BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

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March 12, 2015

Gabriel Corley, CTP Project Manager
Division of Planning, MS-32
California Department of Transportation
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: California Transportation Plan 2040

Dear Mr. Corley:

Thank you for the opportunity to provide comments for consideration in the development of Caltrans' California Transportation Plan 2040. The Butte County Association is the Metropolitan Planning Organization (MPO), Regional Transportation Planning Agency (RTPA) and Transit Operator serving Butte County.

The comments provided are intended to provide Caltrans and the California State Transportation Agency a brief overview of the history associated with the State Route 70 and State Route 99 Corridors. As Caltrans moves forward in the preparation of its Interregional Transportation System Plan (ITSP) and California Transportation Plan (CTP), we feel it necessary to highlight the history we (BCAG, Caltrans and the California Transportation Commission) have been working to accomplish and the significance of the SR 70 Corridor to the region and state.

Since the 1988 California Transportation Commission's "Special Studies List" for the State Route 70/99 Corridor from Sacramento to Chico, BCAG and Caltrans have invested over $708 million to the corridor. The goal is to complete the connection of California's urbanized areas to the 4 lane highway system. Chico remains the largest urbanized area left in California not yet served by a continuous 4 lane highway system. Butte County is the largest county north of Sacramento with the same distinction. The attached maps identify the investments made to date and the investments remaining. These projects have been critical in serving people and goods movement to and through Butte County. While safety has been our number one priority, the lack of adequate infrastructure has been a major obstacle in this region's efforts to attracting jobs creation. The first map "Completing the Vision" summarizes the projects completed and identifies the investments remaining. The second map focuses on the project programming segments in Butte County and Yuba Counties.

South Butte County / Oroville is an economically depressed region without a major employment center. The Chamber of Commerce has been unsuccessful in securing major employment centers such as a Walmart Distribution Center. Reasons cited for not choosing Butte County included a lack of

infrastructure for truck traffic. In addition, Butte County is a heavy agricultural county in which during harvest season there are dangerous situations as heavy equipment is transported and truck traffic is much heavier. With insufficient passing lanes as well, the region is subject to higher fatalities as a result of head on collisions.

Chico no longer has passenger air transportation. SkyWest Commercial Airline recently stopped providing service from Chico to Sacramento at the end of 2014. The public is now required to drive or fly out of Sacramento for their needs, putting more pressure on the SR 70/99 corridor.

Concerning transit or passenger rail, BCAG recently completed a transit commuter study to investigate if the market would support commuter service from Chico to Sacramento. While the numbers appear promising, inadequate infrastructure continues to be an obstacle. Again, a minimum 4 lane facility is needed. In the past, BCAG completed a Passenger Rail Study. The findings demonstrated rail to not be financially feasible for the region. We don't have the market, population or major urbanized densities to warrant high speed rail. However, we believe transit can fulfill this need. Again, the need for adequate infrastructure is critical.

We applaud the state's efforts in developing the CTP 2040, we just need to make sure we do not forget about the planning effort and subsequent programming efforts by us all since the 1988 Blueprint Study.

We've made great strides in completing many of the necessary projects along the corridor. We look forward to a continued partnership with Caltrans and the Commission as we move forward. If you have any questions, please give me call directly or send me an email at jonclark@bcag.org

Sincerely,

Jon Clark

Executive Director

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CALIFORNIA 70 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 $708 million in transportation investments have been made to projects along the corridor. 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 project identified below would fulfill the original commitment from the 1998 California Transortation 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 appimately 25 miles. SR 70 is part of the National Highway System (NHS) .

1. Segment 1 - SR 70 from Ophir Rd. to Palermo Rd. (Passing Lane)
Widen from 2 lanes to 4 lanes. This project is programmed in the 2014 STIP Cycle for all components.
Estimated Cost: $27.7 Million
Construction recommended for Spring 2018.

2. Segment 2 -SR 70 from Palermo Rd. to Cox Lane (Passing Lane)
Widen from 2 to 4 lanes from the termini of Segment 1 to a recently completed SR 70 Project in 2013. This project is programmed for Preliminary Engineering-PE (Environmental & Design Only) in the 2014 STIP for $2.65 million. Total project is estimated at $29.3 million.

3. Segment 3 TBD - SR 70 From near East Gridley Rd. to Butte/Yuba County Line
This segment represents the last segment to widen to 4 lanes in Butte County.
Estimated Cost = $50 Million

4. SR 70 - Butte/Yuba County Line to north of Woodruff Lane 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.
Estimated costs: $87 Million
This project is not programmed.

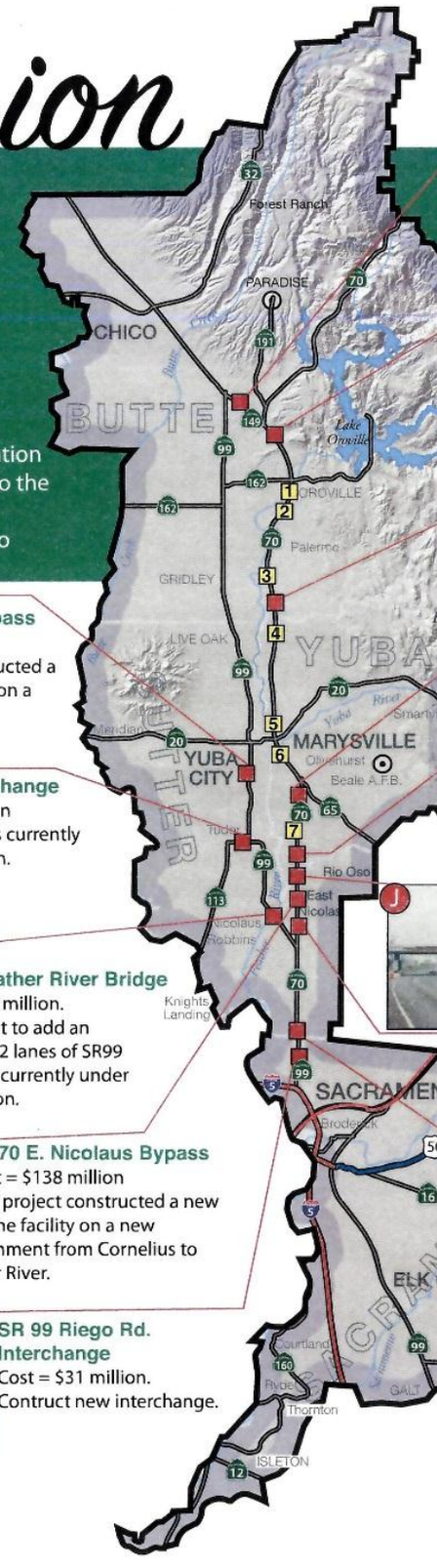
5. SR 70 - North of Laurellen Rd. to north of Woodruff Ln.
Project TBD. Widen from 2 to 4 lanes.
Estimated cost: $53 Million

6. SR 70 - 14th St. in Marysville to North of Laurellen Rd.
Project TBD. Widen from 2 to 4 lanes.
Costs: TBD

7. SR 70 - Plumas Lake Blvd. OC Phase 2
Build bridge over UPRR/Algodon Rd.
Cost: TBD

Investments to Date

Over $708 million in transportation investments have been made to the 4-lane SR70/99 corridor effort between Chico and Sacramento



A — SR 149 Project
Cost = $128 million
This project links SR 99 and SR 70 from Chico to Oroville providing 4 lanes of continuous freeway.

B — SR 70 Project
Cost = $36 million
This project provides an additional 2 miles of 4-lanes from SR 162 to Ophir Rd in Oroville.

C — SR 70 Project
Cost = $20 million
This project constructed 2 addional lanes on SR 70 to serve as passing lanes from South of Oroville near East Gridley Rd.

D — SR 70 Project
Cost = $77 million.
This project included the construction of 4-lanes from SR 70/65 to Bear River

E — SR 70 Project
Cost = $82 million
This project completed the 4-lanes from Bear River to the SR 70/99 Wye.

F — SR 99/113 Interchange
Cost = $194 million
This interchange is currently under construction.

G — SR 99 Tudor Bypass
Cost = $55 million.
This bypass constructed a new 4 lane facility on a new alignment.

H — SR 70/Plumas Lake Blvd. OC, Phase 1
Cost = $22 million
Construct new interchange.

I — SR 99 Feather River Bridge
Cost = $58 million.
This project to add an additional 2 lanes of SR99 capacity is currently under construction.

J — SR 70/ Feather River Blvd. Interchange
Cost = $19.6 million
Construct new interchange. Construction is scheduled for 2014.

K — SR 70 E. Nicolaus Bypass
Cost = $138 million
This project constructed a new 4-lane facility on a new alignment from Cornelius to Bear River.

L — SR 99/Elverta Road Interchange
Cost = $22 million
Construct new interchange.

M — SR 99 Riego Rd. Interchange
Cost = $31 million.
Contruct new interchange.

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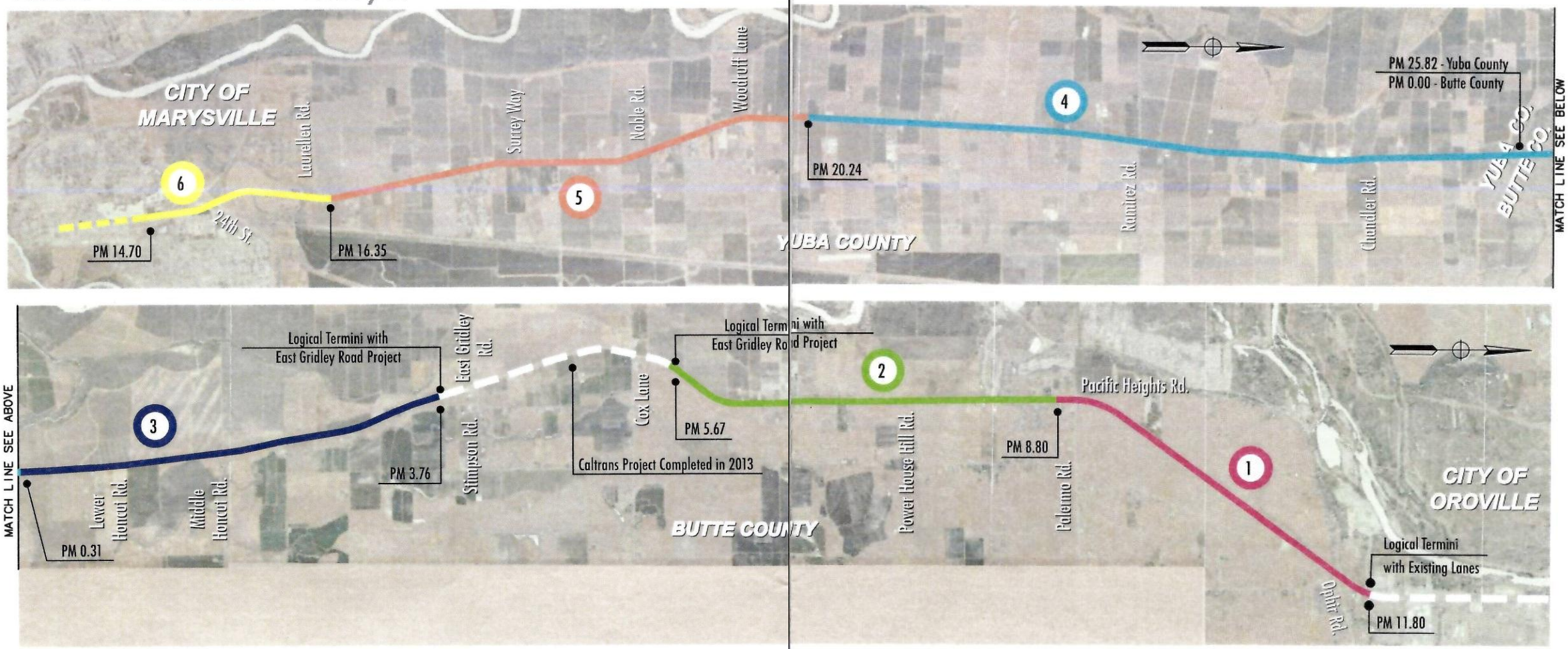
Route 70 Corridor - Marysville to Oroville

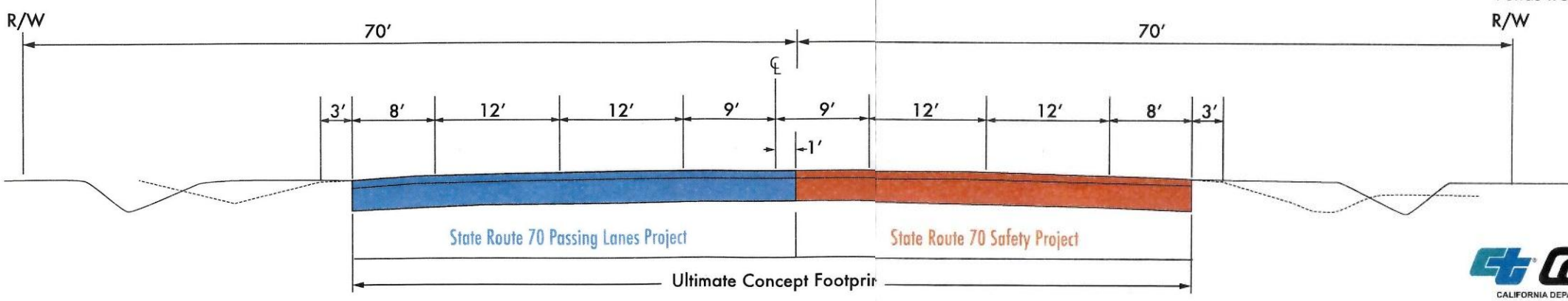


LEGEND

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

Segment	Length (Miles)	Funding Source	Programmed (Millions)	Total Cost (Millions)	Unfunded Need
1	3.0	STIP (IIP-RIP), Demo	$27.7	$27.7	$0.0
2	3.1	STIP (IIP-RIP), Demo	$1.70	$30.2	$28.5
3	3.5	TBD	0	$53.3	$53.3
4	5.9	TBD	*41	$88.0	$47.0
5	3.9	TBD	*31	$66.0	$35.0
6	1.7	TBD	0	TBD	TBD

* Funds from Safety Program



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