



**BUTTE COUNTY ASSOCIATION OF GOVERNMENTS
(BCAG)**

**STATUS REPORT OF TRANSPORTATION
PROJECTS**

January 2005

OVERVIEW

The purpose of this report is to present the progress and status of state highway and local road transportation projects that are being funded through transportation funding programs under the discretion of the Butte County Association of Governments (BCAG).

Projects included in the report are projects that are currently programmed for funding in the State Transportation Improvement Program (STIP) and the Federal Transportation Improvement Program (FTIP).

Projects programmed in the STIP and FTIP are funded under the following funding programs or “pots” of funds:

- ✚ **Regional Improvement Program (RIP)** funds – *Funds that are at the discretion of BCAG, projects of which are identified in the STIP and FTIP;*
- ✚ **Interregional Improvement Program (IIP)** funds – *Funds that are at the discretion of Caltrans, projects of which are identified in the STIP and FTIP;*
- ✚ **State Highway Operation & Protection Program (SHOPP)**- *Funds that are programmed at the discretion of Caltrans, project of which are identified in the SHOPP Program and FTIP;*
- ✚ **Congestion Mitigation and Air Quality Program (CMAQ)** funds – *Funds are at the discretion of BCAG, projects are identified in FTIP;*
- ✚ **Public Lands Highway Program (PLH)** funds – *Funds that are programmed at the discretion of FHWA, the US Forest Service and Caltrans, projects of which are identified in the FTI;*
- ✚ **Transportation Enhancements (TE)** funds – *Funds are programmed at the discretion of BCAG and projects are identified in the STIP and FTIP.*

For each project, a brief project description is provided; a status of recent planning activities is presented; key milestone dates are identified; and current and future funding is shown.

Projects Included in this Report:

- SR 70 - Marysville Bypass to Oroville Freeway
- SR 70 – Widening and Interchange at Ophir Road
- SR 99 – Auxiliary Lane
- SR 99 – Widening Through Gridley
- SR 99 – Signalization At Durham Pentz Road
- SR 149 - Widening
- SR 191 – Widening In Paradise
- FH 171 – Forest Highway 171 (Upper Skyway Improvements)
- A listing of Local projects
- Project Study Reports Underway or Proposed

SR 149 WIDENING PROJECT

This project includes widening of SR 149 to four lanes with construction of freeway-to-freeway interchanges at the SR 70 and SR 99 intersections

STATUS

The Final EIR/EIS and Record of Decision (ROD) for this project were approved by Federal Highway Administration in April 2003. Caltrans has also secured the required permits from the California Department of Fish & Game, California Water Quality Control Board and the US Army Corps of Engineers to proceed with utility relocations.

As of January 2005, Caltrans has negotiated for all the right-of-way. Caltrans has also received all the necessary permits to start construction.

The 2004 STIP identifies and amount of \$68,654 million for construction for the 2005/06 FY, this cost will need to be increased to approximately \$83 million due to project cost increases.

In January 2005, the CTC was to consider advancing the SR 149 project to the 2004/05 FY with five other projects as part of the GARVEE bonding program. The decision to GARVEE bond however, has been postponed indefinitely as a result of the state's current transportation funding situation.

Currently, BCAG staff is working with Caltrans on development of Requests for Proposals for preparation/creation of vernal pool habitat and fresh water marsh habitat. Caltrans has asked BCAG to contract out these two components of the required mitigation plan because BCAG could complete these requirements more expeditiously. BCAG staff will present a cooperative agreement and draft RFP's for the vernal pool and fresh water marsh elements at a future Board meeting.

REMAINING MILESTONES

- **April 2005** – Start of Fresh Water Marsh creation contract;
- **September 2005** – Start of Vernal Pool Creation contract
- May 2006 – Start project construction;
- **December 2008** - Project completed

FUNDING

| AGENCY | FUNDS PROGRAMMED TO DATE | FUTURE FUNDS NEEDED | TOTAL FUNDS PROGRAMMED |
|--------------|--------------------------|---------------------|------------------------|
| BCAG | \$7,100,000 | \$1,804,000 | \$8,904,000 |
| Caltrans | \$92,821,000 | \$14,596,000 | \$107,417,000 |
| Total | \$99,921,000 | \$14,600,000 | \$116,321,000 |

SR 70 MARYSVILLE TO OROVILLE FREEWAY BYPASS

The scope of this project is to construct a new four-lane freeway (initial two-lane expressway) on a new alignment between Marysville and Oroville.

STATUS

Project Approval and Environmental Document (PA&ED): Caltrans has completed an administrative Draft EIS/EIR. However, as a result of the transportation funding shortfall associated with the 2004 STIP, Caltrans has suspended the completion of the EIR/EIS for the Bypass project indefinitely. In addition, Caltrans has suspended development of other SR 70 Corridor projects including the Third River Bridge Crossing in Marysville/Yuba City. In February of 2004, the BCAG Board of Directors was briefed on the funding constraints and project development issues that have put the SR 70 Marysville to Oroville Freeway Bypass on hold.

All projects funded in the STIP must have a funding plan to be carried forward in transportation planning. Caltrans has indicated that the current state budget impacts and lack of stable transportation funding sources over the foreseeable future make continued development of the SR 70 Bypass PA&ED not feasible and is not supported by Caltrans Headquarters.

While Caltrans indicated that they would not be able to continue pursuit of an SR 70 Bypass Freeway, Caltrans did indicate that they would work with BCAG and Yuba County to look at adding dual passing lanes that facilitate passing on 5 to 6 minute intervals. These projects would look and function in a similar fashion as those that have been and are being constructed on SR 99 south of Yuba City. Caltrans has indicated that dual passing lanes are possible because this can be done in smaller more fundable phases, and do not have the magnitude of environmental impacts as a new freeway alignment.

As a result of the funding constraints facing the SR 70 Marysville to Oroville Freeway Bypass, the BCAG Board of Directors shifted funding previously programmed for the Bypass to the SR 70 Ophir Road project in the City of Oroville, with the adoption of the 2004 Regional Transportation Improvement Program (RTIP). BCAG's 2004 RTIP recommendations were subsequently adopted with the 2004 State Transportation Improvement Program (STIP) in August 2004.

CURRENT FUNDING

Funding previously programmed for the SR 70 Marysville Bypass was reprogrammed to the SR 70 Ophir Road project with the 2004 RTIP/STIP. There are no funds currently programmed to the SR 70 Marysville to Oroville Freeway Bypass.

SR 70 WIDENING & INTERCHANGE AT OPHIR ROAD

As a result of funding reductions with the 2004 STIP, the SR 70 widening and interchange at Ophir Road has been re-scoped to include widening to four-lanes with a traffic signal at Ophir Road. Intersection improvements will also be made at Georgia Pacific way.

STATUS

Caltrans has completed the draft environmental document for this project, which is a Negative Declaration (Neg Dec) for NEPA and an Environmental Impact Report (EIR) for CEQA. The environmental document has been circulated through Federal Highway Administration (FHWA) and is currently being reviewed by state and federal resource agencies. The ACOE issues a public review and comments period for the Least Environmentally Damaging Project Alternative (LEDPA).

As a result of statewide funding reductions with the 2004 STIP, the SR 70 Ophir Road project was re-scoped by Caltrans and BCAG to identify a series of three interim projects that would include widening to 4-lanes with traffic signals at Georgia Pacific Way and at Ophir Road. \$25 million is currently programmed for these projects in the 2004 STIP; \$15 million from BCAG STIP funds and \$10 million in Caltrans STIP funds. In addition, Caltrans has secured an additional \$4 million in safety funding from the HES program to fund the intersection improvements at Georgia Pacific Way and Ophir Road.

In January 2005, Caltrans and BCAG staff attended the Oroville City Council to provide the City with a status report on the project scope, costs and schedule.

BCAG staff will continue working with Caltrans, the City of Oroville, and the County to complete the environmental document. Staff will also be coordinating meetings with the City and County on project design issues.

REMAINING MILESTONES

- **August 2005** - Caltrans and BCAG work with state/federal resource agencies on PA&ED
- **June 2005** - Caltrans installs traffic signal at SR 70/Georgia Pacific Way
- **June 2006** - Caltrans starts construction of SR 70/Ophir Road intersection realignment and signal installation
- **June 2007** - Caltrans begins construction of widening project for SR 70
- **December 2008** – Interim projects completed

SR 99 AUXILIARY LANE PROJECT

Proposed ultimate improvements consist of adding northbound (NB) and southbound (SB) auxiliary lanes on SR 99 between SR 32 and East 1st Avenue interchanges, the widening of SR 32 on and off ramps and East 1st Avenue on and off ramps. Included in the widening for the East 1st Avenue NB off-ramp will be the provision for dual left turn lanes to facilitate the turning movements of existing northbound traffic to westbound traffic on East 1st Avenue and the widening of East First Avenue

STATUS

In late December 2001, BCAG contracted with **Quincy Engineering, Inc. (QEI) of Sacramento**. The Project Design Team (PDT) continues to meet several times throughout the year to discuss relevant project issues.

The Environmental Impact Report (EIR) was adopted by the BCAG Board of Directors in January of 2004. The inside widening alternative and signalized intersection at East First Avenue were chosen as the preferred alternative. This action satisfied the California Environmental Quality Act (CEQA). National Environmental Policy Act (NEPA) is expected to be completed by the Fall of 2004. Delivery of PA&ED was done under budget by approximately \$400,000.

The consultant contract has been amended and work to deliver a Phase 1 project has begun for the preparation of Plans, Specifications and Estimate (PS&E). The Phase 1 project will develop full improvements to the northbound off ramp from 99 to East First Avenue and partial improvements to the East First Avenue intersection. The remaining work would be accomplished under a Phase 2 or Phase 2 and 3 project scenario.

REMAINING MILESTONES FOR PHASE 1

- **Summer 2005** Complete PS&E
- **Fall 2005** R/W engineering and Acquisition
- **Fall 2007** Begin Construction

FUNDING

Funding for the Phase 1 design and construction for the East 1st Avenue off-ramp have been funded. Construction funding for Phase 2 and Phase 3 will need to be funded in future STIP cycles (approximately \$18.7 million).

| AGENCY | FUNDS PROGRAMMED TO DATE | FUTURE FUNDS NEEDED | TOTAL COST |
|--------------|--------------------------|---------------------|---------------------|
| BCAG | \$4,650,000 | \$20,350,000 | \$25,000,000 |
| Caltrans | 0 | 0 | 0 |
| Total | \$4,650,000 | \$20,350,000 | \$25,000,000 |

SR 99 GRIDLEY WIDENING

This project improves the highway to a full five-lane highway section with a continuous two-way left turn lane and 1.5-meter (5 ft.) shoulders from East Gridley Road to Spruce Street.

STATUS

In late December 2001, BCAG contracted with **Mark Thomas & Company, Inc. (MTCO.) of Sacramento**. The Project Design Team (PDT) continues to meet several times throughout the year to discuss relevant project issues.

In August 2003, NEPA and CEQA environmental clearance for the project was obtained (May 2003). As of September 2004, the consultant is working on the preparation of the Plans, Specifications and Estimates (PS&E) and acquiring the necessary right of way for construction of the project.

BCAG is working with the City of Gridley to underground the overhead phone and cable facilities along the roadway as a separate project and also hopes to incorporate some design features that contribute to the overall goal of making the City of Gridley a more attractive destination.

REMAINING MILESTONES

- **June 2005** Complete PS&E
- **Fall 2005** R/W Engineering and Acquisition
- **Fall 2007** Begin Construction

FUNDING

The SR 99 Gridley Widening Project is fully funded.

| AGENCY | FUNDS PROGRAMMED TO DATE | FUTURE FUNDS NEEDED | TOTAL COST |
|--------------|--------------------------|---------------------|--------------------|
| BCAG | \$3,065,000 | 0 | \$3,065,000 |
| Caltrans | 0 | 0 | 0 |
| Total | \$3,065,000 | 0 | \$3,065,000 |

SR 99 SIGNALIZATION AT DURHAM PENTZ ROAD

This project includes the installation of traffic signals at the north and southbound on/ off ramps at SR 99 and Durham Pentz Road.

STATUS

This project was completed in March of 2004 at an approximate total cost of 1,000,000 and is currently operational.

SR 191 WIDENING IN PARADISE

This project improves the highway to a full five-lane highway section with a continuous two-way left turn lane, a signal and lighting at Buschmann Road, construction of a sidewalk on the west side of the roadway, the improvement of the shoulders and installation of a storm drain system from Easy Street in southern Paradise to Pearson Road in Paradise.

STATUS

In October of 2002 BCAG contracted with **Mark Thomas and Company, Inc. (MTCo.) of Sacramento**. The Project Design Team (PDT) continues to meet throughout the year to discuss relevant project issues.

The first public meeting occurred in the Fall of 2003. Technical studies in support of the CEQA and NEPA compliant document are currently underway and are to be completed by the Fall of 2004. Due to STIP funding constraints this project will be completed through environmental then put on hold until BCAG can program more funds to complete the project with future STIP cycles.

REMAINING MILESTONES

- **Spring 2005** Project Approval and Environmental Document

FUNDING

The SR 191 Widening in Paradise is funded through environmental. **Additional funding (\$5,815,000) for PS&E, Right-of-way and construction was not proposed for funding in the 2004 RTIP and may be programmed in future STIP cycles.**

| AGENCY | FUNDS PROGRAMMED TO DATE | FUTURE FUNDS NEEDED | TOTAL COST |
|--------------|--------------------------|---------------------|--------------------|
| BCAG | \$350,000 | \$5,815,000 | \$6,165,000 |
| Caltrans | 0 | 0 | 0 |
| Total | \$350,000 | \$5,815,000 | \$6,165,000 |

FOREST HIGHWAY 171 – (Upper Skyway Improvements)

The proposed project is to reconstruct and pave the 9.6-mile northern section of the Skyway from Inskip to Humboldt Road.

STATUS

In October of 2002, BCAG contracted with **Quincy Engineering, Inc. (QEI) of Sacramento**. The Project Design Team (PDT) continues to meet throughout the year to discuss relevant project issues.

The technical studies for the environmental document have been completed and are anticipated to be approved by Winter/Spring of 2004. The first public meetings occurred in the Fall of 2003 in the communities of Stirling City and Butte Meadows.

The below stated dollar amounts are reflective of estimates prepared in late 1998 and escalated during the preparation of the Project Scoping Report. BCAG is seeking federal and state funding sources for subsequent phases of this project in anticipation of a potential Spring of 2008 construction date and a cost of up to \$12 – \$15 million dollars. BCAG also programmed \$1,339,000 for the development of Plans, Specifications and Estimate (PS&E) in the 2004 STIP.

REMAINING MILESTONES

- **Spring 2005** Project Approval and Environmental Document
- **Summer 2007** Complete PS&E
- **Summer 2007** R/W Engineering and Acquisition
- **Summer 2008-2010** Construction (STIP/RIP/FHWA /PLH/PLHD)

FUNDING

The FH 171 project is partially funded – BCAG has programmed funds to complete PA&ED while FHWA Public Lands Highway has earmarked \$5 million for construction. BCAG staff will be pursuing PL Discretionary funds as well as a congressional discretionary allocation for design and construction.

| AGENCY | FUNDS PROGRAMMED TO DATE | FUTURE FUNDS NEEDED | TOTAL PROJECT COST |
|---------------|---------------------------------|----------------------------|---------------------------|
| BCAG | \$2,339,000 | \$1,161,000 | \$3,500,000 |
| FHWA | \$5,000,000 | \$7,500,000 | \$12,500,000 |
| Total | \$7,339,000 | \$8,661,000 | \$16,000,000 |

Local Projects Programmed in the STIP

Local agencies can cease development on these project components or fund them and enter into an agreement with Caltrans and be reimbursed sometime in the future. The following tables represent a status of those projects programmed in the 2004 STIP by the cities and county. The projects are organized by jurisdiction. For each project location, an "X" has been assigned to describe the status of the project.

Butte County Projects

| PROJECT LOCATION D - Delivered, P - In Progress, E - Time Extension, L - Lapsed | STIP Funds | PROJECT STATUS | | | |
|---|---------------|----------------|---|---|---|
| | | D | P | E | L |
| Aguas Frias Bridge Replacement Reprogrammed by BCAG. Construction in fiscal year 07/08. | \$ 1,100,000 | | X | | |
| West 8th Avenue Reconstruction * Reprogrammed by BCAG. Reimbursement for AB 3090 in fiscal year 08/09 | \$ 1,500,000 | | X | | |

Total Funds \$2,600,000

* Notes: Under Construction using local funds.

Town of Paradise Projects

| | | | | | |
|--|--------------|--|---|--|--|
| Clark Rd/Skyway Signalization Reprogrammed by BCAG. Construction in fiscal year 04/05. On Indefinite hold for an allocation by the CTC as a result of insufficient funding in the State Highway Account | \$ 607,000 | | X | | |
| Skyway/Wagstaff Intersection Rehabilitation FY 5/6 (Deleted) Funds deleted by BCAG. Reprogrammed with CMAQ. Project was deleted to make programming capacity for SR 99/162 project. See CMAQ projects for reprogramming information. | \$ (442,000) | | | | |

Total Funds \$ 870,000

Caltrans District 3

| | | | | | |
|---|------------|--|---|--|--|
| SR 99 / 162 Signalization Project – Signalize intersection near Richvale Rd. Project leverages \$263k with \$827k in SHOPP funds Project scheduled for construction in FY 5/6. Caltrans is the lead agency | \$ 263,000 | | X | | |
|---|------------|--|---|--|--|

Total all "local" STIP funds: \$3,733,000

The project status is described to be:

D – Delivered. The project is under construction or has been completed.

P – In progress. The project is on schedule as originally programmed.

E – Time Extension. The project has been delayed for some reason and has been granted a time extension by the California Transportation Commission.

L – Lapsed. The project did not receive an allocation vote as programmed for some reason. These funds are no longer available to the city/county. These funds revert back to the unprogrammed share to be programmed at the discretion of the BCAG Board of Directors.

Congestion Mitigation and Air Quality Program - CMAQ

The CMAQ Program makes available funding for projects that aim to reduce vehicle emissions. The Chico Urbanized area is designated non-attainment for carbon monoxide, while the County is non-attainment for ozone. The following list of projects is currently programmed in the 2004 FTIP. Funding identified here only reflect CMAQ funds. All projects contain other "local" funds.

| PROJECT LOCATION O - Obligated*, P - In Progress, E - Extension, L Lapsed | CMAQ Funds | PROJECT STATUS | | | |
|--|----------------------|-------------------|---|---|---|
| | | O | P | E | L |
| City of Chico. East 1st Ave / Mangrove Ave Intersection Project City of Chico working on R/W. Construction funding lapsed on September 10, 2004. BCAG re-programmed project in the 2004 FTIP for Construction. Construction is scheduled for summer 2005. | R/W 261,000 | X | | | |
| | CON \$249,000 | | | | X |
| | CON \$524,000 | | X | | |
| City of Chico. SR 99 Eaton Rd Signalization Project. The purpose is to improve the operations and signalize the off-ramps on Eaton Rd. The project was originally programmed at 957k, however, due to federal financial constraint requirements, project is programmed for 831k in FY 06/07. | CON \$831,000 | | X | | |
| Paradise. Skyway / Wagstaff Signalization Project (Prior STIP) Town is completing NEPA prior to obligating R/W (April 15 th Estimate) Construction is scheduled for Summer 2006. | R/W \$150,000 | | X | | |
| | CON \$972,000 | | | | |
| County. Ophir Rd. / Lincoln Ave Signalization Project. Utilizes \$100k in Indian Gaming Revenues for local project. \$320k in CMAQ for construction, scheduled for Summer 2006 | CON \$320,000 | | X | | |
| Oroville. Table Mountain & Washington Ave Roundabout Project is underway, PA&ED and PS&E have been obligated. City is Working towards obligating R/W after October 1, 2005. Construction is scheduled for Summer 2007. | PA&ED \$111,000 | X | | | |
| | PS&E \$111,000 | X | | | |
| | R/W \$44,000 | | X | | |
| | CON \$531,000 | | | | |
| BCAG. Transit Card Readers. Purpose is to equip the rest of the transit fleet with transit card readers. The goal is to have the entire transit fleet equipped with a uniform system. In 2004, BCAG funded the CATS with this system. As part of the consolidation, these CMAQ funds equips the rest of the BCT fleet. Funds are scheduled to be obligated by April 2005 | CON \$220,000 | | X | | |
| Transit Outreach Program. The purpose of this project is to develop English & Spanish television Commercials aimed at educating the public on the new consolidated transit system and to encourage ridership. Funds are scheduled to be obligated by April 2005. | CON \$20,000 | | X | | |

Total Programmed \$ 3,834,000

State Highway Operations and Protection Program - SHOPP

The purpose of the SHOPP program is to protect and rehabilitate the state highway system. The 2002 SHOPP identifies projects programmed in Butte County for a total investment over \$48,779,000. While SHOPP projects are not subject to timely use of funds provisions like the STIP, these projects are identified for information. BCAG does not contribute any funds into the SHOPP program. All funds are programmed by Caltrans. All projects are required to be on the state highway system.

SHOPP – Safety Projects:

State Route 99. In Chico at Estates Drive Signalization Project. Project has been completed.

State Route 32. Near Chico at River Rd. Realign intersection and add left turn pocket. Project is currently in the PA&ED phase. Project is fully programmed through construction for \$3,997,000. Construction is scheduled for fiscal year 2004/05 (Summer 2005).

State Route 32. Near Chico at Muir Avenue. Two way turn pockets and channelization Project has been completed

State Route 32. Near Chico at Kennedy Ave. Construct left turn channelization. Project is currently in the PA&ED phase. Project is fully programmed through construction for \$400,000. Construction is programmed for the 2004/05 fiscal year.

State Route 32. Near Chico at West Lindo Avenue. Construct left turn channelization. Project is currently in the PA&ED phase. Project is fully programmed through construction for \$400,000. Construction is programmed in the 2004/05 fiscal year.

SHOPP – Roadway Projects:

State Route 70. Near Pulga at post mile 35.3 - east of Deadwood to west of North Fork – fire damage restoration. This project has been completed.

State Route 70. Near Pulga and Belden – North Fork Feather River Bridges – rehabilitate bridges. This project has been completed.

State Route 99. Near Chico at post mile 38.1 – north of Garner Lane to Broyles Road – rehabilitate roadway. This project is programmed for the 2002/03 fiscal year for a total cost of \$12,890,000. This \$12,890,000 is currently under construction.

PROJECT STUDY REPORTS UNDERWAY OR PROPOSED

Before a project can be programmed into the STIP, a Project Study Report (PSR) must be prepared and completed. PSR's are documents used to identify the preliminary cost scope and budget for a particular project. The following project locations represent two locations where Caltrans is committing to the preparation of a PSR. Once a PSR is complete, the project component costs are estimated in sufficient detail to program the Project Approval & Environmental Document (PA&ED) component into the STIP.

- **SR 99** In Chico – Cohasset Interchange. **(Completed)** The purpose of this project is to alleviate the traffic flow problems associated with the poor design at the Cohasset Interchange. Caltrans began preparation the PSR in the 02/03 fiscal year and completed it in April of 2004. Potential solutions are for the construction of a slip ramp at the southwest corner of the interchange to allow for better circulation of the southbound on ramp traffic from both northbound and southbound traffic of Cohasset Road. **(Caltrans lead)**
- **SR 162** In Oroville – From Oroville Dam Blvd. to Oakvale Ave. **(Postponed)**. The purpose of this project is to alleviate the congestion in Oroville along this route by increasing capacity. Due to funding constraints, the preparation of this Project Study Report has been postponed. **(Caltrans lead)**
- **SR 32** – The City of Chico is locally funding this PSR for the segment of SR 32 between SR 99 east to Yosemite Avenue. BCAG will coordinate development of the PSR with the City of Chico and Caltrans.