

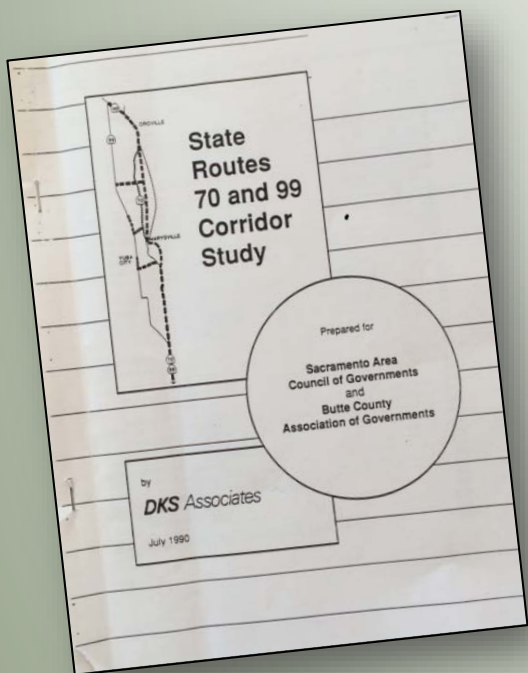


STATE ROUTE 70

COMPLETING THE VISION



BACKGROUND



- ❖ **1988** – 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. *The preferred corridor would then serve as a basis for future transportation investments by Caltrans and the Metropolitan Planning Organizations in the corridor.*
- ❖ **1990** – The ***State Routes 70 and 99 Corridor Study*** was completed by the Butte County Association of Governments (BCAG), the Sacramento Area Association of Governments (SACOG) and Caltrans District 3, and was adopted by BCAG and SACOG Boards in 1990. Since its adoption, the Study has served as the ***vision*** for transportation investments in the State Routes 70 and 99 Corridors as was envisioned by the CTC in 1988.



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

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

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

C 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.

D 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.

E 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.

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

FUTURE INVESTMENT PROJECTS

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

- Segment 1 - SR 70 from Ophir Rd. to Palermo Rd. (Passing Lane)**
 Estimated Cost - \$48.4 Million (\$34M SHOPP Safety/\$7.2M IIP - \$7.2M RIP)
 Widened 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
- Segment 2 - SR 70 from Palermo Rd. to Cox Lane (Passing Lane)**
 Estimated Cost - \$43 Million (\$29.8M SHOPP Safety/\$6.6M IIP - \$6.6M RIP)
 Widened from 2 to 4 lanes from the terminal of Segment 1 to a completed SR 70 Project in 2013. This project was deprogrammed due to funding shortfalls in 2016 STIP
- 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 IIP - \$10.9M RIP)
 This segment represents the last segment to widen to 4 lanes in Butte County. Total IIP/RIP = \$242M each

Yuba County Projects Remaining

- SR 70 - Butte/Yuba County Line to north of Woodruff Lane**
 Estimated Cost - \$85 Million (\$70M SHOPP Safety/\$7.5M IIP - \$7.5M RIP)
 Project TBD. Scope of the project is to continue the same design for SR 70 in widening from 2 lanes to a 4-lane facility with a continuous left turn lane.
- SR 70 - North of Laurellen Rd. to north of Woodruff Lane**
 Estimated Cost - \$65 Million (\$44M SHOPP Safety/\$10.5M IIP - \$10.5M RIP)
 Project TBD. Widened from 2 to 4 lanes. Estimated cost if combined with SHOPP project.

9/13/2017

Total Non-SHOPP Safety Funds Needed - Yuba County = \$24M

- G SR 70 Simmerly Slough Bridge Replacement**
 Cost - \$84 Million
 This project will widen and replace obsolete bridge.
- H SR 70 - 14th St. in Marysville to Marysville Cemetery Rd.**
 Cost - \$105 million
 This project will widen and replace bridges to improve freight movement.
- I SR 70 Marysville Downtown Improvement**
 Cost - \$44.5 Million
 This project widened and made operational improvements through Marysville.
- J SR 70 Project**
 Cost - \$77 Million
 This project included the construction of 4-lanes from SR 70/65 to Bear River.
- K SR 70/Plumas Lake Blvd. OC, Phase 1**
 Cost - \$22 Million
 Construct new interchange.
- L SR 70/ Feather River Blvd. Interchange**
 Cost - \$24 Million
 Construct new Interchange.
- M SR 70 E. Nicolaus Bypass**
 Cost - \$138 Million
 This project constructed a new 4-lane facility on a new alignment from Bear River to SR70/99 wye.
- N SR 99 Riego Rd. Interchange**
 Cost - \$28 Million
 Construct new interchange.
- O SR 99/Elverta Road Interchange**
 Cost - \$20 Million
 Construct new interchange.

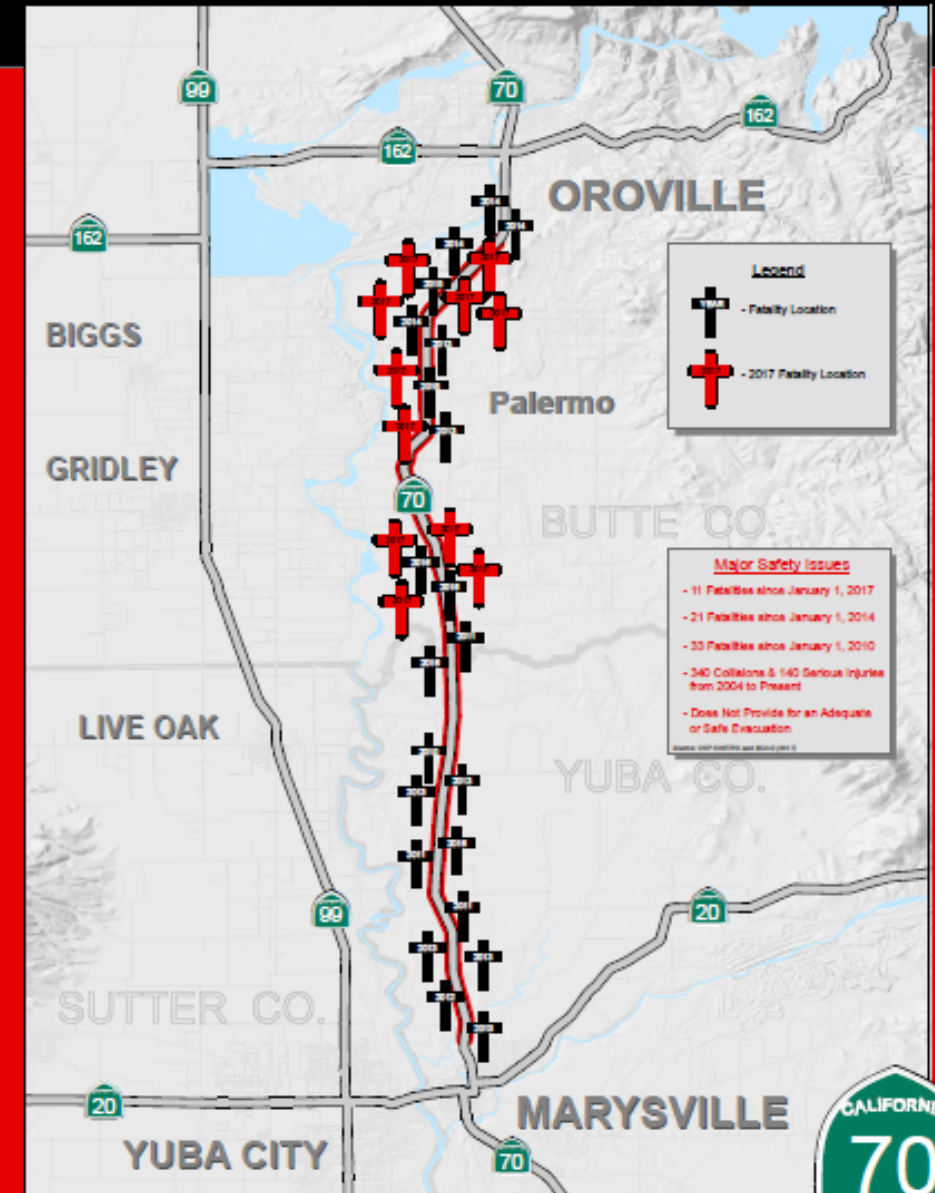
Legend:
 ■ Investments Completed to Date
 ■ Future Investment Projects
 ■ SHOPP Safety Programmed



CURRENT SAFETY ISSUES

- ❖ 11 - Fatalities since January 2017
- ❖ 33 - Fatalities since January 2010
- ❖ 40 Collisions & 140 Serious Injuries since 2004
- ❖ Inadequate evacuation route
- *Caltrans District 3 has implemented all viable safety measures to reduce accidents & fatalities on the corridor.*
- *Caltrans has determined that State Highway Operation & Protection (SHOPP) funds are eligible to fund a portion of the “safety improvements” on the entire corridor.*

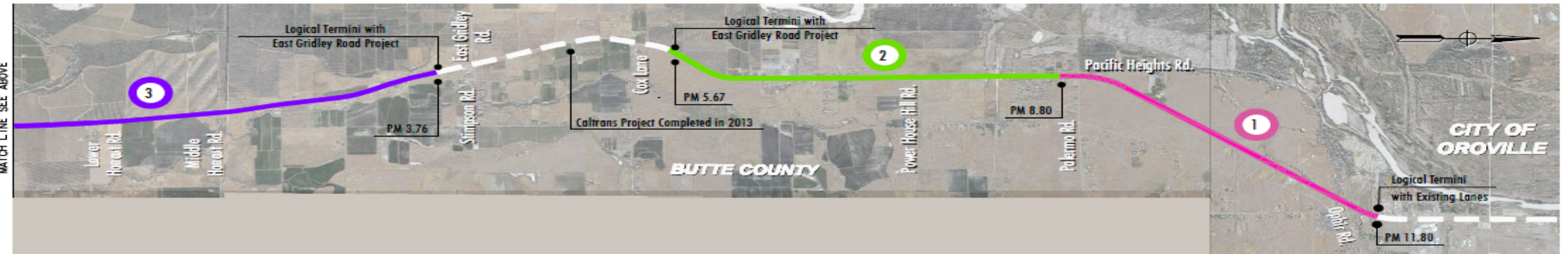
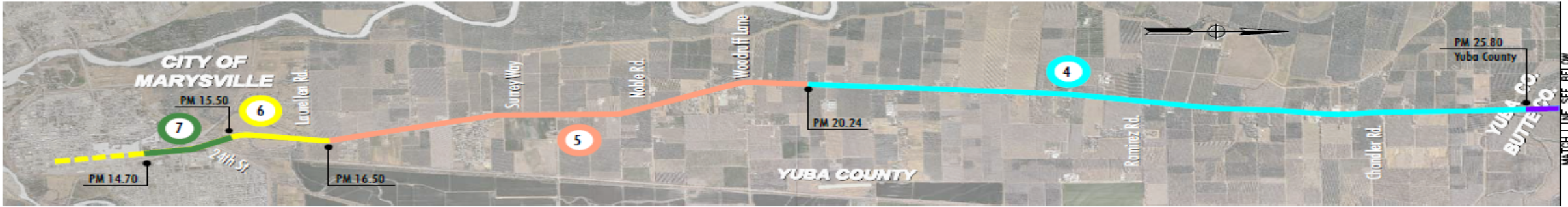
HIGHWAY 70 FATALITIES MARYSVILLE TO OROVILLE 2010 - 2017





REMAINING CORRIDOR PROJECTS

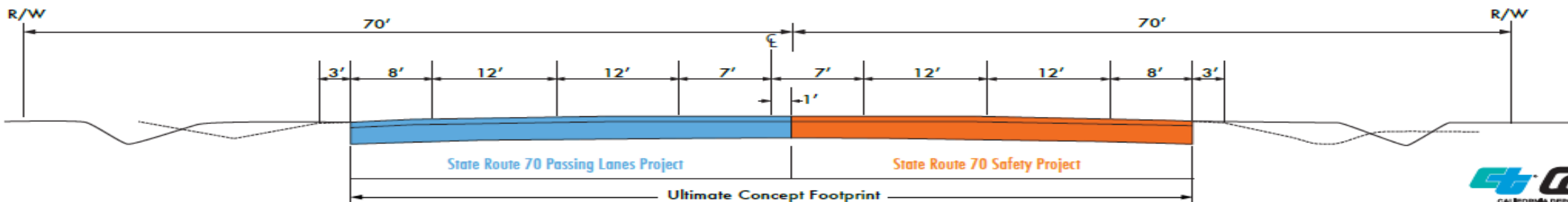
Route 70 Corridor - Marysville to Oroville



LEGEND

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

| Region | Segment | Length (miles) | Funding Source | Segment Programming Recommendations (millions) | SHOPP | IIP | RIP | DEMO | Comments | |
|---------------|---------|----------------|------------------------------------|------------------------------------------------|--------|---------|---------|-------|----------------------------------------------------------------------------------|--------------|
| Butte County | 1 | 3.0 | SHOPP Safety, STIP (IIP-RIP), DEMO | \$48.4 | \$34 | \$7.2 | \$7.2 | Prior | 2018 Butte Co. RTIP Recommendations \$10.9 million each IIP/RIP for 9.6 miles | |
| | 2 | 3.1 | SHOPP Safety, STIP (IIP-RIP), DEMO | \$43 | \$29.8 | \$6.6 | \$6.6 | Prior | | |
| | 3 | 3.5 | SHOPP Safety, STIP (IIP-RIP), DEMO | \$73 | \$51.2 | \$10.9 | \$10.9 | \$3 | | |
| Yuba County | 4 | 5.9 | SHOPP Safety, STIP* (IIP-RIP) | \$85 | \$70 | +\$7.5 | +\$7.5 | | * \$36 million shortfall needed from non-SHOPP to complete corridor | |
| | 5 | 3.9 | SHOPP Safety, STIP* (IIP-RIP) | \$65 | \$44 | +\$10.5 | +\$10.5 | | | |
| | 6 | 1.0 | SHOPP Bridge | \$84 | \$84 | | | | | Fully Funded |
| | 7 | 0.7 | SHOPP Roadway | \$105 | \$105 | | | | | Fully Funded |
| Totals | | 21.1 miles | | \$503.4 | \$418 | \$42.7 | \$42.7 | | | |





PROJECT STATUS

Segment 1 – currently programmed in 2016 STIP, fully funded. BCAG is developing the required environmental documents which will be completed BY spring 2018. Construction of Segment 1 is scheduled to begin spring 2020.

Segment 2 –partially funded in 2016 STIP. BCAG is developing the required environmental documents for Segment 2 which will be complete by spring 2018. Now that SHOPP funds will be used to fund a portion of each project on the corridor, there is sufficient funds saved on Segment 1 to fully fund Segment 2. BCAG will recommend full funding of Segment 2 in the 2018 STIP. Construction of Segment 2 would start in spring 2020.

Segment 3 – is not currently funded in the 2016 STIP. Based on BCAG’s 2018 STIP funding allocation and available SHOPP funding, BCAG will recommend full funding of Segment 3 in the 2018 STIP. Staff is currently working with Caltrans to secure funds to prepare the required environmental documents which could get underway this fall. If approved for funding in the 2018 STIP, Segment 3 could start construction in 2023.

Segment 4 – is currently funded with SHOPP funds to construct three-lanes and widen shoulders. No STIP funds are yet programmed to this project to widen to five-lanes.

Segment 5 – is currently funded with SHOPP funds to construct three-lanes and widen shoulders. No STIP funds are yet programmed to this project to widen to five-lanes.

Segment 6 – is fully funded in the SHOPP program to rehabilitate bridge.

Segment 7 – is fully funded in the SHOPP program to rehabilitate roadway.



2018 STIP RECOMMENDATIONS

BCAG will make the following 2018 STIP recommendations in their 2018 Regional Transportation Improvement Program (RTIP) for consideration of approval by the California Transportation Commission:

| | FUNDING (<i>Millions</i>) | | |
|----------------------------------------------------------------------------|-----------------------------|----------------|------------------------|
| | <u>SHOPP</u> | <u>STIP</u> | <u>TOTAL</u> |
| 1) Segment 1 - Full funding for five-lanes, construction start 2020 | \$ 34.0 | \$ 14.4 | \$ 48.4 |
| 2) Segment 2 - Full funding for five-lanes, construction start 2020 | \$ 29.8 | \$ 13.2 | \$ 43.0 |
| 3) Segment 3 - Full funding for five-lanes, construction start 2023 | <u>\$ 10.9</u> | <u>\$ 21.6</u> | <u>\$ 73.0</u> |
| | \$ 74.7 | \$ 49.2 | <u>\$ 92.13</u> |

➤ **BCAG 2018 RTIP Commitment** = **\$24,600,000**

➤ **Commitment Needed from Caltrans & CTC in 2018 STIP** = **\$24,600,000**



FUTURE FUNDING NEED FOR THE SR 70 CORRIDOR

- ❖ If the California Transportation Commission (CTC) approves the 2018 STIP recommendations proposed by BCAG and Caltrans, then the remaining funding need for the SR 70 corridor will be \$36 million. This is the cost to add capacity to Segments 4 and 5.
- ❖ The BCAG Board of Directors has approved shifting **\$2 million in STIP funding from Butte County to Yuba County** to assist with funding Segments 4 and 5.
- ❖ BCAG will be submitting a **\$36 million** federal funding request under the recently established **Infrastructure for Rebuilding America (INFRA)** Program in November to seek the remaining funds to complete the State Route 70 corridor.



STATE ROUTE 70 VIDEO

Click on the link below to view BCAG's SR 70 Video

https://vimeo.com/230827426?utm_source=email&utm_medium=vimeo-cliptranscode-201504&utm_campaign=29220



QUESTIONS & COMMENTS

How you can help!

BCAG would appreciate your individual, group, company, agency support with a simple letter in which we can include as part of the federal grant application process. You can email your support to staff at BCAG to Mr. Ivan Garcia, Programming Manager at igarcia@bcag.org.

If you would like a presentation or would like to talk more about the projects or process, please send us an email.

Sign up to stay in touch! Sign up to receive updates and information about the status of the State Route 70 Corridor Project and ways you can become engaged to help complete the project. [Click here.](#)

Thank you