

# 2018 Regional Transportation Improvement Program

## For Butte County



**Fiscal Years 2018/2019 – 2022/2023**  
(July 1, 2018 through June 30, 2023)

**Approved: December 14, 2017**

**Prepared by:**  
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December 14, 2017

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Subject: Butte County 2018 RTIP Submittal

Ms. Favila, Mr. Bavirisetty:

Enclosed for programming consideration into the 2018 State Transportation Improvement Program (STIP) is the Butte County Association of Governments' (BCAG) 2018 Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors adopted this RTIP at their December 14, 2017 Board meeting.

The attached 2018 RTIP reflects a local, regional, and state commitment to deliver needed projects in Butte County which address safety concerns and economic goods movement. Four State Highway projects are proposed for the State Route 70 corridor in Butte and Yuba Counties and regional PPM funds.

The State Route 70 Corridor continues to be BCAG's top priority for the region for over 25 years. The urbanized area of Chico is the largest urbanized area in the state not yet served by a continuous four lane highway. In addition, the entire SR 70 Corridor between Oroville and Marysville has met Caltrans' "safety index" threshold to warrant SHOPP Safety funds to address the significant increase in fatalities along the corridor with 13 this year alone in Butte County. As a result of this unfortunate "safety" threshold having been met, BCAG and Caltrans District 3 are able to accelerate and address these fatalities with the infusion of SHOPP safety funds. It is in this context that BCAG is recommending a redistribution of existing STIP funds from

SR 70 Segment 1 (Ophir to Palermo Rd) project currently programmed in the 2016 STIP and apply the funding to both Segment 1 (Ophir Rd to Palermo Rd) and Segment 2 (Palermo Rd to Cox Lane) to be fully funded. This can be accomplished with the current 2016 STIP funds of \$26.2 million with just \$1.4 million in new 2018 programming capacity. SR 70 Segment 2 project was previously programmed and deleted in the 2016 STIP cycle as a result of insufficient funding in the STIP. SR 70 Segment 3 (East Gridley Rd to Butte/Yuba County Line) is proposed to be funded with new programming capacity identified in the adopted Fund Estimate.

All three SR 70 projects can be delivered with the programming of SHOPP Safety funds approved by the Commission and with the proposed IIP and RIP funding. Historically, BCAG has partnered with Caltrans on previous SR 70 projects at equal 50/50 participation funding levels with IIP and RIP funding.

BCAG is also recommending that Caltrans and the CTC support the programming of \$4 million of APDE and new shares to Caltrans District 03 for the Yuba County SR 70 Project (Segment 4&5) from Laurellen Rd to Honcut Creek Project (to Yuba/Butte County line) environmental component. This project is being delivered by Caltrans District 3. The project was amended into the 2016 SHOPP to address safety concerns. The \$4 million would allow District 3 to expand the scope of the environmental document for a 5-lane facility which has been the goal since 1988.

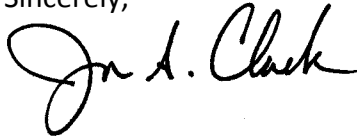
#### **BCAG 2018 RTIP Summary**

<b>AGENCY</b>	<b>RIP PROJECT RECOMMENDATIONS</b>	<b>FUNDING RECOMMENDATION RIP ONLY</b>
<b>Caltrans</b>	SR 70 Passing Lanes – Segment 1	\$ 7,200,000
<b>Caltrans</b>	SR 70 Passing Lanes – Segment 2	\$ 6,600,000
<b>Caltrans</b>	SR 70 Passing Lanes – Segment 3	\$ 10,900,000
<b>Caltrans</b>	SR 70 Passing Lanes – Segments 4 APDE/RIP for PA&ED (Environmental)	\$ 4,000,000
<b>BCAG</b>	Planning Programming and Monitoring (PPM)	\$ 400,000
	<b>TOTAL 2018 RTIP RECOMMENDATIONS</b>	<b>\$ 29,100,000</b>

This document has been posted on BCAG's website at <http://www.bcag.org/Planning/RTIP/index.html> should additional copies be necessary. In addition, staff has emailed all RTIP electronic files including the Project Programming Request (PPR) data sheets to Caltrans and Commission staff.

Should you have any questions, please do not hesitate to call me or Mr. Iván García, Transportation Programming Specialist for BCAG at 530-809-4603. We look forward to a continued partnership with the Commission and Caltrans.

Sincerely,



Jon A. Clark  
Executive Director

Attachments:

- (2) Butte County 2018 RTIP Documents – CTC
- (2) Butte County 2018 RTIP Documents – Office of STIP

Butte County 2018 RTIP Distribution:

- (2) Caltrans District 3, Mr. Amarjeet Benipal

# 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2018 RTIP)

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# **A. Overview and Schedule**

## **Section 1. Executive Summary**

The BCAG Board of Directors adopted the 2018 Regional Transportation Improvement Program (RTIP) at their December 14, 2017 Board meeting. This 2018 RTIP reflects a local, regional, and state commitment to deliver practical and needed projects in Butte County. Four State Route 70 projects are proposed, three in Butte County and one in Yuba County. PPM funds are also recommended for programming. The State Route 70 Corridor continues to be BCAG's top priority for the region for more than 20 years. The urbanized area of Chico is the largest urbanized area in the state not yet served by a continuous four lane facility. SR 70 "Segment 1" project is proposed to be reprogrammed as the result of the infusion of recent SHOPP safety funds to address immediate fatalities. SR 70 "Segment 2" was a previously deleted 2016 STIP project and is now being proposed to be funded with existing programming capacity. A new "Segment 3" is proposed to be funded with new programming shares. BCAG is also recommending the use of all APDE funds available and new RIP shares to be programmed for a Caltrans SR 70 Projects in Yuba County. Lastly, BCAG is recommending the programming of PPM funds to support its planning and programming efforts. All projects are derived from and consistent with the region's long-range Regional Transportation Plan / Sustainable Communities Strategy. This document and supporting documentation has been posted on BCAG's website at <http://www.bcag.org/Planning/RTIP/index.html>.

## **Section 2. General Information**

- **Regional Agency Name**  
Butte County Association of Governments (BCAG)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP).**

**Regional Agency Website Link:** <http://www.bcag.org>

**RTIP document link:** <http://www.bcag.org/Planning/RTIP/index.html>

**RTP link:** <http://www.bcag.org/Planning/RTP--SCS/index.html>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

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**Section 3. Background of Regional Transportation Improvement Program (RTIP)**

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25-year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

BCAG's historical approach in developing the RTIP dates back to 1988 when the CTC placed the SR 70 and 99 Corridor on their "special studies" list asking for a corridor study to be prepared to determine which of the two routes either SR 99 or SR 70 should be the focus for future highway investments to provide an expressway to connect California's largest urbanized area not served by a continuous 4-lane highway of Chico to Sacramento. A "Major Investment Study" was completed in 1990 which identified the SR 70 Corridor as the preferred route. In addition, a "Marysville Bypass" study was completed in which approximately 16 alternatives were looked at and variations between them. The end result suggested the existing SR 70 between the Oroville and Marysville was the preferred route. Due to the magnitude of costs to complete the entire corridor, logical segments were defined. BCAG has since worked with Caltrans on completing these corridor projects as funding permitted. In addition, BCAG prepares a comprehensive, long-term Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The SR 70 Corridor has been in BCAG's planning documents since 1990. With the infusion of SHOPP safety funds amended into the 2016 cycle, BCAG, Caltrans and the CTC have a unique opportunity to leverage SHOPP, IIP and RIP funding to work towards completing the original vision identified in 1988.



**Section 4. Completion of Prior RTIP Projects (Required per Section 68)**

BCAG has been developing the environmental document for two SR 70 Corridor Projects including Segment 1 (Ophir Rd to Palermo Rd) and Segment 2 (Palermo Rd. to Cox Lane). This work effort is funded with the use of previously secured federal congressional earmark funds outside of the STIP process. SR 70 Segment 2 was deleted from the 2016 STIP, however, BCAG and Caltrans District 03 have maintained steady progress to ensure the rest of the components would be ready for 2018 STIP programming. Segment 1 is currently programmed in the outer years of the 2016 STIP with a construction schedule of FY 19/20. The draft environmental document is scheduled for completion in July 2018 for both projects.

The following table highlights current 2016 STIP projects in Butte County:

<b>Project Name and Location</b>	<b>Description</b>	<b>Summary of Improvements/Benefits</b>
SR 70 Passing Lanes Project – Ophir Rd to Palermo Rd (Segment 1)	On SR 70 from 0.1 mile south of Palermo Road to just north of Ophir Rd/Pacific Heights intersection. Widen from 2 lanes to 4. <u>Project is currently underway in the environmental component.</u> Target completion is July 2018.	The environmental component is currently underway. Construction is scheduled for FY 19/20. Benefits include increased roadway capacity, increased safety, reduced congestion, and improved travel flow. Bicycle safety will also be improved.
Planning, Programming & Monitoring	Planning, Programming and Monitoring activities to support BCAG's Overall Work Program and Budget related to the STIP	Benefits include the support of BCAG's planning, programming and monitoring activities required

**Section 5. RTIP Outreach and Participation**

**RTIP Development and Approval Schedule**

<b>Action</b>	<b>Date</b>
BCAG TAC meeting – Initiate Development of RTIP	August 3, 2017
BCAG, Caltrans, SACOG RTIP Consultation Meeting	August 9, 2017
CTC adopts Fund Estimate and Guidelines	August 16, 2017
BCAG RTIP Development Presented to Board	August 24, 2017
Caltrans identifies State Highway Needs	September 15, 2017
Caltrans submits draft ITIP	October 13, 2017
CTC ITIP Hearing, North	October 19, 2017
CTC ITIP Hearing, South	October 24, 2017
Draft RTIP Presented to BCAG Board	October 26, 2017
Public Workshops on Draft RTIP	December 11, 2017
BCAG Board Adoption of RTIP	December 14, 2017
Regions submit RTIP to CTC	December 15, 2017

Caltrans submits ITIP to CTC	December 15, 2017
CTC STIP Hearing, South	January 25, 2018
CTC STIP Hearing, North	February 1, 2018
CTC publishes staff recommendations	February 28, 2018
CTC Adopts 2018 STIP	March 21-22, 2018

A. Public Participation/Project Selection Process

In developing the RTIP, BCAG has followed its adopted Public Participation Plan (PPP) process. This includes a formal public notice, advisory committee meetings and BCAG Board presentations. All of BCAG’s meetings are open to the public and all relevant material is posted online at BCAG’s RTIP webpage at: <http://www.bcag.org/Planning/RTIP/index.html>. BCAG also participated in consultation meetings with Caltrans District 3, Caltrans HQ, CTC staff and with the Sacramento Area Council of Governments (SACOG). Other public involvement included the participation of a public transportation forum which highlighted the SR 70 Corridor as a case study. A final draft RTIP was presented at the October Board meeting followed by a public workshop to give the public an opportunity to participate. A public hearing was held prior to adoption of the RTIP on December 14, 2017. The SR 70 Corridor has been BCAG’s top regional priority to connect Chico to Sacramento with a continuous 4 lane facility for over 20 years and are included in the current and past long-range Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which has its own extensive public participation process. Projects are developed and selected in consultation with the BCAG Board, Caltrans and the public.

B. Consultation with Caltrans District (Required per Section 17)

Caltrans District: 03

BCAG consulted with Caltrans District 3, Caltrans HQ, CTC staff, Sacramento Area Council of Governments (SACOG) and Yuba County prior to and during the development of the RTIP. BCAG has a strong, positive working relationship with Caltrans. In addition, Caltrans staff regularly attends BCAG’s Transportation Advisory Committee and Board of Directors meetings in which the RTIP is developed.

## **B. 2018 STIP Regional Funding Request**

### **Section 6. 2018 STIP Regional Share and Request for Programming**

#### **A. 2018 Regional Fund Share Per 2018 STIP Fund Estimate**

Butte County 2018 STIP Fund estimate is as follow:

Base Share through FY 2019-20: \$3,617,000  
 Target through FY 2022-23 (Total Target): \$11,615,0000  
 Estimated Share through FY 2023/24 (Maximum): \$15,262,000  
 APDE Shares Available: \$1,788,000

*The SR 70 Segment 1 project is currently programmed in the 2016 STIP for \$13.1 million. BCAG is requesting RIP and IIP share be redistributed of these funds with new STIP shares.*

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

<b>Project Name and Location</b>	<b>Project Description</b>	<b>Requested RIP Amount</b>
SR 70 Passing Lane Project – Segment 1 (Butte County near Oroville). From Ophir Rd to Palermo Rd.	Widen from 2 lanes to 4 lanes. (Existing 2016 STIP Project).	\$ 7,200,000
SR 70 Passing Lane Project – Segment 2 (Butte County Near Oroville). From Palermo Rd to Cox Lane.	Widen from 2 lanes to 4 lanes. (Previously deleted 2016 STIP Project)	\$ 6,600,000
SR 70 Passing Lane Project – Segment 3 (Butte County). From E. Gridley Rd to Butte/Yuba County Line	Widen from 2 lanes to 4 lanes. (New Project)	\$ 10,900,000
SR 70 Passing Lane Project – Segments 4 in Yuba County. From Laurellen Rd to Honcut Creek (Yuba/Butte County Line).	Environmental Component Only. (New Project to augment scope and funding for 2016 SHOPP Safety Project for a 5 lane highway)	\$ 4,000,000
Planning Programming and Monitoring	PPP activities	\$ 400,000
	<b>TOTAL</b>	<b>\$29,100,000</b>

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

BCAG’s strategy for the SR 70 projects included in the 2018 RTIP is to leverage SHOPP safety funds and STIP funds to complete the widening from 2 lanes to 4 lanes. The entire SR 70 corridor between Oroville and Marysville has met Caltrans’ safety threshold. In addition, in the current 2016 STIP cycle, SR 70 Segment 1 is programmed for \$13.1 million in RIP and \$13.1 million in IIP. With the recent programming of SHOPP safety funds amended into the 2016 SHOPP, BCAG is proposing to re-program and combine existing RIP funds with new regional shares to complete all three SR 70 projects in Butte County. This would complete a continuous 4-lane highway in Butte County on SR 70.

Proposed 2018 RTIP	Total RTIP	Other Funding (\$ 1,000s)					Total Project Cost
		ITIP	RSTP/ CMAQ	Fund Source 1	Fund Source 2	Fund Source 3	
SR 70 Passing Lane. Segment 1 – Ophir Rd to Palermo Rd.	7,200	7,200		32,720 SHOPP	1500 Demo Prior		48,620
SR 70 Passing Lane. Segment 2 – Palermo Rd to Cox Lane	6,600	6,600		36,860 SHOPP	825 Demo Prior		50,885
SR 70 Passing Lane. Segment 3 – E. Gridley Rd. to Butte/Yuba County Line	10,900	10,900		35,928 SHOPP	3,000 Demo		60,728
SR 70 Passing Lane Project. Segments 4 – PA&ED Only in Yuba County from Laurellen Rd to Honcut Creek (Yuba/Butte County Line)	4,000						4,000
Planning, Programming & Monitoring (PPM)	400						400
							-
							-
							-
<b>Totals</b>	<b>29,100</b>	<b>24,700</b>	<b>-</b>	<b>105,508</b>	<b>5,325</b>	<b>-</b>	<b>164,633</b>

**Notes:** BCAG’s \$1,788,000 in APDE funds are requested to be applied to the \$4 million for the SR 70 Project - Laurellen Rd to Honcut Creek (Yuba/Butte County line) Project in Yuba County for the environmental component.

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

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program, the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

BCAG is requesting a total of \$24.7 million in IIP funds for three SR 70 Projects, Segments 1, 2 & 3. The requested IIP funds represent a traditional 50/50 participation funding split between BCAG and Caltrans. All three projects have also been recommended in Caltrans' ITIP with the same funding levels and schedule included in this RTIP. This RTIP is consistent with ITIP. The proposed STIP funds are requested to be leveraged with SHOPP safety funds in an effort to complete the widening of SR 70 to a 4-lane highway in Butte County.

## **Section 9. Projects Planned Within the Corridor (Required per Section 20e)**

Provide a description of the project's impact on other projects planned or underway within the corridor as required per Section 20 of the STIP Guidelines.

The 2018 RTIP represents a corridor list of projects along SR 70 in south Butte County. Each project is significant to the other being completed and work towards completing a vision directed by the CTC in 1988. The vision identified was to connect California's urbanized areas to the state's 4-lane highway or freeway system. In 2017, there have been 13 fatalities on SR 70 in Butte County. SR 70 between Oroville and Marysville represents the remaining sections of highway between Chico and Sacramento that is not a minimum 4 lane highway. With the recent infusion of SHOPP safety, BCAG and Caltrans District 3 by the ITIP have proposed the completion of SR 70 to 4 lanes. Therefore, the impact of one project to the other is significant due to the severity of fatalities along the corridor. California Highway Patrol has indicated that the entire corridor between Marysville and Oroville should be widened, otherwise the concentration of fatalities may be shifted to sections of highway not widened.

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

### **Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)**

BCAG's 2018 RTIP list of projects is directly derived from the adopted 2016 Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS). The RTP/SCS is financially constrained with a regional transportation network which services the transportation needs of the region by investing in highways, local streets and roads, transit, and non-motorized

transportation. The overall performance of the 2018 RTIP works towards achieving the goals and objectives of the adopted long-range RTP/SCS.

A. Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

**Performance Measures**

Factor	Measure	Current Performance	Projected Impact of Constrained Plan	Data Source*
		Base Year (2014)	Year 2040	
Safety and Public Health	Fatalities per Vehicle Miles Traveled (VMT)	1 per 204,000 VMT	decrease	SWITRS / TDF Model
	Fatalities per Passenger Mile by Transit Mode Share	0 per 8.5 million Passenger Miles	maintain	SWITRS / NTD
	Percentage of Trips by Pedestrian and Bicycle Mode Share	Bike 2.13%	Bike 2.93%	TDF Model
Ped 5.63%		Ped 7.76%		
Mobility and Accessibility	Average Peak Period Travel Time (minutes)	12.87	14.43	TDF Model
	Percentage of Housing and Jobs within 2 miles of State Highway	82% Housing and	83% Housing and	LU Model / GIS
		94% Jobs	94% Jobs	
Percentage of Population within 1/2 mile of Transit Route	74%	66%	LU Model / GIS	
Reliability	Percentage of Congested Highway VMT	0%	19%	TDF Model
Productivity	Average Peak Period Vehicle Trips	AM 94,038	AM 135,219	TDF Model
		PM 152,007	PM 217,882	
	Transit Passenger Trips per Vehicle Hour (Fixed Route)	19.2	21.8	NTD / TNMP

**Performance Measures (Cont.)**

Factor	Measure	Current Performance	Projected Impact of Constrained Plan	Data Source*
		Base Year (2014)	Year 2040	
System Preservation	Percentage of Distressed Lane Miles – State Highways  (District 3)	10%	N/A	Caltrans Pave
	Percentage of Distressed Lane Miles – Local Streets and Roads	66%	N/A	Caltrans SR
	Percentage of Highway Bridge Lane Miles in need of Replacement or Rehabilitation <sup>4</sup>	46%	N/A	HBP
	Percentage of Transit Assets exceeding FTA “Useful Life”	22%	0%	B-Line
Environmental Stewardship	Air Quality Conformity (non-attainment pollutants)	See Appendix 1	See Appendix 1	Air Quality Conformity Determination
	Per Capita Vehicle Miles of Travel <sup>2</sup>	22.1	21.5	TDF Model
	Per Capita Acres of Developed Land	0.32	0.29	LU Model / GIS
	Acres of Important Farmland Avoided <sup>5</sup>	236,386	230,760	LU Model / GIS
	Percentage of Development Occurring within Butte Regional Conservation Plan - Urban Permit Areas	70% Housing and 86% Jobs	75% Housing and 87% Jobs	LU Model / GIS
Social Equity	Percentage of Higher Density Low Income Housing <sup>1</sup> within 1/4 mile of Transit Route	88%	75%	LU Model / GIS
	Percentage of Higher Density Low Income Housing <sup>1</sup>	26%	27%	LU Model / GIS
	Percentage of Minority Area <sup>3</sup> Population within 1/4 mile of Transit Route	100%	100%	LU Model / GIS

Footnotes:

<sup>1</sup> multi-family housing is used in determining percentage of higher density low income housing

<sup>2</sup> VMT includes all trips within county from all vehicle types

<sup>3</sup> Minority Areas are defined as 2010 Census Block Groups where 40 percent or more of the population is Asian Pacific Islander, African American, Hispanic, Native American or other Non-White ethnic group, based on 2010 Census data

<sup>4</sup> Highway Bridge Lane Miles with a Sufficiency Rating (SR) of 80 or below

<sup>5</sup> Important Farmland includes farmlands classified as Prime, Unique, and of Statewide Importance by the California Department of Conservation (2012).

Data Source

SWITRS - California Highway Patrol Statewide Integrated Traffic Records System

TDF Model - BCAG's Regional Transportation Model

LU Model - BCAG's Regional Land Use Allocation Model

B-Line - Butte Regional Transit

TNMP – BCAG's Transit & Non-Motorized Plan

GIS - BCAG's Regional Geographical Information System

HBP - Caltrans Local Highway Bridge Program – Local Agency Bridge List (2014)

NTD – National Transit Database (2013)

Caltrans SR - California Statewide Local Streets and Roads Needs Assessment (2014)

Caltrans Pave - Caltrans 2013 State of the Pavement Report

## **Reasons for Using Selected Measures**

**Safety/Health** - The safety of the regional transportation system is a key measure used to evaluate fatalities, injury, and property loss of system users. Given the available datasets at the time of preparing the 2016 RTP/SCS, these indicators allow for an accurate measure of safety and for motorized vehicles, transit, pedestrian, and bike. Health is also evaluated by measuring mode share for bike and pedestrian usage.

**Mobility/Accessibility** - Mobility refers to the ease or difficulty of traveling from an origin to a destination. Accessibility is defined as the opportunity and ease of reaching desired locations. As mobility increases, accessibility tends to improve. Given the available datasets at the time of preparing the 2016 RTP/SCS, these indicators allow for an accurate measure of mobility and accessibility utilizing travel times and accessibility to the state highway system and transit.

**Reliability** – Reliability refers to the consistency or dependability of travel times and is a measure that compares expectations with experience. Given the available datasets at the time of preparing the 2016 RTP/SCS, this indicator allows for an accurate measure of reliability of motorized vehicle travel utilizing congested VMT. Congested VMT has been determined as all VMT which equals or exceeds a volume/capacity ratio of 1.

**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. Given the available datasets at the time of preparing the 2016 RTP/SCS, these indicators allow for an accurate measure of productivity of motorized vehicle travel utilizing peak period vehicle trips and transit utilizing passengers per vehicle revenue mile.

**System Preservation** - System preservation refers to maintaining the roadway network at a desired or agreed upon level. Given the available datasets at the time of preparing the 2016 RTP/SCS, this indicator allows for an accurate measure of system preservation by determining the extent of currently distressed lane miles maintained by each local jurisdiction.



Environmental Stewardship – Environmental stewardship strives to protect and enhance the built and natural environments of the region. Given the available datasets at the time of preparing the 2016 RTP/SCS, these indicators allow for an accurate measure of environmental stewardship of as they relate to vehicle travel, habitat conservation, air quality, prime farmland avoidance, and the development of land.

Social Equity – Social equity is the equitable distribution of the benefits and burdens of the plan on the economically and socially disadvantaged. Given the available datasets at the time of preparing the 2016 RTP/SCS, these indicators allow for an accurate measure of social equity and the relationship of low income housing and minority areas and proximity to transit.

## **Section 11. Regional and Statewide Benefits of RTIP**

The 2018 RTIP recommendations reflect a continued priority for the completion of widening the State Route 70 Corridor with the goal of connecting Chico to Sacramento with a continuous 4-lane highway. With the infusion of recent Caltrans State Highway Operations and Protection Program (SHOPP) Safety funds on SR 70, BCAG now has the ability to leverage its RIP funds to complete the remaining segments in Butte County to 4 lanes. The 2018 RTIP identifies over \$164 million in highway investments of which \$105.5 million are SHOPP Safety funds.

The vision defined in 1988 was to connect California's largest urbanized area of Chico not yet served by a continuous 4-lane highway to Sacramento. Since then, numerous studies, plans and projects have been completed along the corridor. With 13 fatalities in 2017 alone, safety warrants have been met on SR 70 between Oroville and Marysville which now requires Caltrans to address safety as a top priority in the SHOPP program. However, SHOPP Safety will only construct 3 lanes (1 lane per direction with a center turn lane) whereas the goal for corridor has been to construct a continuous 4-lane highway to Chico. The proposed 2018 Butte County RTIP and the draft ITIP leverages the use of SHOPP safety funds to work towards the completion of the original vision of 4 lanes.

The 2018 RTIP has identified a total of 5 projects, 4 of which are on State Route 70 Corridor and one PPM project. The regional and statewide benefits of BCAG's RTIP are significant. The SR 70 projects address significant safety concerns as well as economic benefits for the region. All projects are specifically identified in the current adopted Regional Transportation Plan / Sustainable Communities Strategy and have demonstrated regional air quality conformity.

In 2017, the region/state faced an emergency evacuation as a result of major concerns with Oroville Dam. It was reported over 180,000 residents evacuated the areas of potential threat. SR 70 was the most impacted facility with gridlock from Oroville to Sacramento. Emergency access is a major concern associated with rural 2-lane highways. Evacuation routes are limited. Elevating the route to 4-lanes benefits access significantly in emergency situations. In addition to major flooding concerns, Butte County has experienced major fires near Oroville in south Butte County and northern Yuba County where again residents were forced to evacuate on SR 70.

As a rural agricultural county with rural two-lane highways, expanding the restricted two-lane highway system has been the top priority. The unquantifiable benefits include the region's ability to attempt to stimulate growth and bring jobs to an economically distressed region. Attracting businesses to the South Oroville area of Butte County has been a challenge as a result of inadequate basic infrastructure. The area is also subject to fog during the winter months which make head-on collisions a significant concern. During the agricultural harvest season, Butte County highways experience significantly higher truck traffic with increased safety concerns. In addition, during agriculture harvest season, it is not uncommon to see people walk and bike along the highway. With the improved shoulder width of the highway projects, indirect benefits will result in a safer passage for those individuals required to walk or bike along the area.

The specific list of projects completes the use of RIP and IIP funds on the SR 70 Corridor in Butte County to provide for a continuous 4-lane highway from Chico to the Butte/Yuba County line. BCAG has recommended the use of \$4million of RIP funds to expand the scope of the environmental component on SR 70 in Yuba County which would address the remaining gap between Marysville and Oroville that would need to be elevated to a 4-lane highway.

The benefits quantified in the RTIP are the result of extensive regional traffic modeling conducted as part of the current Regional Transportation Plan/Sustainable Communities Strategy process for Butte County. These same measures are included to ensure consistency between the long-range plan (RTP/SCS) and the short-range program (RTIP/STIP).

## D. Performance and Effectiveness of RTIP

### Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

BCAG has addressed and provided Table B2 to address the evaluation and cost effectiveness of the RTIP.

<b>Table B2</b>			
<b>Evaluation – Cost-Effectiveness Indicators and Measures</b>			
<b>Goal</b>	<b>Indicator/Measure (per thousand dollar invested)</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement (indicate timeframe)</b>
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	22.1 (2014)	19% (2040)
	Reduce Percent of congested VMT (at or below 35 mph)	0% (2014) Highway	29% (2040) Highway
	Change in commute mode share (travel to work or school)	Bike: 2.13% Ped: 5.63%	Bike: 2.93% (2040) Ped: 7.76% (2040)
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	State Miles: 10% Local Miles: 66% Bridge: 46% Need/Replacement	State: N/A (2040) Local: N/A Bridge: N/A Need/Replacement
	Improve Pavement Condition Index (local streets and roads)		
	Reduce percent of highway bridge deck area in Poor Condition		
	Reduce percent of transit assets that have surpassed the FTA useful life period	22%	0 (2040)
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).		
	Improve accessibility and on-time performance for rail and transit		
Safety	Reduce fatalities and serious injuries per capita		
	Reduce fatalities and serious injuries per VMT	1 per 204,000 (Fatalities)	Reduced (2040) (Fatalities)
Economic Vitality	Increase percent of housing and jobs within 0.5 miles* of transit stops with frequent transit service	82% Housing 94% Jobs *within 2 miles of transit	83% Housing 94% Jobs *within 2 miles of transit
	Reduce mean commute travel time (to work or school)	12.87 minutes	14.43 minutes (2040)
	Increase farebox recovery ratio		
Environmental Sustainability	Change in acres of agricultural land	236,386	230,760
	CO <sub>2</sub> emissions reduction per capita		

Table B2(a) Evaluation – Rural Specific Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected Performance (indicate timeframe)
Congestion Reduction	Change in VMT per capita, area, by facility ownership, and/or local vs tourist	22.1	21.5 (2040)
	Change in Peak Volume/Capacity Ratio or Thresholds (threshold volumes based on HCM 2010)		
	Change in Commute mode share (travel to work or school)		
Transit	Change in Total operating cost per revenue mile		
Infrastructure Condition	Change in Distressed lane-miles, total and percent, by jurisdiction	66% Local System	N/A (2040)
	Change in Pavement Condition Index (local streets and roads)		
Safety	Change in Total accident cost per capita and VMT		
Environmental Sustainability	Change in Land Use Efficiency (total developed land in acres per population)	0.32	0.29

**Section 13. Project Specific Evaluation (Required per Section 19D)**

Caltrans District 03 has prepared the following investment analysis summaries for each of the state highway projects proposed.

**SR 70 Segment 1 – Ophir Rd to Palermo Rd Investment Analysis Summary**

INVESTMENT ANALYSIS SUMMARY RESULTS																																																
<b>Life-Cycle Costs (mil. \$)</b> <input type="text" value="\$54.3"/> <b>Life-Cycle Benefits (mil. \$)</b> <input type="text" value="\$407.5"/> <b>Net Present Value (mil. \$)</b> <input type="text" value="\$353.2"/>  <b>Benefit / Cost Ratio:</b> <input type="text" value="7.5"/>  <b>Rate of Return on Investment:</b> <input type="text" value="32.0%"/>  <b>Payback Period:</b> <input type="text" value="3 years"/>	<table border="1"> <thead> <tr> <th>ITEMIZED BENEFITS (mil. \$)</th> <th>Passenger Benefits</th> <th>Freight Benefits</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$100.4</td> <td>\$20.8</td> <td>\$121.2</td> <td>\$6.1</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>-\$7.1</td> <td>\$0.6</td> <td>-\$6.5</td> <td>-\$0.3</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$249.7</td> <td>\$43.4</td> <td>\$293.0</td> <td>\$14.7</td> </tr> <tr> <td>Emission Cost Savings</td> <td>-\$1.5</td> <td>\$1.3</td> <td>-\$0.2</td> <td>-\$0.0</td> </tr> <tr> <td><b>TOTAL BENEFITS</b></td> <td><b>\$341.4</b></td> <td><b>\$66.1</b></td> <td><b>\$407.5</b></td> <td><b>\$20.4</b></td> </tr> <tr> <td colspan="3"><b>Person-Hours of Time Saved</b></td> <td><b>14,487,170</b></td> <td><b>724,359</b></td> </tr> </tbody> </table>				ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$100.4	\$20.8	\$121.2	\$6.1	Veh. Op. Cost Savings	-\$7.1	\$0.6	-\$6.5	-\$0.3	Accident Cost Savings	\$249.7	\$43.4	\$293.0	\$14.7	Emission Cost Savings	-\$1.5	\$1.3	-\$0.2	-\$0.0	<b>TOTAL BENEFITS</b>	<b>\$341.4</b>	<b>\$66.1</b>	<b>\$407.5</b>	<b>\$20.4</b>	<b>Person-Hours of Time Saved</b>			<b>14,487,170</b>	<b>724,359</b>									
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SR 70 Segment 2 –Palermo Rd to Cox Lane Investment Analysis Summary

3		INVESTMENT ANALYSIS SUMMARY RESULTS																																												
Life-Cycle Costs (mil. \$)	\$50.1	<table border="1"> <thead> <tr> <th>ITEMIZED BENEFITS (mil. \$)</th> <th>Passenger Benefits</th> <th>Freight Benefits</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$52.8</td> <td>\$6.5</td> <td>\$59.3</td> <td>\$3.0</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>-\$9.8</td> <td>-\$0.4</td> <td>-\$10.2</td> <td>-\$0.5</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$218.6</td> <td>\$38.0</td> <td>\$256.6</td> <td>\$12.8</td> </tr> <tr> <td>Emission Cost Savings</td> <td>-\$2.0</td> <td>\$0.3</td> <td>-\$1.7</td> <td>-\$0.1</td> </tr> <tr> <td><b>TOTAL BENEFITS</b></td> <td><b>\$259.7</b></td> <td><b>\$44.4</b></td> <td><b>\$304.0</b></td> <td><b>\$15.2</b></td> </tr> </tbody> </table>				ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$52.8	\$6.5	\$59.3	\$3.0	Veh. Op. Cost Savings	-\$9.8	-\$0.4	-\$10.2	-\$0.5	Accident Cost Savings	\$218.6	\$38.0	\$256.6	\$12.8	Emission Cost Savings	-\$2.0	\$0.3	-\$1.7	-\$0.1	<b>TOTAL BENEFITS</b>	<b>\$259.7</b>	<b>\$44.4</b>	<b>\$304.0</b>	<b>\$15.2</b>											
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SR 70 Segment 3 – East Gridley Rd to Butte/Yuba County Line Investment Analysis Summary

3		INVESTMENT ANALYSIS SUMMARY RESULTS																																												
Life-Cycle Costs (mil. \$)	\$75.0	<table border="1"> <thead> <tr> <th>ITEMIZED BENEFITS (mil. \$)</th> <th>Passenger Benefits</th> <th>Freight Benefits</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$58.5</td> <td>\$2.4</td> <td>\$60.9</td> <td>\$3.0</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>-\$12.9</td> <td>-\$0.2</td> <td>-\$13.1</td> <td>-\$0.7</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$13.6</td> <td>\$1.0</td> <td>\$14.6</td> <td>\$0.7</td> </tr> <tr> <td>Emission Cost Savings</td> <td>-\$2.6</td> <td>\$0.1</td> <td>-\$2.5</td> <td>-\$0.1</td> </tr> <tr> <td><b>TOTAL BENEFITS</b></td> <td><b>\$56.6</b></td> <td><b>\$3.4</b></td> <td><b>\$59.9</b></td> <td><b>\$3.0</b></td> </tr> </tbody> </table>				ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$58.5	\$2.4	\$60.9	\$3.0	Veh. Op. Cost Savings	-\$12.9	-\$0.2	-\$13.1	-\$0.7	Accident Cost Savings	\$13.6	\$1.0	\$14.6	\$0.7	Emission Cost Savings	-\$2.6	\$0.1	-\$2.5	-\$0.1	<b>TOTAL BENEFITS</b>	<b>\$56.6</b>	<b>\$3.4</b>	<b>\$59.9</b>	<b>\$3.0</b>											
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Payback Period:	18 years																																													
Should benefit-cost results include:																																														
1) Induced Travel? (y/n)	<input type="checkbox"/> Y Default - Y																																													
2) Vehicle Operating Costs? (y/n)	<input type="checkbox"/> Y Default - Y																																													
3) Accident Costs? (y/n)	<input type="checkbox"/> Y Default - Y																																													
4) Vehicle Emissions? (y/n) includes value for CO <sub>2e</sub>	<input type="checkbox"/> Y Default - Y																																													

SR 70 Segments 4&5 – Laurellen Rd to Yuba/Butte County Line Investment Analysis Summary

INVESTMENT ANALYSIS SUMMARY RESULTS																																														
Life-Cycle Costs (mil. \$)	\$140.2																																													
Life-Cycle Benefits (mil. \$)	\$272.6																																													
Net Present Value (mil. \$)	\$132.3																																													
Benefit / Cost Ratio:	1.9																																													
Rate of Return on Investment:	11.6%																																													
Payback Period:	8 years																																													
<table border="1"> <thead> <tr> <th>ITEMIZED BENEFITS (mil. \$)</th> <th>Passenger Benefits</th> <th>Freight Benefits</th> <th>Total Over 20 Years</th> <th>Average Annual</th> </tr> </thead> <tbody> <tr> <td>Travel Time Savings</td> <td>\$70.5</td> <td>\$1.4</td> <td>\$71.9</td> <td>\$3.6</td> </tr> <tr> <td>Veh. Op. Cost Savings</td> <td>-\$20.8</td> <td>-\$0.3</td> <td>-\$21.0</td> <td>-\$1.1</td> </tr> <tr> <td>Accident Cost Savings</td> <td>\$195.5</td> <td>\$30.4</td> <td>\$225.8</td> <td>\$11.3</td> </tr> <tr> <td>Emission Cost Savings</td> <td>-\$4.1</td> <td>-\$0.0</td> <td>-\$4.2</td> <td>-\$0.2</td> </tr> <tr> <td><b>TOTAL BENEFITS</b></td> <td><b>\$241.1</b></td> <td><b>\$31.4</b></td> <td><b>\$272.6</b></td> <td><b>\$13.6</b></td> </tr> <tr> <td colspan="3">Person-Hours of Time Saved</td> <td>8,197,744</td> <td>409,887</td> </tr> </tbody> </table>		ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual	Travel Time Savings	\$70.5	\$1.4	\$71.9	\$3.6	Veh. Op. Cost Savings	-\$20.8	-\$0.3	-\$21.0	-\$1.1	Accident Cost Savings	\$195.5	\$30.4	\$225.8	\$11.3	Emission Cost Savings	-\$4.1	-\$0.0	-\$4.2	-\$0.2	<b>TOTAL BENEFITS</b>	<b>\$241.1</b>	<b>\$31.4</b>	<b>\$272.6</b>	<b>\$13.6</b>	Person-Hours of Time Saved			8,197,744	409,887										
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EMISSIONS REDUCTION	Tons			Value (mil. \$)																																										
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## E. Detailed Project Information

### Section 14. Overview of Projects Programmed with RIP Funding

#### State Route 70 Corridor Vision

The vision defined in 1988 was to connect California’s largest urbanized area of Chico not yet served by a continuous 4-lane highway to Sacramento. Since then, numerous studies, plans and projects have been completed along the corridor. Safety warrants have been met on SR 70 between Oroville and Marysville which now requires Caltrans to address safety as a top priority in the SHOPP program. However, SHOPP Safety will only construct 3 lanes (1 lane per direction with a center turn lane) whereas the goal for corridor has been to construct a continuous 4-lane highway to Chico. The following projects proposed in the 2018 Butte County RTIP works towards achieving the vision:

#### 2018 Butte County RTIP Recommendations

**State Route 70 (Segment 1)** – From Ophir Rd / Pacific Heights Intersection to Palermo Rd. The scope of the project is to widen from 2 lanes to 4 lanes with a center turn lane and standard shoulders. BCAG is currently developing the environmental document utilizing \$1.5 million in federal demonstration funds. The remaining components are recommended for programming for **\$7.2 million in RIP**, \$7.2 million in Caltrans’ IIP and \$32.72 million in Caltrans SHOPP funds for the Design (PS&E), Right of Way and Construction for a total cost of \$48.62 million. Construction is recommended for the 2019/20 fiscal year.

**State Route 70 (Segment 2)** – From Palermo Rd to Cox Lane. The scope of the project is to widen from 2 to 4 lanes with a center turn lane and standard shoulders. This project would close the gap between Segment 1 to the north and the recently completed passing lanes on SR

70 near E. Gridley Road to the south. BCAG is currently developing the environmental document utilizing \$825,000 in federal demonstration funds. The remaining components are recommended for programming for **\$6.6 million in RIP**, \$6.6 million in Caltrans' IIP and \$36.86 million in Caltrans SHOPP funds for the Design (PS&E), Right of Way and Construction for a total cost of \$50.885 million. Construction is recommended for the 2020/21 fiscal year.

**State Route 70 (Segment 3)** – From south East Gridley Rd to .1 mile south of the Butte and Yuba County Line. The scope of the project is to widen from 2 to 4 lanes with a center turn lane. This project would complete the widening of SR 70 from 2 to 4 lanes in Butte County resulting in a continuous 4-lane highway from the Yuba/Butte County line to Chico. The RTIP includes funding for all components (Environmental, Design, Right-of-Way and Construction). A total of **\$10.9 million in RIP**, \$10.9 million in Caltrans' IIP, \$3 million in federal demonstration funds and \$35.928 million in Caltrans SHOPP funds for a total cost of \$60.728 million. Construction is recommended for the 2020/21 fiscal year.

**\*SR 70 Segment 4&5 (Yuba County)**

SR 70 Segments 4&5 is a 9.6-mile section from near Laurellen Rd north of Marysville Honcut Creek (Yuba/Butte County line). Caltrans has amended the 2016 SHOPP and programmed \$101.704 million in SHOPP "Safety" funds to address highway collisions. This includes widening the roadway by adding a center turn lane and standard 8-foot shoulders. This does not add capacity to the highway.

With BCAG's last three Segments recommended for funding in the RTIP and ITIP the remaining gap entails Yuba County's Segments 4 with an unfunded need to construct the additional lane needed to bring the facility to a 4-lane highway with a center turn lane and standard shoulders. Caltrans has requested \$2 million from BCAG and \$2 million from Yuba County/SACOG to increase the environmental scope for this project to include a 4-lane highway.

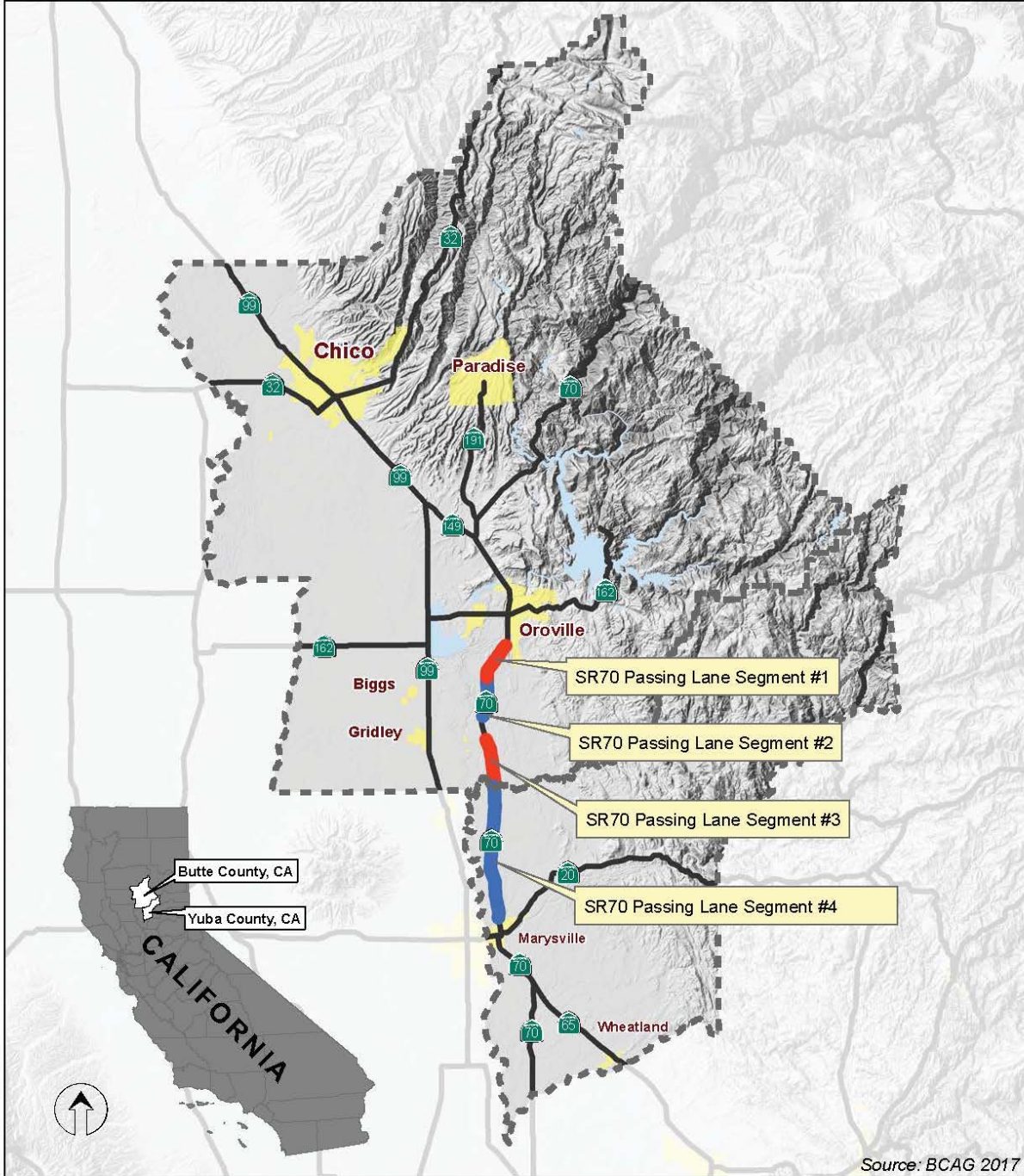
Since the August 2017 BCAG Board meeting, BCAG held meetings with Yuba County and SACOG in an effort to assist Caltrans in advocating for the funding needed to expand the environmental scope. Unfortunately, SACOG cannot assist at this time. SACOG has an extensive and complex programming process for their 22 cities and 6 county member agencies.

As a result of SACOG's inability to commit and program funds at this time, BCAG is recommending **\$4 million in RIP** to SR 70 Segment 4 from Laurellen Rd near Marysville to Honcut Creek at the Yuba/Butte County line to complete the environmental component. However, a formal request to reimburse BCAG \$2 million in a future STIP cycle will be made to SACOG/Yuba County. The \$4 million will allow Caltrans to expand the scope of their safety project to study a 5-lane highway footprint.

**Planning Programming & Monitoring (PPM)** – BCAG continues to use PPM funds towards allowable expenses and is recommending that the allowable 5% of **\$400,000 in RIP** be programmed in the 2018 STIP Cycle.

The map on the following page identifies each of the state highway projects recommended for 2018 STIP Programming.

# 2018 STIP Project Locations





## **F. Appendices**

### **Section 15. Projects Programming Request Forms**

1. SR 70 Passing Lanes (Segment 1) – Ophir Rd to Palermo Rd
2. SR 70 Passing Lanes (Segment 2) – Palermo Rd. to Cox Lane
3. SR 70 Passing Lanes (Segment 3) – East Gridley Rd to Butte/Yuba County Line
4. SR 70 Passing Lanes (Segments 4&5) – PA&ED Only. Laurellen Rd Near Marysville to Yuba/Butte County Line
5. Planning, Programming & Monitoring

### **Section 16. Board Resolution or Documentation of 2018 RTIP Approval**

### **Section 17. Detailed Project Programming Summary Table**

### **Section 18. SR 70 “Completing the Vision” Map**

### **Section 19. Marysville to Oroville “SR 70 Segment Map”**

### **Section 20. SR 70 Fatalities Map**

**SECTION 15 – PROJECT PROGRAMMING REQUEST FORMS**

**1. In Butte County: SR 70 Passing Lanes (Segment 1) – Ophir Rd to Palermo Rd**

Project is currently programmed in the 2016 STIP. Request is to redistribute existing STIP funds to Segments 1, 2 & 3. This PPR includes the infusion of SHOPP Safety funds recently amended into the 2016 SHOPP by the CTC. Environmental is currently being completed with the use of prior federal demonstration funds.

<b>PROJECT</b>	<b>RTIP</b>	<b>ITIP</b>	<b>SHOPP</b>	<b>Demo</b>	<b>TOTALS</b>
<b>State Route 70 Segment 1</b>	\$7,200,000	\$7,200,000	\$32,720,000	\$ 1,500,000	<b>\$48,620,000</b>

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Yes					Date:	12/11/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03	3F280	0312000155	9801			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
BUT	70	8.8	11.8	Butte County Association of Governments		
				MPO	Element	
				BCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Cameron Knudson		(530)740-4587		<a href="mailto:cameron.knudson@dot.ca.gov">cameron.knudson@dot.ca.gov</a>		
<b>Project Title</b>						
SR70 Passing Lanes (Segment 1)						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
On State Route 70, from 0.1 mile south of Palermo Road, to just north of Ophir Road/Pacific Heights intersection. Roadway widening.						
<b>Component</b>						
PA&ED		Butte County Association of Governments				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
<b>Legislative Districts</b>						
Assembly:	3	Senate:	4	Congressional:	1	
<b>Project Benefits</b>						
The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley.						
<b>Purpose and Need</b>						
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Passing Lane miles constructed			Miles	6
State Highway Road Construction		Operational Improvements			Miles	3
ADA Improvements No		Bike/Ped Improvements Yes			Reversible Lane analysis No	
Includes Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions Yes	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					01/15/2014	
Circulate Draft Environmental Document			Document Type	ND/FONSI	06/16/2016	11/01/17
Draft Project Report					06/16/2016	11/01/17
End Environmental Phase (PA&ED Milestone)					02/10/2017	07/18/18
Begin Design (PS&E) Phase					02/10/2017	07/18/18
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2018	01/02/20
Begin Right of Way Phase					02/10/2017	07/18/18
End Right of Way Phase (Right of Way Certification Milestone)					06/15/2018	12/01/19
Begin Construction Phase (Contract Award Milestone)					01/15/2019	06/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2020	12/01/22
Begin Closeout Phase					12/31/2020	12/01/23
End Closeout Phase (Closeout Report)					12/31/2022	12/01/25

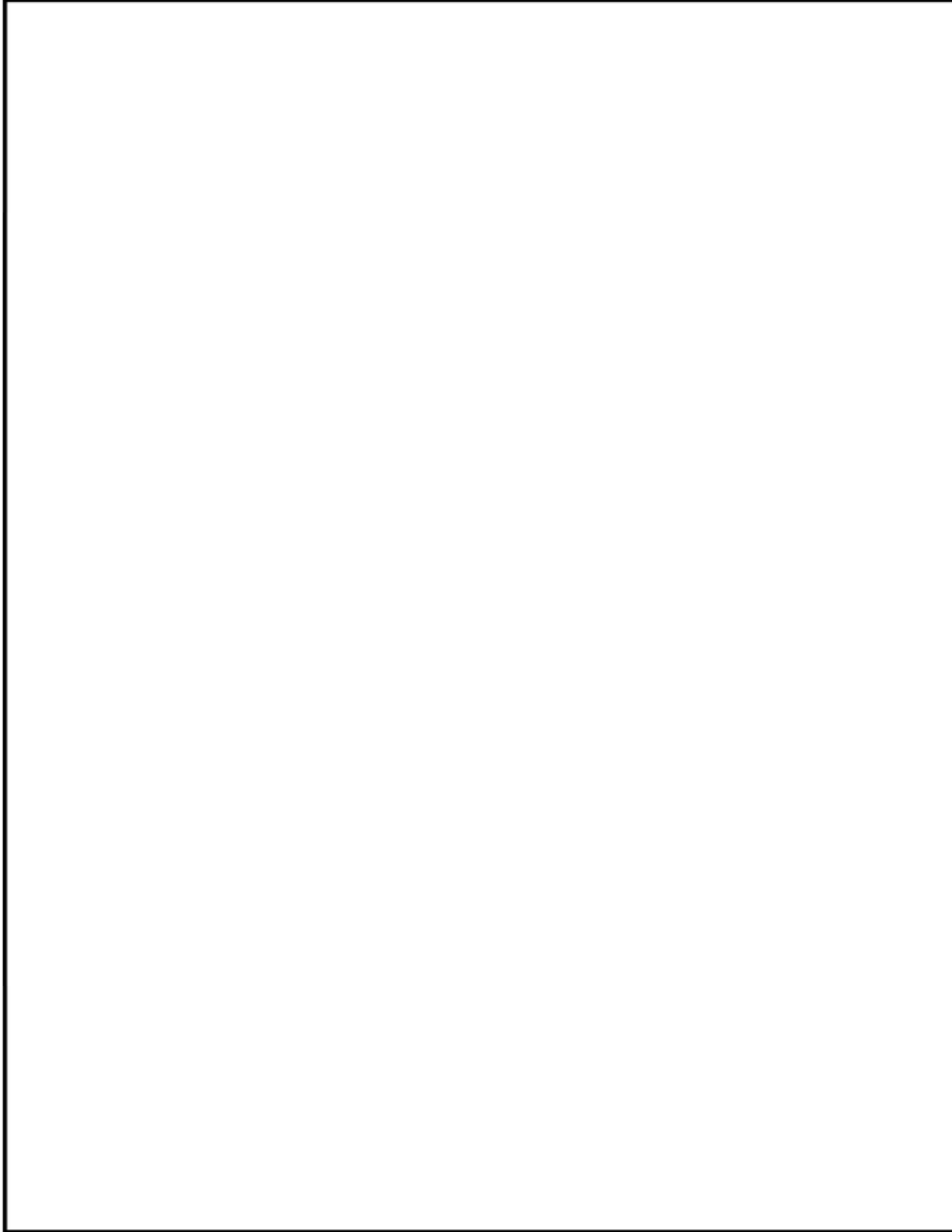
**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/11/17

**Additional Information**



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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/11/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F280	0312000155	9801	
Project Title: SR70 Passing Lanes (Segment 1)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,500							1,500	Butte County Association of
PS&E	2,000							2,000	Caltrans
R/W SUP (CT)	700							700	Caltrans
CON SUP (CT)			2,400					2,400	Caltrans
R/W	1,100							1,100	Caltrans
CON			20,000					20,000	Caltrans
<b>TOTAL</b>	<b>5,300</b>		<b>22,400</b>					<b>27,700</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	2,350							2,350	
PS&E		3,140						3,140	
R/W SUP (CT)		3,420						3,420	
CON SUP (CT)			5,100					5,100	
R/W		2,080						2,080	
CON			32,530					32,530	
<b>TOTAL</b>	<b>2,350</b>	<b>6,640</b>	<b>37,630</b>					<b>48,620</b>	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Govern
PS&E	1,000							1,000	
R/W SUP (CT)	350							350	
CON SUP (CT)			1,200					1,200	
R/W	550							550	
CON			10,000					10,000	
<b>TOTAL</b>	<b>1,900</b>		<b>11,200</b>					<b>13,100</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Reducing segment 1 STIP and moving to segment 2 \$5,900
PS&E		450						450	
R/W SUP (CT)		550						550	
CON SUP (CT)			700					700	
R/W		800						800	
CON			4,700					4,700	
<b>TOTAL</b>		<b>1,800</b>	<b>5,400</b>					<b>7,200</b>	

Fund No. 2:	IIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.025.700
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,000							1,000	
R/W SUP (CT)	350							350	
CON SUP (CT)			1,200					1,200	
R/W	550							550	
CON			10,000					10,000	
<b>TOTAL</b>	<b>1,900</b>		<b>11,200</b>					<b>13,100</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Reducing segment 1 STIP and moving to segment 2 \$5,900
PS&E		450						450	
R/W SUP (CT)		550						550	
CON SUP (CT)			700					700	
R/W		800						800	
CON			4,700					4,700	
<b>TOTAL</b>		<b>1,800</b>	<b>5,400</b>					<b>7,200</b>	

Fund No. 3:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code	
		Existing Funding (\$1,000s)							20,30,010,680	
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)	1,500							1,500		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,500							1,500		
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	1,500							1,500		
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL	1,500							1,500		

Fund No. 4:		Other State Funds - SHOPP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	850							850		
PS&E		2,240						2,240		
R/W SUP (CT)		2,320						2,320		
CON SUP (CT)			3,700					3,700		
R/W		480						480		
CON			23,130					23,130		
TOTAL	850	5,040	26,830					32,720		

Fund No. 5:									Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 12/11/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F280	0312000155	9801	

**SECTION 1 - All Projects****Project Background**

The purpose for the projects along this corridor is to improve the safety of the highway that has higher than average accident rates and provide continuous passing opportunities. Also, the projects will provide additional capacity that will support and improve planned economic development in Butte County. This project is necessary because there are higher than average accident rates and higher accident densities that have been observed along this corridor. A majority of the accidents can be attributed to lack of passing lanes. Anticipated population growth and development along the 70 corridor will increase traffic levels while further degrading the operations and safety along this route.

**Programming Change Requested**

The requested change is to move the programming years to line up with SHOPP safety project. The total dollar amount was also reduced due to the change in scope.

**Reason for Proposed Change**

The reason for the change is because of a safety project identified in the project location. It was determined that a cost savings would occur if the projects were developed concurrently to reduce impacts to the traveling public and to produce one cohesive project. Building these projects together reduces the cost to the SHOPP and STIP portions and also eliminates the need to address environmental and RW impacts multiple times.

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

**Other Significant Information****SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****Approvals**

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

Name (Print or Type)	Signature	Title	Date

**Attachments**

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

**SECTION 15 – PROJECT PROGRAMMING REQUEST FORMS - Continued**

**2. In Butte County: SR 70 Passing Lanes (Segment 2) –Palermo Rd to Cox Lane**

Project was deleted in the 2016 STIP due to insufficient programming capacity. This PPR includes the infusion of SHOPP Safety funds recently amended into the 2016 SHOPP by the CTC. Environmental is currently being completed with the use of prior federal demonstration funds.

<b>PROJECT</b>	<b>RTIP</b>	<b>ITIP</b>	<b>SHOPP</b>	<b>Demo</b>	<b>TOTALS</b>
<b>State Route 70 Segment 2</b>	\$6,600,000	\$6,600,000	\$36,860,000	\$ 825,000	<b>\$50,885,000</b>



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/11/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03	3F281	0314000057	9801A			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
BUT	70	5.6	8.8	Caltrans		
				MPO	Element	
				BCAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Cameron Knudson		(530)740-4587		cameron.knudson@dot.ca.gov		
<b>Project Title</b>						
SR70 Passing Lanes (Segment 2)						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
On State Route 70, from Cox Lane to 0.1 mile south of Palermo Road. Roadway widening.						
<b>Component</b>						
PA&ED		Butte County Association of Governments				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
<b>Legislative Districts</b>						
Assembly:	3	Senate:	4	Congressional:	1	
<b>Project Benefits</b>						
The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley.						
<b>Purpose and Need</b>						
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.						
<b>Category</b>		<b>Outputs/Outcomes</b>		<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Passing Lane miles constructed		Miles	6	
State Highway Road Construction		Operational Improvements		Miles	3	
ADA Improvements No		Bike/Ped Improvements Yes		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes				
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase				07/01/2014		
Circulate Draft Environmental Document		Document Type	ND/FONSI	08/01/2015	11/01/17	
Draft Project Report				09/01/2015	11/01/17	
End Environmental Phase (PA&ED Milestone)				11/15/2015	07/18/18	
Begin Design (PS&E) Phase				11/15/2015	07/18/18	
End Design Phase (Ready to List for Advertisement Milestone)				04/15/2018	01/02/20	
Begin Right of Way Phase				11/15/2015	07/18/18	
End Right of Way Phase (Right of Way Certification Milestone)				05/01/2018	12/01/19	
Begin Construction Phase (Contract Award Milestone)				06/01/2018	06/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)				11/01/2019	12/01/22	
Begin Closeout Phase				11/01/2019	12/01/23	
End Closeout Phase (Closeout Report)				11/01/2021	12/01/25	

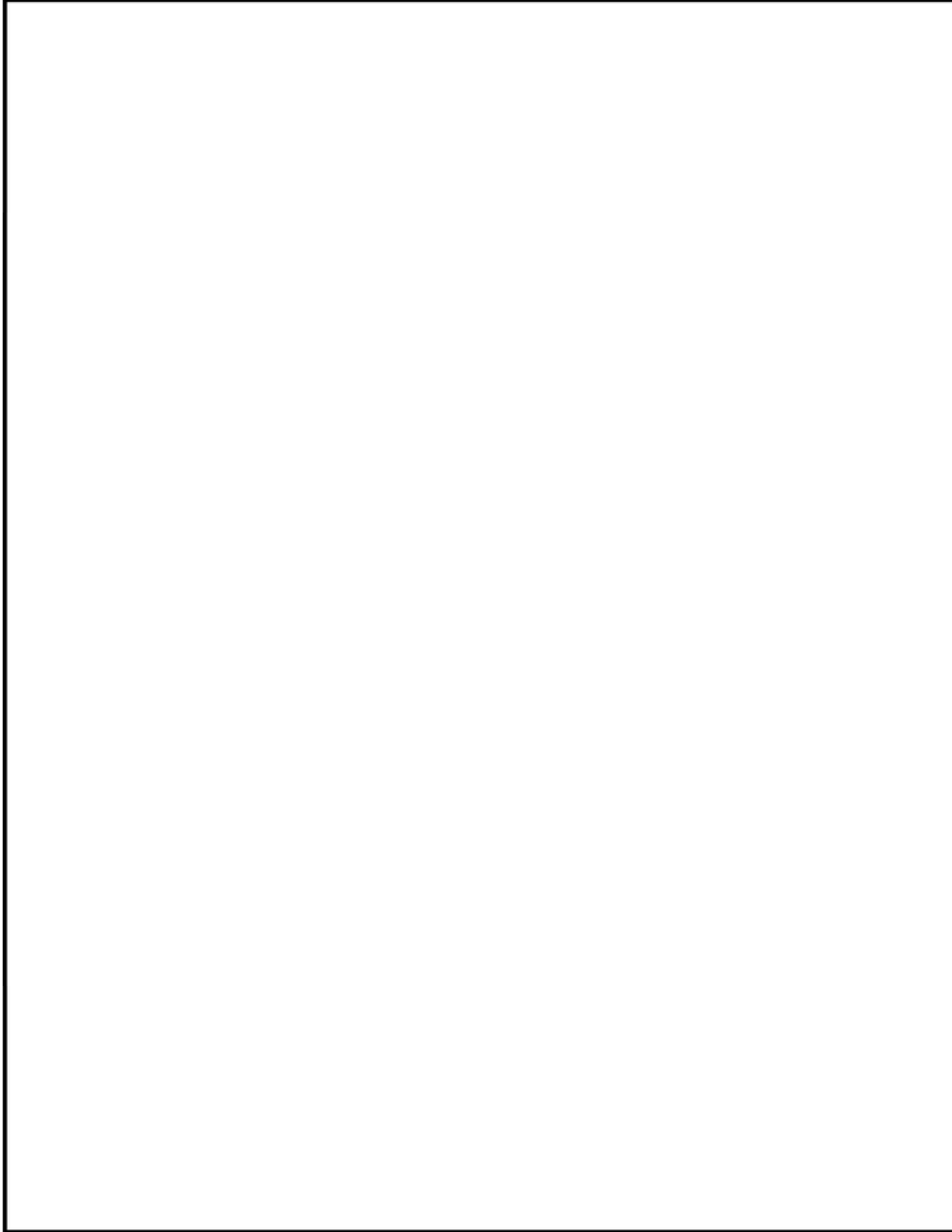
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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/11/17

**Additional Information**



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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/11/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F281	0314000057	9801A	
<b>Project Title:</b> SR70 Passing Lanes (Segment 2)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	825							825	Butte County Association of
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON					24,600			24,600	Caltrans
<b>TOTAL</b>	<b>825</b>				<b>24,600</b>			<b>25,425</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)	1,805							1,805	
PS&E		2,980						2,980	
R/W SUP (CT)		2,590						2,590	
CON SUP (CT)				4,740				4,740	
R/W		5,020						5,020	
CON				33,750				33,750	
<b>TOTAL</b>	<b>1,805</b>	<b>10,590</b>		<b>38,490</b>				<b>50,885</b>	

Fund No. 1:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					24,600			24,600	
<b>TOTAL</b>					<b>24,600</b>			<b>24,600</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

Fund No. 2:	Demo - Demonstration-State TEA21 (DEMOS21)								Program Code
Existing Funding (\$1,000s)									20,30,010,680
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)	825							825	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>825</b>							<b>825</b>	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	825							825	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>	<b>825</b>							<b>825</b>	

Fund No. 3:		Other State Funds SHOPP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)	980							980		
PS&E		2,180						2,180		
R/W SUP (CT)		1,590						1,590		
CON SUP (CT)				3,540				3,540		
R/W		3,220						3,220		
CON				25,350				25,350		
TOTAL	980	6,990		28,890				36,860		

Fund No. 4:		RIP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									Moving \$5,900 from segment 1	
PS&E		400						400		
R/W SUP (CT)		500						500		
CON SUP (CT)				600				600		
R/W		900						900		
CON				4,200				4,200		
TOTAL		1,800		4,800				6,600		

Fund No. 5:		IIP							Program Code	
		Existing Funding (\$1,000s)								
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
		Proposed Funding (\$1,000s)							Notes	
E&P (PA&ED)									Moving \$5,900 from segment 1	
PS&E		400						400		
R/W SUP (CT)		500						500		
CON SUP (CT)				600				600		
R/W		900						900		
CON				4,200				4,200		
TOTAL		1,800		4,800				6,600		

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

**Complete this page for amendments only**

Date: 12/11/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	BUT	70	3F281	0314000057	9801A	

**SECTION 1 - All Projects****Project Background**

The purpose for the projects along this corridor is to improve the safety of the highway that has higher than average accident rates and provide continuous passing opportunities. Also, the projects will provide additional capacity that will support and improve planned economic development in Butte County. This project is necessary to address the higher than average accident rates and higher accident densities that have been observed along this corridor. A majority of the accidents can be attributed to lack of passing lanes. Anticipated population growth and development along the 70 corridor will increase traffic levels while further degrading the operations and safety along this route.

**Programming Change Requested**

The requested change is to move the programming years to line up with SHOPP safety project. The total dollar amount was also reduced due to the change in scope.

**Reason for Proposed Change**

The reason for the change is because of a safety project identified in the project location. It was determined that a cost savings would occur if the projects were developed concurrently to reduce impacts to the traveling public and to produce one cohesive project. Building these projects together reduces the cost to the SHOPP and STIP portions and also eliminates the need to address environmental and RW impacts multiple times.

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

**Other Significant Information**

This project was previously deleted from the 2016 STIP cycle as a result of insufficient funding in the STIP.

**SECTION 2 - For TCRP Projects Only**

Alternative Project Request (Please follow Instructions at <http://www.dot.ca.gov/tcrp/LETTERguidelines>)

Letter of No Prejudice (LONP) (Please follow Guidelines at <http://www.dot.ca.gov/tcrp/docs/042706.pdf>)

**SECTION 3 - All Projects****Approvals**

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

Name (Print or Type)	Signature	Title	Date

**Attachments**

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

**SECTION 15 – PROJECT PROGRAMMING REQUEST FORMS - Continued**

**3. In Butte County: SR 70 Passing Lanes (Segment 3) –East Gridley Rd to Butte/Yuba County Line**

New Project. This PPR includes the infusion of SHOPP Safety funds recently amended into the 2016 SHOPP by the CTC.

<b>PROJECT</b>	<b>RTIP</b>	<b>ITIP</b>	<b>SHOPP</b>	<b>Demo</b>	<b>TOTALS</b>
<b>State Route 70 Segment 3</b>	\$10,900,000	\$10,900,000	\$35,928,000	\$ 3,000,000	<b>\$60,728,000</b>

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/13/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03	3F282	0318000039	9801B			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
YUB	70	25.5	25.8	BCAG/Caltrans		
BUT	70	0.0	3.6	MPO	Element	
				BCAG	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Andy Newsum		(530) 809-4616		anewsum@bcag.org		
<b>Project Title</b>						
SR 70 Passing Lanes (Segment 3)						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
On Route 70 from .4 miles South of East Gridley Rd to .3 mile South of Butte/Yuba County line.						
<b>Component</b>						
PA&ED		BCAG				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
<b>Legislative Districts</b>						
Assembly:	3	Senate:	4	Congressional:	1	
<b>Project Benefits</b>						
The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley.						
<b>Purpose and Need</b>						
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.						
<b>Category</b>		<b>Outputs/Outcomes</b>		<b>Unit</b>	<b>Total</b>	
State Highway Road Construction		Passing Lane miles constructed		Miles	6	
State Highway Road Construction		Operational Improvements		Miles	3	
ADA Improvements		No	Bike/Ped Improvements	Yes	Reversible Lane analysis	Yes
Includes Sustainable Communities Strategy Goals		Yes		Reduces Greenhouse Gas Emissions Yes		
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>	
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					12/01/17	
Circulate Draft Environmental Document		Document Type	ND/FONSI		05/01/19	
Draft Project Report					07/01/19	
End Environmental Phase (PA&ED Milestone)					07/01/19	
Begin Design (PS&E) Phase					07/01/19	
End Design Phase (Ready to List for Advertisement Milestone)					10/15/21	
Begin Right of Way Phase					07/01/19	
End Right of Way Phase (Right of Way Certification Milestone)					09/15/21	
Begin Construction Phase (Contract Award Milestone)					04/15/22	
End Construction Phase (Construction Contract Acceptance Milestone)					12/15/24	
Begin Closeout Phase					12/15/25	
End Closeout Phase (Closeout Report)					09/15/29	

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/13/17

**Additional Information**

Improved shoulder widths will provide more room for bicyclists and pedestrians to more safely travel the roadway.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB, BUT	70, 70	3F282	0318000039	9801B	
<b>Project Title:</b> SR 70 Passing Lanes (Segment 3)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									BCAG
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,400	3,000						6,400	
PS&E		3,000	1,500					4,500	
R/W SUP (CT)		2,500	1,800					4,300	
CON SUP (CT)				5,400				5,400	
R/W		3,218	1,300					4,518	
CON				35,610				35,610	
<b>TOTAL</b>	<b>3,400</b>	<b>11,718</b>	<b>4,600</b>	<b>41,010</b>				<b>60,728</b>	

Fund No. 1:	Other State Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,400							3,400	
PS&E		3,000						3,000	
R/W SUP (CT)		2,500						2,500	
CON SUP (CT)				3,200				3,200	
R/W		3,218						3,218	
CON				20,610				20,610	
<b>TOTAL</b>	<b>3,400</b>	<b>8,718</b>		<b>23,810</b>				<b>35,928</b>	

Fund No. 2:	Demo								Program Code
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3,000						3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>		<b>3,000</b>						<b>3,000</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB, BUT	70, 70	3F282	0318000039	9801B	
Project Title: SR 70 Passing Lanes (Segment 3)						

Fund No. 3:		RIP							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										
E&P (PA&ED)										
PS&E			750					750		
R/W SUP (CT)			900					900		
CON SUP (CT)				1,100				1,100		
R/W			650					650		
CON				7,500				7,500		
TOTAL			2,300	8,600				10,900		
Notes										

Fund No. 4:		IIP							Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										
E&P (PA&ED)										
PS&E			750					750		
R/W SUP (CT)			900					900		
CON SUP (CT)				1,100				1,100		
R/W			650					650		
CON				7,500				7,500		
TOTAL			2,300	8,600				10,900		
Notes										

Fund No. 5:									Program Code	
Existing Funding (\$1,000s)										
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency	
E&P (PA&ED)									Caltrans	
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Proposed Funding (\$1,000s)										
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
TOTAL										
Notes										

**SECTION 15 – PROJECT PROGRAMMING REQUEST FORMS - Continued**

**4. In Yuba County: SR 70 Passing Lanes (Segment 4&5) – Laurellen Rd near Marysville to Yuba/Butte County Line**

New Project. Segments 4 and 5 were combined as part amendment to the 2016 SHOPP. This PPR would augment the current SHOPP Safety funds for programmed for the project to expand the scope of the environmental document. BCAG is requesting \$4 million in Butte County’s RIP be programmed to Caltrans’ SHOPP Safety Project to prepare the environmental documents required for a 5-lane highway (2 thru lanes, a center turn lane and standard shoulders).

<b>PROJECT</b>	<b>RTIP</b>	<b>ITIP</b>	<b>SHOPP</b>	<b>Unfunded Need</b>	<b>TOTALS</b>
<b>State Route 70 Segments 4&amp;5</b>	\$4,000,000		\$101,704,000	\$36,000,000	<b>\$141,704,000</b>

This segment would represent the last unfunded segment of SR 70 that would need to be widened to a 5-lane highway consistent to the rest of the corridor between Marysville and Oroville. In addition, the completion of this segment would complete the vision established in 1988 to connect Chico to Sacramento with a continuous 4-lane highway. The unfunded need is estimated at \$36 million.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
 DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) Y/N				Date:	12/13/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID
03	3F283	0318000186	9824		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency	
YUB	70	16.2	25.8	Caltrans	
				MPO	Element
				BCAG	Capital Outlay
Project Manager/Contact		Phone		E-mail Address	
Cameron Knudson		(530) 218-1820		cameron.knudson@dot.ca.gov	
<b>Project Title</b>					
SR 70 Passing Lanes (Segment 4 & 5)					
<b>Location (Project Limits), Description ( Scope of Work)</b>					
On Route 70 from Laurellen to Yuba/Butte County Line.					
<b>Component</b>					
PA&ED		Caltrans			
PS&E		Caltrans			
Right of Way		Caltrans			
Construction		Caltrans			
<b>Legislative Districts</b>					
Assembly:	3	Senate:	4	Congressional:	1
<b>Project Benefits</b>					
The project will improve traffic safety by providing safe passing lanes which reduce the possibility of fatal head-on collisions. The project will improve bike and pedestrian facilities by providing wider shoulders. The project will also facilitate efficient movement of goods through the Sacramento Valley.					
<b>Purpose and Need</b>					
The purpose of this project is to address safety concerns, improve highway segments with higher than average accident rates, and provide continuous passing lane opportunities along this segment of State Route 70.					
<b>Category</b>		<b>Outputs/Outcomes</b>		<b>Unit</b>	<b>Total</b>
State Highway Road Construction		Passing Lane miles constructed		Miles	19.2
State Highway Road Construction		Operational Improvements		Miles	9.6
ADA Improvements No		Bike/Ped Improvements Yes		Reversible Lane analysis Yes	
Includes Sustainable Communities Strategy Goals Yes		Reduces Greenhouse Gas Emissions Yes			
<b>Project Milestone</b>				<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					
Begin Environmental (PA&ED) Phase				10/01/15	
Circulate Draft Environmental Document		Document Type	EIR/FONSI		11/30/17
Draft Project Report					01/02/19
End Environmental Phase (PA&ED Milestone)					03/01/18
Begin Design (PS&E) Phase					03/01/18
End Design Phase (Ready to List for Advertisement Milestone)					05/20/20
Begin Right of Way Phase					03/01/18
End Right of Way Phase (Right of Way Certification Milestone)					05/05/20
Begin Construction Phase (Contract Award Milestone)					10/20/20
End Construction Phase (Construction Contract Acceptance Milestone)					11/20/22
Begin Closeout Phase					11/20/26
End Closeout Phase (Closeout Report)					11/20/28

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/13/17

**Additional Information**

Improved shoulder widths will provide more room for bicyclists and pedestrians to more safely travel the roadway.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB	70	3F283	0318000186	9824	
<b>Project Title:</b> SR 70 Passing Lanes (Segment 4 & 5)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
<b>TOTAL</b>									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,906	8,000						11,906	
PS&E		4,884	1,900					6,784	
R/W SUP (CT)		6,227	2,500					8,727	
CON SUP (CT)				8,694				8,694	
R/W		9,858	3,000					12,858	
CON				92,735				92,735	
<b>TOTAL</b>	<b>3,906</b>	<b>28,969</b>	<b>7,400</b>	<b>101,429</b>				<b>141,704</b>	

Fund No. 1:	Other State Funds (SHOPP)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,906							3,906	
PS&E		4,884						4,884	
R/W SUP (CT)		6,227						6,227	
CON SUP (CT)				6,094				6,094	
R/W		9,858						9,858	
CON				70,735				70,735	
<b>TOTAL</b>	<b>3,906</b>	<b>20,969</b>		<b>76,829</b>				<b>101,704</b>	

Fund No. 2:	RIP								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									BCAG
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		4,000						4,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
<b>TOTAL</b>		<b>4,000</b>						<b>4,000</b>	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
03	YUB	70	3F283	0318000186	9824	
<b>Project Title:</b> SR 70 Passing Lanes (Segment 4 & 5)						

<b>Fund No. 3:</b>	<b>Unfunded Need</b>								<b>Program Code</b>
<b>Existing Funding (\$1,000s)</b>									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
<b>Proposed Funding (\$1,000s)</b>									<b>Notes</b>
E&P (PA&ED)		4,000						4,000	
PS&E			1,900					1,900	
R/W SUP (CT)			2,500					2,500	
CON SUP (CT)				2,600				2,600	
R/W			3,000					3,000	
CON				22,000				22,000	
TOTAL		4,000	7,400	24,600				36,000	

<b>Fund No. 4:</b>									<b>Program Code</b>
<b>Existing Funding (\$1,000s)</b>									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
<b>Proposed Funding (\$1,000s)</b>									<b>Notes</b>
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

<b>Fund No. 5:</b>									<b>Program Code</b>
<b>Existing Funding (\$1,000s)</b>									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
<b>Proposed Funding (\$1,000s)</b>									<b>Notes</b>
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

**SECTION 15 – PROJECT PROGRAMMING REQUEST FORMS - Continued**

**5. Planning, Programming and Monitoring (PPM)**

This PPR includes the programming of \$400,000 as identified in the adopted Fund Estimate for Butte County.

<b>PROJECT</b>	<b>RTIP</b>	<b>ITIP</b>	<b>SHOPP</b>	<b>Demo</b>	<b>TOTALS</b>
<b>PPM</b>	\$400,000				<b>400,000</b>



STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**PROJECT PROGRAMMING REQUEST**  
DTP-0001 (Revised July 2017)

General Instructions

Amendment (Existing Project) No					Date:	12/13/17
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID	
03		0316000034	0L16	901100		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
BUT				Butte County Association of Governments		
				MPO	Element	
				BCAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Ivan Garcia		(530) 809-4603		<a href="mailto:igarcia@bcag.org">igarcia@bcag.org</a>		
<b>Project Title</b>						
Planning, Programming and Monitoring						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Planning, programming and monitoring						
<b>Component</b>						
Implementing Agency						
PA&ED						
PS&E						
Right of Way						
Construction Butte County Association of Governments						
<b>Legislative Districts</b>						
Assembly:	2,3	Senate:	4	Congressional:	2,4	
<b>Project Benefits</b>						
Project supports Planning, Programming and Monitoring activities.						
<b>Purpose and Need</b>						
Funding is needed to support BCAG's PPM activities						
<b>Category</b>						
<b>Outputs/Outcomes</b>						
<b>Unit</b>						
<b>Total</b>						
ADA Improvements No		Bike/Ped Improvements No		Reversible Lane analysis No		
Includes Sustainable Communities Strategy Goals Y/N		Reduces Greenhouse Gas Emissions Y/N				
<b>Project Milestone</b>						
Existing Proposed						
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document		Document Type	N/A			
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

**ADA Notice** For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento.

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/13/17

District	County	Route	EA	Project ID	PPNO	Alt Proj. ID
03	BUT			0318000034	0L16	
<b>Project Title:</b> Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Butte County Association of
R/W									
CON	1,680							1,680	Butte County Association of
<b>TOTAL</b>	<b>1,680</b>							<b>1,680</b>	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,680			133	133	134		2,080	
<b>TOTAL</b>	<b>1,680</b>			<b>133</b>	<b>133</b>	<b>134</b>		<b>2,080</b>	

<b>Fund No. 1:</b>	<b>RIP - State Cash (ST-CASH)</b>								<b>Program Code</b>
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									Butte County Association of Govern
PS&E									\$202 CON voted 08/17/16
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,680							1,680	
<b>TOTAL</b>	<b>1,680</b>							<b>1,680</b>	
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									Utilizing CTIPS export 2016
PS&E									STIP PPR sheets to
R/W SUP (CT)									generate 2018 STIP PPR.
CON SUP (CT)									\$400k per F.E. for 2018
R/W									Cycle.
CON	1,680			133	133	134		2,080	
<b>TOTAL</b>	<b>1,680</b>			<b>133</b>	<b>133</b>	<b>134</b>		<b>2,080</b>	

<b>Fund No. 2:</b>									<b>Program Code</b>
Existing Funding (\$1,000s)									
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									
Proposed Funding (\$1,000s)									Notes
Component	Prior	18/19	19/20	20/21	21/22	22/23	23/24+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
<b>TOTAL</b>									

**Section 16. BCAG Board Resolution or Documentation of 2018 RTIP Approval**

**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
APPROVING THE ADOPTION OF THE 2018 REGIONAL TRANSPORTATION  
IMPROVEMENT PROGRAM (RTIP)**

**Approved: December 14, 2017**



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
RESOLUTION NO 2017/2018-12**

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**RESOLUTION OF THE BUTTE COUNTY ASSOCIATION OF GOVERNMENTS  
APPROVING THE ADOPTION OF THE 2018 REGIONAL TRANSPORTATION  
IMPROVEMENT PROGRAM (RTIP)**

**WHEREAS**, the Butte County Association of Governments is the designated Regional Transportation Planning Agency for Butte County in accordance with Government Code Section 29532; and

**WHEREAS**, the California Governments Code Section 65080 requires Butte County Association of Governments as the Regional Transportation Planning Agency to prepare, adopt and submit a Regional Transportation Improvement Program (RTIP) to the California Transportation Commission, pursuant to sections 65080.5; and

**WHEREAS**, the 2018 Regional Transportation Improvement Program for Butte County identifies project recommendations to be funded utilizing State Transportation Improvement Program (STIP) funds or other state and federal funds; and

**WHEREAS**, the 2018 RTIP identifies projects which at the time of adoption may require modifications to the Project Programming Request funding sheets by BCAG staff prior to the adoption of the STIP by the California Transportation Commission;

**NOW THEREFORE BE IT RESOLVED** that the Butte County Association of Governments has prepared the 2018 Regional Transportation Improvement Program for Butte County in accordance with California Government Code 65080 and Chapter 622 of the Statutes of 1997 (SB 45) and the adopted STIP Guidelines and authorizes its staff to make any necessary changes to the RTIP document including the Project Programming Request funding sheets to ensure its timely submittal and approval to Caltrans and or the California Transportation Commission for adoption into the STIP.

**PASSED AND ADOPTED** by the Butte County Association of Governments on the 14<sup>th</sup> day of December, 2017 by the following vote:

**AYES:**

Lambert, Teeter, Wahl, Wilkinson, Borges, Dahlmeier, Lotter

**NOES:**

Coolidge

**ABSENT:**

Connelly, Kirk, Jones

**ABSTAIN:**

None

**APPROVED:**

  
\_\_\_\_\_  
STEVE LAMBERT, CHAIR  
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

**ATTEST:**

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

**Section 17. Detailed Project Programming Summary Table**

**BCAG 2018 RTIP Summary**

**BUTTE COUNTY**

Segment 1 - Ophir to Palermo	Total Cost	SHOPP Safety	Demo	STIP
Env & Prnt (PA&ED)	\$ 2,350	\$ 850	\$ 1,500	
PS&E	\$ 3,140	\$ 2,240		\$ 900
R/W Sup	\$ 3,420	\$ 2,320		\$ 1,100
Con Sup	\$ 5,100	\$ 3,700		\$ 1,400
Right of Way	\$ 2,080	\$ 480		\$ 1,600
Construction	\$ 32,530	\$ 23,130		\$ 9,400
	\$ -			
<b>Total</b>	<b>\$ 48,620</b>	<b>\$ 32,720</b>	<b>\$ 1,500</b>	<b>\$ 14,400</b>

**STIP Breakdown**

EXISTING 2016 STIP Project

IIP	RIP
\$ 7,200	\$ 7,200

Segment 2 - Palermo to Cox	Total Cost	SHOPP Safety	Demo	STIP
Env & Prnt (PA&ED)	\$ 1,805	\$ 980	\$ 825	
PS&E	\$ 2,980	\$ 2,180		\$ 800
R/W Sup	\$ 2,590	\$ 1,590		\$ 1,000
Con Sup	\$ 4,740	\$ 3,540		\$ 1,200
Right of Way	\$ 5,020	\$ 3,220		\$ 1,800
Construction	\$ 33,750	\$ 25,350		\$ 8,400
	\$ -			
<b>Total</b>	<b>\$ 50,885</b>	<b>\$ 36,860</b>	<b>\$ 825</b>	<b>\$ 13,200</b>

Previous 2016 STIP Project  
(Was deleted due to insufficient \$ in STIP)

IIP	RIP
\$ 6,600	\$ 6,600
\$ 13,800	\$ 13,800

{Seg 1+2}

\$27.6 m

SR 70 - Segment 1 is currently programmed with \$26.2 million in RIP & IIP (\$13.1m each). 2016 STIP. These funds are recommended to be re-programmed for both Segments 1 & 2 along with SHOPP Safety to fully fund both segments with existing funding capacity.

Segment 3 - E. Gridley Rd to Co. Line	Total Cost	SHOPP Safety	Demo	STIP
Env & Prnt (PA&ED)	\$ 6,400	\$ 3,400	\$ 3,000	
PS&E	\$ 4,500	\$ 3,000		\$ 1,500
R/W Sup	\$ 4,300	\$ 2,500		\$ 1,800
Con Sup	\$ 5,400	\$ 3,200		\$ 2,200
Right of Way	\$ 4,518	\$ 3,218		\$ 1,300
Construction	\$ 35,610	\$ 20,610		\$ 15,000
	\$ -			
<b>Total</b>	<b>\$ 60,728</b>	<b>\$ 35,928</b>		<b>\$ 21,800</b>

IIP	RIP
\$ 10,900	\$ 10,900

Segment 3 is recommended to be programmed with new programming capacity identified in the STIP FE.

Target through FY 22/23: \$11.5m  
Target through FY 23/24: \$15.1m (max)  
APDE Shares Available: \$1.789 m

SR 70 Segment Totals	Total Cost	SHOPP Safety	Demo	STIP
	\$ 160,233	\$ 105,508		\$ 49,400

IIP	RIP
\$ 24,700	\$ 24,700

PPM FUNDS	Total Cost	STIP
Env & Prnt (PA&ED)	\$ 400	\$ 400

400

**YUBA COUNTY**

Segments 4&5 - N of Laurellen to Yuba/Butte County Line	Total Cost	SHOPP Safety	Unfunded Need	STIP (RIP Shares)
PA&ED ONLY with RIP Funds	141,704	101,704	36000	\$ 4,000

Segment 4&5 is recommended to be programmed with APDE identified in the STIP FE. Remaining amount from RIP Shares. APDE Shares Available: \$1.789 m

4,000


**TOTAL RTIP ONLY**

**\$ 29,100**



## Section 18. SR 70 “Completing the Vision” Map

This map can be better viewed at BCAG’s RTIP Webpage posted online at:

<http://www.bcaq.org/Planning/RTIP/index.html>



# Completing The Vision

**The Vision**

In 1988 the California Transportation Commission (CTC) placed the State Routes 70 and 99 Corridor on their “Special Studies List” asking for a corridor study to be prepared to determine which of the two routes should be the focus for future highway investments to provide an expressway for ultimate conversion to freeway, to connect Sacramento and Chico. This corridor study would then serve as a basis for future transportation investments by Caltrans and the Metropolitan Planning Organizations in the corridor.

The State Routes 70 and 99 Corridor Study was prepared by the Butte County Association of Governments (BCAG), the Sacramento Area Association of (SACOG) and Caltrans District 3, and was adopted by BCAG and SACOG in 1990.

**The Corridor**


The preferred alignment chosen from the State Routes 70 and 99 Corridor Study to connect Chico and Sacramento was the State Route 70 Corridor. While the State Route 70 Corridor was the preferred alignment or “Focus Route” for a mainline connection between Sacramento and Chico, other transportation improvements along the State Routes 99 and 65 Corridors were also identified by the Study.

Since adoption of the Corridor study in 1990 over \$543 million in transportation investments have been completed with \$291 million programmed for a total of nearly \$834 million. The following section identifies the transportation investments made to date followed by the projects remaining to complete the CTC’s commitment to the corridor.


**Focus on Future Investments**

The remaining projects identified below would fulfill the original commitment from the 1988 California Transportation Blueprint to connect California’s remaining urbanized areas to the continuous 4-lane highway system. The total distance of existing 2-lane highway that needs to be upgraded to 4 lanes is approximately 21 miles. If Segments 1, 2, and 3 are programmed into the 2018 STIP. The remaining investment needed to complete the vision is \$36 million for the Yuba County portion.


**INVESTMENTS TO DATE**




**SR 99 Auxiliary Lane - Chico**  
Cost - \$32 Million  
This project added a third lane from State Route 32 to East First Avenue.




**SR 99 Butte Creek Bridge**  
Cost - \$13 Million  
This project replaced obsolete bridge.




**SR 149 Interchange Project**  
Cost - \$139 Million  
This project links SR ‘99 and SR 70 from Chico to Oroville providing 4 lanes of continuous freeway.




**SR 70 Ophir Road Project**  
Cost - \$19 Million  
This project provides an additional 2 miles of 4-lanes from SR 162 to Ophir Rd in Oroville.



**SR 70 Passing Lanes Project**  
Cost - \$14.5 Million  
This project constructed 2 additional lanes on SR 70 to serve as passing lanes from South of Oroville near East Gridley.



**SR 70 Safety Project**  
Cost - \$101.7 Million  
This project will widen State Route 70 from Laurelen Road to South Hanout Creek Bridge.



■ Investments Completed to Date  
■ Future Investment Projects  
■ SHOPP Safety - Programmed

**FUTURE INVESTMENT PROJECTS**

2018 RTIP Recommendation - RIP funds within BCAG’s STIP fund estimate

**1** Segment 1 - SR 70 from Ophir Rd. to Palermo Rd. (Passing Lane)  
Estimated Cost - \$48.62 Million (\$32.72M SHOPP Safety/\$7.2M RIP, \$1.5M Demo)  
Widen from 2 lanes to 4 lanes. This project was programmed in the 2014 STIP cycle. Construction is recommended for the FY19/20 in the 2018 SHOPP/STIP.


**2** Segment 2 - SR 70 from Palermo Rd. to Cox Lane (Passing Lane)  
Estimated Cost - \$50.855 Million (\$36.86M SHOPP Safety/\$6.6M RIP, \$6.6M RIP, \$8.25M Demo)  
Widen from 2 to 4 lanes from the terminus of Segment 1 to a completed SR 70 Project in 2013. This project was deprogrammed due to funding shortfalls in the 2016 STIP.

**3** Segment 3 - SR 70 from near East Gridley Rd. to South Butte/Yuba County Line  
Estimated Cost - \$76 Million (\$51.2M SHOPP Safety/\$10.9M RIP, \$10.9M RIP, \$3M Demo)  
This segment represents the last segment to widen to 4 lanes in Butte County. Total RIP = \$14.8 est


**Yuba County Projects**

**4** SR 70 - Butte/Yuba County Line to Woodruff and Segment 3 - Woodruff Lane to Laurellen  
Have been combined in the 2016 SHOPP - (Laurellen Rd to South Hanout Creek Bridge)  
Estimated Cost - \$105.704 Million (\$101.704M SHOPP Safety/\$4M RIP)  
Scope of the SHOPP Project is to add a center turn lane and standard shoulders. Scope of the funds is to expand the scope of the environmental document for a 5 lane highway footprint including 2 lanes in each direction and a center turn lane.


Funding shortfall for Segment 4 in Yuba County to expand to capacity: \$36M




**SR 70 Simerly Slough Bridge Replacement**  
Cost - \$84 Million  
This project will widen and replace obsolete bridge.




**SR 70 - 14th St. in Marysville to Marysville Cemetery Rd.**  
Cost - \$105 million  
This project will widen and replace bridges to improve freight movement.




**SR 70 Marysville Downtown Improvement**  
Cost - \$44.5 Million  
This project widened and made operational improvements through Marysville.




**SR 70 Project**  
Cost - \$77 Million  
This project included the construction of 4-lanes from SR 70/65 to Bear River.




**SR 70/Plumas Lake Blvd. OC, Phase 1**  
Cost - \$22 Million  
Construct new interchange.




**SR 70/ Feather River Blvd. Interchange**  
Cost - \$24 Million  
Construct new interchange.



**SR 70 E. Nicolous Bypass**  
Cost - \$138 Million  
This project constructed a new 4-lane facility on a new alignment from Bear River to SR70/99 wya.



**SR 99 Riego Rd. Interchange**  
Cost - \$28 Million  
Construct new interchange.



**SR 99 Elverta Road Interchange**  
Cost - \$20 Million  
Construct new interchange.



### **Section 19. Marysville to Oroville “SR 70 Segment Map”**

This map on the following page can be better viewed at BCAG’s RTIP Webpage posted online at:

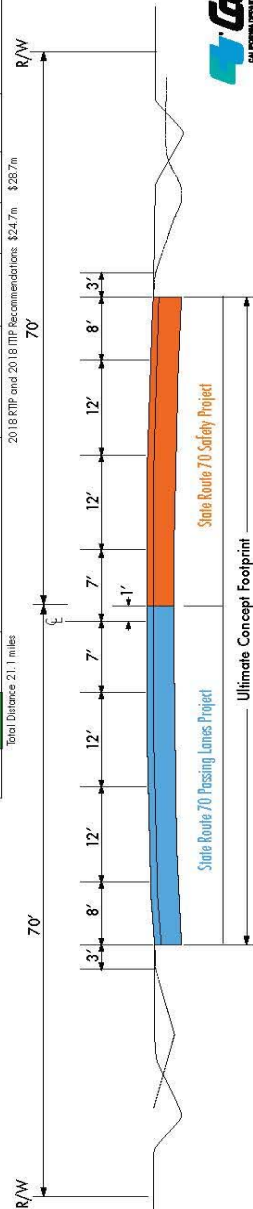
<http://www.bcag.org/Planning/RTIP/index.html>

# Route 70 Corridor - Marysville to Oroville



Region	Segment	Length (miles)	Funding Source	Segment Costs (millions)	SHOPP	IIP	RIP	DEMO	Comments
Butte County	1	3.0	SHOPP Safety, STP (IP-RIP), DEMO	\$46.6	\$272.2	\$7.2	\$7.2	\$1.5 Prior	\$24.7 million each for Segments 1,2 & 3 - IIP /RIP
	2	3.1	SHOPP Safety, STP (IP-RIP), DEMO	\$50.865	\$29.8	\$5.6	\$5.6	\$8.825 Prior	
	3	3.5	SHOPP Safety, STP (IP-RIP), DEMO	\$407.28	\$35.928	\$10.9	\$10.9	\$3	
Yuba County	4	5.9	SHOPP Safety, STP (IP-RIP) *	\$141.704	\$101.704		\$4		*\$26 million shortfall needed to complete corridor and expand highway. \$4m for Env. Component to expand scope Fully Funded
	5	3.9	Segments 4&5 combined in 2016 SHOPP						
	6	1.0	SHOPP Bridge	\$84					
	7	0.7	SHOPP Roadway	\$105					
Total Distance 21.1 miles					2018 RTP and 2018 RTP Recommendations: \$24.7m				
					Fully Funded				

- LEGEND**
- Segment 1
  - Segment 2
  - Segment 3
  - Segment 4
  - Segment 5
  - Segment 6
  - Segment 7
  - Completed



Section 20. SR 70 Fatalities Map

