	Magnolia Ave
	Gridley	Fairview Drive	E. Gridley Rd.	Standish Lane
	Gridley	Obermeyer Ave	Sr 99	Bonnell Rd. Extension
	Gridley	Bonnell Rd	Obermeyer Ave	E. Gridley Rd
	Paradise	Jones Avenue	Midway	Durham Dayton Hwy
	Paradise	Maxwell Drive	Skyway	Elliott Rd
	Paradise	Central Park Drive	Maxwell Drive	Clark Rd
	Paradise	Clark Rd.	Central Park Drie	Elliott Rd
	Paradise	Scottwood Rd	Pearson Rd.	Buschmann Rd.
	Paradise	Buschmann Rd.	Scottwood Rd.	Recreation Drive
	Paradise	Recreation Drive	Buschmann Rd.	Pearson Rd
	Paradise	Academy Drive	Pearson Rd.	Nunneley Rd.
	Paradise	Nunneley Rd	Academy Drive	Sawmill Rd.
	Paradise	Clark Rd.	Nunneley Rd	Wagstaff Rd.
	Paradise	Honey Run Rd.	Skyway	City Limits
	Paradise	Sawmill Rd.	Bille Rd.	Pearson Rd.
	Paradise	Wagstaff Rd.	Pentz Rd.	Clark Rd.

Multi Use Trails and Routes

The following table identifies information collected from the various jurisdictions concerning future potential multi use trails. A multi use route is defined as a route for bicycle, pedestrians, equestrians, etc. so long as it is non-motorized transportation. While bicycle plans do not focus on multi use trails, the following projects are identified to document the intent to pursue future study or consideration. The following projects do not represent a programming commitment. Where a multi use trail traverses through state parks, it is anticipated that the "Recreation Trails Program" would be pursued for funding. Currently the Oroville 40 mile Freeman trail along the Thermailito Power Canal and Thermalito Forebay is unpaved and used as a multi-use trail. Future planned use for this trail would be to pave it for increased users.

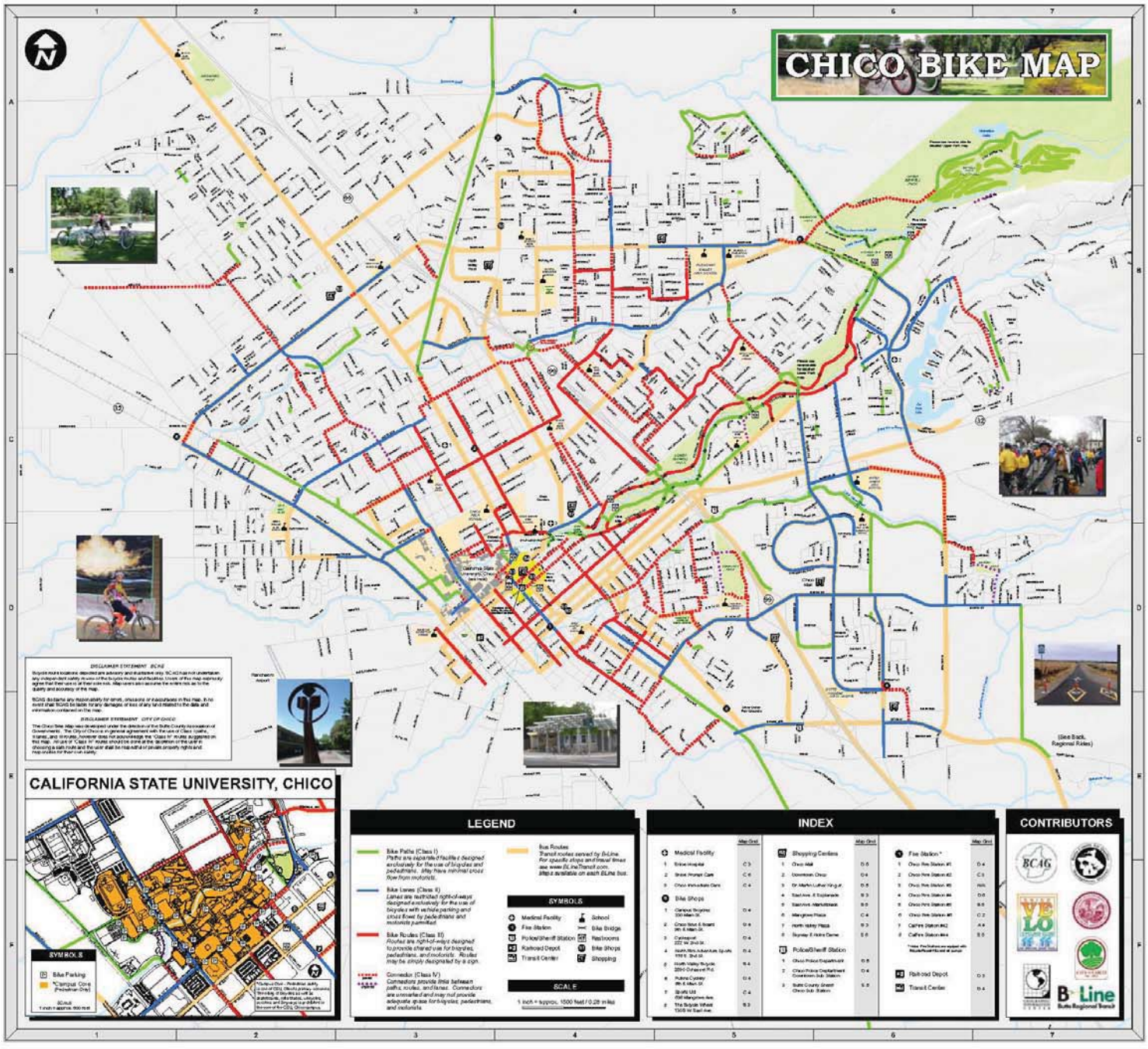
Table 8-7
Planned - Multi Use Routes

MU	Agency / Route	From	To
1	Chico Area Recreation District - Various Locations	To Be Determined	
2	Chico – Sycamore Creek Diversion Channel	Wildwood Ave.	W. Sacramento Ave.
3	Oroville – Through the Oroville Wildlife Refuge	SR 162	Larkin Rd
4	Oroville / State Parks – Loop Around Loafer Creek	Lake Oroville Recreation Area	Feather River Parkway
5	Oroville / State Parks – Loop Around Potters Ravine	At the Lake Oroville Recreation Area	
6.	Butte County / State Parks Historic Sawmill Trail*	Skyway/Coutolenc	Paradise Lake

*Historic Sawmill Trail – This project would be a non-paved multi use trail from Skyway at Coutolenc Road to Paradise Lake. In essence, this trail would define the route with signs and ensure access for non motorized transportation such as mountain biking, horseback riding or hiking. This project would require extensive research on land ownership and route alignment consensus on or near the old railroad grade. Portions of this trail are in the Lassen National Forest. The purpose of identifying this trail in the RTP and Countywide Bikeway Plan is to highlight recreation destinations and connectivity to the Paradise Memorial Trail.

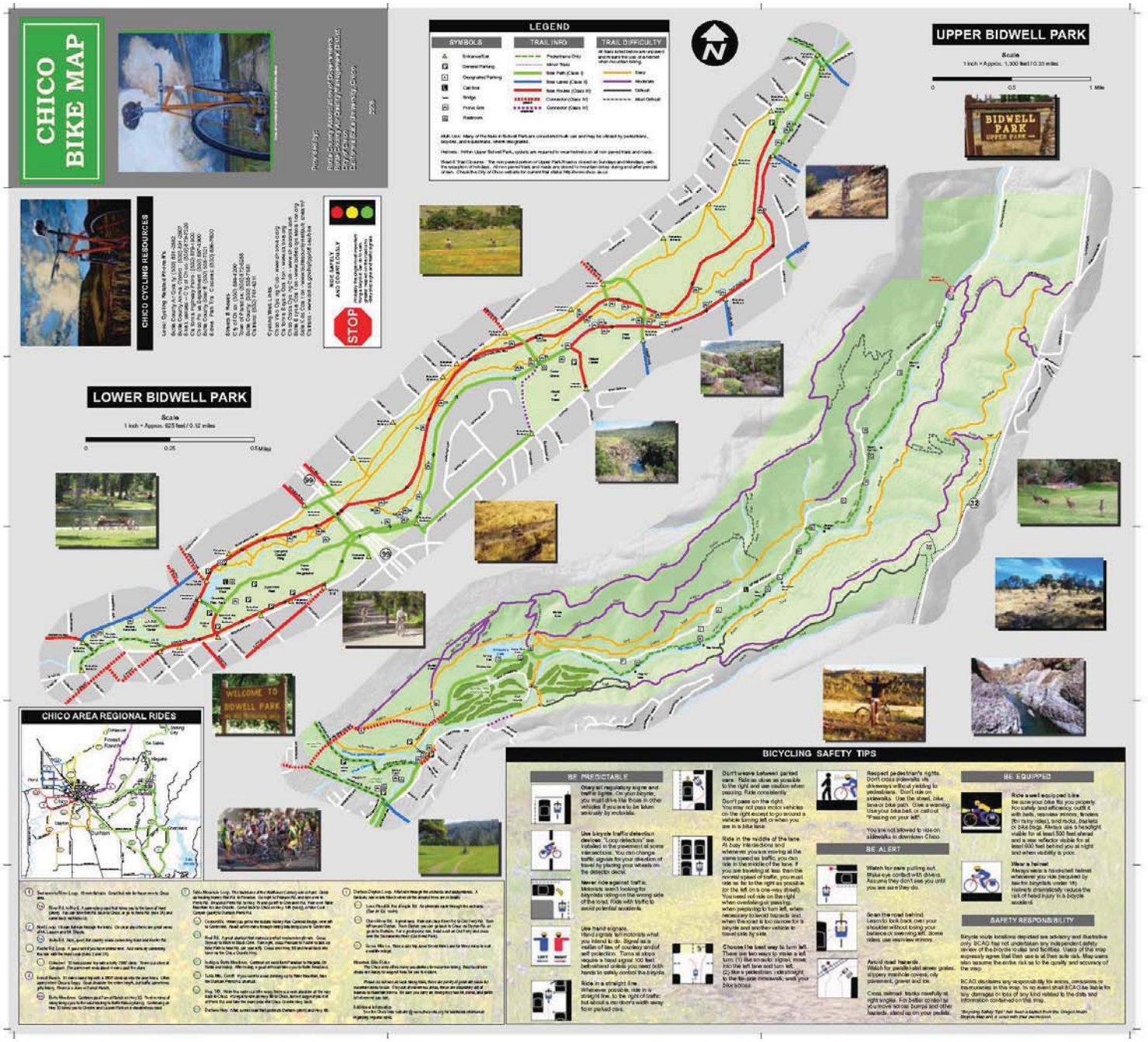
Chico Area Bike Map – Front side showing the main urban area of Chico. Full size maps are available at the BCAG offices, City of Chico Municipal Center, each of the local bike shops, local bicycle advocacy organizations, and Butte County Safe Kids Coalition through Butte County Department of Public Health.

Figure 8-1
Chico Area Bike Map



Chico Area Bike Map – Back side showing Lower and Upper Bidwell Park and Chico area “regional rides”.

Figure 8-1
Chico Area Bike Map - Continued



BIKEWAY FUNDING SOURCES

Current Funding Sources

There are a variety of sources used to fund transportation projects and programs. Most funding comes from the federal and state programs earmarked for specific types of transportation improvements, although some funds are generated through local programs. There are a few funding sources specifically designed for bicycle and pedestrian facilities, however, at the discretion of the local jurisdiction, most funding available for local streets and roads may also be spent on bikeway improvements.

For a comprehensive report on bicycle funding, please see, "A Guide to Bicycle Project and Program Funding in California" compiled by Ms. Gail Payne in February 2002 as part of a combined effort of the California Bicycle Coalition, Caltrans Bicycle Facilities Unit and the Planning and Conservation League Foundation. Copies of the guide are available at the California Bicycle Coalition's web site: www.calbike.org.

The following fund sources represent the typical funding associated with bicycle projects:

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU)

SAFETEA-LU TEA-21 is a federal program to fund highways, transit, and safety programs over the five year period between federal fiscal years 2004/05 (FFY05) through 2008/09 (FFY09). Of the many sections that make up SAFETEA-LU, several contain potential funding sources for bicycling and are listed as follows:

Nation Highway System (NHS): May be used to construct bicycle transportation facilities on land adjacent to any highway on the NHS (other than interstate highways).

Surface Transportation Program (STP): May be used for construction of bicycle transportation facilities for carrying out non-construction projects related to safe bicycle use.

Congestion Mitigation and Air Quality (CMAQ): May be used for either construction of bicycle transportation facilities or non-construction projects related to safe bicycle issues.

Scenic Byways Program: May be used to construct bicycle facilities along scenic highways.

National Recreational Trails Fund: May be used for a variety of recreational trails. Projects must be consistent with the Statewide Comprehensive Outdoor Recreation Plan.

High Priority Projects: A congressional earmark may also be applied for at the time legislation is written through the congressperson's office.

Further SAFETEA-LU information can be viewed at:
http://www.fhwa.dot.gov/safetealu/legis.htm

State

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2 and the following:

1. The governing body of a city or county must adopt the BTP by resolution or certify that it is current and complies with Streets and Highways Code Section 891.2.

2. The city or county must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).

3. Following regional approval, the city or county must submit the BTP, the resolution adopting the BTP, and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU) for review and approval.

Additional information concerning this program can be found at Caltrans' website at:
http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm.

Apportioned from fuel tax revenues, eligible projects under this statewide competitive grant program include bikeway and pedestrian projects included in Bicycle Transportation Plans. Priority is given to commuter bikeway projects.

State Transportation Improvement Program (STIP)

The STIP is a biannual process through which the California Transportation Commission allocates the State Highway Account to transportation projects. It is made up of essentially two programs - a local discretionary fund called the Regional Improvement Program, and a state discretionary fund called the Interregional

Improvement Program. Specific STIP information can be found at the following Caltrans website: http://www.dot.ca.gov/hq/transprog/stip.htm.

Regional Improvement Program: Regions are given a county bid target in which to develop the Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors has the discretion to select and program transportation improvement projects for the region including highways, local roads, transit, bike lanes, etc.

Transportation Enhancement Program (TE): A portion of the Regional Improvement Program Funds may be programmed for Transportation Enhancement Activities. Funds are to be used for transportation related projects that enhance quality of life, in or around transportation facilities, including bicycle and pedestrian facilities. Additional information can be found at the Caltrans TE website at: http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm.

Transportation Development Act (TDA)

Passed in 1971, this legislation provides a regular, guaranteed source of funds for local transit. These funds are administered by the Regional Transportation Planning Agency (RTPA) and apportioned to jurisdictions on a per-capita basis. While there are funding programs provided under TDA, only one can be used for bikeways:

Local Transportation Fund (LTF): One-quarter of one percent (1.0%) of the 7.25% statewide sales tax is returned to the county in which it was generated for use in local transit. The law also provides that if it can be shown, through an annual process, that all unmet transit needs that are reasonable to meet are being provided for, the remaining LTF funds can be used for streets and roads, including bicycle and pedestrian projects. In addition, 2% of the available funds can be directed toward bikeway and pedestrian facilities.

Local

Air Quality Management District (AQMD)

The Butte County Air Quality Management District imposes a motor vehicle registration fee to be used to reduce air pollution from motor vehicles. Although not required to distribute any of these fees to outside agencies, the AQMD annually makes some of these funds available to non-District public agencies, or public agency sponsored programs.

Traffic Mitigation/Impact Fees

Local fees may be assessed on new development projects which, as a result of their construction, are expected to generate additional traffic. Criteria of such fees are set by the local jurisdiction. Most jurisdictions employ some type of traffic mitigation fee. They

may be assessed area-wide, only in target sections on a project-by-project basis, or by a combination of these options.

Potential Funding Sources

Reliable funding is required before a commitment can be made to individual transportation projects. The largest sources of potential funds are state and federal transportation funds and are generally allocated based on population. As a result, rural areas, such as Butte County, are at a funding disadvantage relative to the large urban areas of the state and nation. Butte County and its respective municipalities must look to a variety of funding mechanisms, including innovative funding strategies, for the complete list of needed bikeway improvements to be implemented. Potential methods of enhancing the revenues available for transportation, including bikeways, are discussed below.

Local Sales Tax Increase

The state legislature has given local jurisdictions the ability to increase the retail transaction use tax, or sales tax, up to 1 percent, which can be earmarked for specific purposes. A super- majority (2/3) vote is required on such an increase. A number of California counties, including Sacramento, San Francisco, Contra Costa, Santa Clara, Santa Cruz Counties, and others have voted an increase in the sales tax to finance specific transportation improvements. This is an increasing trend in California.

Bond Measures

Cities and counties may issue general obligation bonds payable through increased property taxes by a 2/3 majority vote of the general electorate. These bonds may be used to fund government services including transportation improvements.

Assessment Districts

Cities and counties may form benefit assessment districts to provide specific services or facilities to groups of people who would benefit from their availability.

New Construction

Future road widening and construction projects are one means of providing bike lanes and pedestrian infrastructure. To ensure that roadway construction projects provide bike lanes where needed, appropriate, and feasible, it is important that an effective review process is in place so that new or improved road infrastructure meets the needs of the community.

Other

Alternative methods such as volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp, who offer low cost assistance, will be effective at reducing project costs. Local schools or community groups may use the bikeway or pedestrian project as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right of way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where businesses or corporations "adopt" a bikeway and help construct and maintain the facility.

Financing

Proposed improvements and programs to be developed over the next 20 years in the County will rely heavily on competitive grant funding from federal and state resources. These funding sources are extremely competitive, and require a combination of sound applications, local support, and lobbying on the regional and state level.

ACTION ELEMENT – INTELLIGENT TRANSPORTATION SYSTEMS (ITS)

Background

In the fall of 2003, BCAG initiated the development of an ITS Regional Architecture and Strategic Deployment Plan (SDP) conforming to the requirements of 23 CFR Parts 655 and 940 for Butte, Glenn and Colusa counties.

BCAG took the lead in developing a multi-county ITS-SDP in partnership with Glenn County, Colusa County, Caltrans and FHWA, with the assistance of a qualified consultant to serve as the ITS Coordinator. Butte, Glenn and Colusa Counties, as well as Caltrans and FHWA, did not have the resources to develop the required regional ITS-SDP individually.

In the fall of 2003, the three counties, FHWA and Caltrans met to establish the beginning of a working group and made an informal commitment to work together as a 3-county partnership. The working group served as the basis for forming the Project Development Team (PDT) which guided the development of the ITS-SDP.
In January 2004, BCAG applied for and received a State Planning and Research (SP&R) Grant through Caltrans for funding participation in the development of the proposed ITS plan. Along with the grant amount of $80,000, BCAG contributed $70,000 and Colusa and Glenn County each contributed $15,000 for a project amount of $180,000.

ITS involves the application of electronics, computers, and technology to more efficiently manage transportation systems and assets. The main purpose of an ITS architecture is to ensure that the involved transportation agencies plan, develop, and deploy their systems in a coordinated and consistent manner. Other equally important purposes are to eliminate duplication of efforts, to stretch funding dollars, and to ensure that ITS deployed in the North Valley is coordinated with ITS in adjacent regions within California.

A minimal amount of ITS is already in place in the three county region but more is planned over the horizon of the MTP. This project conducted an inventory of the systems already in place, as well as those planned for the future. Additionally, the transportation system needs for the three county region and North Valley Stakeholders were collected and used to formulate ITS architecture and integration recommendations.

The ITS Plan shows in detail how various systems (transportation and emergency agencies, such as fire and police) and agencies connect and interconnect, both within three counties and with external entities. This Plan also assists in developing agency roles and responsibilities, systems functional requirements, a list of required interagency agreements, and project sequencing.

Within the next 10 years, it is expected that integration of the strategies identified will be one of BCAG's primary goals in developing transportation projects. The Butte County region has significant transportation issues developing and recognizes the limited amount of funds available to accomplish those needs.

It is expected that within the horizon of the MTP, ITS strategies will become commonplace in project development together with increased application efficiencies of developing technologies. BCAG will make every effort to seek out and apply these technologies that will make sense and provide an overall cost efficiency to the increased development of our local transportation needs.

Purpose and Need

The purpose is to maintain and develop the required regional architecture compliance and implementation of a *North Valley ITS Strategic Deployment Plan - SDP*. The project benefits are expected to be a more expeditious and consistent integration of ITS into the state and regional transportation planning and programming process in the North Valley area.

The project goals are: a) a more cohesive approach to ITS implementation in the three North Valley counties leading to multi-region support to the statewide ITS framework; b) implementation of ITS technologies in the multi-region, including improvements in data collection, distribution, system operation, and other areas; and c) better integrated development and implementation of state and regional transportation plans, projects and services.

BCAG recognizes the significant role of ITS in the transportation planning and programming process. As such, as the regional architecture is developed and potential projects or project components are identified, the MTP will be included to ensure consistency between the Architecture and the long range plan.

ITS Development

On August 19, 2004, BCAG hosted a training session at the City of Chico Council Chambers for owners/operators of ITS systems. The workshop was intended to give participants an overview of ITS and the types of projects that may be considered in the development of a more efficient and useful transportation system for both the more urbanized areas and those that are rural in the region.

As the population increases, so will traffic congestion. Funding availability to address the increase in congestion has not kept pace with infrastructure needs and is expected to fall farther behind as time goes on. As such, it has become more important to pursue different strategies like ITS aimed at making the existing infrastructure more efficient for all users and operators. All aspects of the ITS development have been posted at www.iteris.com/northvalleyits. Appendix 4 includes the Scope of Work for the North Valley ITS Strategic Deployment Plan – SDP Project led by BCAG. This information is also posted on BCAG's website.

The following section discusses Transportation Systems Management, which is a type of ITS strategy.

Transportation Systems Management (TSM)

The phrase Transportation Systems Management (TSM) is often used interchangeably with Transportation Control Measures (TCMs) and Travel Demand Management (TDM) to describe a series of techniques designed to maximize the efficiency of the existing transportation system by reducing dependence on single occupant vehicles. The common goal of TSM, TCMs, and TDM are to reduce traffic congestion, improve air quality, and reduce or eliminate the need for new and expensive transportation infrastructure. Techniques are generally low-cost measures to reduce travel demand or improve the utilization of existing transportation facilities.

The differences between the three concepts are subtle. Each contains alternative transportation measures, such as carpooling, transit, bicycle, walking, vanpooling, compressed workweeks, and telecommuting. Transportation Systems Management (TSM) places emphasis on reducing traffic congestion by increasing the person-trip capacity of existing transportation systems. As such, TSM techniques also include restriping roadways for channelization, ramp metering, and establishment of freeway auxiliary lanes. Travel Demand Management (TDM) emphasizes reducing the demand for single occupant vehicle travel through techniques such as teleconferencing and advanced communication technology. Transportation Control Measures (TCMs) focus on reducing air pollution through techniques such as alternative fuel vehicles.

Since 1981, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have required that Transportation Systems Management (TSM) be part of the regional transportation planning and programming process. Specifically, the Regional Transportation Plan must have a TSM element that describes how the region intends to deal with the movement of people and goods by improving the efficiency and effectiveness of the total transportation system.

Purpose and Need

The purpose of identifying TSM Strategies is to document techniques for the local jurisdictions to consider in efforts to encourage TSM strategies as part of the project implementation process. Documentation of TSM strategies is necessary in order to assist in reducing congestion, improving traffic flow, and providing alternatives to traditionally designed projects.

TSM and TDM Strategies

Traffic Flow Improvements

As traffic on highways and primary arterials increases, so will congestion and air quality problems. Traffic flow improvements, such as ramp metering, changeable message signs, and closed-circuit traffic surveillance, may be considered for use to maximize the capacity of existing roadways. All of these techniques are currently in use in major urban areas of California.

Ramp metering is a technique that spaces the entrance of vehicles onto the freeway. Cars are stopped on the on-ramp by a traffic light, which then allows one vehicle to enter the freeway each cycle. This technique makes merging smoother and reduces traffic backups due to platoons of cars trying to merge onto the freeway at the same time.

Changeable message signs advise drivers of traffic problems ahead. This technique allows motorists to anticipate traffic slowdowns and weather conditions, leading to fewer accidents, or to take alternative routes. Changeable message signs have been used for many years on Interstate 80 to advise travelers of road conditions and closures to prevent travelers from being caught unprepared for snowy weather over the summit of the Sierra.

Roadway restriping, channelization, elimination of on-street parking, and computerized signalization are techniques currently used to improve the flow of traffic without new road construction as well. Roadway restriping seeks to increase the number of lanes by reducing lane width, thus increasing traffic capacity. Channelization, which is often done in conjunction with restriping, adds turn lanes to busy roadways to eliminate traffic backups behind cars trying to make turns. Elimination of on-street parking is done to add lanes, and thus capacity, to heavily traveled roadways. In addition, traffic backups caused by vehicles entering or exiting on-street parking spaces is eliminated. Computerized signalization seeks to coordinate signal timing to smooth traffic flow. A local example of such traffic flow characterization would be the Esplanade in Chico.

Transit

Public transit service is provided by Butte County, and the cities of Biggs, Gridley, Oroville, Paradise, and Chico. Public transit service is the most widely used TSM measure in Butte County serving residents who depend upon transit for commuting to work, school, shopping, medical, and leisure. The Transit chapter provides a comprehensive overview of the public transit providers.

Ridesharing

The purpose of Ridesharing is to encourage the use of alternative transportation modes for traveling to work, school, personal trips, and recreation. The benefits of ridesharing

are reduced single occupancy travel and improved air quality. Rideshare promotes all forms of alternative transportation including carpooling, vanpooling, transit, biking, and walking. Butte County residents can enter their commute information in a regional database to try to find carpooling partners.

Transit Incentive Programs

Under agreement with CSU, Chico's Associated Students, Butte Regional Transit (B-Line) provides free transit trips to the students, faculty, and staff of CSU, Chico. The University, at a rate of $265,000 based on estimated annual ridership at 325,000 trips. This program has been successful.

In July of 1992, the Chico City Council approved two free fare programs in Chico to help reduce vehicle congestion, air pollution, and parking problems in the downtown area. The first program allows employers and employees working in the downtown area to use local transit free of charge at any time. The second program allows for persons doing business or shopping in the downtown area to be given two free passes (one round trip) on B-Line. Parking meter revenues are used to reimburse the transit system at a rate of $1.00 per trip.

Student Shuttle

During the academic year, B-Line has continued the operations of a Student Shuttle for students, faculty, and staff of CSU, Chico. The Shuttle has two routes that connect the university with the largest student housing areas.

Pedestrian and Bikeway Facilities

By making these methods safer and more convenient, pedestrian and bikeway facilities make bicycling and walking more attractive as alternatives to the automobile. Most schools and many shopping areas and employers provide racks for bicycle parking. A complete description of existing and future pedestrian and bikeway facilities within Butte County is included in Chapter 7.

Park and Ride Lots

The purpose of park-and-ride lots is to provide a central meeting place adjacent to major travel routes where commuters can congregate and form carpools or catch buses for the remainder of the commute trip. Caltrans presently operates two park-and-ride lots in Butte County, with a total of 154 paved spaces available. The largest lot, located at the intersection of SR 99 and SR 32 in Chico, has 124 parking spaces. A B-Line bus stop located on Fir Street serves these riders. The other park-and-ride lot is located at the intersection of Nelson Avenue and SR 70 in Oroville and has 30 spaces. As gas prices have increased significantly, so has the demand for increased capacity at park and ride lots.

The City of Oroville developed an additional park-and-ride facility with Proposition 116 funds. The new Oroville facility at the corner of Montgomery and Oak Streets has space for 34 vehicles. In addition, the Town of Paradise opened a park-and-ride lot on the Skyway in August 1999. Funded mainly with Proposition 116 funds, the lot has space for 36 vehicles. A second park-and-ride lot is scheduled to be constructed in the 2012/13 fiscal year on Pearson Rd.

Telecommuting, Compressed Work Weeks and Flexible Work Hours

Telecommuting, compressed workweeks and flexible hours are employment-based techniques to reduce the number of work trips per week, or to transfer trips to reduce peak hour congestion. Telecommuting, or alternative work locations, allows workers to perform job duties at home or other locations, communicating with the main work center by modem, fax, or telephone as necessary. This alternative is especially attractive for workers in rural areas or those commuting long distances, and studies have shown telecommuters are up to 20% more productive.

Compressed workweeks increase the number of hours worked each day to squeeze a regular workweek into fewer workdays. A typical schedule could be four 10-hour workdays each week (4/10 schedule), or eight 9-hour days and one 8-hour day in two weeks (9/80 schedule).

Flexible hours do not reduce the number of work trips per week, but seek to reduce traffic congestion by shifting some trips out of the peak period. Employers using flexible hours may allow workers to vary time of arrival and departure daily, or may require workers to choose a specific schedule to meet the needs of the employer and employee. Many employers throughout the county use flexible hours.
Teleconferencing

Teleconferencing is generally defined as meetings held by telephone or via video hookup to replace the need for traveling to meet in person. It is unknown how extensively this may be used by private firms in Butte County at present, although as the technology becomes more prevalent, use can be expected to increase accordingly.

Both Butte College and CSU, Chico provide telecourses. Telecourses provided by Butte College are generally prerecorded, then broadcast at specific times on the local cable station. Students only meet at the college a few times each semester for introductory information and to take tests. Telecourses provided by CSU, Chico are broadcast live on closed circuit television to satellite locations throughout the North Valley. From the satellite classrooms, students can speak with the instructor via telephone hookup as part of the lecture. Tests are taken at the satellite locations and mailed back to the instructor.

Alternative Fuels

Alternative fuels are used to power motor vehicles while reducing the impacts to air quality. Some of the more common alternative fuels currently in use include methanol, propane, compressed natural gas, and electricity.

Butte Regional Transit has compressed natural gas (CNG) fueling stations in Chico, Oroville, and at the Butte County offices. Currently there are 30 CNG fueled vehicles using these stations.

Mixed Land Use

Land use strategies commonly used in the last forty years place single family residential uses, shopping areas, low-income housing, schools, and employment centers each in separate areas, often enclosed and distant from each other. As a result, individuals must use cars to get to the places they need to go. With mixed land use techniques, houses, shops, schools, and employers are integrated. Examples of mixed land use include apartments located over shops, shopping areas, and professional offices integrated into residential neighborhoods, and affordable "granny units" in single family residential areas. The placement origins and destinations of travel closer together allows for much more feasible alternative transportation.

Mixed land use is evident in many of the jurisdictions. The downtown areas of Chico, Gridley, Oroville, and Biggs, which include shopping and employment, are surrounded by residential areas, which include both single and multiple family housing. The Town of Paradise has many instances of residential, shopping, and professional office integration throughout the area.

Previously Programmed and Funded Projects

While TSM projects are not specifically called "TSM Projects", Butte County has implemented several projects which achieve the TSM goals. For example, the following projects have been delivered and are operational today:

- City of Chico – East Avenue @ Esplanade Signalization Project (CMAQ funded)
- City of Chico – East Avenue @ Cohasset Ave Signalization Project (CMAQ)
- City of Chico – East 1st Ave. @ Mangrove Ave Signalization Project (CMAQ)
- Town of Paradise – Pearson Rd @ Black Olive Drive Signalization (CMAQ)
- BCAG – Transit Outreach Program (CMAQ)
- BCAG – Electronic Bus Card Readers for Transit Fleet (CMAQ)
- BCAG – AVL / GPS System – Entire Fleet -Fixed Route and Paratransit System
- Biggs – Bicycle and Pedestrian Project (TE)
- Paradise - Pedestrian Project (TE)

In addition to the signalization projects, BCAG has equipped the entire B-Line fixed route fleet with electronic card readers to make the system more convenient for its

riders. New electronic fareboxes have been installed on the fixed route and paratransit fleet. This allows for increased flexibility in managing the transit fleet. The reporting data from the system provides transit planners, policy boards, and the public increased data for a better understanding of the system operations. This is critical in efforts to improve the system for the public.

California State University, Chico students and faculty, as well as Far Northern Regional Center patrons, now swipe their specialized cards through a magnetic card reader to board the B-Line system. Since the last RTP was prepared, BCAG has installed the same system on the paratransit fleet, as well as equip the entire transit fleet with AVL/GPS technologies.

MTP Planned Improvements – Assumed Funded

Because the nature of TSM type of projects differ greatly, it is practically impossible to specifically identify projects. TSM projects are not required in Butte County; however, BCAG encourages the jurisdictions to consider TSM strategies as part of the project implementation process. Also, since CMAQ-type of projects are TSM projects as well, BCAG has established a lump sum category for planned CMAQ expenditures. It is practical to assume that the goals and objectives for the CMAQ program are consistent with the objectives of the TSM goals.

Short Term CMAQ Expenditures: $1,000,000 for years 2012-2014
Long Term CMAQ Expenditures: $7,000,000 for years 2015-2035

ACTION ELEMENT – AVIATION

Background

Aviation facilities in Butte County include both public and private airports and helipads serving commercial, recreational, medical, law enforcement, fire and agricultural needs. There are two publicly owned public-use airports, Chico Municipal Airport and Oroville Municipal Airport; five privately owned public-use airports, Paradise Skypark Airport and Ranchero Airport; three privately owned special-use airports, Butte Creek Hog Ranch Airport, Jones Airport, and Richvale Airport; one publicly owned seaplane landing site on Lake Oroville; two privately owned private-use heliports at Enloe Hospital and Oroville Hospital; and one publicly owned private-use airport for the Butte County Sheriff's Department. In addition, there are several agricultural and private-use airports in the county. These varieties of aviation facilities are located throughout Butte County.

To examine and quantify the benefits of the entire aviation system to California, Caltrans Division of Aeronautics retained a consultant to review and verify the overall impact of aviation on the state's economy, and review the many ways aviation contributes to life in California. The purpose of the study was to identify the economic and quality-of-life impacts of\aviation-related activity including aerospace on communities, regions, and the state. The information in the study can be used by policy makers and planners, the aviation industry and the general public to improve the understanding of aviation impacts in California. This study called "Aviation in California: Benefits to our Economy and Way of Life" can be viewed directly at the Caltrans website at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/2003EconomicStudy.pdf

Airport Land Use Compatibility Planning

Counties with public use airports are required to establish an Airport Land Use Commission to conduct airport land use compatibility planning. Their purpose is to protect public health, safety and welfare through the development of Airport Land Use Compatibility Plans (ALUCP). Counties have several options to choose from to satisfy this ALUC requirement. Butte County chose to retain this function, and prepared the ALUCP for its airports. Statutes governing ALUCs are set forth in Division 9, Part 1, Chapter 4, Article 3.5, Sections 21670-21679.5 of the California Public Utilities Code (PUC). The 2000 ALUCP for Butte County includes Chico Municipal, Oroville Municipal, Paradise Skypark, and Ranchaero. Additional information regarding ALUCs and ALUCP can be found in the Division of Aeronautics October 2011 California Airport Land Use Planning Handbook available on the Caltrans website at:
http://www.dot.ca.gov/hq/planning/aeronaut/documents/alucp/AirportLandUsePlanningHandbook.pdf

Regional Overview

The Chico Municipal Airport is the largest and busiest airport serving Butte County. Occupying approximately 2.3 square miles on the northern edge of the City of Chico, the airport handled 52,300 operations in 2011 and is home to 99 based aircraft. The

airport is located north of the City of Chico along Cohasset Road. As the designated "Primary Non Hub Regional-Business/Corporate" airport in Butte County, it serves a variety of aeronautic uses, including commercial, business/corporate, military, agricultural, and general aviation. The 1,475 acre airport facility has two runways; the primary runway 13L/31R is 6, 724 feet long by 150 feet wide and is used for air carrier, agriculture, medical, general cargo, and military aviation. The primary runway, 13L/31R, incorporates the use of high intensity lighting GPS/VOR/ILS and Precision Approach Path Indicators (PAPI) in conjunction with other navigational aids to assist pilots. The Runway Protection Zones for runway 13L/31R are 1,000 feet by 2,500 feet and 2,500 feet long.

The secondary runway, Runway 13R/31L is the general aviation runway. It is located some 700 feet center to center distance west of the instrument runway. This runway is 3,005 feet long and 60 feet wide. The Runway Protection Zone for this runway is 250 feet by 450 feet and 1,000 feet long. This runway consists of an overlay over an asphalt concrete mat that was constructed during World War II by the U.S. Army Air Corps. There are 103 T-hangars, 5 custom private and 4 large conventional hangars, with an additional estimated 40 transient spaces in the apron area.

The Chico Municipal Airport (CMA) was dedicated in 1935, and is a modern integrated air facility. The CMA is capable of accommodating air carriers as well as both commercial and general aviation planes. The airport has one full service Fixed Base Operator (FBO) to provide such services as refueling, plane servicing, air charter, maintenance and flight training. The air traffic control (ATC) tower is open from 7 a.m. until 7 p.m. seven days a week. The tower and all other navigational aids are maintained and operated by the Federal Aviation Administration (FAA). The tower is staffed by Serco Inc. personnel. All communication runs through the tower or UNICOM, which is operated by the Fixed Base Operator – Chico Aviation.

The CMA terminal offers both ticket and baggage service and rental car services. There is plenty of free parking in both long and short-term lots located just outside the terminal. For the commuter, there are daily commercial flights to San Francisco International Airport. In addition to the full service FBO and navigational aids, the CMA offers uncongested flight paths, making both take-offs and landings simple and convenient. There is extensive temporary and permanent tie-down as well as T hangar space, including a 3,000 foot runway with expansive apron space for pilot training. There are currently 99 aircraft based at Chico Municipal Airport, including 83 single engines and 14 multi-engine aircraft, as well as 2 helicopters.

Oroville Municipal Airport is a "Regional" general aviation airport owned by the City of Oroville. This 920-acre facility is located some 2.5 miles west of the remainder of the city along State Route 162. Although the city's sphere of influence extends a mile west of the airport, only the airport property and some private land to the north and west are currently within the city boundary. The surrounding unincorporated area includes the community of Thermalito situated northeast of the airport. To the southwest and

southeast lie state-owned water project and wildlife refuge lands. An airport has existed on the present site since 1936 when the City of Oroville acquired the original 188 acres. During World War II, the U.S. Army took temporary control of the airport. The Army made various improvements, including establishing the basic runway configuration, which remains today. Since reverting control back to the city in 1947, the city has acquired additional land and has made numerous improvements to the facility.

This airport serves a moderate 36,000 annual operations as indicated by the 2005 Oroville Airport Master Plan. Itinerant aviation traffic accounted for 20,000 of the 36,000 operations in 2005. Approximately 96 percent of the operations were general aviation related. Business related traffic contributed 1,500 air taxi operations in 2005. The airport has very competitive Avgas and Jet-A fuel prices. Fueling is self-service only at this time, although provisions are in place to shortly provide a Jet-A fuel truck with full service fueling. There are two asphalt runways. The primary runway 01/19 is, 6,020 feet long by 100 feet wide. Runway 12/30 is 3,540 feet long by 100 feet wide, with a parallel taxiway parallel running the length of each runway. The Runway Protection Zones for runway 01/19 are 500 feet by 1,010 feet, by 1,700 feet beginning 200 feet from runway end. There are 72 T-hangars, 6 conventional hangars with 3 extra spaces, 5 tie downs, and 30 transient spaces. There are currently 78 based aircraft at the airport, including 73 single engine, 2 multi-engine planes, 2 helicopters, and 17 ultra-light aircraft.

The two primary points of ground access to the Oroville Municipal Airport are via SR 162 and Larkin Road. SR 162 connects the airport with SR 70 and the City of Oroville to the east and to SR 99 to the west, while Larkin Road connects the airport to Gridley and Live Oak to the south. Several improvements have been made on State Route 162 to improve capacity between SR 70 and the airport. These improvements include reconstruction of the Feather River Bridge and adding a continuous left turn lane.

Paradise Skypark Airport situated 3 miles south of the Paradise town center serves an important role in Butte County. This special-use privately owned, the airport offers general aviation access to the community of Paradise along State Route 191 and also functions as a weather alternate when the larger airports located in lower elevations are fogged in. Because this is a private airport prior permission is required before use. Paradise is situated approximately 1,300 feet above sea level. Positioned along a narrow ridge south of town, the airport occupies 35 acres of property. Due to its geographic location, the airport is both physically and operationally constrained. However, this airport is an important regional base for skydiving activities.

Runway 17/35 is 3,017 feet long by 60 feet wide, and - was rebuilt in 1999 with parking spaces for 50 aircraft. A parallel taxiway runs the length of the runway. 5 T-hangars and 1 conventional hangar, and 67,tie downs are also provided. A total of 45 aircraft are based at Paradise Airpark, including 44 single engine and 1 multi-engine planes

Total operations for the year ending in March 1991 were 12,000. Annual operations have remained constant. Ground access to the Paradise Skypark Airport is via SR 191

(Clark Road). This section of SR 191 is expected to operate at an acceptable level of service for the next twenty years. No public transit service is currently provided at the airport, but several taxi services are available.

Ranchaero Airport is a 23.5-acre facility located on the west side of Chico. A privately owned special-use general aviation airport, Ranchaero has one asphalt runway 2, 165 feet long by 30 feet wide. This airport serves a combination of recreational, flight training, agricultural, and limited business functions. Because this is a privately owned airport prior permission is required for use. The runway has a full length parallel taxiway. There are 19 T-hangars and one conventional hangar, with 22 tie downs. A total of 30 aircraft are based at Ranchaero Airport, including 30single engine and 4 helicopters. Annual aircraft operations are estimated at 5,000 and are projected to remain constant. Ground access to Ranchaero Airport is via Oak Park Avenue and Santa Clara Avenue. Traffic on these roads is limited to very light local residential traffic, as well as those traveling to the airport itself.

Lake Oroville provides a seaplane-landing site over 1,460 acres in the center of the main body of the lake. There is no runway per se, but a landing area on the water spanning 9,000 feet long by 9,000 feet wide. There are no airport facilities, such as hangars, nor are there any based aircraft. Operations are estimated at 3 to 4 per year. The Butte County Sheriff's Office has a parking lot heliport located at its jail complex on County Center Drive in Oroville. The landing pad measures 70 feet by 70 feet, and perimeter lighting is planned. While the Sheriff's Office owns one helicopter and leases another for the busy summer months, these crafts are based at the Oroville Municipal Airport. Use of the heliport is restricted to authorized law enforcement agencies.

Enloe Hospital has a rooftop heliport at its acute care medical facility located at W. 5th Avenue and the Esplanade in Chico. The landing pad measures 75 feet wide by 66 feet long, and perimeter lighting is provided. There is one helicopter based at the facility, which is used for emergency medical transportation to and from outlying areas. Operations average approximately 1,100 per year.

Oroville Hospital has a heliport located in a parking lot at its acute care medical facility on Olive Highway in Oroville. The landing pad measures 48 feet in diameter, and perimeter lighting is provided. There are no based aircraft. The heliport is used for emergency medical transportation to and from outlying areas. Operations average 35 to 50 per year.

Air Passenger Forecasts and Trends

Airline Passenger service in Butte County is limited to the Chico Municipal Airport by Skyway Airlines operating 4 round trips to San Francisco Daily with a 30 passenger pressurized commuter aircraft. With the high airline fares charged out of the Chico Municipal Airport for interstate service and the relative low fares charged out of Sacramento International Airport, it has become more convenient and economical for passengers to travel to Sacramento than to use the Chico facility. Interstate service is

very competitive. The Chico Municipal Airport is used extensively for the business and general aviation serving the Chico and Central Sacramento Valley areas.

The following table provides the existing airline passengers and aircraft operations for the Chico Municipal Airport:

Table 10-1
Past and Current Passengers Operations

Year	Passenger Enplanements Annual	Aircraft Departures			
		Turbo Prop		Regional Jet	
		Annual	Daily	Annual	Daily
1998	23,424	3,650	5	0	0
1999	28,366	3,650	5	0	0
2000	27,850	3,650	5	0	0
2008	24,818	2,920	4	0	0
2009	23,055	2,920	4	0	0
2010	23,173	2,920	4	0	0

Source: Chico Municipal Airport Master Plan Report Table No. 2-6, page 2-12 August 2003 & Monthly Activity Reports for Skywest Airlines, 2011

Air Cargo Demand Forecasts and Trends

The Chico Municipal Airport provides a full complement of cargo service to the north state area. Four carriers operating from the existing airport structures located on the easterly side of the aircraft-parking apron currently handles air cargo at this airport. The cargo aircraft currently used at the Chico Municipal airport include a Cessna 208, Cessna 402, Piper PA32 and a Beech 99. These cargo aircraft operate from the existing aircraft parking apron.

Air cargo service is currently limited to small single and twin-engine aircraft that generally carry the freight to major hubs. The expansion of air cargo operation out of the Chico Municipal Airport is difficult to forecast. The major air cargo operators such as UPS, Federal Express, Airborne, and Emery, will not establish hub operations in an area that does not have major air cargo demands such as San Francisco or Los Angeles.

With the close proximity of the Chico Municipal Airport to the other airports in Butte County, it is no surprise that very little air cargo is transported to Oroville Municipal Airport and Skypark Airports. Understandably, air cargo would travel to Chico then be transported by ground to its destination. The *Paradise Post* (newspaper) does have a weekly scheduled shipment throughout the year. The Paradise Skypark Airport does however, serve an important role to air cargo not only in Butte County, but the Northern Central Valley as well. When the valley floor is fogged in, air cargo is transported via the Paradise Skypark Airport. Other northern California options include Grass Valley and Auburn. Air Cargo forecasts for these two smaller airports are expected to be minimal due to the proximity of the Chico Municipal Airport. They can, however, handle a significant increase in capacity should the unlikely need arise.

General Aviation Demand Forecasts and Trends

According to Chico Airport Master Plan, the facility serves a variety of aeronautic uses, including commercial, business/corporate, military, agricultural, and general aviation. Total operations for the airport reflect the use for airline, air cargo, and training (JAL), military, Coast Guard, California Department of Forestry (CDF) and CalFire.
Table 10-3 provides the annual aircraft operations and forecasts by type of aircraft. The Chico Airport Master Plan can be referenced for additional specific data concerning the assumptions used in the development of the table. Each of these airports, with the exception of Ranchaero, provides a broad spectrum of general typical aviation uses. These facilities accommodate for business enterprise, repair service, small package or courier service, agricultural activities, medical emergency, search and rescue, pilot training and recreational and tourism activities.

Other uses also include law enforcement and staging area for emergency services. Ranchaero, being the smallest airport in the western portion of the City of Chico is ideal for agricultural uses, pilot training, and recreational uses. As identified in Table 10-2 above, the City of Chico Municipal Airport is used extensively during the fire season and by the military and coast guard. The CDF operates a fire attack base from the northern portion of the aircraft parking area. Aero Union Company operates from the same area to maintain and rehabilitate aircraft used by CDF.

Table 10-3 provides the annual aircraft operations and forecasts by type of aircraft. The Chico Airport Master Plan can be referenced for additional specific data concerning the assumptions used in the development of the table.

Table 10-3
Chico Municipal Airport – Forecast Aircraft Operations

Classification	Aircraft Type	Annual Operations			Daily Departures		
		2000	2010	2020	2000	2010	2020
General Aviation	Single Engine Prop	29,560	31,390	33,210	41	43	46
	Twin Engine Prop	14,960	16,790	18,610	21	23	26
	Turbo Jet	1,680	2,770	3,870	2	4	5
Airline	Turbo Prop	3,870	6,600	5,800	5	9	8
	Regional jet	-	2,480	3,940	0	3	5
Air Cargo	Cessna 208	800	1,290	1,940	3	5	7.5
	Cessna 402	520	910	1,820	2	3.5	7
	Piper PA 32	390	720	850	1.5	2.5	3
	Beech 99	390	720	850	1.5	3	3
Training (JAL)	King Air	9,360	9,360	9,360	18	18	18
Military and	C 130	3,640	3,640	3,640	5	5	5
Coast Guard	U2	480	480	480	0.66	0.66	0.66
	T38	480	480	480	0.66	0.66	0.66
	UH 60	40	40	40	0.05	0.05	0.05
	H 65	36	36	36	0.05	0.05	0.05
	UH1	26	26	26	0.05	0.05	0.05
CDF	P2V/SP2H	200	256	256	0.27	0.35	0.35
	S2	300	384	384	0.44	0.53	0.53
	P3	98	128	128	0.13	0.18	0.18
	DC 4	98	128	128	0.13	0.18	0.18
	C 130	10	10	10	0.01	0.01	0.01
	OV 10	500	600	600	0.68	0.82	0.82
Totals		67,438	79,238	86,458	103	123	137

Source: Chico Municipal Airport Master Plan Report Table No. 2-8, page 2-14 August 2003 *(As of August 2011, the Master Plan is still the most current available)*

Capacity Analysis

The Chico Municipal Airport is the largest and busiest airport in Butte County. When originally developed by the military during World War II, the facility was several miles from the edge of the city. Over the past 50 years, urban expansion has extended toward the airport. Land use surrounding the airport will continue to be an issue. Industrial uses are planned adjacent to both the east and west sides of the airport. The Airport Master Plan proposes extensions of both runways. A 1,000 foot northerly extension to Runway 13L-31R is recommended, and that land is acquired for a future additional 1,000 foot for a total of 2,000 feet.

The primary runway, Runway 13L-31R is currently 6,724 feet long. The Chico Airport Master plan states that the runway should be extended to 8,600 feet to be able to adequately service turbo jet aircraft in the future, such as the Boeing 717, and the McDonnell Douglas DC-9 and MD-80. This extension would accommodate all aircraft operations forecast to use the airport and will further decrease noise impact. Though currently not an issue at this time, it is prudent to consider the protection and reservation of the needed land to the north to allow for the runway extension in the future as well as allowing the Runway Protection Zone moved to the north the same distance.

Other capacity considerations identified in the Chico Airport Master Plan propose widening and extending Runway 13R-31L to be used by CDF operations and commercial service when the main runway is closed for maintenance, reconstruction, or due to an accident. Additional capacity considerations are included in the Chico Airport Master Plan, Chapter 3.

The Oroville Municipal Airport, on the other hand, is situated next to a golf course on the west, grazing land on the south and north, and a protected wildlife refuge to the east. Due to the relative lower number of operations of this airport, there are no immediate capacity issues at this time.

The Paradise Skypark Airport is restricted by its physical geographical location, on a ridge. This airport currently does not face any immediate capacity issues and can handle double its current operations according to its airport manager.

The smaller Ranchaero Airport is restricted by its surrounding agricultural orchards and the residential development. Operations are projected to remain somewhat constant. For the future, no significant issues are anticipated. The City of Chico's urban development boundary and the Butte County "green line" both preclude extension of urban uses into the agricultural lands west of the city.

AVIATION ACTION PLAN – Planned Improvements

The following table was compiled based on the Caltrans Division of Aeronautics, California Aviation System Plan for 2009. The table represents Capital Improvement Projects by fiscal year between 2010 and 2019

Table 10–4
California Division of Aeronautics
CIP Projects and Year 2010-2019 by Airport
(Dollars - 1,000)

Agency	PGM Year	Group 1: 2012 - 2015 Project	Fund Source			
			FAA	State	Local	Total
Chico	2012	Architectural Design of Terminal Expansion	$ 161,500		$ 8,500	$ 170,000
Chico	2012	Relocate TVOR	$ 593,750		$ 31,250	$ 625,000
Chico	2013	Reconstruct Aircraft Parking Apron Phase 4 - South	$ 3,273,700		$ 172,300	$ 3,446,000
Chico	2014	ALP Update and Environmental Study	$ 361,000		$ 19,000	$ 380,000
Chico	2014	Engineering Design - TWY, Service Road, Auto Parking Lot	$ 489,250		$ 25,750	$ 515,000
Chico	2014	Reconstruct Aircraft Parking Apron Phase 5 - South Central	$ 2,547,900		$ 134,100	$ 2,682,000
Chico	2014	Service Road to West Side Development	$ 1,073,500		$ 56,500	$ 1,130,000
Chico	2015	Automobile Parking Lot Expansion	$ 1,092,500		$ 57,500	$ 1,150,000
Chico	2015	Terminal Building Expansion	$ 3,429,500		$ 180,500	$ 3,610,000
Oroville	2012	Apron Rehabilitation - North Side Phase 2	$ 731,500	$ 18,288	$ 20,213	$ 770,000
Oroville	2013	Construct Drainage Improvements for RW 2-20	$ 242,250	$ 6,056	$ 6,694	$ 255,000
Oroville	2013	Engineering for New Tee Hangars and TWY Site Development	$ 112,100	$ 2,803	$ 3,098	$ 118,000
Oroville	2014	Neww Tee Hangar Taxiway Site	$ 783,750	$ 19,594	$ 21,656	$ 825,000
Oroville	2015	Construct Taxiways E West, K South, and S	$ 761,900	$ 19,048	$ 21,053	$ 802,000

Agency	PGM Year	Group 2: 2016 - 2018 Project	Fund Source FAA	State	Local	Total
Chico	2016	Engineering Design - RWY Reconstruction	$ 788,500		$ 41,500	$ 830,000
Chico	2016	Environmental Assessment	$ 522,500		$ 27,500	$ 550,000
Chico	2016	Taxiway Construction Parallel to RW 13R-31L	$ 5,529,000		$ 291,000	$ 5,820,000
Chico	2017	Runway 13L North Extension and Related Taxiways	$ 10,406,300		$ 547,700	$ 10,954,000
Chico	2018	Runway 13R-31L Reconstruct, Widen, Lengthen and Strengthen	$ 8,084,500		$ 425,500	$ 8,510,000
Oroville	2016	Engineering for Service Roads for Commercial Development	$ 102,600	$ 2,565	$ 2,835	$ 108,000
Oroville	2017	Construct Service Roads to Commercial Area	$ 1,331,900	$ 33,298	$ 36,803	$ 1,402,000
Oroville	2017	Engineering for New Building	$ 190,000	$ 4,750	$ 5,250	$ 200,000
Oroville	2018	Construct FBO Hangar and Office	$ 3,422,850	$ 85,571	$ 94,579	$ 3,603,000
Oroville	2018	Engineeringfor Two 14-unit Tee Hangars	$ 150,100	$ 3,753	$ 4,148	$ 158,000

Agency	PGM Year	Group 3: 2019 - 2020 Project	Fund Source FAA	State	Local	Total
Chico	2019	Acquire West Side Land	$ 4,028,000		$ 212,000	$ 4,240,000
Chico	2020	Acquire Land - Approach and Safety Area Protection (Bidwell Ranch) 750 Acres	$ 3,895,000		$ 205,000	$ 4,100,000
Oroville	2019	Construct tTwo 14-Unit Tee Hangar Buildings	$ 2,425,350	$ 60,634	$ 67,016	$ 2,553,000
Oroville	2019	Engineering for New Storage Hangar for FBO Facility	$ 133,000	$ 3,325	$ 3,675	$ 140,000
Oroville	2020	Construct NE Storage Hangar for FBO Facility	$ 2,042,500	$ 51,063	$ 56,438	$ 2,150,000

Agency	PGM Year	Group 4: 2021 - 2025 Project	Fund Source FAA	State	Local	Total
Chico	2021	Construct Nested Tee Hangars - 3 Rows -60 units	$ 8,265,000		$ 435,000	$ 8,700,000

		FAA	State	Local	Total
2012-2021	**Aviation Total Funding**	**$ 66,971,200**	**$ 310,745**	**$ 3,214,055**	**$ 70,496,000**

Table 10–4
California Division of Aeronautics
CIP Projects and Year 2008-2017 by Airport – Summary

Aviation - Financial Summary by Group Year	Fund Source			
	FAA	State	Local	Total
Group 1: 2012 - 2015 (4 fiscal years)	$ 15,654,100	$ 65,788	$ 758,113	$ 16,478,000
Group 2: 2016 - 2018 (3 fiscal years)	$ 30,528,250	$ 129,936	$ 1,476,814	$ 32,135,000
Group 3: 2019 - 2020 (2 fiscal years)	$ 12,523,850	$ 115,021	$ 544,129	$ 13,183,000
Group 4: 2021 - 2025 (4 fiscal years)	$ 8,265,000	$ -	$ 435,000	$ 8,700,000
Group 5: 2026 - 2035 (9 fiscal years)	0	0	0	0
Totals	$ 66,971,200	$ 310,745	$ 3,214,055	$ 70,496,000

California Aviation System Plan – Enhancements and Needs

The following table identifies the region's highest priority facilities in terms of system capacity and safety enhancements. Enhancements at these airports would improve regional and state system capacity and safety, and perhaps make them worthy of reclassification. The following information was taken from the California Aviation System Plan – System Requirements Element, "Enhancement Prioritization". Additional information on the CASP can be found at:
http://www.dot.ca.gov/hq/planning/aeronaut/htmlfile/sre2003.php

Table 10-5
CASP – Enhancements and Needs

PRIMARY COMMERCIAL SERVICE NON-HUB	MINIMUM STANDARD RUNWAY LENGTH	LONGEST RUNWAY LENGTH	RUNWAY EXTENSION ESTIMATED COST / CONDITION	LONGEST RUNWAY WIDTH	VASI/PAPI INSTALLED	AVAILABLE FUEL GRADES	LONGEST RUNWAY WEIGHT RATING	AWOS/ ASOS	MOST PRECISE INSTRUMENT APPROACH PROCEDURE
CHICO MUNICIPAL	7000	6724	$140,000 / GOOD	150	PAPI	100 100LA	63,000	YES	ILS
REGIONAL GENERAL AVIATION									
OROVILLE MUNICIPAL	4,800	6,000	/ GOOD	100	PAPI	100LL80 A	60,000	YES	GPS

Figure 10-1
Caltrans Division of Aeronautics – Airport Summary – Chico Municipal

Airport ID	Operated By	Functional Classification	Caltrans District
CIC	City of Chico	PRIMARY-NON HUB-REGIONAL-Business/corporate	03
Associated City	**Ownership**	**FAA NPIAS Category**	**Elevation**
Chico	Public	Commercial Service Primary	238 Feet
County	**Airport Layout Plan Date Revised**	**CLUP Date Adopted**	**Acreage**
Butte	12/10/2002	12/20/2000	1,475
Region	**Airport Master Layout Plan Date Adopted**	**RTP Date**	
AWP			

Facilities

RUNWAY ID	13R/31L	RUNWAY ID	13L/31R
Runway Length	3,005	Runway Length	6,724
Runway Width	60	Runway Width	150
Lighting		Lighting	HIGH
Approach		Approach	
Runway ARC		Runway ARC	

Based Aircraft

Single:	83
Multi:	14
Jet:	0
Helicopter:	2
Glider:	0
Military:	0
Ultralight:	0
Total Based Aircraft	99

Aircraft Parking

Type	Available
T-Hangars	107
Tie Downs	
Shelters	0
Transient	40

Services

Food Available:	Yes	Rest Rooms:	Yes	Airlines Serving Airport:	Yes
Public Phone:	Yes	Taxi:	Yes	Business:	Yes
Corporate:	Yes	Cargo Transport:	Yes	Agriculture:	Yes
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes
Search & Rescue:	Yes	Training:	Yes	Sport Flying:	Yes
Tourism:	Yes	Gliders:	No	Parachute:	No
Ultralights:	No	Rental Car:	Yes	Public Transit:	No
Avionics Repair:	No	Prop Service:	No	Aircraft Rental/Sales:	Yes
Other Services:	AFRT AG				
Fuel:	Fuel: 100LL A	Power Plant Repair:	MAJOR	Airframe Repair:	MAJOR

Activity

Aircraft Operations	52,300
Enplanements	20,893
Air Cargo (tons)	958,927
Counter Totals	0
Total Passengers	41,480

Remarks

Figure 10-2
Caltrans Division of Aeronautics – Airport Summary – Oroville Municipal

Airport ID	Operated By	Functional Classification	Caltrans District
OVE	City of Oroville	REGIONAL	03
Associated City	**Ownership**	**FAA NPIAS Category**	**Elevation**
Oroville	Public- City of Oroville	General Aviation	192 Feet
County	**Airport Layout Plan Date Revised**	**CLUP Date Adopted**	**Acreage**
Butte	5/5/2009		920
Region	**Airport Master Layout Plan Date Adopted**	**RTP Date**	
AWP			

Facilities

RUNWAY ID	2/20	RUNWAY ID	13/31
Runway Length	6,020	Runway Length	3,540
Runway Width	100	Runway Width	100
Lighting	HIGH	Lighting	HIGH
Approach		Approach	
Runway ARC	C-III	Runway ARC	B-II

Based Aircraft

Single:	73
Multi:	2
Jet:	0
Helicopter:	2
Glider:	1
Military:	0
Ultralight:	0
Total Based Aircraft	76

Aircraft Parking

Type	Available
T-Hangars	72
Tie Downs	38
Shelters	0
Transient	30

Services

Food Available:	No	Rest Rooms:	Yes	Airlines Serving Airport:	No
Public Phone:	Yes	Taxi:	Yes	Business:	None
Corporate:	No	Cargo Transport:	No	Agriculture:	Yes
Based Fire/Law Enforce Aircraft:	Yes	Disaster/Emergency Services:	Yes	Medical Emergency:	Yes
Search & Rescue:	Yes	Training:	No	Sport Flying:	No
Tourism:	Yes	Gliders:	Yes	Parachute:	No
Ultralights:	Yes	Rental Car:	Yes	Public Transit:	No
Avionics Repair:	No	Prop Service:	No	Aircraft Rental/Sales:	No
Other Services:	None				
Fuel:	Jet A Self Service Jet A Full Service	Power Plant Repair:	Yes	Airframe Repair:	

Activity

Aircraft Operations	36000
Enplanements	0
Air Cargo (tons)	0
Counter Totals	0
Total Passengers	0

Remarks

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY: CHICO
>2 AIRPORT NAME: RANCHAERO
3 CBD TO AIRPORT (NM): 01 W
4 STATE: CA
6 REGION/ADO: AWP/SFO
LOC ID: CL56
5 COUNTY: BUTTE CA
7 SECT AERO CHT: SAN FRANCISCO
FAA SITE NR: 01396.1*A

GENERAL

10 OWNERSHIP: PRIVATE
>11 OWNER: RANCHAERO INC
>12 ADDRESS: 2599 OAK PARK AVE
CHICO, CA 95928
>13 PHONE NR: 530-342-5242
>14 MANAGER: GARY GRIGGS
>15 ADDRESS: 2599 OAK PARK AVE
CHICO, CA 95928
>16 PHONE NR: 530-342-5242
>17 ATTENDANCE SCHEDULE:
ALL ALL 0900-1700

SERVICES

>70 FUEL: 100LL

BASED AIRCRAFT

90 SINGLE ENG:	30
91 MULTI ENG:	0
92 JET:	0
TOTAL:	30
93 HELICOPTERS:	4
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

FACILITIES

>80 ARPT BCN:
>81 ARPT LGT SKED:
>82 UNICOM:
18 AIRPORT USE: PRIVATE
19 ARPT LAT: 39-43-10.2765N ESTIMATED
20 ARPT LONG: 121-52-13.7835W
21 ARPT ELEV: 173.0 ESTIMATED
22 ACREAGE: 23
>23 RIGHT TRAFFIC: 14
>24 NON-COMM LANDING: NO
>83 WIND INDICATOR: NO
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NONE
86 FSS: RANCHO MURIETA
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

RUNWAY DATA

>30 RUNWAY IDENT:	**14/32**			
>31 LENGTH:	2,156			
>32 WIDTH:	30			
>33 SURF TYPE-COND:	ASPH-P			

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:				
>42 RWY MARK TYPE-COND:	BSC - G / BSC - G	- / -	- / -	- / -

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)	/	/	/
>51 DISPLACED THR:	300 / 200	/	/	/
>52 CTLG OBSTN:	TREES / TREES	/	/	/
>53 OBSTN MARKED/LGTD:	/	/	/	/
>54 HGT ABOVE RWY END:	10 / 20	/	/	/
>55 DIST FROM RWY END:	200 / 230	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 033 RWY 14/32 SMALL CRACKS IN PAVEMENT SFC.
A 035 RWY 14/32 GROSS WEIGHT STRENGTH ESTIMATED PRVDD BY AMGR 12000 LBS.
A 057 RWY 14 RWY 14 APCH RATIO 13:1 TO DSPLCD THLD OVER +40 FT TREES 535 FT FM DSPLCD THLD 120 FT L.
A 057 RWY 32 RWY 32 APPROACH RATIO 21:1 TO DISPLACED THRESHOLD OVER +20 FT TREES, 230 FT FROM EOR, BOTH SIDES OF CENTERLINE
A 058 RWY 14 RWY 14 +15 FT ROAD 100 FT FM; +35 FT TREES 135 FT FM; +10 FT TREES 160 FT FM RY END.
A 058 RWY 32 RWY 32 ORCHARD WITH +20 FT TREES LEFT & RIGHT 34 FT FM RY END.
A 084 TRAFFIC PATTERN INDICATORS ONLY.

111 INSPECTOR: (S) 112 LAST INSP: 11/04/2005 113 LAST INFO REQ: 02/14/2012

FAA Form 5010-2 (5-91) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY: OROVILLE
>2 AIRPORT NAME: OROVILLE MUNI
3 CBD TO AIRPORT (NM): 03 SW
4 STATE: CA
6 REGION/ADO: AWP/SFO
LOC ID: OVE
5 COUNTY: BUTTE CA
7 SECT AERO CHT: SAN FRANCISCO
FAA SITE NR: 01998.*A

GENERAL

10 OWNERSHIP: PU
>11 OWNER: CITY OF OROVILLE
>12 ADDRESS: 1735 MONTGOMERY ST
OROVILLE, CA 95965
>13 PHONE NR: 530-538-2420
>14 MANAGER: RICK WALLS
>15 ADDRESS: 1735 MONTGOMERY ST.
OROVILLE, CA 95965
>16 PHONE NR: 530-538-2507
>17 ATTENDANCE SCHEDULE:
UNATNDD

18 AIRPORT USE: PUBLIC
19 ARPT LAT: 39-29-16.1000N ESTIMATED
20 ARPT LONG: 121-37-19.2000W
21 ARPT ELEV: 194.0 SURVEYED
22 ACREAGE: 920
>23 RIGHT TRAFFIC:
>24 NON-COMM LANDING: NO
25 NPIAS/FED AGREEMENTS: NGPRY
>26 FAR 139 INDEX:

SERVICES

>70 FUEL: 100LL A
>71 AIRFRAME RPRS: NONE
>72 PWR PLANT RPRS: NONE
>73 BOTTLE OXYGEN: NONE
>74 BULK OXYGEN: NONE
75 TSNT STORAGE: TIE
76 OTHER SERVICES:

FACILITIES

>80 ARPT BCN: CG
>81 ARPT LGT SKED: SEE RMK
>82 UNICOM: 122.800
>83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NONE
86 FSS: RANCHO MURIETA
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

BASED AIRCRAFT

90 SINGLE ENG:	61
91 MULTI ENG:	0
92 JET:	1
TOTAL:	62
93 HELICOPTERS:	2
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	4

OPERATIONS

100 AIR CARRIER:	0
102 AIR TAXI:	1,500
103 G A LOCAL:	14,500
104 G A ITNRNT:	20,000
105 MILITARY:	0
TOTAL:	36,000
OPERATIONS FOR 12 MONTHS ENDING	12/31/2011

RUNWAY DATA

>30 RUNWAY IDENT:		01/19	12/30		
>31 LENGTH:		6,020	3,540		
>32 WIDTH:		100	100		
>33 SURF TYPE-COND:		ASPH-G	ASPH-G		
>34 SURF TREATMENT:					
35 GROSS WT:	SW	60.0	25.0		
36 (IN THSDS)	DW	80.0			
37	DTW				
38	DDTW				
>39 PCN:					
LIGHTING/APCH AIDS					
>40 EDGE INTENSITY:		HIGH	HIGH		
>42 RWY MARK TYPE-COND:		BSC - G / BSC - G	BSC - G / BSC - G	- / -	- / -
>43 VGSI:		/ P2L	V2L / V2L	/	/
44 THR CROSSING HGT:		/ 41	32 / 32	/	/
45 VISUAL GLIDE ANGLE:		/ 3.00	3.00 / 3.00	/	/
>46 CNTRLN-TDZ:		N - N / N - N	N - N / N - N	- / -	- / -
>47 RVR-RVV:		- N / - N	- N / - N	- / -	- / -
>48 REIL:		N / N	N / N	/	/
>49 APCH LIGHTS:		/	/	/	/
OBSTRUCTION DATA					
50 FAR 77 CATEGORY:		C / B(V)	B(V) / B(V)	/	/
>51 DISPLACED THR:		/	/	/	/
>52 CTLG OBSTN:		/	/ TREES	/	/
>53 OBSTN MARKED/LGTD:		/	/	/	/
>54 HGT ABOVE RWY END:		/	/ 20	/	/
>55 DIST FROM RWY END:		/	/ 600	/	/
>56 CNTRLN OFFSET:		/	/ 200L	/	/
57 OBSTN CLNC SLOPE:		50:1 / 50:1	50:1 / 20:1	/	/
58 CLOSE-IN OBSTN:		N / N	N / N		
DECLARED DISTANCES					
>60 TAKE OFF RUN AVBL (TORA):		/	/	/	/
>61 TAKE OFF DIST AVBL (TODA):		/	/	/	/
>62 ACLT STOP DIST AVBL (ASDA):		/	/	/	/
>63 LNDG DIST AVBL (LDA):		/	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 081 RWY APT ACTVT HIRL RY 01/19 & RY 12/30 - CTAF. PAPI RY 19, VASI RY 12 & RY 30 OPER CONT.
A 110-1 TWY FROM RY 01/19 TO GOLF COURSE/RESTAURANT TIEDOWNS 20 FT WIDE WITH NO SHOULDERS.
A 110-2 FIREFIGHTING ACFT INVOF ARPT MAY-OCT.
A 110-3 FOR ARPT INFO MON-FRI CTC (530) 538-2490.
A 110-4 GLIDERS 7 NM RADIUS 5,000 FT AND BELOW 1600-2200Z WEEKENDS.

111 INSPECTOR: (S) 112 LAST INSP: 06/22/2012 113 LAST INFO REQ:

FAA Form 5010-1 (5-91) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY: PARADISE
>2 AIRPORT NAME: PARADISE SKYPARK
3 CBD TO AIRPORT (NM): 03 S
4 STATE: CA
6 REGION/ADO: AWP/SFO
LOC ID: CA92
5 COUNTY: BUTTE CA
7 SECT AERO CHT: SAN FRANCISCO
FAA SITE NR: 02026.5*A

GENERAL

10 OWNERSHIP: PRIVATE
>11 OWNER: JOHN H. FRANKLIN+
>12 ADDRESS: 217 FLUME ST SUITE 200
CHICO, CA 95928
>13 PHONE NR: 530-343-9600
>14 MANAGER: JAIME HUTSELL
>15 ADDRESS: 217 FLUME ST SUITE 200
CHICO, CA 95928
>16 PHONE NR: 530-343-9600
>17 ATTENDANCE SCHEDULE:
UNATTND

SERVICES

>70 FUEL: 100LL

BASED AIRCRAFT

90 SINGLE ENG:	44
91 MULTI ENG:	1
92 JET:	0
TOTAL:	45
93 HELICOPTERS:	0
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

FACILITIES

>80 ARPT BCN:
>81 ARPT LGT SKED: SEE RMK
>82 UNICOM: 122.800
>83 WIND INDICATOR: YES-L
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NONE
86 FSS: RANCHO MURIETA
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

18 AIRPORT USE: PRIVATE
19 ARPT LAT: 39-42-38.0000N ESTIMATED
20 ARPT LONG: 121-36-59.4000W
21 ARPT ELEV: 1300.0 ESTIMATED
22 ACREAGE: 35
>23 RIGHT TRAFFIC: 17
>24 NON-COMM LANDING:

RUNWAY DATA

>30 RUNWAY IDENT:	17/35			
>31 LENGTH:	3,017			
>32 WIDTH:	60			
>33 SURF TYPE-COND:	ASPH-G			

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:	LOW			
>42 RWY MARK TYPE-COND:	NSTD - G / BSC - G	- / -	- / -	- / -

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)	/	/	/
>51 DISPLACED THR:	427 /	/	/	/
>52 CTLG OBSTN:	TREE /	/	/	/
>53 OBSTN MARKED/LGTD:	/	/	/	/
>54 HGT ABOVE RWY END:	115 /	/	/	/
>55 DIST FROM RWY END:	1,200 /	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 057 RWY 17 APCH RATIO14:1 BASED ON DSPLCD THLD.
A 058 RWY 17 17/35 HANGARS 125 FT WEST OF RY CNTRLN AND 150 FT EAST OF RY CNTRLN.
A 070 FOR FUEL CALL (530) 343-9600 IN ADVANCE.
A 081 RWY APT ACTVT LIRL RY 17/35 DUSK-DAWN ONLY - CTAF. TRIL RY 35 DUSK-DAWN.
A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.
A 110-3 STEEP DOWNGRADE EAST; WEST; & SOUTH OF RWY.
A 110-4 LAND RY 35; TKOF RY17. NIGHT LDG RY 35 3017 FT LGTD. RY 17 NIGHT LDGS NOT AUTH. DUE TO MOUNTAINOUS TERRAIN WITH TREES APROX. 450-700 YDS FROM RY END.

111 INSPECTOR: (S) 112 LAST INSP: 04/22/2006 113 LAST INFO REQ: 01/17/2012

FAA Form 5010-2 (5-91) SUPERSEDES PREVIOUS EDITION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

AIRPORT MASTER RECORD

PRINT DATE: 11/06/2012
AFD EFF 09/20/2012
Form Approved OMB 2120-0015

>1 ASSOC CITY: CHICO
>2 AIRPORT NAME: RANCHAERO
3 CBD TO AIRPORT (NM): 01 W
4 STATE: CA
6 REGION/ADO: AWP/SFO
LOC ID: CL56
5 COUNTY: BUTTE CA
7 SECT AERO CHT: SAN FRANCISCO
FAA SITE NR: 01396.1*A

GENERAL

10 OWNERSHIP: PRIVATE
>11 OWNER: RANCHAERO INC
>12 ADDRESS: 2599 OAK PARK AVE
CHICO, CA 95928
>13 PHONE NR: 530-342-5242
>14 MANAGER: GARY GRIGGS
>15 ADDRESS: 2599 OAK PARK AVE
CHICO, CA 95928
>16 PHONE NR: 530-342-5242
>17 ATTENDANCE SCHEDULE:
ALL ALL 0900-1700

SERVICES

>70 FUEL: 100LL

BASED AIRCRAFT

90 SINGLE ENG:	30
91 MULTI ENG:	0
92 JET:	0
TOTAL:	30
93 HELICOPTERS:	4
94 GLIDERS:	0
95 MILITARY:	0
96 ULTRA-LIGHT:	0

FACILITIES

>80 ARPT BCN:
>81 ARPT LGT SKED:
>82 UNICOM:
>83 WIND INDICATOR: NO
84 SEGMENTED CIRCLE: YES
85 CONTROL TWR: NONE
86 FSS: RANCHO MURIETA
87 FSS ON ARPT: NO
88 FSS PHONE NR:
89 TOLL FREE NR: 1-800-WX-BRIEF

18 AIRPORT USE: PRIVATE
19 ARPT LAT: 39-43-10.2765N ESTIMATED
20 ARPT LONG: 121-52-13.7835W
21 ARPT ELEV: 173.0 ESTIMATED
22 ACREAGE: 23
>23 RIGHT TRAFFIC: 14
>24 NON-COMM LANDING: NO

RUNWAY DATA

>30 RUNWAY IDENT:	**14/32**			
>31 LENGTH:	2,156			
>32 WIDTH:	30			
>33 SURF TYPE-COND:	ASPH-P			

LIGHTING/APCH AIDS

>40 EDGE INTENSITY:				
>42 RWY MARK TYPE-COND:	BSC - G / BSC - G	- / -	- / -	- / -

OBSTRUCTION DATA

50 FAR 77 CATEGORY:	A(V) / A(V)	/	/	/
>51 DISPLACED THR:	300 / 200	/	/	/
>52 CTLG OBSTN:	TREES / TREES	/	/	/
>53 OBSTN MARKED/LGTD:	/	/	/	/
>54 HGT ABOVE RWY END:	10 / 20	/	/	/
>55 DIST FROM RWY END:	200 / 230	/	/	/

(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >

>110 REMARKS:

A 033 RWY 14/32 SMALL CRACKS IN PAVEMENT SFC.
A 035 RWY 14/32 GROSS WEIGHT STRENGTH ESTIMATED PRVDD BY AMGR 12000 LBS.
A 057 RWY 14 RWY 14 APCH RATIO 13:1 TO DSPLCD THLD OVER +40 FT TREES 535 FT FM DSPLCD THLD 120 FT L.
A 057 RWY 32 RWY 32 APPROACH RATIO 21:1 TO DISPLACED THRESHOLD OVER +20 FT TREES, 230 FT FROM EOR, BOTH SIDES OF CENTERLINE
A 058 RWY 14 RWY 14 +15 FT ROAD 100 FT FM; +35 FT TREES 135 FT FM; +10 FT TREES 160 FT FM RY END.
A 058 RWY 32 RWY 32 ORCHARD WITH +20 FT TREES LEFT & RIGHT 34 FT FM RY END.
A 084 TRAFFIC PATTERN INDICATORS ONLY.

111 INSPECTOR: (S) 112 LAST INSP: 11/04/2005 113 LAST INFO REQ: 02/14/2012

FAA Form 5010-2 (5-91) SUPERSEDES PREVIOUS EDITION

ACTION ELEMENT – RAIL

Background

Historically, rail service in Butte County has been almost exclusively used to transport goods (see Chapter 12). In 1995, BCAG completed the Northern Sacramento Valley Intercity Passenger Rail study to examine the feasibility of additional passenger rail service to the region. While the study concluded that passenger rail service for the region was not yet feasible, it did provide beneficial information concerning future passenger rail service data.

Existing Rail Service

The Coast Starlight, which runs between Seattle and Los Angeles, is currently the only direct passenger rail service in Butte County (Figure 11-1). Two trains, one each northbound and southbound, stop in Chico daily. The northbound train arrives at approximately 1:55 a.m. and the southbound at 3:50 a.m. Reservations are required for travel on the Coast Starlight.

Feeder bus connections for intercity rail service are available more widely in the Butte County region. The following table summarizes the bus service for Amtrak thru Butte County. The Amtrak station is at W. 5th and Orange Streets. Parking is free. Subsequent bus connections from these routes allow travel to Reno, Yosemite, Las Vegas, Monterey, and throughout the Los Angeles, San Diego, and San Francisco Bay urban areas. Advanced reservations are required on the San Joaquin rail and bus service but are not required on the Capitol Corridor rail service. Additional information on Amtrak and the Coast Starlight can be found at www.amtrak.com.

Redding - Sacramento - Stockton

Bus Number		R3802	R3812	R37/R3814	R37/3816	R37/3804	R37/3818
Days of Operation		Daily	Daily	Daily	Daily	Daily	Daily
Redding - Transit Ctr.	Dp			6:20a	9:50a	12:15p	2:30p
Red Bluff - Taco Bell				6:55a	10:25a	12:50p	3:05p
Corning - Transit Center				----	10:50a	----	3:30p
Chico				7:55a	11:30a	1:50p	4:10p
Oroville - Park & Ride				8:20a	11:55a	2:15p	4:35p
Marysville - Eagles Nest				8:55a	12:30p	2:50p	5:10p
Suisan/Fairfield	Dp	5:10a					
Davis		5:55a	7:25a Q			Q 5:45p	
Sacramento	Ar	C 6:25a	7:55a	Z10:00a	C 1:35p	C 3:55p	C 6:15p
Connecting San Joaquins		R702				R704	
Connecting Capitol Trains				535/733	541/741	545/745	549/751
Sacramento	Dp		8:00a	10:25a	1:45p	4:25p	6:25p
Lodi				11:05a	Q 2:05p	5:05p	
Stockton - Ace Station						5:20p	
Stockton	Ar		C 8:50a	C11:35a	C 2:40p		C 7:20p
Connecting San Joaquins			R712	R714	R716		R718

B -- Bus - bus connection grauanteed.
C -- Train - bus connection guaranteed.
Q -- This stop is a different bus.
R -- All reserved train or bus.
Z -- Bus also connects at Sacramento with the California Zephyr. train 6.

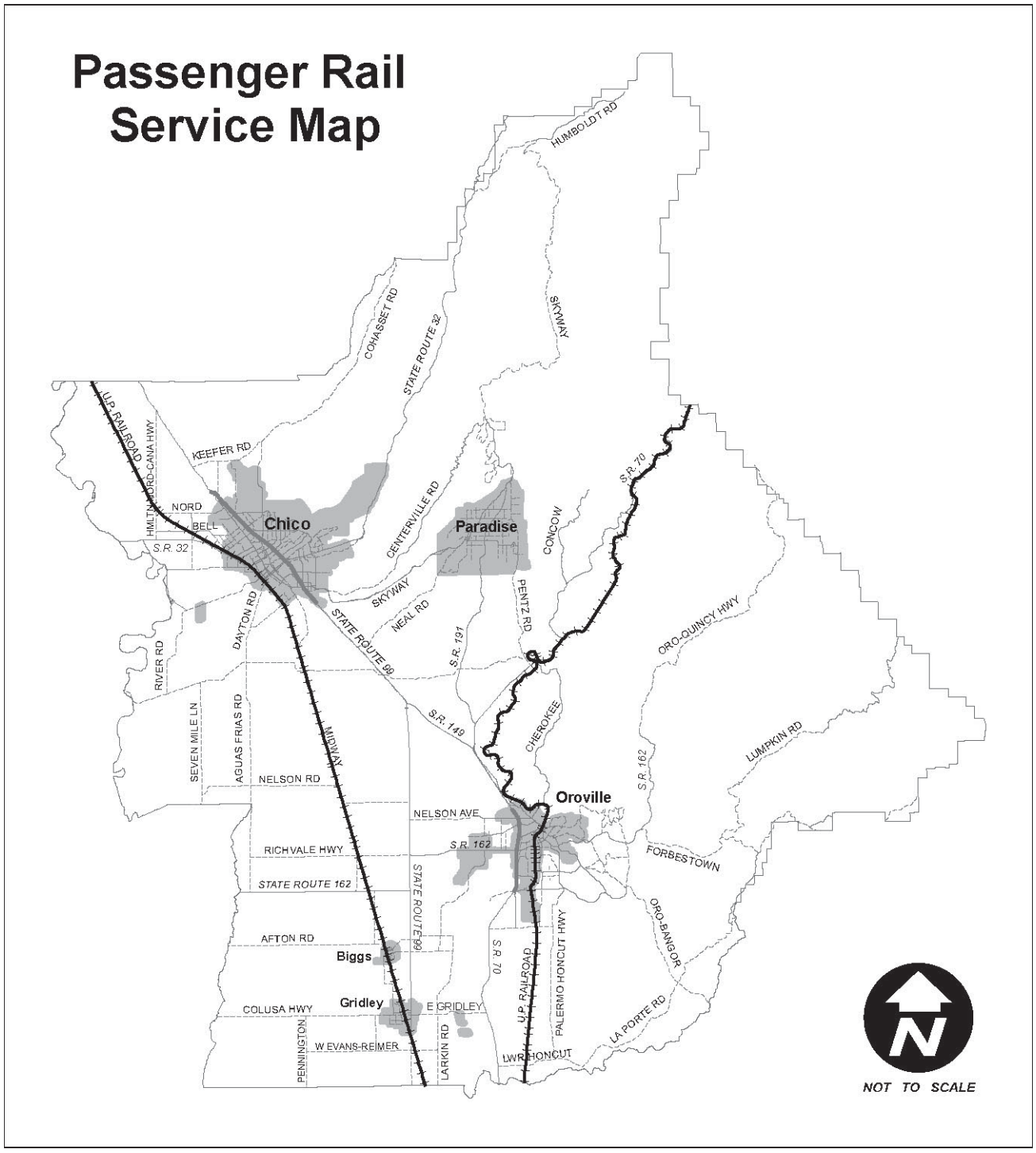
Rail Service Needs and Assessment

Intercity Rail

There are several factors that intensify the consideration of intercity rail for the Northern Sacramento Valley. First, increasing populations throughout the North Valley are taxing existing transportation systems. Second, the existing transportation systems for intercity travel are almost exclusively motorized travel for individual travelers, including carpools or buses. Third, existing intercity transportation corridors are congested, thus making intercity travel more difficult and have negative impacts on goods movement. Fourth, state and federal clean air regulations make it more and more difficult to increase roadway capacity. With the above factors making vehicular travel more difficult, alternatives must be explored.

Rail is an attractive method of travel to many. Aside from being cleaner, it is more relaxing than driving rural highways, contending with farm equipment common in the

Figure 11-1
Passenger Rail Service Map



valley, slow-moving trucks & recreational vehicles, and the dangers of fog and inclement weather.

The Coast Starlight is unsuitable to meet the needs of local passengers due to its infrequent and inconvenient night schedule, advanced requirement for reservations, and capacity constraints. The Coast Starlight's use of the Union Pacific tracks through Butte County demonstrates that the existing tracks can handle additional use such as passenger rail service. The key issue is whether or not sufficient ridership for intercity rail in the Northern Sacramento Valley could support the costs of the service.

During the 1994/95 fiscal year, BCAG studied the feasibility of extending intercity passenger rail service to the northern Sacramento Valley counties. ICF Kaiser of Oakland, California prepared the study, in cooperation with the counties of Sacramento, Sutter, Yuba, Butte, Placer, Tehama, and Shasta. BCAG served as the lead agency for development and coordination of the study.

The Northern Sacramento Valley Intercity Passenger Rail Study, as it was called, included two phases. The purpose of Phase I was to identify a base level rail service that could be implemented to provide intercity service, and to identify the potential ridership levels for this service. Based on the ridership forecasts, it was determined that intercity rail passenger service could not be supported currently or within the next ten-year horizon by the seven counties along the corridor. The primary reason was due to the lack of ridership necessary to recover the state required 55% operational costs through the farebox. As a result, BCAG postponed development of Phase II, which would have examined station locations, needed track improvements, financing, and institutional arrangements. While the Rail Study did not justify the need for intercity rail service now, BCAG staff will continue to participate in the rail planning process and monitor intercity rail service developments.

California State Rail Plan

The California State Rail Plan 2007/08 – 2017/18 prepared by Caltrans identifies potential new intercity rails services. The Sacramento to Redding corridor is one of three new routes that Caltrans is proposing in the state rail plan. Operation of intercity rail service from Sacramento to Redding would extend State-supported intercity rail service to a fast growing Northern California area not presently served by the State-supported intercity passenger rail network.

Connecting buses to the *San Joaquin* and *Capitol Corridor* trains currently serve the northern Sacramento Valley. Buses connect to four of the *San Joaquins* in Stockton, and one in Sacramento, and travel north through Sacramento, Marysville, Chico, and Redding. Five *Capitol Corridor* trains in Sacramento also have a bus connection to Redding. Additionally, the single daily round trip of the Seattle-Los Angeles *Coast Starlight* connects Redding and Chico with Sacramento, the Bay Area, and Los Angeles.

Caltrans' ten-year operating plan includes one daily round trip between Sacramento and Redding in 2015-16. This rail service would be supplemented by bus service that would run over the same route as the train, but at other times of the day. Caltrans believes this extension is a good candidate for rail service because:

- Amtrak currently operates the *Coast Starlight* on this route, with existing stations at Sacramento, Chico, and Redding.
- The demographics of the route are positive: the northern Sacramento Valley has a rapidly growing population; Redding represents the urban hub for the northern part of the State; and California State University, Chico is a focus of activity and population.

While Caltrans planned the study in 2005, it was deferred due to the UP's decision not to consider operation of new passenger trains at the time.

Grade Crossings

Another important issue concerning rail transportation in Butte County is the issue of grade crossing safety and convenience. Two cities that have problems with existing grade crossings are Gridley and Chico. Both Gridley and Chico straddle the Union Pacific railroad tracks and have at-grade crossings in several locations within their cities. Neither city has over or under-crossings. As a result of the passing trains, there are times of the day that these communities experience traffic problems where automobile traffic and emergency service vehicles are unable to access various parts of the city. Even longer delays are experienced when trains must make a stop in these cities. As a result, both the cities of Gridley and Chico have expressed a need to improve some of the intersections by constructing over or under-crossings to remedy this problem.

Currently, both Gridley and Chico are exploring a funding program administered by the Public Utilities Commission and Caltrans for grade crossing projects. The City of Chico has identified a project for West 8th Avenue, which also intersects State Route 32, while the City of Gridley has identified an over-crossing for Little Street in Gridley.

RAIL ACTION PLAN – Planned Improvements

The following "planned improvements" have been identified in terms of goals and objectives for both the short-term and long-term rail improvements. Because no specific projects can be identified at this time, the following are identified to document Butte County's advocacy for rail improvements.

Short Range

1. Seek funding through the Public Utilities Commission's grade Crossing Program to partially fund construction of new grade crossing improvements in the cities of Gridley and Chico.

2. Provide rail-highway crossings and protective devices at various locations to minimize rail highway conflicts.

3. Continue to support intercity rail service through the Northern Sacramento Valley, as ridership and funding allows. (*BCAG, Jurisdictions, Caltrans, Amtrak)*

4. Encourage the expansion of service on the Coast Starlight route to include a daytime stop at Chico. (*BCAG, Jurisdictions, Caltrans, Amtrak*)

5. Monitor the High Speed Rail Commission's development of High Speed Rail System in California as it relates to Butte County.

Long Range

1. Continue to work toward implementing intercity passenger rail service through the Northern Sacramento Valley. *(BCAG, Jurisdictions, Caltrans*)

2. Provide ongoing operations and maintenance of the Coast Starlight route through Butte County. (*Caltrans, Amtrak*)

3. Continue to seek funding for construction of grade separation projects.

4. Continue monitoring other California rail activity.

ACTION ELEMENT – GOODS MOVEMENT

Background

Goods movement covers all transportation methods by which freight, commodities, and information are transported into and out of Butte County. The most common methods to transport freight and commodities are rail, truck, air, bus, and pipelines, while information can be transported using fiber optic cable, cellular towers, telephone wire, radio waves, electrical wires, and other technology. Goods movement is critical to the continued economic health of the area by allowing local producers to transport their goods to market, as well as bringing needed raw materials and finished products into the area for the use of local businesses and individuals.

Goods Transport

Rail Transport

Butte County is served by the Union Pacific Railroad. Union Pacific maintains a total of 100.4 miles of mainline track through Butte County, with two mainlines; one in the western portion of Butte County, and one in the eastern portion of the County.

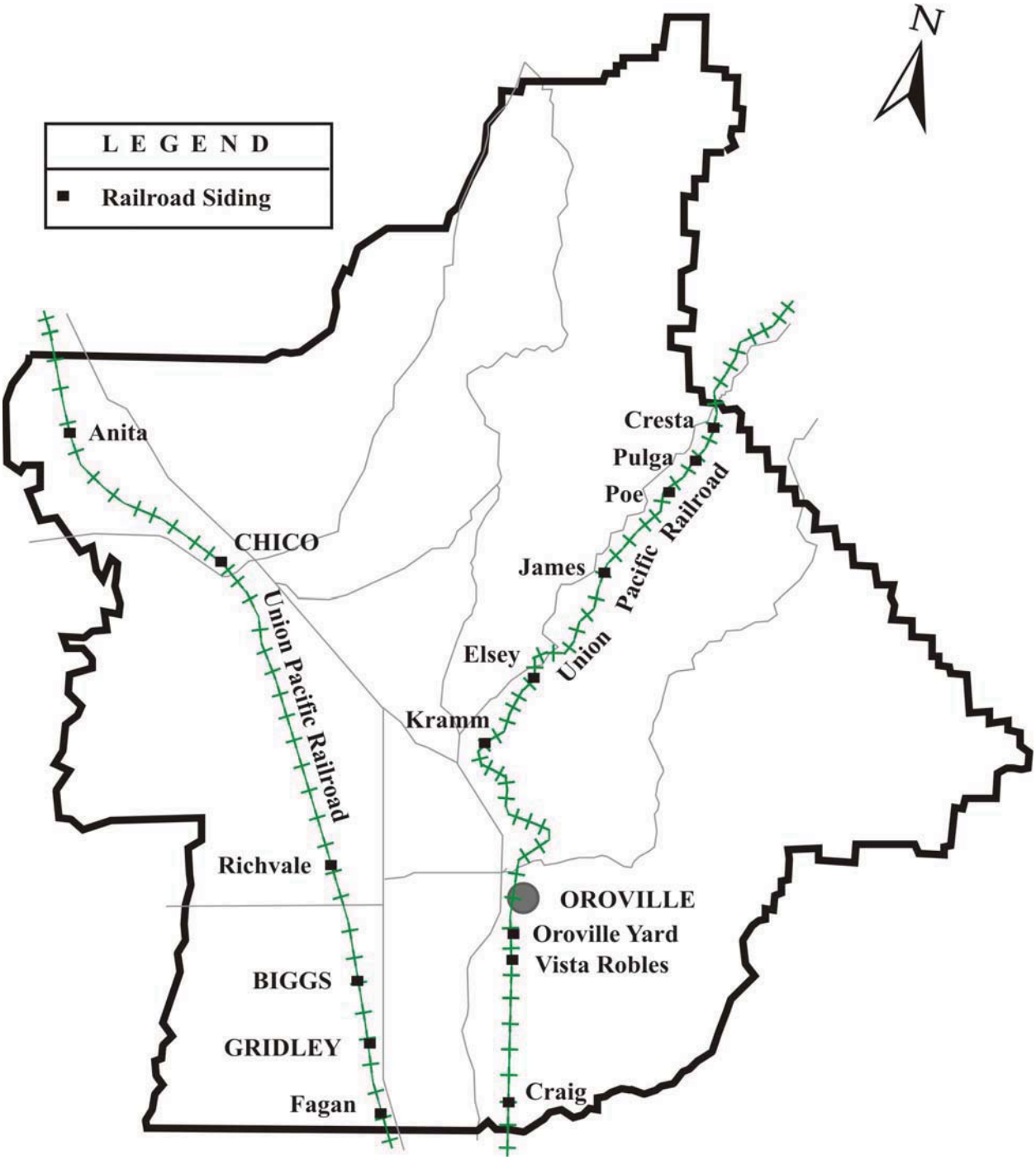
The western mainline extends through the county from the Sutter County line to the Tehama County line, and comprises 45.6 miles of mainline track within the county (Figure 12-1). Sidings are located in Fagan (near the Butte-Sutter County border), Gridley, Biggs, Richvale, Chico, and Anita (northwest of Chico). On an average day, approximately 18 to 24 trains move through Butte County on this segment of the Union Pacific tracks.

The eastern mainline of the Union Pacific Railroad extends through the county from the Yuba County line to the Plumas County line via Oroville for a total of 54.8 miles. North of Oroville, the rail line follows the Feather River (Figure 12-1). The Union Pacific tracks in the Feather River Canyon have a rich history, having been built as part of the first transcontinental railroad by the Central Pacific Railroad Company that began building east from California to meet Union Pacific, which was building west. When the two railroads met at Promontory Point, Utah in 1869, the transcontinental railroad was completed.

There are a number of sidings and spur tracks within Butte County. Some are used by various manufacturers, some are used as passing sidings, and others have been abandoned. The Craig siding and Adelaide spur, both south of Oroville, serve several lumber mills, while several sidings within the Oroville area are currently in use by various manufacturers. The Kramm and Elsey sidings just north of Oroville are both passing sidings with some limited use for commercial enterprise, and the James and Pulga are passing sidings in the Feather River Canyon. More recently, a siding has been added in Chico at the Chico Bean Growers facility. On an average day, approximately 24 to 50 trains move through Butte County on the Union Pacific tracks.

Most of the cargo shipped by rail includes bulky items such as grains, rice, vehicles, lumber, and fuel.

Figure 12-1
Freight Rail Map



While transport by rail is generally less expensive than air or truck transport, rail is limited by speed and the location of fixed rail track. Rail transport provides the option of specialized rail cars such as flatbeds, refrigerated box cars, fuel tankers, and piggyback cars. These specialized rail cars allow rail transport to move a large variety of goods, giving it an advantage over other modes of transportation.

Air Transport

Air transport is the fastest way to move goods. However, because of the higher cost per pound, air transport is most practical for small, lightweight items such as mail, business documents, medical supplies & services, and small packages of higher value.

Chico Municipal Airport is the primary airport for air cargo service in Butte County, and also serves the needs of Glenn, Tehama, and Plumas Counties. Paradise Skypark is also used on occasion by commercial cargo carriers as a reliever airport when the Chico Airport is fogged in.

The Chico Airport Master Plan reports air cargo through the airport. The following Table (12-1) summarizes the outbound cargo in tons by year.

Table 12-1
Chico Municipal Airport – Air Cargo

Year	Outbound Cargo - Tons	
	Annual	Daily
1998	1,046	4.0
2000	1,338	5.2
2010	2,700	10.4
2020	5,300	20.4

The following Table 12-2 describes the cargo aircraft departures by the same year groups.

Table 12-2
Chico Municipal Airport – Air Cargo Aircraft Departures

Year	Cargo Aircraft Departures									
	Cessna 208		Twin Cessna 402		Piper Cherokee PA 32		Beech 99		TOTAL	
	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily	Annual	Daily
1998	700	3	240	1	380	1.5	390	1.5	1,710	7.0
2000	700	3	240	1	380	1.5	500	2	1,820	7.5
2010	1,200	5	800	3	620	2.5	720	3	3,340	13.5
2020	1,740	7	1,560	6	850	3.0	1,040	4	5,190	20.0

Source: Chico Airport Master Plan Table 2-7

Truck Transport

Truck transport is the primary method of transporting goods into and through the Butte region. Agricultural operations and grocery stores are just two examples of commercial operations depending almost entirely on truck transportation.

The designated truck route through Butte County encompasses State Route 70 from the southern border of Butte County then traversing northwest onto SR 149 and back onto SR 99 to provide for a south to north and vice versa truck route. Because there is no continuous four-lane freeway/expressway system in Butte County to safely accommodate the movement of goods by trucks, safety continues to be a major issue with truck travel. SR 32, 70, and 99 are commonly used to transport freight to and from the urban centers of Butte County. In addition, Chico, Oroville, and Paradise each have designated truck routes within their jurisdictions.

Pipelines

When most people think of goods transportation, vehicles such as trucks, trains, and airplanes usually come to mind. However, pipelines also play a critical role in transporting water, natural gas, and petroleum supplies through Butte County.

Water

Various agencies and municipalities within Butte County manage water pipelines. There are nine major suppliers of water, with more than 100 other small water suppliers with less than 200 customers each. The major suppliers of water, along with the miles of pipelines they manage, are shown in Table 12-3.

Table 12-3
Major Water Suppliers in Butte County

Water Company	Miles of Pipeline
City of Biggs	15
California Water Service	242
Durham Irrigation District	10
City of Gridley	18
South Feather Water & Power	110
Paradise Irrigation District	180
Thermalito Irrigation District	69
Del Oro Water Company	30
Lime Saddle Community Service District	6
TOTAL MILES	**680**

Petroleum

Pipelines are the cheapest, safest, and most efficient method of moving large quantities of petroleum products from the refinery to the marketplace. There is a network of petroleum pipelines through northern California. Chico is the northern terminus for the Northern California Petroleum Product Pipeline, shown in Figure 12-2. An 8" diameter pipeline has a capacity of 35,000 barrels of fuel per hour. The pipeline generally follows the right-of-way of the Union Pacific Railroad tracks from Martinez through the eastern portion of the Sacramento Valley to Chico. The pipeline is generally located underground, except for a few locations where the pipeline crosses creeks and rivers. In Butte County, the only location where the pipeline is exposed to the surface is at Butte Creek just south of Durham.

At the terminus of the pipeline in Chico is a large tank farm used to store the petroleum until it is ready to be transferred to tanker trucks to fuel stations in northern California and southern Oregon. The tank farm has a storage capacity of 500,000 barrels, and 120 to 140 tanker trucks are loaded with petroleum products daily.

Natural Gas

There are numerous natural gas pipelines throughout Butte County which supply the region with this vital energy source. These local natural gas pipelines are classified as transmission or distribution lines. There are currently 109.43 miles of transmission lines and 735.3 miles of distribution lines in Butte County (Figure 12-3). Natural gas pipelines maintained by Pacific Gas & Electric currently serve Oroville, Chico, and Paradise. These local pipelines tie into a statewide natural gas pipeline system.

Goods Movement Assessment

Trucking

Butte County is California's largest metropolitan area not connected to the state freeway system continuously. Two-lane rural highways are the venue for most of the goods moved in an out of the region. On these rural highways, trucks share the road with automobiles, farm equipment, school buses, mail delivery vehicles, etc. The lack of a continuous 4 lane facility results in an increased strain on the system as the population of the county moves toward urban densities. Because the rural roadways must serve a wide spectrum of transportation needs, capacity is reduced and trucking operations impeded. The lack of a continuous 4 lane facility is an issue for economic development to the region since most goods are transported by truck.

Figure 12-2
Petroleum Pipelines

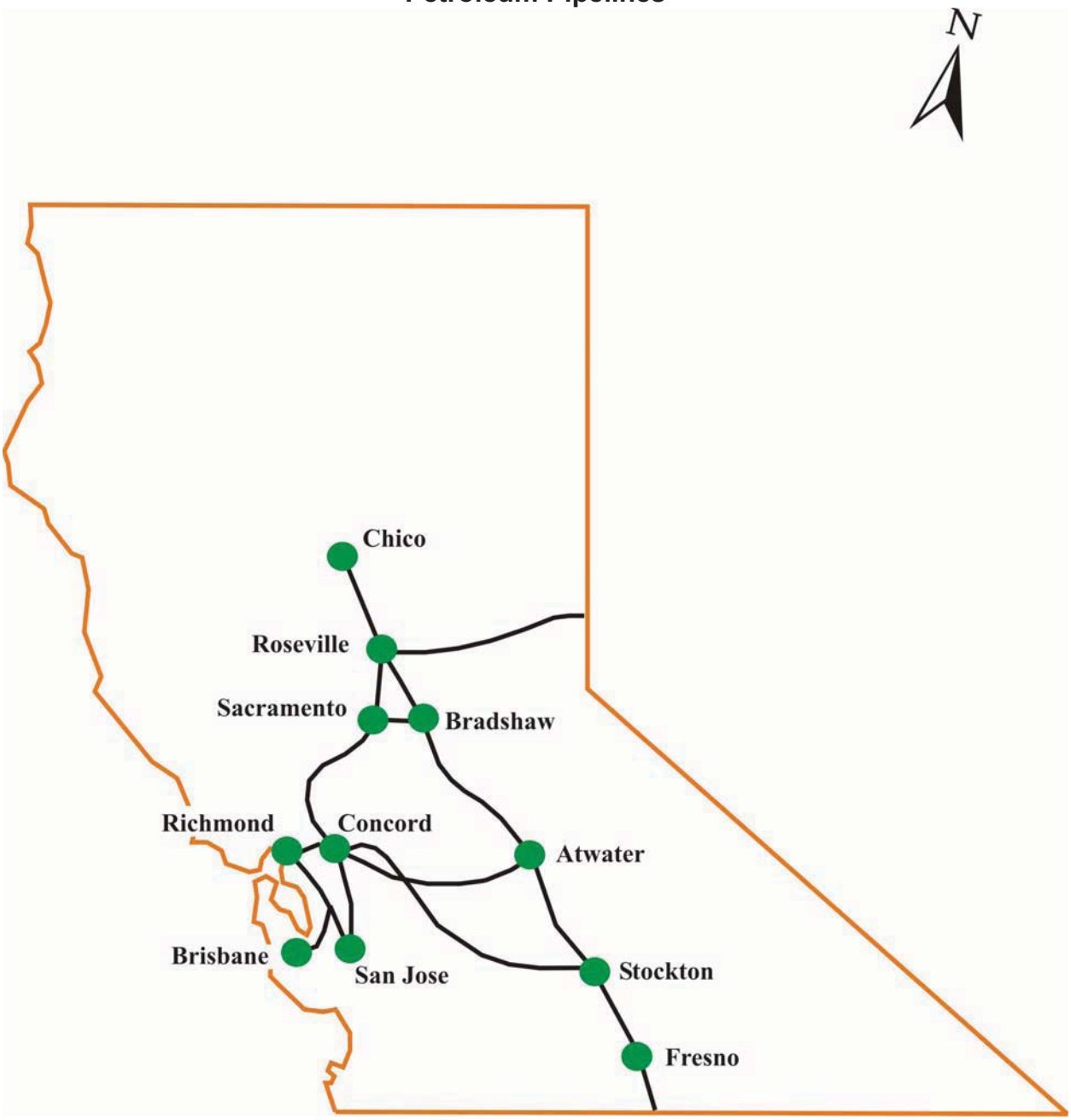
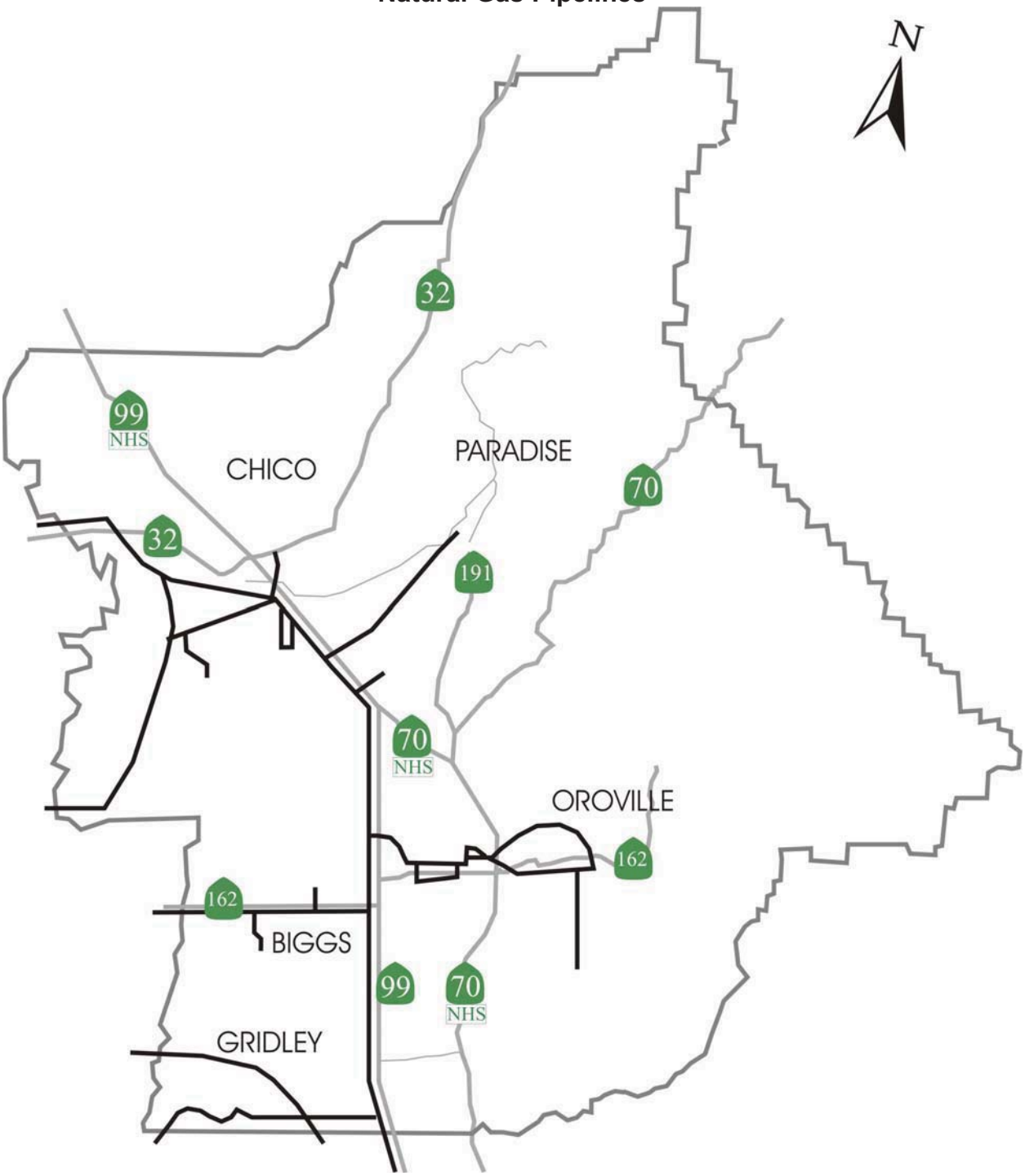


Figure 12-3
Natural Gas Pipelines



Transportation of Hazardous Waste

Each year, the residents and businesses of Butte County produce approximately 6,485 tons of hazardous waste. In addition, approximately 4,133 tons of waste oil materials are imported into the area annually. The county has no hazardous waste treatment facility. As such, all hazardous waste must be transported out of the area for final disposition. Almost all of this hazardous waste is transported by truck over the roadway network.

Currently, transportation of hazardous waste is regulated by both federal and state agencies. To date, regulators have not placed restrictions on roadways available for the transportation of hazardous waste. However, public concern is growing over the safety hazards to local residents should a spill or leakage of toxic materials being transported through the area occur.

In addition, should a spill occur, local agencies would be the first line of response for containment and cleanup.

Rail – Motor Vehicle Conflicts

The Union Pacific railroad corridors bisect three urban areas within Butte County. Union Pacific runs through Oroville, while the former Southern Pacific (now Union Pacific) rail tracks run through Gridley and Chico. Railroads and train operations bring with them both advantages and disadvantages to the communities they serve. Each of the three communities is faced with increased conflicts between the train operations and other transportation methods, such as automobiles and pedestrians, due to increased travel demands resulting from urban expansion. The conflict between rail and community uses has become most acute along the railroad tracks adjacent to the California State University, Chico campus due to the large student population and extensive housing developments being located on the opposite side of the tracks from the university campus.

To eliminate train conflicts between the railroad, roadways, and the community, grade separations are normally built. However, the significant expense and environmental impacts of these major construction projects complicate the use of this alternative.

GOODS MOVEMENT ACTION PLAN – Planned Improvements

The following planned improvements have been identified in terms of goals and objectives for both the short-term and long-term rail improvements. Because no specific projects can be identified at this time, the following is identified to document Butte County's recognition of the importance of goods movement. As part of the Highways and Local Roads Chapter, the specific list of projects on Butte County's State Highways are improvements to the efficient and safe transport of goods.

Short Range

1. Provide rail-highway crossings and protective devices at various locations to minimize rail-highway conflicts. (*Butte County, Caltrans, FHWA, Rail Industry*)

2. Work toward the development of a continuous four-lane expressway/freeway on a new alignment between Chico and Sacramento. *(BCAG, Jurisdictions, Caltrans*)

3. Act as a resource to local jurisdictions for interrelationship of industrial land use and transportation planning. (*BCAG*)

4. Identify obstacles that prevent or impede goods movement. (*BCAG, Jurisdictions, Rail Industry)*

5. Encourage industry to maximize use of rail and air for the transportation of goods. (*BCAG, Jurisdictions*)

6. Study the need for grade separation projects where indicated. (*BCAG, Jurisdictions, Caltrans, Rail Industry)*

7. Support the development of grade separations of railroad tracks where necessary. (*BCAG, Jurisdictions, Caltrans, Rail Industry*)

8. Support the designation of hazardous waste routes by federal and state regulators. (*BCAG, Caltrans, Jurisdictions*)

Long Range

1. Continue to implement the actions outlined in the short-range action plan.