



State Route 70-99
Comprehensive Multimodal Corridor Plan



This Page Intentionally Left Blank

State Route 70-99

Comprehensive Multimodal Corridor Plan

APPROVED BY:


AMARJEET S. BENIPAL, DATE 6/23/2022
District 3 Director
California Department of Transportation

I accept this Comprehensive Multimodal Corridor Plan for the State Route 70-99 corridor as a document informing the system transportation planning process.

ACCEPTED BY:



JON CLARK, DATE 06/23/2022
Executive Director
Butte County Association of
Governments

ACCEPTED BY:



JAMES CORLESS, DATE 06/17/2022
Executive Director
Sacramento Area Council of
Governments

This Page Intentionally Left Blank



CALTRANS DISTRICT 3
PLANNING, LOCAL ASSISTANCE & SUSTAINABILITY

State Route 70-99
Comprehensive Multimodal Corridor Plan



Acknowledgments

A Technical Advisory Committee (TAC) and Stakeholder group comprised of key partner agencies and organizations was formed and provided essential information, advice, and feedback for the preparation of this CMCP. The partners included:

- Caltrans District 3
- Caltrans HQ Division of Transportation Planning
- Caltrans HQ Division of Rail and Mass Transportation
- Butte County Association of Governments
- Sacramento Area Council of Governments
- Butte County
- Sacramento County
- Sutter County
- Yuba County
- B-Line Transit
- Yuba-Sutter Transit
- City of Biggs
- City of Chico
- City of Gridley
- City of Live Oak
- City of Marysville
- City of Oroville
- Town of Paradise
- City of Sacramento
- City of Yuba City
- California Highway Patrol
- California Department of Forestry and Fire Protection
- California State Parks
- Tribal Representatives

A special thank you to the Caltrans staff who worked to put this document together:

- Will Schilling, District 3 Corridor Planning Manager
- Alex Fong, District 3 Assistant Division Chief, Planning, Local Assistance and Sustainability
- Matthew Cadrett, District 3 Planning
- Shannon Roberts, District 3 Planning

A website, www.Hwy70-99CorridorPlan.com, was created to support the development of the CMCP and to provide stakeholders and the public with information regarding the CMCP development and opportunities to provide input and review documents at various points during the process.

Disclaimer

The information, opinions, commitments, policies, and strategies detailed in this document are those of Caltrans District 3 and do not necessarily represent the information, opinions, commitments, policies, and strategies of partner agencies or other organizations identified in this document.

Table of Contents

Executive Summaryiii
Corridor Mapv

Chapter 1: Introduction 1
Chapter 2: Corridor Goals, Objectives, and Performance Metrics 5
Chapter 3: Corridor Context..... 14
Chapter 4: Multimodal Facilities.....21
Chapter 5: Corridor Performance.....33
Chapter 6: Environmental Concerns and Sustainability58
Chapter 7: Public Engagement65
Chapter 8: Tribal Government Outreach 69
Chapter 9: Project Evaluation73
Chapter 10: Funding Sources and Next Steps 93

Appendix A: Public Survey99
Appendix B: Public Comments112



Executive Summary

Vision Statement

Provide a safe, efficient, accessible, and connected transportation system that emphasizes public transit, walking, and biking to enhance options to reduce our overall dependence on the automobile. This vision will be achieved through collaboration, creativity, and sustainability with our partners.

Executive Summary

The State Route 70-99 (SR 70-99) Comprehensive Multimodal Corridor Plan (CMCP) will benefit local, regional, and state agencies as they deal with the infrastructure, livability, economic, and sustainability needs of the transportation system.

This system planning document is part of the long-range transportation planning process for the California Department of Transportation (Caltrans). The system planning process fulfills Caltrans' statutory responsibility as owner/operator of the State Highway System (SHS) (Gov. Code §65086) by identifying future improvements to the SHS. Through system planning, Caltrans focuses on developing an integrated multimodal transportation system that meets Caltrans' goals of Safety and Health, Stewardship and Efficiency; Sustainability, Livability and Economy; System Performance; and Organizational Excellence.

The main purpose of the SR 70-99 CMCP is to create an effective and efficient decision-making process focusing on developing solutions that increases accessibility and mobility, improves safety, and enhances the quality of life and environment within the study corridor. This process will determine what specific improvements to the existing transportation network are necessary to achieve the desired outcomes of corridor users, stakeholders, and the public agencies that utilize corridor facilities. The CMCP provides the framework for agencies along the corridor to strategize future improvements and position partners to be more competitive and eligible for state, regional, and federal funding programs such as the Senate Bill 1 (SB 1) Solutions for Congested Corridors Program (SCCP) which requires a CMCP.

The SR 70-99 CMCP employs the eight steps of the corridor planning process, per the Caltrans Corridor Planning Guidebook:

1. Development of Scope
2. Gather information
3. Conduct baseline performance assessment
4. Identify potential projects and strategies
5. Analyze improvement strategies
6. Select and prioritize solutions
7. Publish/implement corridor plan
8. Monitor and evaluate progress

The SR 70-99 CMCP is built on a variety of guidance documents, stakeholder input, and regional and State plans and policies. The CMCP exemplifies the five Caltrans priorities from Moving Forward to Transportation:

1. Safety
2. Modality
3. Innovation
4. Efficiency
5. Partnerships

These key priorities are the focus of the SR 70-99 CMCP, consistent with Climate Action Plan for Transportation Infrastructure (CAPTI), and its project recommendations. The purpose of the system planning process is to identify the existing and future route conditions as well as future needs for the SR 70-99 corridor. This CMCP is a complex, multi-jurisdictional planning document that identifies future needs within the corridor that are currently experiencing high levels of congestion. It also is a foundation document based on partnership collaboration that supports integrated management of various travel modes (transit, cars, trucks, bicycles) and infrastructure (rail, roads, highways, information systems, bike routes) on a corridor to ensure efficient and effective movement of people and goods.

Plan Study Area

The SR 70-99 CMCP covers sections of the SR 70 and SR 99 corridors in Caltrans District 3. Along SR 99, approximately 90 miles of the corridor is included in this CMCP — beginning in Sacramento County at the I-5 junction and ending in Butte County at the northern end of the City of Chico. Parallel to SR 99, the SR 70 section of the CMCP covers approximately 56 miles, beginning at the SR 99 junction in Sutter County and ending at the SR 149 junction south of the City of Chico. The corridor also includes the entire 5-mile stretch of SR 149 in Butte County which connects both SR 70 and SR 99.

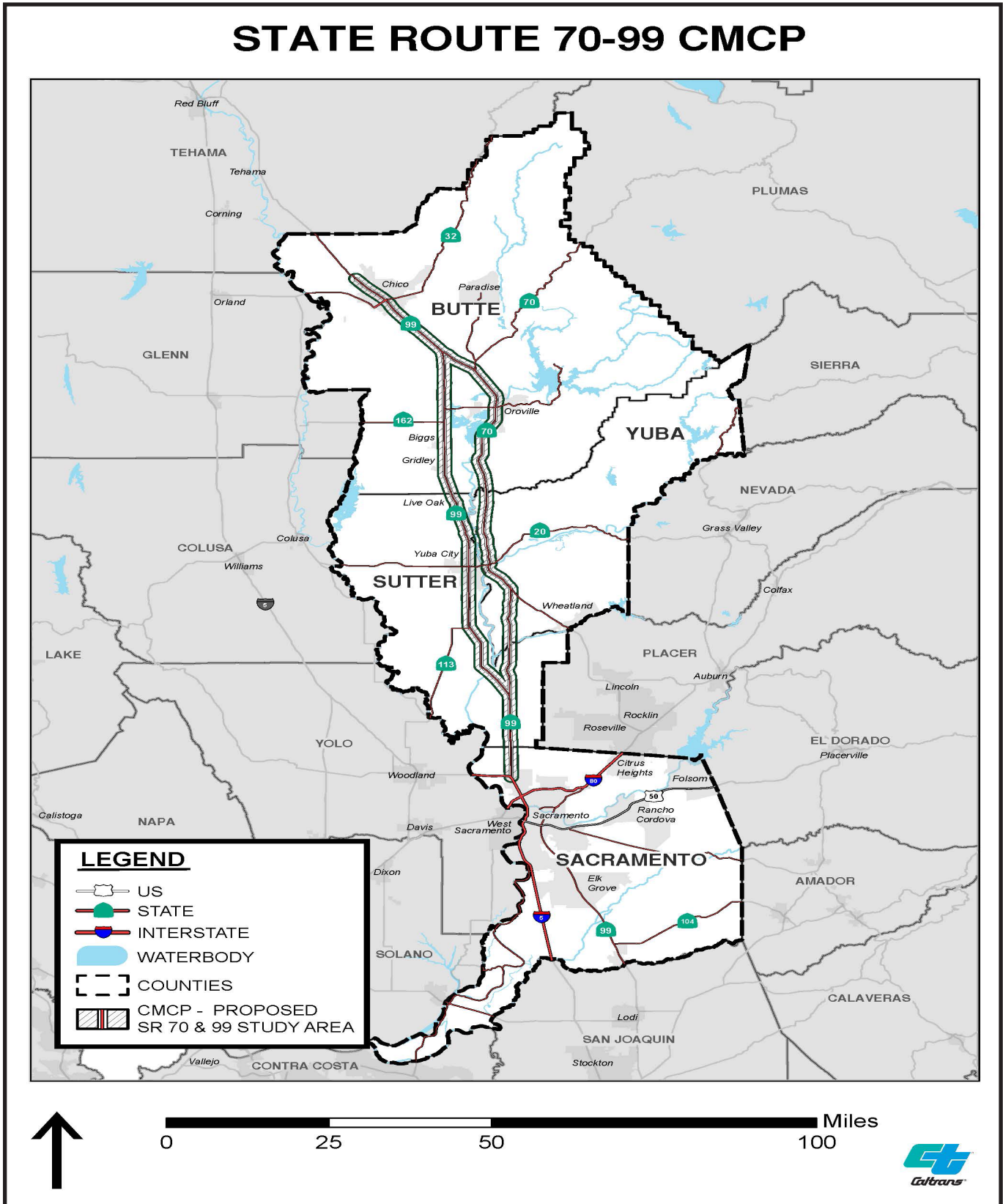
Due to the statewide and regional significance of the corridor between the Sacramento Valley and outlining areas, such as the Sierra Nevada Mountains, Caltrans District 3 has embarked on this CMCP effort for the SR 70-99 corridor to better understand the issues on the corridor and to plan appropriately for all modes of transportation and facility types, some of which include passenger rail lines, freight rail lines, local parallel arterial roadways, and bicycle, and pedestrian facilities.

State and Local Responsibility

Improvements to the SHS is the responsibility of Caltrans; however, Caltrans continues to look at opportunities to leverage funding sources and collaborate on projects with local agencies that is beneficial to all agencies and users of the roadway. Local developments that add cumulative impacts to these corridors, or the regional and local transportation network, may necessitate local jurisdictions provide nexus based, proportional fair-share funding for future transportation improvements and mitigations.

Corridor Map

STATE ROUTE 70-99 CMCP



Chapter One: Introduction

CMCP Purpose and Need

California's SHS needs long range planning documents to guide the logical development of transportation systems, as required by CA Gov. Code §65086, and as necessitated by the public, stakeholders, and system users. The purpose of the CMCP is to evaluate current and projected conditions along the corridor and communicate the vision for the development of the corridor.

The CMCP is developed with the goals of safety and health; stewardship and efficiency, sustainability, livability and economy, system performance, organizational excellence, community needs, and environmental needs along the corridor. This was accomplished through management of the transportation network including highway, transit, pedestrian, bicycle, freight, operational improvements, and travel demand management components of the corridor.

Consistency between the SCCP and CMCP

The main purpose of the SR 70-99 CMCP is to create an effective and efficient decision-making process, focusing on developing solutions that increases accessibility and mobility, improves safety, and enhances the quality of life and environment within the study corridor. This process will determine what specific improvements to the existing transportation network are necessary to achieve the desired outcomes of corridor users, stakeholders, and public agencies that own and operate corridor facilities. The completion of the CMCP provides the framework for agencies along the corridor to strategize future improvements and position partners to be more competitive and eligible for state, regional, and federal funding applications such as the SB 1 SCCP which requires a CMCP.

Corridor Overview/Route Significance

The SR 70-99 CMCP Corridor begins in the City of Sacramento, at the SR 99 and Interstate 5 (I-5) junction, and continues north until terminating at the northern end of the City of Chico in Butte County. SR 70 runs parallel to SR 99 along the study area, it begins at the SR 99 junction, just north of Pleasant Grove, until it merges with SR 149 south of Chico. SR 149 then connects to SR 99 to merge the two corridors. The corridor area analyzes two north-south routes and includes the counties of Sacramento, Sutter, Yuba, and Butte. Within these counties, the corridor crosses major cities such as the cities of Sacramento, Yuba City, Marysville, Live Oak, Gridley, and Chico. The corridors connect the fertile farmlands of the Sacramento Valley to the northern Sierra Nevada Mountains in northeastern Butte County.

The SR 70-99 corridor provides access to local, regional, and interregional travelers who travel between the regions for work or recreational activities. Due to the agricultural nature of the corridor, the routes serve as an important freight conduit for the movement of agricultural goods between the Sacramento Valley and the Ports of Sacramento and Stockton.

Sacramento County

Home to the California State Capitol and one of the busiest cities in California, Sacramento County has a population of approximately 1.6 million people and an area of 966 square miles. The county is bordered by Contra Costa and San Joaquin counties on the south, Amador and El Dorado counties on the east, Placer and Sutter counties on the north, and Yolo and Solano counties on the west. Sacramento County boasts one of the strongest commerce economies in the state, facilitated by an international airport and direct access to the San Francisco Bay in the southernmost part of the county.



City of Sacramento

SR 99 begins at the I-5 junction at the northern edge of the City of Sacramento limits in the community of Natomas. It is the largest city in Sacramento County and contributes a significant amount of traffic to the SR 99 corridor in the study area. This section of SR 99 is the most southern section of the CMCP, and although just four miles in length, SR 99 in Sacramento spans both suburban residences and agricultural land before crossing the county line.

Sutter County

Sutter County is home to two incorporated cities and eight unincorporated rural communities. The two incorporated cities are Yuba City and Live Oak, whereas the unincorporated communities include:

- East Nicolaus
- Meridian
- Nicolaus
- Pleasant Grove/Sutter Pointe
- Rio Oso
- Robbins
- Sutter
- Trowbridge

Live Oak

Live Oak is located along SR 99 between Yuba City and Chico and covers 1.87 square miles with a population of 8,912. The community while small is centrally located in a desirable rural environment, surrounded by rich agricultural land with easy access to the Sacramento region.

Yuba City

SR 99 passes directly through Yuba City which is located to the west of the Feather River that divides Yuba City and Marysville. Within Yuba City, SR 99 provides direct access to commercial land uses and connections to residential areas adjacent to SR 99. Like other communities along the corridor, Yuba City is surrounded by agricultural land.

Yuba County

Yuba County is home to Marysville, Wheatland, Camptonville, Rackerby, Olivehurst, Plumas Lake, Smartsville, Challenge-Brownsville, Linda, Loma Rica, and Dobbins. Outside of the cities of Marysville and Wheatland, most Yuba County communities are relatively small and rural with under 5,000 residents except for those that make up the urban core along SR 70. This includes Marysville (12,476 residents), Linda (19,314 residents), Olivehurst (13,309 residents) and at the southern border of the county Plumas Lake (7,367 residents). SR 70 is the main arterial that crosses the Yuba River that connects unincorporated communities with the City of Marysville.

Marysville

The City of Marysville is situated immediately between the fork of the Feather River to the west and the Yuba River to the east. SR 70 traverses the downtown core of Marysville which includes primarily commercial and open space along the corridor with a mixture of residential areas adjacent to the route. Due to the proximity of SR 99 and Yuba City to Marysville, commuters can transition between the two corridors via SR 20 which runs east-west between Marysville and Yuba City.

Butte County

Butte County is the northern most boundary of the corridor. It is where SR 99 and SR 70 meet again at SR 149 before SR 99 continues northward towards Red Bluff. Most of the residents in Butte County reside in their five incorporated towns/cities: Biggs, Chico, Gridley, Oroville, and Paradise.

Biggs

Biggs is a city with a population of 2,066. It is located half-way between Yuba City (25 miles south) and the City of Chico (25 miles north). It is four miles north of the City of Gridley and 13 miles west of the City of Oroville. SR 99 runs to the east of Biggs with a direct connection to the city from B Street.

Chico

SR 99 passes directly through the City of Chico, running north to south, with SR 32 running west to east. Chico, the county seat of Butte, is home to California State University and has a population of almost 115,000. SR 99 has various interchanges through the city which facilities travelers to and from the city area between pockets of commercial and residential areas.

Gridley

Gridley is located 60 miles north of Sacramento with SR 99 passing through the east of the city. Gridley has a population of 7,246 and covers 2.07 square miles. SR 99 through Gridley acts as a main street with various commercial businesses adjacent to the route with city's residential areas primarily to the west of the route.

Oroville

Oroville is located southwest of the City of Chico and has a population of 19,895 over 17.1 square miles. It is home to Lake Oroville, the second largest reservoir in California, with an abundant amount of recreational activities. SR 70 runs along the western border of the city and provides access to the city via interchanges. The majority of the cities land uses are to the east of the corridor but there are pocket areas of development to the west.

Paradise

The Town of Paradise is 12 miles east of Chico and 90 miles north of Sacramento. It is situated between SR 99 to the west, SR 70 to the east and SR 32 to the northeast. Due to its proximity to the routes, travelers to and from Paradise would utilize either state route. It is the second largest city in Butte County, with a population of 26,000. Although SR 70 runs along it's eastern boundaries, this section of SR 70 is not part of the study area for the CMCP.

Commute Patterns and Trip Generators

Data in Tables 1.1 and 1.2 was sourced from Replica, a website specializing in travel data information. Data for automobile is a combination of driving, commercial vehicle, and taxi data. Replica's data is provided in estimates and so it is important to recognize that these are not exact numbers. The data in the Table 1.1 reflects the period of June 2019 – August 2019.

The numbers reflected in Table 1.2 for automobile and rail represent commuter projections based on data from the Statewide Travel Demand Model County to County (2016). The numbers reflect only origin and destination data for counties included within the CMCP boundaries. The Statewide Travel Demand Model is a projection for 2040 and does not take into consideration transit or walking patterns, or individuals working from home.



Table 1.1 Monthly Commute by Mode Trips (June-August 2019)

Commute Mode	Sacramento County	Sutter County	Yuba County	Butte County
Automobile	3,200,000	205,700	164,400	232,000
Transit	44,000	800	900	N/A
Walk	580,000	21,000	27,000	18,000
Bicycle	180,000	8,800	8,900	15,000
N/A	220,000	14,000	19,000	20,000

Table 1.2 Commute Projections by 2040

Commute Mode	Sacramento County	Sutter County	Yuba County	Butte County
Automobile	5,079,330	276,796	193,257	497,547
Rail	206	43	4	10



Yuba-Sutter Transit Bus

Chapter Two: Goals, Objectives, & Performance Metrics

Multimodal Corridor Planning Guidance

The CMCP is developed based on the CMCP guidelines from the CTC and the Caltrans Corridor Planning Guidebook. These corridor planning guides provide the framework for assessing transportation improvement projects as part of the Road Repair and Accountability Act of 2017, or SB 1. The SCCP through SB 1 requires that funding shall be available for projects that make specific performance improvements based on a CMCP. A CMCP is designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area, while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. This is consistent with SCCP guidelines which aims to reduce congestion and provide a strategy to balance transportation improvements, community impacts, and environmental benefits. The SR 70-99 CMCP closely follows both the CTC and Caltrans corridor planning guides.

Based on the CTC and Caltrans guidance, objectives of the CMCP process may include, but are not necessarily limited to:

- Define multimodal transportation deficiencies and opportunities for optimizing system operations.
- Identify the types of projects necessary to reduce congestion, improve mobility, and optimize multimodal system operations along highly traveled corridors.
- Identify funding needs.
- Further State and Federal ambient air standards and greenhouse gas emissions reduction standards, pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5, commencing with Section 38550, of the Health and Safety Code) and Senate Bill 375 (Chapter 728, Statutes of 2008).
- Preserve the character of local communities and create opportunities for neighborhood enhancements.
- Identify projects that achieve a balanced set of transportation, environmental, and community access improvements.

Corridor Planning Process Guide

The Caltrans Corridor Planning Process Guide assists in the development of updating or creating new corridor plans, studies, and documents. Caltrans develops multimodal transportation corridor plans with partners to help identify transportation improvements that result in a range of concepts and projects, consistent with Caltrans goals and policies. The Guide presents a flexible methodology and a basic Eight-Step Corridor Planning Process which includes the following:

1. Development of Scope
2. Gather Information
3. Conduct Performance Assessment
4. Identify Potential Projects and Strategies
5. Analyze Improvement Strategies
6. Select and Prioritize Solutions
7. Publish and Implement Corridor Plan
8. Monitor and Evaluate Progress



As part of this CMCP effort, Caltrans and our partners completed the following key tasks, consistent with the CTC and Caltrans guidelines:

- Developed SR 70-99 CMCP goals, objectives, and performance measures.
- Defined the study area and divided it into 10 key segments.
- Conducted regular meetings with a core Technical Advisory Committee of partner agencies and Caltrans.
- Developed and implemented a stakeholder engagement strategy which included plan website, virtual open house, and an online survey.
- Presentations to the public at local and regional committee and commission meetings:
 - Butte County Association of Governments Technical Advisory Committee (November 5, 2020)
 - City of Chico and Chico State University (May 28, 2021)
 - SACOG's Regional Planning Partnership (July 28, 2021)
- Conducted detailed data collection and analysis as part of current conditions and future baseline conditions, which included assessment of socioeconomic data, travel demand and travel patterns, safety analysis, congestion analysis, and transit demand analysis.
- Identified planned investments and recommended projects as part of the CMCP to address known deficiencies based on partnership collaboration and review of state, regional, local plans, and programs.
- Developed an evaluation framework to assess the current conditions, future baseline conditions, and potential improvements.
- Conducted qualitative assessment of conceptual improvement projects based on project type. Projects were measured against metrics such as VMT reduction, accessibility, person delay, air quality, safety, reliability, person throughput, and congestion.
- Determined the funding need and available transportation financing resources to support corridor investments.

A key element of the CMCP is to reduce congestion in highly traveled and highly congested corridors through performance improvements. To measure projects or groups of projects which result in performance improvements in the study area, a set of transportation performance metrics is applied. Some of these metrics can be assessed using quantitative data such as transportation model output, while others are qualitatively evaluated based on project type, project location, and other factors. This is consistent with the CTC guidelines which recognizes that data availability and modeling capabilities vary by agency based on available resources. Based on this, the CTC expects agencies to address performances of plans and projects through qualitative and quantitative analyses to a degree reasonable based on technical and financial resources available during the planning process.

As part of the CMCP process, a plan-level corridor performance assessment must be conducted and documented to clearly outline system performance and trends. Consistent with this requirement, this CMCP includes system performance measures based on discussions and agreements with partners, some of which includes congestion levels to the overall study area.

Per the CTC and Caltrans guidelines for the CMCP, it is critical to create multimodal corridor plans that closely match the local, regional, and state goals and objectives for transportation planning. The following sections are state policies and frameworks that work in conjunction with the goals of a CMCP: to reduce congestion, increase multimodal options and improve air quality.

Climate Action Plan for Transportation Infrastructure (CAPTI)

The CTC adopted CAPTI on July 12th, 2021, which is their overarching framework and statement of intent for aligning State transportation infrastructure investments with California's Climate, Health, and Social Equity goals with priority given to "fix-it-first" as stated in SB 1. The CAPTI serves as statewide policy to meet the Governor's Climate goals and directs

the California State Transportation Agency (CalSTA), Caltrans, and the CTC to address climate change as described in Executive Orders N-79-20 and N-19-19.

The CAPTI investment framework consists of:

- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Addressing social and racial equity by reducing public health and economic harms and maximizing community benefits
- Building toward an integrated, statewide rail and transit network
- Investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure
- Making safety improvements to reduce fatalities and severe injuries of all users towards zero fatalities
- Promoting projects that do not significantly increase passenger vehicle miles traveled
- Promoting compact infill development while protecting residents and businesses from displacement
- Protecting natural and working lands
- Assessing physical climate risk

CAPTI strategies include cultivating and accelerating sustainable transportation by leading with State investments and advancing State transportation leadership on climate and equity through improved planning and project partnerships. CAPTI efforts will support the California Transportation Plan (CTP) 2050 goals to meet State climate change targets, mandates, and policies. CAPTI is also closely aligned with the Caltrans 2020-2024 Strategic Management Plan which showcases a fundamental shift for Caltrans to lead and make climate action as a top priority.

California Transportation Plan 2050 (CTP 2050)

The CTP 2050, adopted in 2021, presents a vision for California’s future transportation system and articulates strategic goals, policies, and recommendations to improve multimodal mobility and accessibility while reducing greenhouse gas emissions. The CTP

is committed to addressing the immediate threats of COVID-19, long-standing systemic injustice, and California’s firm commitment to combating climate change and the many risks it poses to our infrastructure and communities.

Senate Bill 391 (SB 391) requires the CTP to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions to 1990 levels by 2020 and eighty percent below 1990 levels by 2050. The CTP outlines advancements in clean fuel technologies; continued shifts toward active transportation, transit, and shared mobility; efficient land use development practices; and how continued shifts to telework can collectively reduce transportation emissions to support these goals.

The CTP 2050 also reinforces long-held values such as improving system safety, improving mobility and accessibility, advancing environmental health and justice, and enhancing quality of life. In long-range planning, it is crucial that the strategies, goals, and projects identified for each corridor further the goals of CTP 2050. This will result in reducing greenhouse gas emissions while improving transportation for all users.

Smart Mobility Framework 2020 Guide

The Smart Mobility Framework (SMF) guides implementation of multimodal transportation strategies in support of compact and sustainable communities through a broad range of transportation and housing choices. Smart Mobility 2010: A Call to Action for the New Decade, provided concepts and tools to incorporate smart mobility principles into all phases of transportation decision-making. This was developed in partnership with the US Environmental Protection Agency, the Governor’s Office of Planning and Research, and the California Department of Housing and Community Development.

In December of 2020, the Caltrans 2020 SMF Guide introduced strategies, performance measures, and analysis methods for implementing smart mobility, organized around four themes: network manage-



ment, multimodal choices, speed suitability, accessibility and connectivity, and equity. The guide also describes the application of five “place types” to identify transportation planning and project development priorities across the state. These place types describe existing geographic areas based on location, land use, density, and other characteristics:

- Central Cities
- Urban Communities
- Suburban Communities
- Rural Areas
- Protected Lands and Special Use Areas

Each of the place types correspond to transportation planning priorities and serves as a guide, not a rule for development of recommendations. Planners consider the specific characteristics of a given planning area in addition to local, regional, and State plans when recommending strategic transportation system investments.

SB 743 directs use of VMT, as a metric in place of Level of Service (LOS), to better measure transportation-related environmental impacts of any project and promote the reduction of greenhouse gas emissions through the development of multimodal transportation networks and diversifying land uses. The SMF Guide incorporates the intention of SB 743, as well as social equity and environmental justice, which are integral to all planning decisions. The SMF guides Caltrans and stakeholder agencies in assessing how well plans, programs, and projects support Smart Mobility.

Transit Planning

California Executive Order N-79-20 (Newsom) highlights the need to build towards an integrated, state-wide rail and transit network, consistent with the California State Rail Plan, in order to provide seamless and affordable multimodal travel options for all.

California’s transit systems face challenges due to sprawling and low-density land use patterns. When destinations are far apart, it becomes harder to efficiently serve more people with fewer vehicles,

resulting in worsening chronic roadway congestion. Aside from major urban areas, many transit systems routes and schedules are not well-connected or coordinated, and require varying or inconvenient payment methods.

Equity and Transit

Local planning efforts need to include all aspects and modes of travel involved in a trip to ensure mobility for seniors, people with disabilities, and lower income communities. Lower-income communities of color own fewer cars and have a greater reliability on transit to fulfill their transportation needs. Unreliable transit networks, in terms of time and frequency, creates a burden for individuals reliant on the transit system. As the population ages, the share of Californians living with a disability is expected to increase. Seniors and other people with disabilities often rely on public transit to meet daily travel needs.

Transit Funding

The State and Caltrans promote all forms of public transportation in California by providing various funding opportunities through state programs such as SB 1, STIP, Low Carbon Transit Operations Program (LCTOP), Transit and Intercity Rail Capital Program (TIRCP), SCCP, Sustainable Transportation Planning grants, and California’s Cap-and-Trade program. Funding through these programs assists transit agencies from the most urban areas to rural areas where only on-demand services are available.

Improving Transit

Looking to the future, Caltrans, along with the California Air Resources Board (CARB) and California State Transportation Agency (CalSTA) formed the California Integrated Travel Project (Cal-ITP) to improve transit scheduling coordination, payment methods, and trip-planning data by creating industry standards for California’s transit providers.

Bicycle Planning

The CMCP was developed in cooperation with the public and local and regional partners to ensure that the recommended bicycle improvements on the SHS complement proposals for local and regional networks. The CMCP considers all types of bicycle trips, but prioritizes bicycle trips to daily necessities such as to work, school, shopping, recreational, or connection to transit.

The CMCP helps inform future investments on the State and local transportation bicycle network. This is critical as many funding programs require consideration of complete streets improvements as part of a project. Programs such as the State and regional Active Transportation Programs (ATP) fund complete street projects that include strategies to increase biking trips or enhance safety.

Broadband

Broadband service is an essential element of communication and an engine of economic activity as it provides educational opportunity, civic engagement, access to health care, teleworking, and much more. Income, education, disability status, age, race, and ethnicity all correlate with broadband availability and use. Residents in less populated areas generally have less access to broadband services. State right-of-way can be a source of expanding the broadband network which could provide increased accessibility to tribal land, rural communities, and priority populations.

California Governor's Executive Order S-23-06, Twenty-First Century Government, directed establishment of the California Broadband Task Force to bring together Caltrans, public, and private stakeholders to identify opportunities to facilitate broadband installation across the State. Assembly Bill (AB) 1549 of 2016 requires Caltrans to notify broadband deployment organizations on construction methods suitable for broadband installation through the Caltrans website. This would bring together private and public partnership for opportunities to increase advanced communication technologies. In 2018,

Caltrans developed the "Incorporating Wired Broadband Facility on State Highway Right-of-Way User Guide," providing guidelines on Caltrans processes for wired broadband providers to incorporate wired broadband facilities in State highway right of way.

In 2021, the California Advanced Services Fund (CASF) provided \$645 million for the California Public Utility Commission to provide broadband access to no less than 98% of California households in each region. It has funded 17 regional broadband consortia across the State that have identified "Strategic Broadband Corridors" which are now used as part of Caltrans planning efforts to provide broadband services to areas currently without broadband access and build out facilities in priority populations. Caltrans encourages developing partnerships with stakeholders and the regional broadband consortium during planning, environmental scoping, and project development to integrate broadband into projects.

Equity Statement

State Departments of Transportation are bound by law to consider the needs of residents with low incomes, communities of color, people with limited English proficiency, seniors, the disabled, and other communities and individuals when developing transportation plans.

Caltrans acknowledges that communities of color and priority populations have experienced fewer benefits and a greater share of negative impacts associated with our State transportation system. Some of these disparities reflect a history of transportation decision-making, policies, processes, planning, design, and construction that put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods.

Caltrans recognizes our leadership role and unique responsibility to eliminate barriers and provide more equitable transportation for all Californians. This understanding is the foundation for intentional decision-making that recognizes past and stops current future harms from our actions.

To ensure our processes and projects address equi-

ty, Caltrans is developing public outreach methodologies for increasing participation from Equity Priority Community members and local community-based organizations (CBOs) as part of our planning and project development processes.

Environmental Justice

Information used in identifying potential environmental justice issues are documented in corridor plans so transportation projects can address the fair treatment and meaningful involvement of all people, regardless of race, color, national origin, or income. This applies to the Caltrans processes, from the early stages of transportation planning and investment decision making, through the construction, operations, and maintenance phases. Title VI of the Civil Rights Act of 1964 states “No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Executive Order 12898, issued in 1994, gave a renewed emphasis to Title VI and added low-income populations to those protected by the principles of environmental justice .

There are three fundamental principles at the core of environmental justice:

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

Priority Populations

The equity measure analyzes scenarios and defines priority populations which were previously identified as underserved communities. This include variables such as minority populations, low-income areas, less English proficient populations, seniors (age 75 and older), zero-vehicle households, single-parent households, people with disabilities, and rent-burdened households.

State Rail Plan

The 2018 State Rail Plan is a strategic plan with operating and capital investment strategies that guide the coordination and development of a statewide travel system. The Rail Plan is an important element in the comprehensive planning and analysis of statewide transportation investment strategies detailed in the CTP 2040. In concert with CTP 2040 and other plans, the Rail Plan will help improve air quality, invigorate cities, and provide increased mobility for California in the future. State, local, and regional plans build off the Rail Plan to increase regional rail capacity, develop transit networks, and set land use recommendations that benefit from enhanced connectivity. Federal and State grant awards and funding decisions will consider project alignment with the 2040 Passenger Rail Vision (2040 Vision) and strategies reflected in the Rail Plan.

Consistent with federal and State laws, the Rail Plan proposes a unified statewide rail network that better integrates passenger and freight service, connects passenger rail to other transportation modes, and sup-

ports smart mobility. The Rail Plan aims to capture an increasing percentage of travel demand by rail. The rail system has the potential capacity to provide more service, with more efficient performance with longer trains, more frequent services, better connectivity, and greater ease of access. Addressing these areas will grow the number of riders and reduce the average costs per passenger. More trains, running more often and with faster travel times, will provide another option for travelers to be less dependent on automobiles and air travel.

California Freight Mobility Plan 2020

The guiding vision of the California Freight Mobility Plan (CFMP) is to influence freight sustainability in California from three perspectives: economic vitality, environmental stewardship, and social equity. The CFMP has seven goals to ensure California's freight transportation system continually works towards greater efficiency, less-pollution, and higher-capacity in its freight facilities, equipment, and operations. The CFMP development was advised by the California Freight Advisory Committee (CFAC), a group of representatives from private and public sector freight stakeholders from airports, seaports, railroads, shippers, carriers, and industry workforce. The CFMP analyzed California's freight system from seven regional perspectives to highlight the uniqueness and the different needs of each region. The CFMP also includes project lists for each region that serve as a basis for the SB 1 Trade Corridor Enhancement Program (TCEP) funding.

Interregional Transportation Strategic Plan 2021

The Interregional Transportation Strategic Plan (ITSP) provides guidance for the identification and prioritization of projects to improve interregional movement of people, vehicles, and goods, and achieve a sustainable, integrated, and efficient transportation that enhances California's economy and livability. The California State Legislature recognized the importance of interregional travel and the need for the State to target investments in key corridors through the designation of the Interregional Road System (IRRS). As part of this effort, 93 important interregional routes were identified in the 1989 Blueprint Legislation (a ten-year transportation funding package created by AB471, SB 300, and AB 973).

Senate Bill 45 (SB 45), 1997, dedicates 25 percent of State Transportation Improvement Program (STIP) funding to interregional highways and passenger rail. The State portion of interregional improvement funds is programmed in the Interregional Transportation Improvement Program (ITIP) every two years. The goals and objectives of the ITSP apply to a subset of the IRRS and intercity rail corridors, thereby guiding investment decisions to prioritize projects of the ITIP. The ITSP was updated in 2021 and there is an addendum under development that will be completed in 2022.

Corridor Goals and Objectives

The purpose of the preceding sections is to tie in the policies and objectives of the statewide plans with those of the CMCP. As discussed previously, the purpose of the CMCP, similar to other Caltrans and State plans and policies, is to provide a safe, efficient, accessible, and connected system of transportation that emphasizes multimodal options, reduces greenhouse gases, and reduces VMT. This is achieved through collaboration, creativity, and sustainability.

As discussed, the CTC and Caltrans guiding documents contain recommended corridor planning goals, objectives, performance metrics, and evaluation criteria for assessing transportation improvement projects at the corridor level. These goals, objectives and performance measures can be seen below in Table 2.1.

Table 2.1 SR 70-99 CMCP Corridor Goals, Objectives and Performance Measures

Goals	Objectives	Performance Metrics
1. Safety	1.1 Reduce the number of incidents within the corridor.	<ul style="list-style-type: none"> • Number/severity/type of collisions on highways • Number/severity/type of bicycle collisions • Number/severity/type of pedestrian collisions
	1.2 The corridor as an Emergency Route.	<ul style="list-style-type: none"> • Priority Emergency Escape Routes • Contraflow Capabilities • Access Use by First Responders
2. Efficiency	2.1 Reduce recurring delay	<ul style="list-style-type: none"> • Vehicle Hours of Delay (VHD) • Person Hours of Delay (PHD)
	2.2. Improve Productivity	<ul style="list-style-type: none"> • Person Throughput • Freight Throughput • Transit Ridership
	2.3 Increase vehicle by Occupancy Mode.	<ul style="list-style-type: none"> • Vehicle Occupancy Rate • Percentage of single occupancy vehicle (SOV) to non-SOV by Mode • Share of alternative modes
3. System Reliability	3.1 Improve Highway Travel Time	<ul style="list-style-type: none"> • Travel Time by Mode • Buffer Time Index • Planning Time Index
	3.2 Reduce Non-recurring Delay	<ul style="list-style-type: none"> • Response Time of non-recurring incidents (planned) • Clearing Time of non-recurring incidents (collisions)
	3.3 Improve Transit On-Time Performance	<ul style="list-style-type: none"> • Transit on-time performance • Number of transit operational improvements



SR 70 in East Nicolaus, Sutter County

Table 2.1 SR 70-99 CMCP Corridor Goals, Objectives and Performance Measures, Con't.

Goals	Objectives	Performance Metrics
4. Multimodal Accessibility & Connectivity	4.1 Improved access and connections to existing or future transit hubs	<ul style="list-style-type: none"> • Number of transit access improvements • Number of active transportation improvements at transit hubs
	4.2 Reduce gaps in bicycle network	<ul style="list-style-type: none"> • Bicycle lane miles by facility classification • Bike/pedestrian freeway crossing spacing/density
	4.3 Reduce gaps in the pedestrian network	<ul style="list-style-type: none"> • Pedestrian walkway miles, including bike/pedestrian crossings
5. Air Pollution/ Greenhouse Gas Emission Reductions	5.1 Reduce Vehicle Miles Traveled (VMT) and Delay	<ul style="list-style-type: none"> • Total VMT and VHD • Per Capita VMT and VHD
	5.2. Reduce Criteria Pollutants	<ul style="list-style-type: none"> • Emissions of criteria pollutants: carbon monoxide (CO), lead, nitrogen dioxide (NO2), ozone (O3), particulate matter (PM) and sulfur dioxide (SO2)
	5.3 Reduce Greenhouse Gases	<ul style="list-style-type: none"> • Emissions of Greenhouse Gases
6. Economic Prosperity	3.1 Increase freight efficiency	<ul style="list-style-type: none"> • Freight throughput
	3.2 Promote access to jobs	<ul style="list-style-type: none"> • Share of jobs accessible in congested conditions
	3.3 Reduce Per Capita freight delay	<ul style="list-style-type: none"> • Per capita delay on freight network
7. Modern Infrastructure & Asset Management	7.1 Close gaps in Traffic Operations System (TOS) elements	<ul style="list-style-type: none"> • Number of TOS elements installed • Presence of fiber optic
	7.2 Ensure good TOS health	<ul style="list-style-type: none"> • TOS elements uptime percentage • Percentage of TOS elements inspected/maintained
	7.3 Improved Pavement Conditions	<ul style="list-style-type: none"> • Pavement Conditions Index Rating
	7.4 Upgrade facilities to current multimodal standards	<ul style="list-style-type: none"> • Number of bike facilities upgrades • Bike/pedestrian freeway crossing spacing/density • Number of transit operational improvements
8. Efficient Land Use	8.1 Reduce reliance on SOV	<ul style="list-style-type: none"> • Non-SOV mode share • Non-vehicle mode share
	8.2 Reduce trip length & overall trips generated	<ul style="list-style-type: none"> • Per capita VMT



Chapter Three: Corridor Context

Corridor Context

The four-county corridor area is mostly made of land that is rural or agricultural in nature. The nearly 124-mile corridor connect and traverses through multiple recreational areas, small communities with populations under 5,000 that include a variety of land uses that include commercial and residential adjacent to the corridor. The makeup of the corridor implies that most trip generators lay beyond the parameters of the CMCP but still heavily impact life within the boundaries of it.

Community Characteristics

The demographic information provided in this chapter is based on 2020 US Census Bureau Data. 2020 data is the most current information based on the demographic areas covered in this section.

Demographics

Sacramento County

In 2020, Sacramento County had a population of 1.54 million people with a median age of 36.4 and a median household income of \$70,684. Between 2017 and 2021 the population of Sacramento County grew from 1.53 million to 1.54 million, and its median household income grew from \$63,045 to \$70,684.

The five largest ethnic groups in Sacramento County are White (Non-Hispanic) (54.6%), Asian (Non-Hispanic) (16.7%), Hispanic or Latino (23.4%), and African American (Non-Hispanic) (9.7%).

Most people in Sacramento County commute by solo driving and the average commute time is 28.1 minutes. The largest colleges and universities in Sacramento County are California State University, Sacramento (total enrollment of 32,293 in 2021), American River College (total enrollment of 31,265 in 2022), and Sacramento City College (total enrollment of 20,829 in 2022). Sacramento County is bordered by eight counties: Amador, Contra Costa, El Dorado, Placer, San Joaquin, Solano, Sutter, and Yuba.

Table 3.1 Sacramento County Demographic Data

Total Population	1,537,948
White	54.6%
Black or African American	9.7%
American Indian and Alaska Native	0.6%
Asian	16.7%
Native Hawaiian and Other Pacific Islander	1.1%
Some other race	8.2%
Two or more races	9.2%
Hispanic or Latino and Race	
Hispanic or Latino (of any race)	23.4%
Not Hispanic or Latino	76.6%
Population Density (people/square mile)	1,547.23
Total households (occupied housing units)	547,519
Average household size	2.76
Owner-occupied housing units	57.4%
Renter-occupied housing units	42.6%
No vehicles available	6.3%
Median household income (dollars)	\$70,684
Mean travel time to work (minutes)	28.1

United States Census Bureau, "2020 ACS 5-year Estimates, Sacramento County, California". <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2020/>

Sutter County

Sutter County shares its borders with Butte, Colusa, Placer, Yolo, and Yuba counties.

As of 2020, Sutter County was estimated to have a total population of 96,315 and median household income of \$63,502.

The four largest ethnic groups in Sutter County are White (Non-Hispanic) (63.7%), Asian (Non-Hispanic) (16.6%), African American (Non-Hispanic) (2.0%), and Hispanic or Latino (31.3%).

Table 3.2 Sutter County Demographic Data

Total Population	96,315
White	63.7%
Black or African American	2.0%
American Indian and Alaska Native	1.1%
Asian	16.6%
Native Hawaiian and Other Pacific Islander	0.6%
Some other race	6.2%
Two or more races	9.9%
Hispanic or Latino and Race	
Hispanic or Latino (of any race)	31.3%
Not Hispanic or Latino	68.7%
Population Density (people/square mile)	158.41
Total households (occupied housing units)	32,586
Average household size	2.88
Owner-occupied housing units	59.1%
Renter-occupied housing units	40.9%
No vehicles available	5.6%
Median household income (dollars)	\$63,502
Mean travel time to work (minutes)	28.7

United States Census Bureau, "2020 ACS 5-year Estimates, Sutter County, California". <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2020/>

Yuba County

In 2020 Yuba County was estimated to have a total population of 77,524 with a median household income of \$59,424.

The four largest ethnic groups in Yuba County are White (Non-Hispanic) (73.5%), Asian (Non-Hispanic) (7.3%), Black or African American (Non-Hispanic) (3.4%), and Hispanic or Latino (28.8%).

The homeownership rate was 60.9% and the average commute time was 30.3 minutes. Yuba County is bordered by Butte, Placer, Nevada, Sierra, and Sutter counties.

Table 3.3 Yuba County Demographic Data

Total Population	77,524
White	73.5%
Black or African American	3.4%
American Indian and Alaska Native	1.3%
Asian	7.3%
Native Hawaiian and Other Pacific Islander	0.4%
Some other race	4.3%
Two or more races	9.8%
Hispanic or Latino and Race	
Hispanic or Latino (of any race)	28.8%
Not Hispanic or Latino	71.2%
Population Density (people/square mile)	120.37
Total households (occupied housing units)	26,434
Average household size	3.00
Owner-occupied housing units	60.9%
Renter-occupied housing units	39.1%
No vehicles available	6.6%
Median household income (dollars)	\$59,424
Mean travel time to work (minutes)	30.3

United States Census Bureau, "2020 ACS 5-year Estimates, Yuba County, California". <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2020/>



Butte County

Butte County shares its borders with Colusa, Glenn, Sutter, and Yuba counties.

Butte County in 2020 had an estimated total population of 223,344, with a median household income of \$54,972.

The four largest ethnic groups in Butte County are White (Non-Hispanic) (80.0%), Asian (Non-Hispanic) (4.8%), African American (Non-Hispanic) (1.7%), and Hispanic or Latino (16.8%).

The median household income in Butte County was \$54,972, the homeownership rate was 59.5%, and the average commute time was 21.3 minutes.

The largest colleges and universities in Butte County are the California State University, Chico (total enrollment of 15,421 in 2021) and Butte College (total enrollment of 17,000 in 2022) .

Table 3.4 Butte County Demographic Data

Total Population	223,344
White	80.0%
Black or African American	1.7%
American Indian and Alaska Native	1.2%
Asian	4.8%
Native Hawaiian and Other Pacific Islander	0.3%
Some other race	5.0%
Two or more races	7.0%
Hispanic or Latino and Race	
Hispanic or Latino (of any race)	16.8%
Not Hispanic or Latino	83.2%
Population Density (people/square mile)	133.18
Total households (occupied housing units)	83,879
Average household size	2.57
Owner-occupied housing units	59.5%
Renter-occupied housing units	40.5%
No vehicles available	6.6%
Median household income (dollars)	\$54,972
Mean travel time to work (minutes)	21.3

United States Census Bureau, "2020 ACS 5-year Estimates, Butte County, California". <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2020/>

Major Trip Generators

In all four counties within the SR 70-99 CMCP study area, there are seven cities with various land uses, some of which include open space, agricultural lands, commercial, and residential uses in a mixture of urban, suburban and rural communities. Outside of the study area, there are also several institutional uses and sports venues within close proximity of the SR 70-99 Corridor. Below is a list of major trip generators near or within the vicinity of the corridor, some of which are outside of the CMCP limits but influence travel within the corridor.

Trip Generators in the Corridor

- Beale Air Force Base
- Butte College
- Caltrans District 3 Office Building
- California State University, Chico
- California State University, Sacramento
- Collins Lake
- Downtown Commons
- Englebright Lake
- Feather River
- Golden 1 Center
- Gray Lodge Wildlife Area
- Hard Rock Hotel and Casino
- Lake Oroville State Recreation Area
- Pacific Coast Producers
- Rideout Hospital
- Sacramento City College
- Sacramento International Airport
- South Yuba River State Park
- State Capitol / Capitol Park
- Sunsweet Growers Inc.

- Sutter Buttes
- Sutter Health Park
- Sutter National Wildlife Refuge
- Sutter North Medical Group
- Table Mountain
- Toyota Amphitheater
- Yuba College
- Yuba Sutter Marketplace

Priority Populations

Caltrans is committed to working with local partners to improve the lives of residents in priority populations to provide a transportation network that accommodates all users, while providing a safe and reliable transportation network that serves all people and respects our shared environment.

The State of California, as of 2022, does not have a uniform definition of what constitutes an Equity Priority Community. Generally, priority populations refer to the areas throughout California which suffer from a combination of economic, health, and environmental burdens. These burdens include poverty, high unemployment, air and water pollution, presence of hazardous wastes, and high incidents of asthma and heart disease.

In 2012, the California State Legislature passed Senate Bill (SB) 535, which required a minimum of 25% of the available proceeds be allocated to projects that provide a benefit to priority populations; at least 10% of the available proceeds be allocated to projects located within priority populations. SB 535 also directed the California Environmental Protection Agency (CalEPA) to identify priority populations for the purposes of the Greenhouse Gas Reduction Fund (GGRF) programs based on geographic, socioeconomic, public health, and environmental hazard criteria. Assembly Bill (AB) 1550 increased the percentage of funds for projects located in priority populations from 10 to 25 percent. This supplants the requirement in SB 535 that 25 percent of the funds must benefit priority populations.

Pursuant to SB 535 requirements, CalEPA has been directed to look beyond poverty and income statistics, to identify those areas of the State that are also disproportionately impacted by environmental pollution and negative public health effects. In response, CalEPA developed CalEnviroScreen which is a tool that helps identify California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution based on : 1) Transportation sector GHG emissions; 2) Access to destinations by income and race; and 3) Transportation and housing cost burden by income quintile and race

Census Tracts and Segments

There are 10 segments that are the focus of this CMCP. Each segment begins and ends at a designated post-mile (PM) along the SR 70-99 corridor. These segments pass through census tracts, which are small, relatively permanent statistical subdivisions of a county. Census tracts contain a minimum and maximum population of 1,200 and 8,000 residents. Census tracts can be split or merged depending upon shifts in population.

Census tracts are utilized by CalEnviroScreen to qualify a community's status. In 2017, CalEnviroScreen 3.0, ranked census tracts between 91-100% (the most impacted) and 1-10% (the least impacted) based upon the burden markers mentioned above.

Identifying an Equity Priority Community and Community at Risk

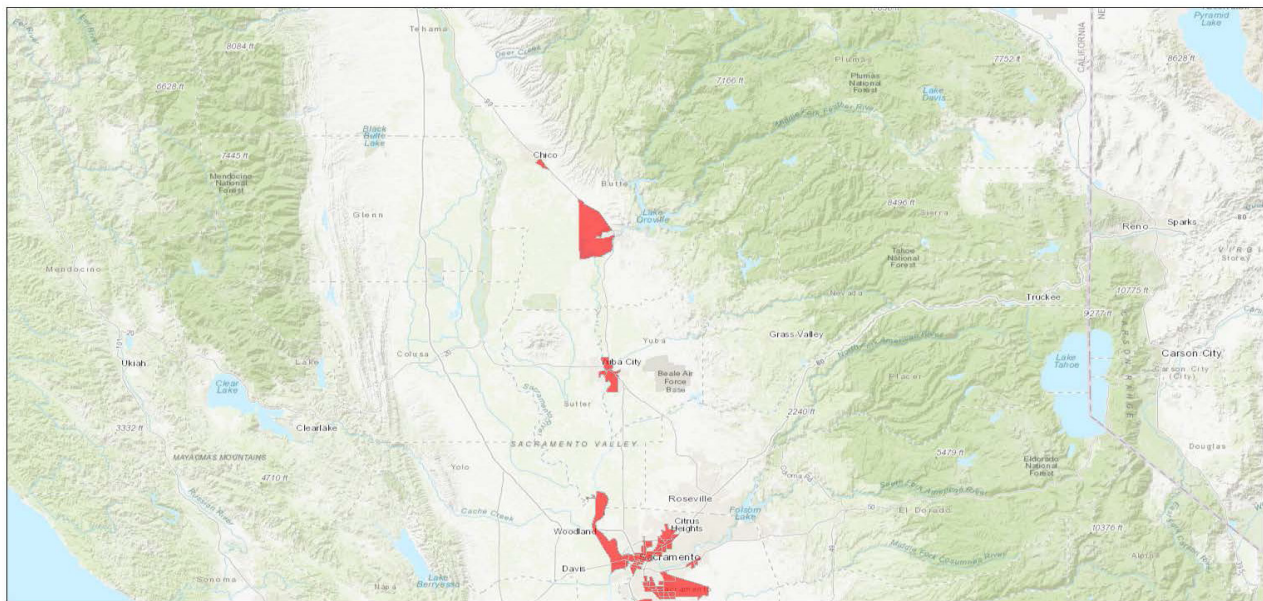
CalEnviroScreen uses a series of thresholds to identify a community’s potential for being a disadvantaged (Equity Priority) community/at risk. See below for elements being considered by CalEnviroScreen.

- Pollution burden
- Ozone
- PM 2.5
- Diesel
- Pesticides
- Toxic releases
- Traffic
- Drinking water
- Cleanups
- Groundwater threats
- Hazardous waste
- Impaired water
- Solid water
- Asthma
- Low birth weight
- Cardiovascular rate
- Education
- Linguistic isolation
- Poverty
- Unemployment
- Housing burden

These elements are then assessed and cumulatively scored. Scores rank from 1-10% (the lowest; green) and 91-100% (the highest; red). Each census tract is then identified by percentage and associated color.

The SR 70-99 CMCP Corridor development team used the following method to identify priority populations based on CalEnviroScreen Data:

- Imported the CalEnviroScreen shapefiles into GIS to show all census tracts for the counties in the CMCP.
- Filtered census tracts by percentage. Those scored 70% or greater are retained.
- Applied a two-mile buffer around the Corridor. Census tracts with a percentile of 70% or greater that are located within the two-mile buffer are identified.



September 23, 2021
 ■ SB 535 Disadvantaged Communities (June 2018 Update)

Figure 3.1 SR 70-99 CMCP Priority Populations

Priority Populations by Segment

The following information is based on segments created for the CMCP analysis which are summarized in Chapter 5:

Segment 1 – Sacramento to Sutter County

Segment 1 begins in Sacramento County on SR 99 (PM 32.120) at the junction with the I-5 and ends at the SR 70 junction (PM R8.070). There are four census tracts in Segment 1; census tract 6067007101 has no CalEnviroScreen data, and 6101051100 sits just at the 50th percentile. The remaining two are well below the 50th percentile – meaning that this segment does not experience an increased environmental/economic burden and does not contain priority populations.

Segment 2 – Sutter County

Segment 2 begins in Sutter County on SR 99 (PM R8.070) at the SR 70 junction and ends at the SR 20 intersection in Yuba City (PM 30.633). There are three census tracts in Segment 2, with two of them at or above the 50th percentile; meaning these two census tracts face an increased environmental/economic burden and could be classified as containing a priority populations.

Segment 3 – Sutter to Butte County

Segment 3 begins in Sutter County on SR 99 (PM 30.633) from the SR 20 intersection and ends at the crossing with W. Liberty Road in Butte County on SR 99 (PM R3.130). There are 15 census tracts in Segment 3; three of those census tracts rest at or above the 70th percentile, six census tracts are at or above the 50th percentile, with the remaining seven census tracts below the 50th percentile. This means that almost half of the census tracts in Segment 3 face an increased environmental/economic burden and could be classified as priority populations.

Segment 4 – Butte County

Segment 4 begins in Butte County on SR 99 (PM R3.130) where it meets with W. Liberty Road and continues on SR 99 in Butte County until it meets Southgate Avenue (PM 29.367). There are six census tracts in Segment 4; two census tracts are at or above the 50th percentile and one is at or above the 70th percentile. Of the six census tracts, three face an increased environmental/economic burden and could be classified as containing a priority populations.

Segment 5 – Butte County

Segment 5 begins in Butte County on SR 99 (PM 29.370) where the freeway begins at Southgate Avenue and continues into the City of Chico until north end of Esplanade (PM T38.373). There are 14 census tracts in Segment 5. One census tract is at or above the 70th percentile, two are at or above the 50th percentile. Of the 14 census tracts, three face an increased environmental/economic burden and could be classified as containing a priority populations.

Segment 6 – Sutter to Yuba County

Segment 6 begins in Sutter County on SR 70 at the junction with SR 99 (PM R0.051) and ends south of the City of Marysville at the south end of Yuba River Bridge (PM 13.604). There are eight census tracts in Segment 6. Four census tracts are at or above the 50th percentile and four (4) are at or the 70th percentile. Segment 6 in its entirety faces an increased environmental/economic burden and the communities within it could be classified as priority populations.

Segment 7 – Yuba County

Segment 7 begins in Yuba County on SR 70 at the South End Yuba River Bridge (PM 13.604) and continues on SR 70 to 24th Street intersection in Marysville (PM 15.350). There are two census tracts in Segment 7; both census tracts sit at or above the 70th percentile. Meaning Segment 7 in its entirety faces an increased environmental/economic burden and the communities within it could be classified as priority populations.

Segment 8 – Yuba to Butte County

Segment 8 begins in Yuba County on SR 70 at 24th Street (PM 15.350) and continues on SR 70 into Butte County where it crosses with East Gridley Road (PM 4.060). There are two census tracts in Segment 8 with one at or above the 70th percentile; meaning this particular census tract faces an increased environmental/economic burden and could be classified as a priority populations.

Segment 9 – Butte County

Segment 9 begins in Butte County on SR 70 at East Gridley Road (PM 4.060) and continues in Butte County on SR 70 to the junction with SR 149 (PM R20.970). There are six census tracts in Segment 9 with four at or above the 70th percentile and one at or above the 50th percentile. Meaning Segment 9 in its entirety faces an increased environmental/economic burden and the communities within it could be classified as priority populations.

Segment 10 – Butte County

Segment 10 begins in Butte County on SR 149 at the junction with SR 70 (PM R.0.00) and continues on SR 149 in Butte County to its junction with SR 99 (PM R5.302). There are three census tracts in Segment 10; of the three, two are at or above the 50th percentile and one is at or above the 70th percentile. Meaning Segment 10 in its entirety faces an increased environmental/economic burden and the communities within it could be classified as priority populations.

Chapter Four: Multimodal Facilities

Multimodal Facilities

SR 70-99 together varies between a highway and main street in the CMCP study area which provides different access and multimodal facilities along the corridor. The purpose of this chapter is to assess the multimodal facilities along the SR 70-99 Corridor. These facilities include the transit/rail network, bike/pedestrian infrastructure, freight movement, travel demand management, local parallel routes, park and ride locations, and zero emission vehicle stations. At the State level, Caltrans Deputy Directive DD-64-R2, requires Caltrans to provide for the needs of travelers of all ages and abilities in our planning, programming, design, construction, operations, and maintenance activities.

Transit and Rail Network Assessment:

Along the SR 70-99 corridor there are two transit agencies that currently operate along the corridors. The most northern transit agency is Butte Regional Transit (B-Line) which operates in Butte County. Yuba-Sutter Transit covers the Yuba and Sutter counties of the study area with additional commuter services to Sacramento via the SR 99 corridor.

Sacramento Regional Transit District (SacRT) does not currently operate services along the corridors but there are future plans to expand their existing light rail service to the Sacramento International Airport which would include a new crossing over SR 99 in Segment 1 of the CMCP.

The following section outlines these transit services and future rail services along the corridors.

Butte Regional Transit (B-Line):

B-Line operates in Butte County and manages a fleet of 31 fixed-route buses and 22 paratransit buses. B-Line provides intra-city routes in the City of Chico, as well as connections throughout the county between the towns, communities, and cities of Chico, Paradise, Magalia, Oroville, Palermo, Gridley, and Biggs. Table 4.1 shows the B-Line routes that use the SR 70-99 Corridor as of 2022.

Table 4.1 B-Line Transit

Bus Route	Origin-Destination	
<p>Route 20 (Chico to Oroville)</p>	<ul style="list-style-type: none"> • Chico <ul style="list-style-type: none"> • Normal St and 2nd St • Chico Transit Center) • Broadway and 4th St • Broadway and 7th St • 9th St and Orient St • 9th St and Pine St • 9th St and Linden St • 9th St and Bartlett St • Fir St and SR 32 (Park & Ride lot) • E. 20th St and Chico Mall • Forest Ave and E. 20th St • Forest Ave and Baney Ln • Forest Ave (Butte College) • Notre Dame Skyway 	<ul style="list-style-type: none"> • Oroville <ul style="list-style-type: none"> • Garden Dr and SR 70 • Table Mountain Blvd and Garden • County Center Drive and Juvenile Hall • County Center Dr and Admin Building • County Center Dr and Public Works • Nelson Ave and 2nd St • Nelson Ave and Fogg Ave • Table Mountain Blvd and Nelson Ave • Table Mountain Blvd and Grand Ave • Montgomery St and Table Mtn Blvd • Montgomery St and Myers St • Myers St and Robinson St • Myers St and Wilcox Ave • Mitchell Ave and Spencer Ave (Oroville Transit Center)



Table 4.1 B-Line Transit, Con't.

Bus Route	Origin-Destination	
<p>Route 30 (Oroville to Biggs)</p>	<p>Oroville</p> <ul style="list-style-type: none"> • Spencer Ave and Mitchell Ave (Oroville Transit Center) • Washington Ave and Oro Dam Blvd • Olive Hwy and Fay Way • Olive Hwy and Oroville Medical Center • Alverda Dr and Feather Falls Blvd • Alverda Dr and Majhi Ln • Palermo • Lincoln St and Palermo Rd • Palermo Rd and Lone Tree Rd • SR 70 and Palermo Rd 	<p>Gridley</p> <ul style="list-style-type: none"> • E. Gridley Rd and Farm Labor Housing • E. Gridley Rd and SR 99 • Spruce St and SR 99 • Spruce St and Kentucky St • Spruce St and Oregon St • Spruce St and Idaho • W. Biggs Gridley Rd and Heron Landing Way <p>Biggs</p> <ul style="list-style-type: none"> • B St and 10th St • 6th St and C St
<p>Route 32 (Gridley to Chico)</p>	<p>Biggs</p> <ul style="list-style-type: none"> • 6th St and C St • B St and 8th St <p>Gridley</p> <ul style="list-style-type: none"> • W. Biggs Gridley Rd & Macedo Rd • Spruce St and Idaho • Spruce St and Oregon St • Spruce St and Ohio St • Spruce St and SR 99 	<p>Durham</p> <ul style="list-style-type: none"> • Midway Durham & Dayton Hwy <p>Chico</p> <ul style="list-style-type: none"> • Park Ave and 17th St • Park Ave and 13th St • Park Ave and 11th St • Main St and 8th St • Main St and 5th St • Normal St and 2nd St

Yuba-Sutter Transit:

Yuba-Sutter Transit operates in Yuba and Sutter Counties and manages a fleet of 51 buses. Yuba-Sutter Transit provides inter-city routes in the cities of Yuba City and Marysville, as well as links to the cities, communities, and key destinations within the county that includes Live Oak, Wheatland, Foothill, Yuba College, Olivehurst, and Linda. Yuba-Sutter Transit also provides services outside of their region which includes a seasonal shuttle to Oroville and a weekday commuter express to Sacramento with connections to the Sacramento International Airport. Table 4.2 shows the Yuba-Sutter Transit routes that use the SR 70-99 corridors as of 2022.

Table 4.2 Yuba-Sutter Transit

Bus Route	Origin-Destination
<p>Route 1 (Yuba City to Yuba College)</p>	<ul style="list-style-type: none"> • Walton Terminal Sam's Club • Yuba City Marketplace • Forbes & Gray • Alturas & Shasta • Yuba Co. Government Center • D & 2nd • N. Beale Transit Center • Yuba College
<p>4A and 4B (Marysville Loop)</p>	<ul style="list-style-type: none"> • Peach Tree Clinic • N. Beale Transit Center • D & 2nd • Yuba Co Gov't Center • Marysville H.S • East 22nd & Hansen • D & 2nd • N. Beale Transit Center • Peach Tree Clinic

Table 4.2 Yuba-Sutter Transit, Con't.

Bus Route	Origin-Destination		
<p>Route 5 (South Yuba City to North Yuba City)</p>	<ul style="list-style-type: none"> Lincoln & Railroad Bogue & Garden Walton & Lincoln 	<ul style="list-style-type: none"> Franklin & WinCo Yuba City Marketplace Walton Terminal Sam's Club 	
<p>Sacramento Commuter Express (Yuba City to Downtown Sacramento)</p>	<ul style="list-style-type: none"> Walton Terminal Caltrans District 3 Office Yuba County Gov't Center Walton Terminal McGowan Park & Ride Plumas Lake Park and Ride 	<ul style="list-style-type: none"> Bogue Rd. Park and Ride 2379 Gateway Oaks J & 4th J & 8th J & 11th K & 15th 	<ul style="list-style-type: none"> N & 15th P & 5th P & 9th P & 13th

Existing Passenger Rail Network:

Amtrak runs the daily Coast Starlight between the cities of Los Angeles and Seattle, with stops in Sacramento and Chico. The stop in Chico (W. 5th and Orange Street) is the only direct passenger rail service in Butte County which provides Amtrak thruway bus (Route 3) connections to the Capitol Corridor and San Joaquin rail lines in both Sacramento and Stockton.

Planned Passenger Rail Network:

Butte County Association of Governments (BCAG) in coordination with Caltrans and other local and regional partners has begun a study to analyze expanding passenger rail service from Sacramento to the City of Chico. This would include stops at strategic locations between the two destinations to provide another mode of transportation option to help reduce GHG and congestion.

SacRT is currently in the process of expanding their existing Green Line light rail service to the Sacramento International Airport. The planned route would extend the light rail line by 13 miles, beginning in downtown Sacramento, continuing north through the Natomas community, and ending at the Sacramento International Airport via the SR 99 overcrossing in Segment 1. The SR 99 crossing would be just north of the I-5 junction and include proposed stations in North Natomas and the new Greenbriar community currently in development.

Freight Rail Network:

The Union Pacific Railroad (UPRR) has two subdivisions within the SR 70-99 corridor where it hauls freight regionally and nationally: the Sacramento Subdivision which parallels both SR 70 and SR 99 from Sacramento County up to Oroville; and the Valley Subdivision, which originates from Roseville and parallels SR 99, after crossing the Feather River in Yuba County and continues north past the City of Chico.

The existing freight rail network largely benefits the agriculture industry in the region by providing an alternate for farmers and the agriculture industry to get their products south to Sacramento and beyond. Due to the existing freight lines, there is also potential for future passenger rail service extensions into the region.



Bike and Pedestrian Facilities

In addition to State policies on bicycle and pedestrian facilities, the individual counties along the SR 70-99 corridor have adopted their own Bicycle and Pedestrian Transportations Plans. These plans aim to outline the goals and needs of the bicycle and pedestrian facilities within their respective county.

Throughout the corridor there are numerous levels of bicycle and pedestrian facilities. The following is an explanation of each bicycle facility classification.

Class I – Bicycle Path. Class I facilities are multi-use facilities that provide a completely separated right-of-way for the exclusive use of bicycles and pedestrians with minimal interaction with motorized traffic.

Class II – Bicycle Lane. Class II facilities provide a striped and signed lane for one-way bicycle travel within the paved area of a roadway that’s shared with motor vehicles. The minimum width for bike lanes ranges between four and six feet depending upon the edge of roadway conditions (curbs). Class II bike lanes are demarcated by a six-inch white stripe, signage, and pavement legends.

Class III – Bicycle Route. Class III facilities provide signs for shared use with motor vehicles within the same travel lane on a street or highway. Bike routes may be enhanced with warning or guide signs and shared lane marking pavement stencils. While Class III routes do not provide measure of separation, they have an important function in providing continuity to the bikeway network.

Class IV – Separated Bikeway. An exclusive bikeway for bicyclists that is separated from the roadway. Separations may include grade separation, flexible posts, physical barriers, or on-street parking.

Sidewalk – A sidewalk is identified to be a pedestrian-dedicated paved walkway that is located adjacent to a roadway. Sidewalks may be constructed using either Portland cement concrete (PCC) or asphalt concrete pavement materials.

Caltrans Active Transportation Plan

Caltrans District 3 is currently developing the Caltrans Active Transportation Plan (CAT Plan). The CAT Plan identifies and prioritizes bicycle and pedestrian needs on and across the SHS in District 3. The CAT Plan is part of a statewide effort to identify opportunities for bicycle and pedestrian infrastructure improvements and to create a safe, comfortable and well-connected system of bicycle and pedestrian networks across District 3. The Final Plan is expected to be completed by Spring/Summer 2022 and can be found at the plan’s website: <https://www.catplan.org/district-3>

In general, the following strategies should be implemented where appropriate to ensure the safety of bicyclists and pedestrians as well as to provide connections for multi-modal travel.

Complete Streets Strategies:

- Reconstruct ramps to intersect crossroads at a ninety-degree angle with as small a radius as possible and install a stop or signal control
- Encourage slower vehicle speeds until past ramp entry
- Limit on-ramps to a single-entry lane, where feasible
- Provide single, rather than dual, right-turn only lanes, or minimize conflicts where dual right turn lanes are required
- If a dual right-turn only lane is required, channelize it and split into two separate movements
- Widen sidewalks and shoulders to standard widths, in general, a minimum of six feet.

Pedestrian Strategies:

- Locate crosswalks appropriately, while considering speed, sight lines, and crossing distance
- Leading pedestrian interval to give pedestrians an extra three to five seconds to begin crossing the street before cars get a green light
- Shorten crossing- distances
- Install pedestrian warning signs, yield signs, pedestrian-actuated beacons, and high-visibility crosswalks where crossings are uncontrolled or yield-controlled
- Provide sidewalks on both sides of overcrossings

and under-crossings, where feasible

- For ramp crossings, add pedestrian signals coordinated with adjacent traffic signals
- Install accessible pedestrian signals to assist pedestrians crossings
- Lighting at uncontrolled crossings, pedestrian scaled lighting
- Provide “no right-turn on red” signs where there are two right turn-lanes and a pedestrian crossing

Bicycle-Specific Strategies:

- Provide context sensitive bicycle facilities (such as Class I, II, III, or IV bike facilities) on all roads crossing or along the corridor as applicable, including those through interchanges
- Provide a bicycle pocket or bike lane to the left of dedicated right turn lanes or a Class IV separated bikeway to the right with a protected crossing
- Widen/add buffers to existing and proposed bike lanes

The CAT Plan works in conjunction with this CMCP by looking at the proposed bicycle and pedestrian projects identified ahead in Chapter 5. Some of the proposed projects include locations along main streets segments along SR 70 and SR 99 through the Cities of Gridley, Live Oak, Marysville, and Yuba City.

SR 70 through the City of Marysville is a main street as the route crosses commercial and open space land uses through the city’s downtown core. Residential locations are located off the state route but connect to the corridor via local streets which are set up in a grid patterns. Due to SR 70 being the primary corridor in and out of the city, it frequently sees larger traffic volumes of vehicles and freight trucks than the local street network. Pedestrians navigate along the corridor with the use of sidewalks on both sides of the route and crosswalks at signalized intersections. There are no bicycle facilities on SR 70 because of right of way constraints but bicyclists utilize the local street network and cross SR 70 at signalized intersections. There is, however, a proposed project in the State Highway Protection and Operations Plan (SHOPP) that will replace the ramps and curbs for bicycles and pedestrians at the E Street Bridge where SR 70 crosses the Yuba River into Marysville from Olivehurst.

SR 99 in the City of Yuba City crosses commercial areas with outlining residential areas as it approaches the SR 20 junction. North of the junction, the route crosses primarily residential subdivisions; however, bicyclist and pedestrians are prohibited on SR 99 north of the SR 20 junction. South of the SR 20 junction, SR 99 has shoulders that bicyclist can utilize but the primary bicycle networks are on the local network parallel to the corridor which primarily consist of Class II bike lanes for prioritized roadways such as Franklin Road, Walton Avenue, and Gray Avenue. Please refer to the Yuba City Bicycle Master Plan which can be found at https://www.yubacity.net/city_hall/departments/public_works/engineering/technical_documents/bicycle_master_plan for more information.

North of Yuba City, SR 99 continues through the City of Live Oak as a main street as it traverses residential and commercial areas. The previous roadway alignment included two lanes with limited pedestrian facilities that made it difficult for people to navigate the corridor. As part of efforts from Caltrans, a project was completed along the corridor to construct pedestrian facilities to create continuous sidewalks through the city area, shoulders for bicyclists, and traffic signal improvements at three intersections along the corridor. Please refer to the Live Oak Bike Plan which can be found at <https://www.liveoakcity.org/home/showpublisheddocument/388/637212675889570000> for more information.

On the southern edge of Butte County, in the City of Gridley where SR 99 intersects with primarily commercial areas, with sections of residential developments, along the eastern limits of the city. The roadway currently has narrow sidewalks and curb ramps and driveways that do not meet Americans with Disabilities Act of 1990 (ADA) standards. Caltrans is in the development stages of a project for the corridor through the city that proposes complete streets improvements, some of which includes 8-foot sidewalks, 5-foot sidewalks with curb and gutters at specific locations, crosswalks, ADA ramps, and street lighting. Bicycle facilities are primarily focused on local street network that connect to SR 99. Please refer to the Gridley Bicycle Plan which can be found at http://gridley.ca.us/public/uploads/pdfs/2011_Bike_Plan.pdf for more information.

Freight Assessment:

Interregional Transportation Strategic Plan, 2021

The Caltrans Interregional Transportation Strategic Plan (ITSP) is a long-range planning document that provides guidance for the identification and prioritization of interregional transportation projects based on the State's interregional transportation system. The policies of the plan focus on improving the interregional movement of people and freight in a safe and sustainable manner that supports the economy. The SR 70-99 Corridor is included within the Sacramento Valley – Oregon strategic interregional corridor. The ITSP was finalized in 2021, however, there is an addendum being developed to the plan that will be completed in late 2022. The ITSP will implement the interregional portion of the CTP.

The 2021 ITSP can be found at <https://dot.ca.gov/programs/transportation-planning/multi-modal-system-planning/interregional-transportation-strategic-plan>.

Sacramento Valley – Oregon Corridor Overview:

The corridor links the Sacramento Valley to the Oregon border (Figure 4.2). This is an important connection between California, northwestern states, and Canada. Although nationwide significance of this region is primarily because of Interstate 5, the SR 70/149/99 portion of the region provides critical connectivity for people and goods along the east side of the Central Valley while also providing an alternative route to I-5 in times of accidents or delays. This is critical for the economy of the region as the Sacramento Valley - Oregon Corridor serves as a major farm to market route for most of the agricultural products from the Central Valley. Furthermore, the corridor is served by two Class I railroads, UPRR and BNSF. The main UPRR route runs north and south, paralleling the I-5 corridor. BNSF has a route (using some UPRR-trackage rights) that serves as a primary unit and distributor with mixed car/cargo freight. Commodities that are transported through this corridor include timber, stone, wine, grapes, orchard fruits, dairy, and cattle.

As part of Caltrans efforts to maintain the infrastructure on the roadways, we are continuing to evaluate and implement the following improvements and strategies:

- Expand Express Bus Service Consistent with the California Intercity Bus Study
- Expand Vehicle and Freight ZEV Charging Infrastructure
- Improve Safety
- Implement Advanced Technology
- Balance Local Community and Interregional Travel Needs
- Improve Freight Reliability by Keeping Highway Infrastructure in a State of Good Repair
- Increase Connectivity and Accessibility to Modal Options
- Expand Vehicle and Freight ZEV Charging Infrastructure
- Improve Emergency Evacuation Alternatives

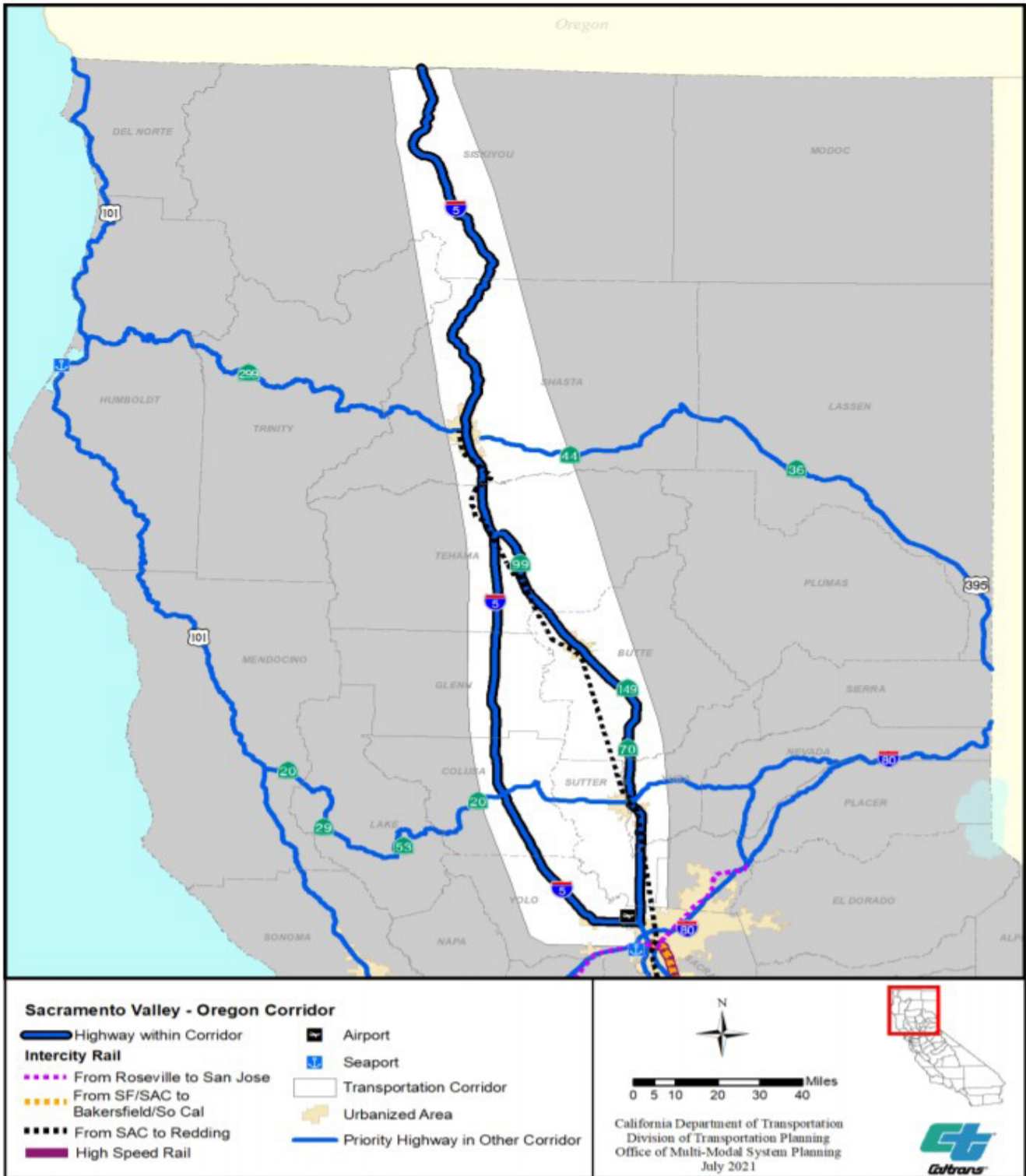


Figure 4.2 Sacramento Valley-Oregon Border Interregional Corridor, 2021 ITSP

California Freight Mobility Plan, 2020

The California Freight Mobility Plan (CFMP) vision provides a common platform for informing and guiding the development of freight transportation policy, programs, and project prioritization across all public and private sectors of California’s freight system. Freight sustainability in the CFMP comes from three perspectives: economic vitality, environmental stewardship, and social equity. The goals included in the CFMP are, multimodal mobility, economic prosperity, environmental stewardship, healthy communities, safety and resiliency, asset management, as well as connectivity and accessibility.

Inventory of Parallel Local Streets:

Local parallel routes help accommodate short trips along the SR 70-99 Corridor. They provide access to SR 70-99 and to multimodal facilities such as transportation centers and park-and-ride lots within the corridor. Local residents will also use parallel facilities as a faster travel alternative to the usually more congested SR 70 and SR 99. They also improve the response times of emergency service vehicles, reducing the duration of corridor congestion caused by accidents. Table 4.5 below shows major parallel routes located along the corridor.

Table 4.3 Corridor Parallel Roadways

Roadway	City	To	From	Crosses Corridor
Esplanade	Chico	1st Street	SR 99	No
Main Street	Chico	SR 32	1st Street	No
Park Ave.	Chico	Skyway/E. Park Ave.	SR 32	No
SR 32	Chico	W. Sacramento Ave.	Bruce Rd.	Yes
SR 162	Oroville	Washington Ave.	SR 99	Yes
SR 20	Yuba City/ Marysville	SR 99	SR 70	Yes
Pleasant Grove Rd.	Sutter/Yuba Counties	Forty Mile Rd./ Wheatland Rd.	Riego Rd.	No
Garden Hwy	Sutter County	SR 99	I-5	Yes
Larkin Rd.	Live Oak	SR 162	Pennington Rd.	No
Skyway	Chico	Park Ave./ Midway	Clark Rd.	Yes
SR 191	Paradise	SR 70	Pearson Rd.	No
SR 113/George Washington Blvd.	Yuba City	I-5	SR 20	Yes
SR 65	Roseville	SR 70	I-80	No

Travel Demand Management:

Caltrans District 3 promotes TDM strategies into our projects and local development reviews when feasible. This includes promoting and designing facilities to include alternative modes of transportation to promote mode shift. Caltrans continues to partner with our state, regional, and local partners to provide project packages that address various modes of transportation.

Travel Demand Management (TDM) is a set of projects or strategies that try to reduce travel demand by shifting the demand to other modes of transportation. Some TDM strategies may include parking management programs, subsidized public transit passes, carpool incentives, and alternative mode of travel incentives.

The following are TDM examples along the SR 49 corridor:

The SACOG 2020 MTP/SCS lists transit options, ridesharing, transit incentive programs, pedestrian/bikeway facilities, park and ride lots, telecommuting, compressed work weeks, and mixed land use as effective TDM strategies that they are working to implement in the region.

SACOG notes that better travel times, less congestion, improved air quality, and lower greenhouse gas emissions all depend on a variety of mobility options and programs becoming more widely available across all types of communities in the region. These mobility options and programs may include bike or car share, various ride-hailing options like Uber, vanpools, microtransit, or more traditional services like bus and light rail. A modernized public transit system with reliable bus and rail service strategy. For example, bus and light rail services that offer fast, reliable, and safe travel, with connections to new mobility services, can provide more travel choices to residents throughout the region.

Within the SACOG 2020 MTP/SCS, TDM is specifically supported in Policy 5 where it states, “support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone.”

ITS elements and Broadband considerations:

Caltrans pursues Intelligent Transportations Systems (ITS) and broadband projects to expand our ability to communicate with drivers, manage our system, and monitor accidents or collisions in real time. The ability for Caltrans to react to different scenarios is assist on ITS and broadband projects. These efforts also require coordination with local agencies to address reoccurring or non-reoccurring congestion and incidents. Similar to cities and counties who manage their network through their traffic management center, Caltrans District 3 has its own traffic management center that is shared with CHP. This partnership allows Caltrans and CHP to address incidents efficiently.

ITS combines effective and modern communication technologies with the transportation system. The intent of the ITS elements is to increase the safety and efficiency of a given transportation network through communication. Examples of ITS elements include ramp metering, closed circuit television (CCTV), adaptable roadway message signs, and traveler information systems. Along the SR 70-99 Corridor, SACOG’s 2020 MTP/SCS lists three policies/actions to support the overall goal of promoting the use of ITS technologies in the planning and programming process. Those three policies are as follows:

1. Encourage the use of ITS technologies in the project development process.
2. Encourage the state to provide resources to manage and update ITS planning in the north state.
3. Assist local agencies in evaluating the impacts of TDM strategies.

SACOG’s 511 regional travel information program is a prime example of a TDM strategy. SACOG’s 511 and rideshare programs cost less than \$2 million per year region-wide to support carpooling, transit ridership, and bicycling in all corridors within the SACOG region. Travelers may call the 511-telephone number or visit the website to obtain real-time traffic updates and direct feeds from traffic cameras and changeable message signs, as well as local and regional transit and intercity rail information. The website and phone system allow people to offer or locate shared-ride carpools or vanpools. SACOG’s 511 website (<https://www.sacog.org/sacregion511org>) also has tools for cyclists, including those for planning a bike trip or making your business more bicycle-friendly.

Caltrans Park and Ride Lots

The Caltrans Park-and-Ride (P&R) Program facilitates access to transit and ride-sharing services along free-way corridors with the goal of reducing congestion and VMT. A mode shift away from single-occupancy vehicles (SOV) helps reduce congestion, improves air quality, and assists Caltrans in meeting its sustainability goals. Caltrans is focusing on collaboration with local jurisdictions, regional, and transit agencies to develop partnership opportunities to enhance, expand, and/or construct P&R facilities. A listing of the Park & Ride lots along the SR 70-99 corridor are identified in the Table 4.4. The Park & Ride facilities are based off data as of 2022.

Table 4.4 Corridor Park & Ride Facilities

City	Route	Park & Ride Lot	Address	# of Spaces	Corridor Segment
Chico	SR 99	Chico	SR 32 and SR 99	107	5
Oroville	SR 70	Oroville	Grand Ave. & 3rd Street	14	8
Olivehurst (Yuba County Owned)	SR 70	McGowan Parkway	McGowan Parkway & SR 70	117	6
Plumas Lake (Yuba County Owned)	SR 70	Plumas Lake	Feather River Blvd. & SR 70	175	6
Sacramento	SR 99	Elkhorn Blvd.	Elkhorn Blvd. & SR 99	24	1
Yuba City	SR 99	Bogue Rd.	Bogue Rd. & SR 99	155	3

Zero-Emission Vehicles Stations:

ZEVs offer residents and visitor’s new transportation choices. ZEVs improve air quality by reducing local pollution and greenhouse gas emissions while also saving consumers money. California cities and towns are already home to tens of thousands of plug-in electric vehicles, and the state currently represents 30 to 40 percent of the national market.

ZEV charging stations come in many shapes, sizes, and brands and are built and sold by a range of companies. Charging equipment is often referred to by industry experts as Electric Vehicle Supply Equipment (EVSE). ZEV charging is broadly separated into levels based on the amount of electricity that is transferred to a vehicle battery in a certain period. Generally, there are three charging categories used to describe ZEV charging:

- AC Level 1 Charging: The most basic and common form of vehicle charging, Level 1 charging transfers 120 volts (1.4–1.9 kW) of electricity from the electrical grid to vehicle batteries.
- AC Level 2 Charging: This level of charging transfers 240 volts (up to 19.2 kW) of electricity to vehicles, and therefore, can recharge vehicles faster than Level 1.
- DC Fast Charging: This level of charging provides the fastest battery recharge currently available for PEVs. Fast charging transfers a high voltage (typically 400-500 volts or 32– 100 kW, depending on the electrical current) of direct current (DC) to vehicle batteries.

The following ZEV facilities in the SR 70-99 Corridor are listed in Table 4.5 below. The information is based on 2022 data.

Table 4.5 Corridor Zero Emission Facilities

Business Name	Address	# of Stations	Types of Plugs	Corridor Segment
Market West	3270 Arena Blvd, Sacramento	5	CCS/SAE (4), CHAdeMO (1)	1
CPS HR Consulting	2450 Del Paso Rd, Sacramento	2	J-1772	1
Sacramento Int’l. Airport	6900 Airport Blvd, Sacramento	29	CCS/SAE (9), CHAdeMO (2), J-1772 (18)	1
Yuba City Post Acute	1220 Plumas St, Yuba City	2	Tesla (1), J-1772 (1)	3
PetSmart	865 Colusa Ave, Yuba City	5	CCS/SAE (2), CHAdeMO (2), J-1772 (1)	3
New Earth Market/ YC Supercharger	1475 Tharp Rd, Yuba City	12	J-1772 (2), Tesla (10)	3
Butte College Skyway Center	2480 Notre Dame Blvd, Chico	2	CHAdeMO (1), J-1772 (1)	5
Butte College Chico Center	2320 Forest Ave, Chico	1	J-1772 (1)	5
BCAG	326 Huss Ln, Chico	4	J-1772 (4)	5
CHP Chico	421 Southgate Ave, Chico	2	J-1772 (2)	5

Table 4.5 Corridor Zero Emission Facilities, Con't.

Business Name	Address	# of Stations	Types of Plugs	Corridor Segment
Alternative Energy Systems, Inc.	13620 SR 99, Chico	1	J-1772 (1)	5
Chico Municipal Center	411 Main St, Chico	6	J-1772 (6)	5
Chico Nissan	575 Manzanita Ave, Chico	1	CHAdeMO (1)	5
Chico State Parking Structure #2	225 Chestnut St, Chico	5	J-1772 (5)	5
Chico Supercharger/Target	1951 E. 20th St, Chico	16	J-1772 (2), Tesla (14)	5
Chico Volkswagen	902 Main St, Chico	1	J-1772 (1)	5
Enclave Apartments	1266 East Ave, Chico	2	J-1772 (2)	5
Enloe Medical Center	1531 Esplanade, Chico	2	J-1772(2)	5
Farmers Market Lot	E. 2nd St & Wall St, Chico	4	J-1772 (2), Tesla (2)	5
Holiday Inn Express	2074 E. 20th St, Chico	1	J-1772 (1)	5
Oxford Suites	2035 Business Ln, Chico	2	J-1772 (1), Tesla (1)	5
Parkside Terrace	2162 Hartford Dr, Chico	1	J-1772 (1)	5
Sierra Nevada Brewing Co.	1075 E. 20th St, Chico	4	CCs/SAE (1), J-1772 (1), Tesla (2)	5
Sun Valley Acoustical	2385 Ivy St, Chico	1	NEMA 14-50 (1)	5
Wittmeier Chevrolet	2292 Forest Ave, Chico	1	CCs/SAE (1)	5
Hard Rock Casino	3317 Forty Mile Rd, Wheatland	4	J-1772 (2), Tesla (2)	6
Caltrans District 3 Office	703 B St, Marysville	16	J-1772 (16)	7
Feather Falls Casino	3 Alverda Dr, Oroville	4	J-1772 (2), Tesla (2)	9
Feather Falls Lodge	175 Alverda Dr, Oroville	2	J-1772 (1), Tesla (1)	9
Oroville Municipal Lot	1209 Huntoon St, Oroville	10	J-1772 (10)	9
Butte College	3536 Butte College Dr, Oroville	2	J-1772 (2)	10

Chapter Five: Corridor Performance

Corridor Performance

Constrained Planned and Programmed Projects and Strategies

This chapter outlines the planned, programmed, and conceptual projects proposed in the CMCP for the four segments analyzed. These projects were identified through a collaborative approach with local, regional, and tribal partners that included input from the public. Projects include a variety of different modes and strategies, some of which include vehicular, multimodal, transit, rail, freight, and ramp metering.

Each project is listed as either a constrained or unconstrained project based on the following criteria:

- A constrained improvement or action is a project in a long-term fiscally constrained plan such as an approved Regional Transportation or Metropolitan Transportation Plan (RTP or MTP), Capital Improvement Plan, or measure. It can also be a project listed in a near-term programming document identifying funding amounts by year, such as the STIP or the SHOPP.
- An unconstrained improvement or action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a section of a fiscally constrained plan and is not currently programmed. Conceptual projects are all fiscally unconstrained projects derived from documents such as local and regional General Plans, and Caltrans System Planning Documents.

The segment maps provide information on the segment location and locations of improvement projects (constrained or unconstrained). The project identification numbers correspond to the Project Table under the Segment Summary Information section.

Segments – State Highway System

For the purpose of analysis, SR 70-99 is divided into 10 segments, which are examined in this CMCP. These projects are most likely to be constructed during the document's twenty-year horizon and have been identified with partner transportation agencies.

Segment 1: Sacramento and Sutter Counties

Segment 1 begins in Sacramento County on SR 99 (PM 32.120) at the junction of the I-5 and ends at the SR 70 junction (PM R8.070). Land use in this segment is suburban in design before leading into the more rural setting of the corridor.

Segment 2: Sutter County

Segment 2 begins in Sutter County on SR 99 (PM R8.070) at the SR 70 junction and ends at the SR 20 intersection in Yuba City (PM 30.633). Land use in this segment is a mixture of urban and rural with agricultural operations. Yuba City is one of the larger cities the corridor crosses in the CMCP study area.

Figure 5.1 Segment 1 Map

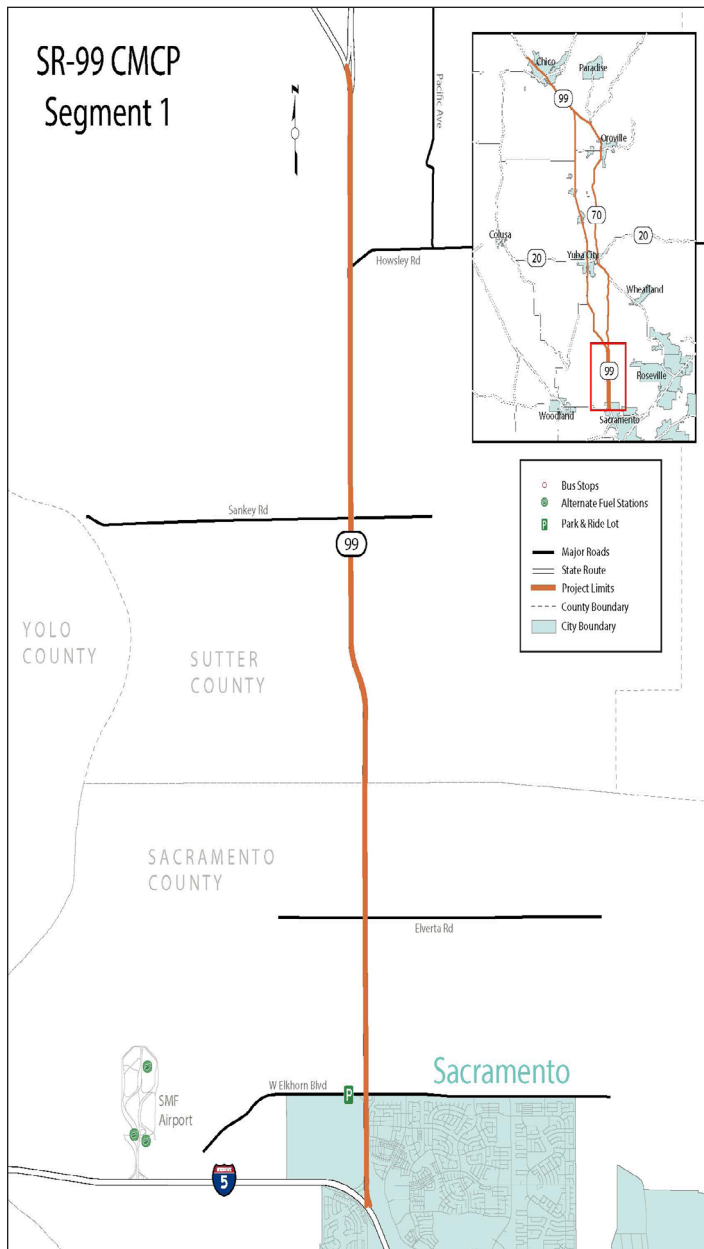


Figure 5.2 Segment 2 Map

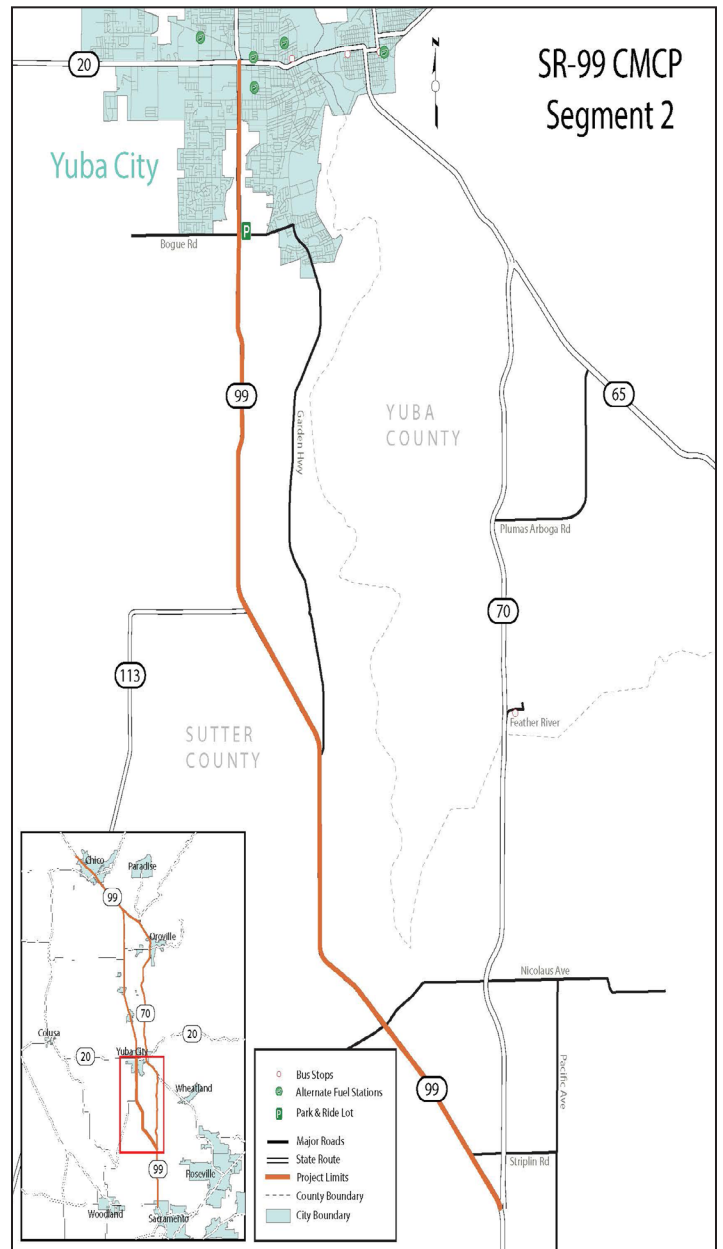


Table 5.1 Segments 1 and 2 Project List

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
1	Constrained	Managed Lanes from I-5/SR 99 Jct. to SR 99/SR 70 Jct	Construct Managed Lanes	Highway	SAC, SUT	SR 99
1	Constrained	Widen Elkhorn Blvd & Interchange	Widen from Rio Linda Blvd through SR 99 to Lone Tree Rd	Highway	SAC	SR 99
1	Unconstrained	Expand Elkhorn Park and Ride Lot	Expand & Redesigned to allow Transit Operations	Transit	SAC	SR 99
1	Constrained	Riego Road Widening	Widen Riego Rd from 2 lanes to 4 lanes.	Highway	SUT	SR 99
1	Unconstrained	East Levee Rd	Construct Class I Bicycle Lane	Active	SAC	SR 99
1	Unconstrained	East Commerce Rd	Construct Class II Bicycle Lanes	Active	SAC	SR 99
1	Unconstrained	Sacramento Northern Bikeway Trail	Extend Class I trail from current terminus at Elverta Rd to Sutter County Line	Active	SAC	SR 99
1	Constrained	Construct Bicycle Facilities	Construct various bicycle facilities in the Metro Air Park Specific Plan Area	Active	SAC	SR 99
1	Unconstrained	Construct Auxiliary Lanes	New Auxiliary Lanes between Elkhorn and Elverta Rds.	Highway	SAC	SR 99
1	Constrained	I-5/SR 99 Interchange	Construct a reconstruction of the interchange	Highway	SAC	SR 99
1	Unconstrained	Construct Sutter Pointe Park and Ride Lot	Construct new park and ride lot	Transit	SUT	SR 99
2	Unconstrained	Pedestrian Improvements on SR 20 from Harter to Feather River Bridge	Various improvements to enhance walkability in Yuba City	Active	SUT	SR 20

Table 5.1 Segments 1 and 2 Project List Con't.

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
2	Unconstrained	Wilson Rd Intersection Improvements	Construct improvements to the SR 99-Wilson Rd intersection (Turnoff for Garden Hwy).	Highway	SUT	SR 99
2	Unconstrained	Construct Placer Parkway/Sankey Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99
2	Unconstrained	Construct Catlett Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99
2	Unconstrained	Construct Garden Hwy Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99
2	Unconstrained	Widen SR 99 to 6 lanes from SR 70 Jct to Barry	Widen the route from the existing four lane conventional highway to six lanes.	Highway	SUT	SR 99
2	Unconstrained	Widen SR 99 to 6 lanes from Barry to SR 20	Widen the route from 4 to 6 lanes	Highway	SUT	SR 99
2	Constrained	Construct Class II Bike Lane	Construct a Class II bicycle lane on SR 99 from Bogue Rd to SR 20	Active	SUT	SR 99
2	Unconstrained	Pedestrian Improvements on SR 20 from Harter to Feather River Bridge	Various improvements to enhance walk ability in Yuba City	Active	SUT	SR 20
2	Unconstrained	Oswald Rd Intersection Improvements	Construct improvements to the SR 99-Oswald Rd intersection.	Highway	SUT	SR 99
2	Constrained	SR 99/20 Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99

Table 5.1 Segments 1 and 2 Project List Con't.

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
2	Constrained	SR 99 Widening 4 to 6 lanes between Bogue Rd and SR 20	Widen the route from 4 to 6 lanes	Highway	SUT	SR 99
2	Unconstrained	SR 20 Widening 4 to 6 lanes from Tharp Rd to SR 99	Widen the route from 4 to 6 lanes	Highway	SUT	SR 20
2	Unconstrained	Bicycle Facility parallel to Bridge St or a separated Bike Lane on SR 20	Build new bicycle and pedestrian paths to provide an active transportation route along SR 20.	Active	SUT	SR 20
2	Unconstrained	Landscaping Master Plans along SR 99 and SR 20 in City's Sphere of Influence	Landscape upgrades along SR 20 and SR 99 in Yuba City	Highway	SUT	SR 99
2	Unconstrained	Expand Bogue Rd Park and Ride Lot	Expand to create additional parking.	Transit	SUT	SR 99
2	Unconstrained	Construct Yuba City Transit Center at Alturas & Shasta Streets	Construct new transit center in Yuba City for Yuba Sutter Transit	Transit	SUT	SR 20
1,2	Unconstrained	Conversion of UPRR ROW to Bike/Ped Path including crossings at SR 20 and SR 99	Construct new bicycle and pedestrian path from former railroad right of way.	Active	SUT	SR 20, SR 99
1,2	Unconstrained	Bicycle Facilities parallel to SR 99 (Walton/Stabler, Clark)	Build new bicycle and pedestrian paths to provide an active transportation route along SR 99.	Active	SUT	SR 99

Segment 3: Sutter and Butte Counties

Segment 3 begins in Sutter County on SR 99 (PM 30.633) from the SR 20 intersection and ends at the crossing with W Liberty Road in Butte County on SR 99 (PM R3.130). This segment includes the northern limits of Yuba City and crosses the City of Live Oak where the corridor acts as a main street.

Segment 4: Butte County

Segment 4 begins in Butte County on SR 99 (PM R3.130) where it meets with W Liberty Road and continues on SR 99 in Butte County until it meets Southgate Avenue (PM 29.367). Land use in this area is rural in nature with agricultural activities before nearing the suburban outlining of the City of Chico.

Figure 5.3 Segment 3 Map

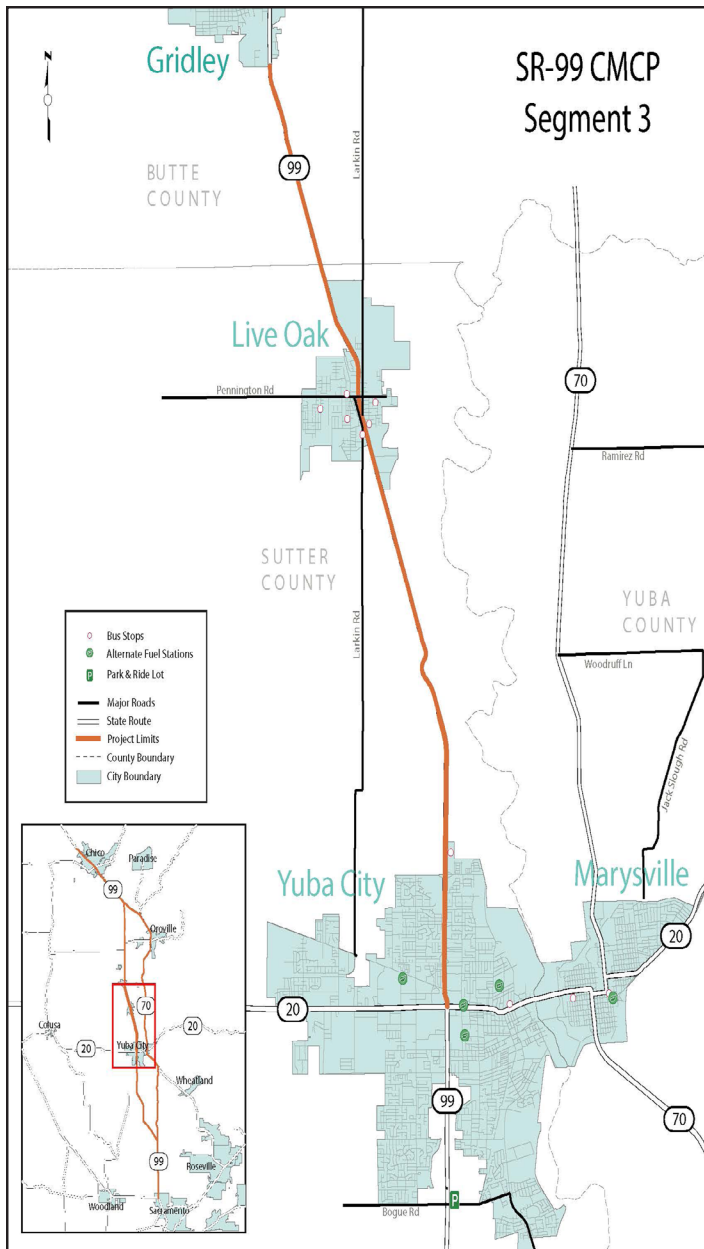


Figure 5.4 Segment 4 Map

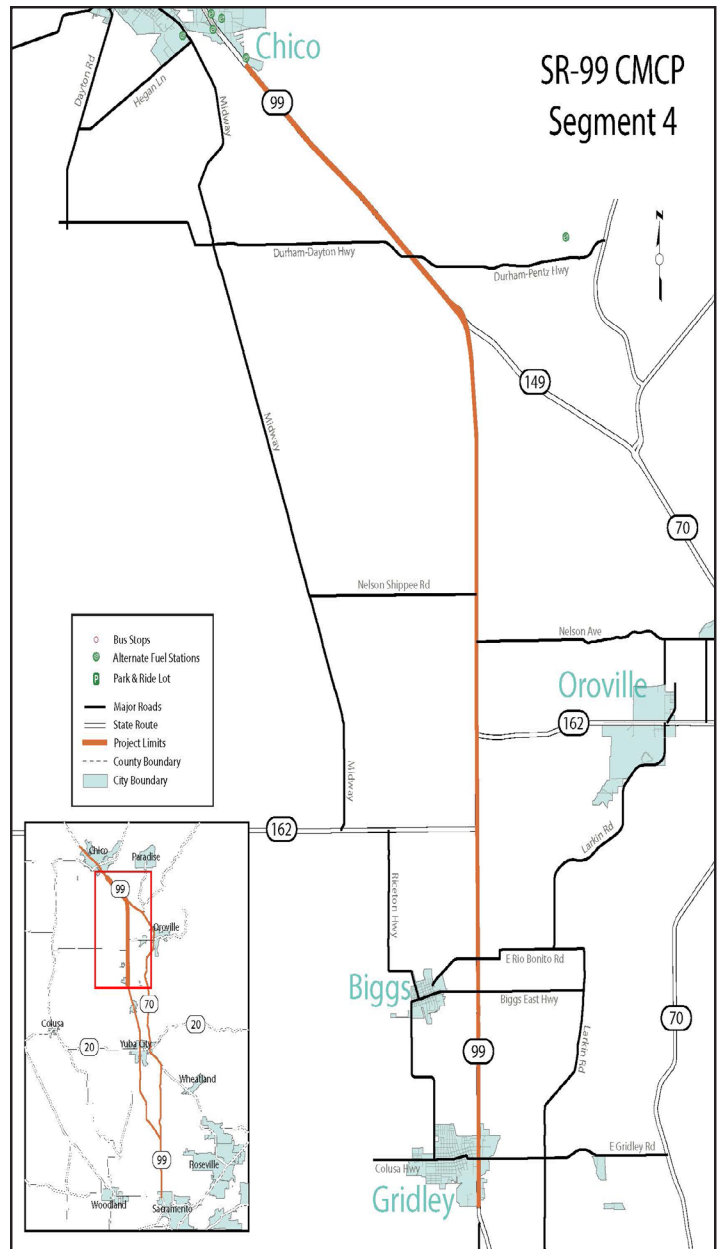


Table 5.2 Segments 3 and 4 Project List

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
3	Constrained	SR 99/Pease Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99
3	Unconstrained	Sound Walls on SR 99 from Jaime Dr to Pease Rd	Construct sound walls to reduce noise impacts	Highway	SUT	SR 99
3	Unconstrained	SR 99 Widening 2 to 4 lanes between Sanders Rd and Bishop Ave	Widen the route from 2 to 4 lanes	Highway	SUT	SR 99
3	Constrained	Construct Grade Separation at UPRR Lomo Crossing	In Sutter County on Route 99 at Lomo Crossing	Highway	SUT	SR 99
3	Unconstrained	Safety Improvements at Live Oak Blvd (Restrict Access)	Restrict access from SR 99 next to Lomo Crossing	Highway	SUT	SR 99
3	Unconstrained	Widen from 2 to 4 lanes from end of freeway south of Lomo Crossing to Sutter/Butte County Line	Widen the route from the existing two-lane conventional highway to four lanes.	Highway	SUT	SR 99
4	Constrained	East Gridley Road	Emergency corridor - Gridley to Hwy 70. Widen from 1 lane per direction to 2 lanes.	Highway	BUT	SR 70
4	Unconstrained	Widen to 4 lanes from Ford Ave. to Ord Rd	Widen the route from 2 to 4 lanes.	Highway	BUT	SR 99
4	Constrained	Reconstruct E. Biggs Rd Intersection for ADA Improvements	Construct auxiliary lanes at intersection	Highway	BUT	SR 99

Table 5.2 Segments 3 and 4 Project List Con't.

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
4	Constrained	Reconstruct Richvale Rd Intersection for ADA improvements	Construct auxiliary lanes at intersection	Highway	BUT	SR 99
4	Unconstrained	Construct Passing Lane from Ord Ranch Rd to E. Biggs Rd	Construct Passing Lane from Ord Ranch Rd to E. Biggs Rd	Highway	BUT	SR 99
4	Unconstrained	Construct Passing Lane from E. Biggs Rd to Richvale Rd	Construct Passing Lane from E. Biggs Rd to Richvale Rd	Highway	BUT	SR 99
4	Unconstrained	Construct Passing Lane from Richvale Rd to SR 149	Construct Passing Lane from Richvale Rd to SR 149	Highway	BUT	SR 99
4	Unconstrained	Construct Neal Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	BUT	SR 99
4	Unconstrained	Widen to 6 lanes from SR 149 Jct to Southgate Ave.	Widen from conventional 4 lanes to 6 lane freeway.	Highway	BUT	SR 99
4	Unconstrained	Construct Roundabouts at ramp junctions at Durham-Pentz Rd Interchange	Construct two roundabouts on both sides of the freeway entrances.	Highway	BUT	SR 99
3,4	Unconstrained	4 lanes from Sutter/Butte County Line to W. Liberty Rd	Widen the route from 2 to 4 lanes	Highway	BUT	SR 99
3,4	Unconstrained	Construct Left and Right Turn Channelization: Richvale Rd, Nelson Ave, Nelson Shippee Rd, Cottonwood Rd, Shippee Rd	Construct various left hand and right turns at various intersections along SR 99 in Butte County.	Highway	BUT	SR 99

Segment 5: Butte County

Segment 5 begins in Butte County on SR 99 (PM 29.370) where the freeway begins at Southgate Avenue and continues into the City of Chico to the north end of Esplanade (PM T38.373). The land uses in this area are suburban and urban in nature as it's where the routes crosses the City of Chico.

Segment 6: Sutter-Yuba Counties

Segment 6 begins in Sutter County on SR 70 at the junction of SR 99 (PM R0.051) and ends south of the City of Marysville at the south end Yuba River Bridge (PM 13.604). The land uses in this area are rural in nature before transforming to suburban and urban near Marysville.

Figure 5.5 Segment 5 Map

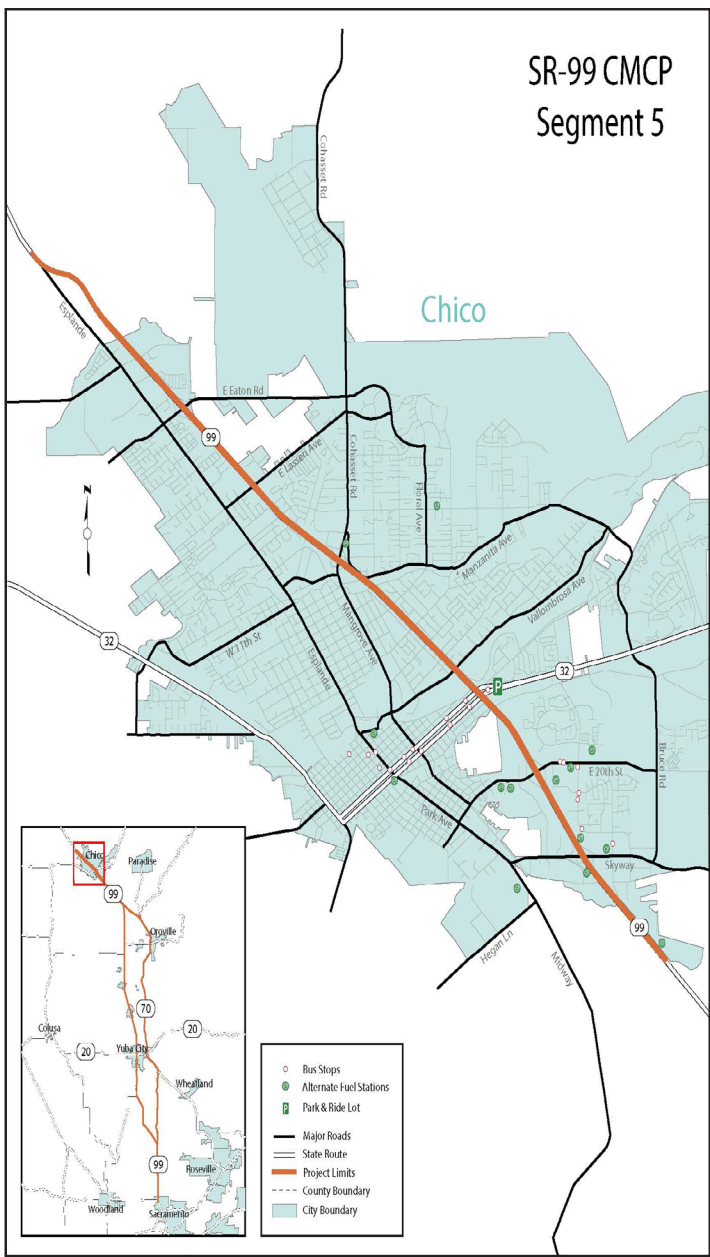


Figure 5.6 Segment 6 Map

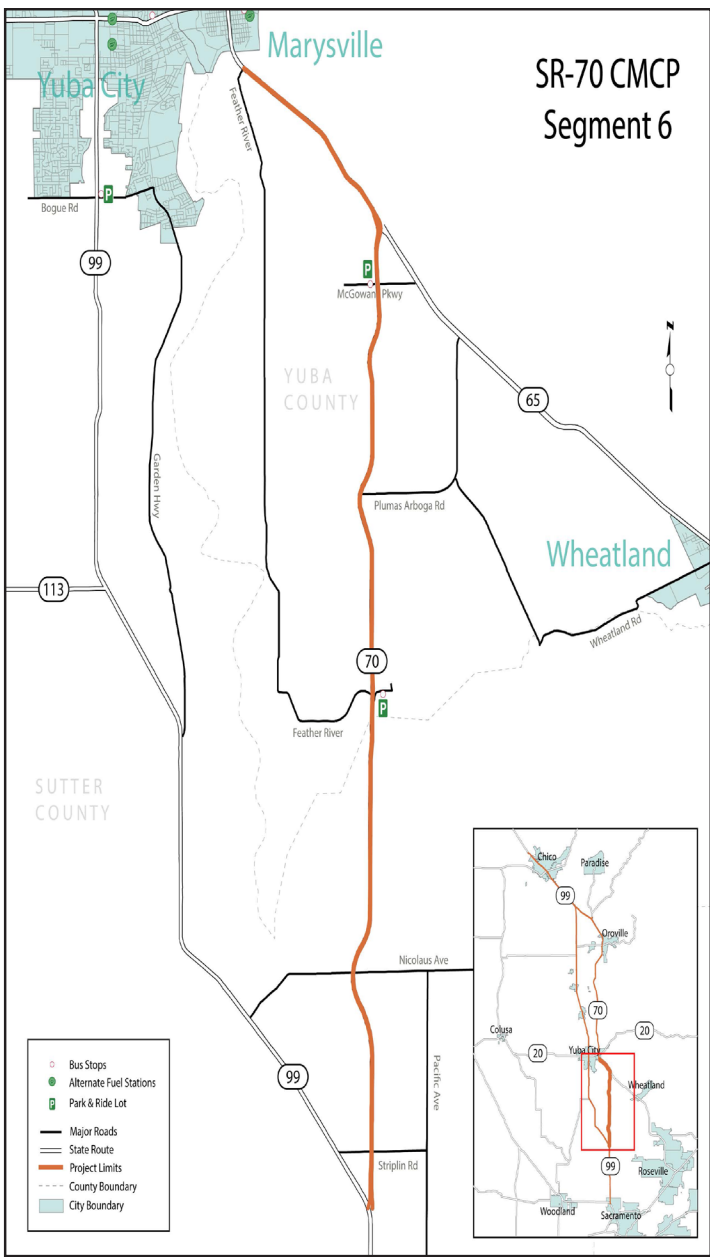


Table 5.3 Segments 5 and 6 Project List

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
5	Constrained	Northwest County Emergency Corridor	Emergency corridor/by- pass - Midway Road, Richvale to Durham. Widen from 1 lane per direction to 2 lanes	Highway	BUT	SR 99
5	Constrained	Construct Southgate Rd Interchange (Close Estates access point and connect to Southgate)	Convert the existing intersection to a freeway interchange.	Highway	BUT	SR 99
5	Unconstrained	Install Ramp Meters: East First Ave, Cohasset, East Ave, Eaton Rd	Construct ramp meters at the loca- tions listed	Highway	BUT	SR 99
5	Constrained	Chico - Paradise Bikeway Project	Construct new combina- tion Class 1 & 2 paths.	Active	BUT	SR 99
5	Constrained	Chico Park & Ride Expansion	New multi-story park and ride at SR 32/99 with charging stations	Transit	BUT	SR 99
5	Unconstrained	Lindo Channel Bike Path/Trail	Construct either a Class I or Class IV bicycle/pe- destrian path along Lindo Channel	Active	BUT	SR 99
5	Unconstrained	Class I Bike Path Exten- sion	Extend the current class I bicycle path along Hagen to University Park	Active	BUT	SR 99
5	Constrained	Construct Auxiliary Lanes be- tween Skyway and Cohasset Interchanges	Construct additional auxiliary lanes on SR 99 in Chico in each direction.	Highway	BUT	SR 99

Table 5.3 Segments 5 and 6 Project List Con't.

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
5	Unconstrained	Widen Skyway Interchange	Widen the Skyway interchange	Highway	BUT	SR 99
5	Constrained	Widen Eaton Rd Interchange	Widen the Eaton interchange	Highway	BUT	SR 99
5	Unconstrained	Construct Garner Lane Interchange	Convert the existing intersection to a freeway interchange.	Highway	BUT	SR 99
6	Unconstrained	Construct Striplin Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 70
6	Unconstrained	Construct Berry/Kempton Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 70
6	Constrained	Yuba 70 Connector ramp meter (EB) at NB SR 65	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	Yuba 70 ramp meter at Erle Road (WB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	Yuba 70 ramp meter at Feather River Blvd (EB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	Yuba 70 ramp meter at Feather River Blvd (WB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	Yuba 70 ramp meter at Lindhurst Ave (EB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	Yuba 70 ramp meter at McGowan Road (EB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	Yuba 70 ramp meter at McGowan Road (WB)	Construct connector ramp meter	Highway	YUB	SR 70



Table 5.3 Segments 5 and 6 Project List Con't.

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
6	Constrained	Yuba 70 ramp meter at Olivehurst Ave (EB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	Yuba 70 ramp meter at Olivehurst Ave (WB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Constrained	SR 70 Diagonal Ramp Meter at the SR 70/Plumas Lake Road interchange (WB)	Construct connector ramp meter	Highway	YUB	SR 70
6	Unconstrained	Construct Transit Bus Facility Project	Construct new transit bus facility	Transit	SUT, YUB	SR 70, 99

Segment 7: Yuba County

Segment 7 begins in Yuba County on SR 70 at the South End Yuba River Bridge (PM 13.604) and continues on SR 70 to 24th Street intersection in Marysville (PM 15.350). The land use in this area is urban in design; coursing through the downtown core of Marysville.

Segment 8: Yuba and Butte Counties

Segment 8 begins in Yuba County on SR 70 at 24th Street (PM 15.350) and continues on SR 70 into Butte County where it crosses East Gridley Road (PM 4.060). The land use in this segment departs the urban environment of Marysville and transforms into a rural landscape with agricultural activities.

Figure 5.7 Segment 7 Map

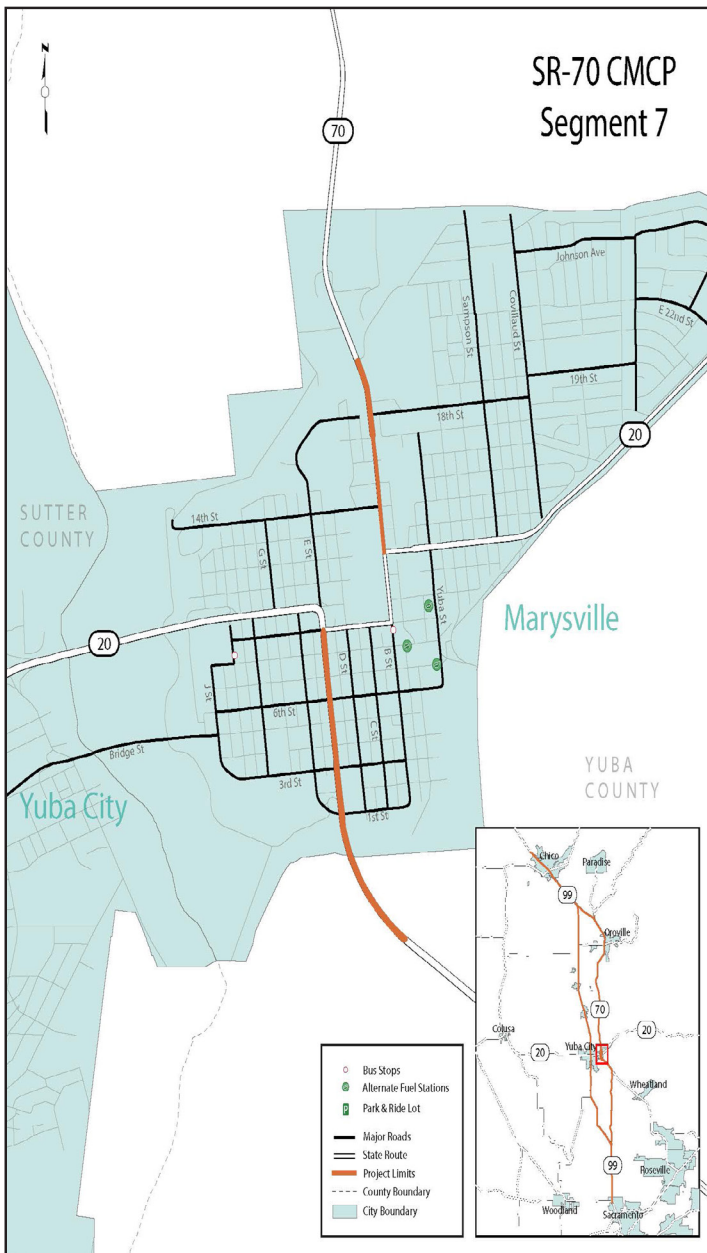


Figure 5.8 Segment 8 Map

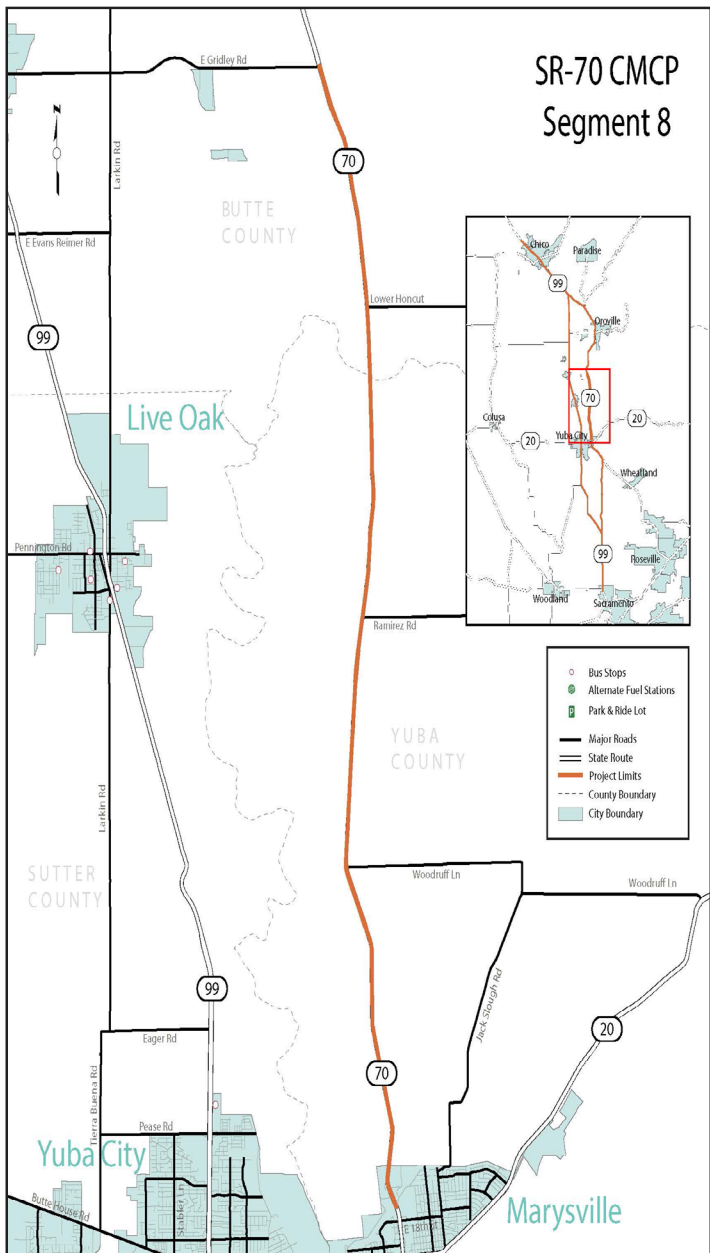


Table 5.4 Segments 7 and 8 Project List

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
7	Constrained	Yuba 70 ramp meter at North Beale Rd (EB)	Construct connector ramp meter	Highway	YUB	SR 70
7	Constrained	SR 70 Diagonal Ramp Meter at the SR 70/North Beale Road interchange (EB)	Construct connector ramp meter	Highway	YUB	SR 70
7	Unconstrained	Adaptive Signal System	Construct and program an adaptive signal system on SR 70 throughout Marysville.	Highway	YUB	SR 70
7	Constrained	Reconstruct 3 UPRR under crossings to standard clearance and 4 highway travel lanes, provide pedestrian facilities.	Reconstruct 3 railroad crossings in Marysville at the UPRR Biny Junction over SR 70.	Highway	YUB	SR 70
7	Unconstrained	Various Bicycle Improvements throughout Marysville	Add various Class II and Class III bicycles lanes through the city.	Highway	YUB	SR 70
8	Constrained	East County Emergency Corridor	Emergency corridor - Hwy 70 to Four corners at the town of Bangor. Widen from 1 lane per direction to 2 lanes	Highway	BUT	SR 70

Segment 9: Butte County

Segment 9 begins in Butte County on SR 70 at East Gridley Road (PM 4.060) and continues in Butte County on SR 70 to the junction of SR 149 (PM R20.970). The land use in this segment is mostly rural with some agricultural use and near suburban environments due to its close proximity to Oroville.

Segment 10: Butte County

Segment 10 begins in Butte County on SR 149 at the junction of SR 70 (PM R.0.00) and continues on SR 149 in Butte County to the junction of SR 99 (PM R5.302). The land use in this segment is rural in nature.

Figure 5.9 Segment 9 Map

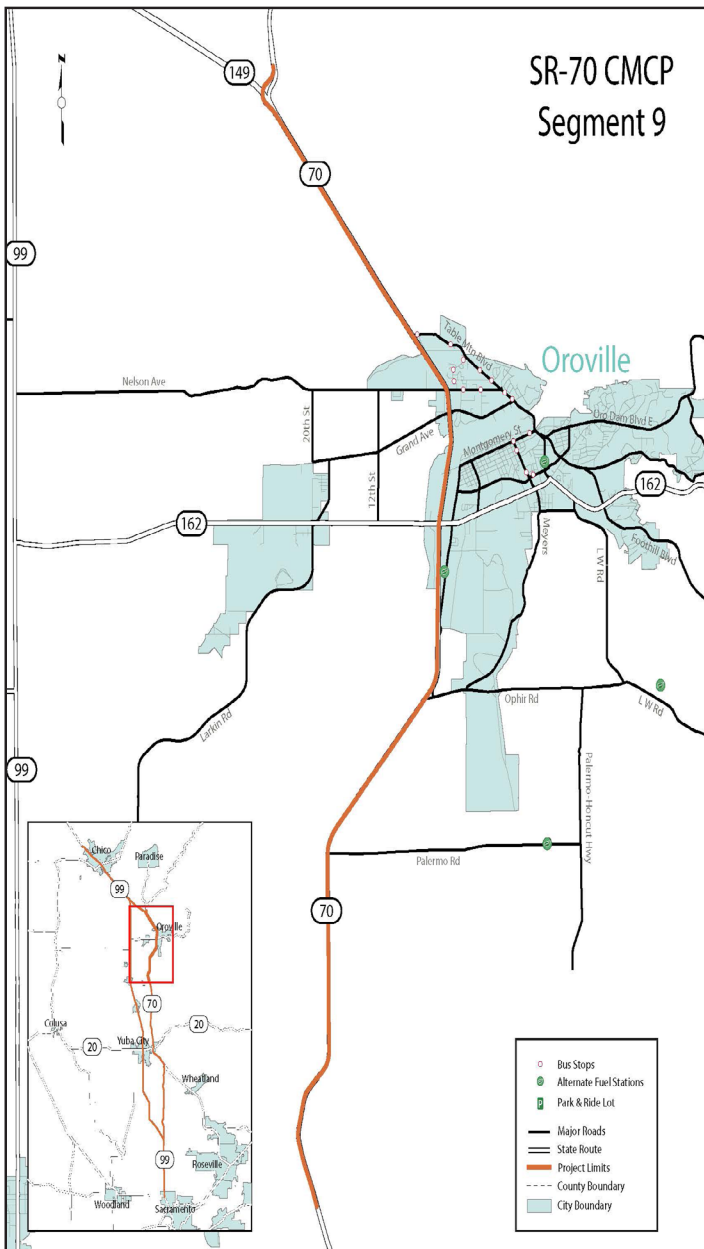


Figure 5.10 Segment 10 Map

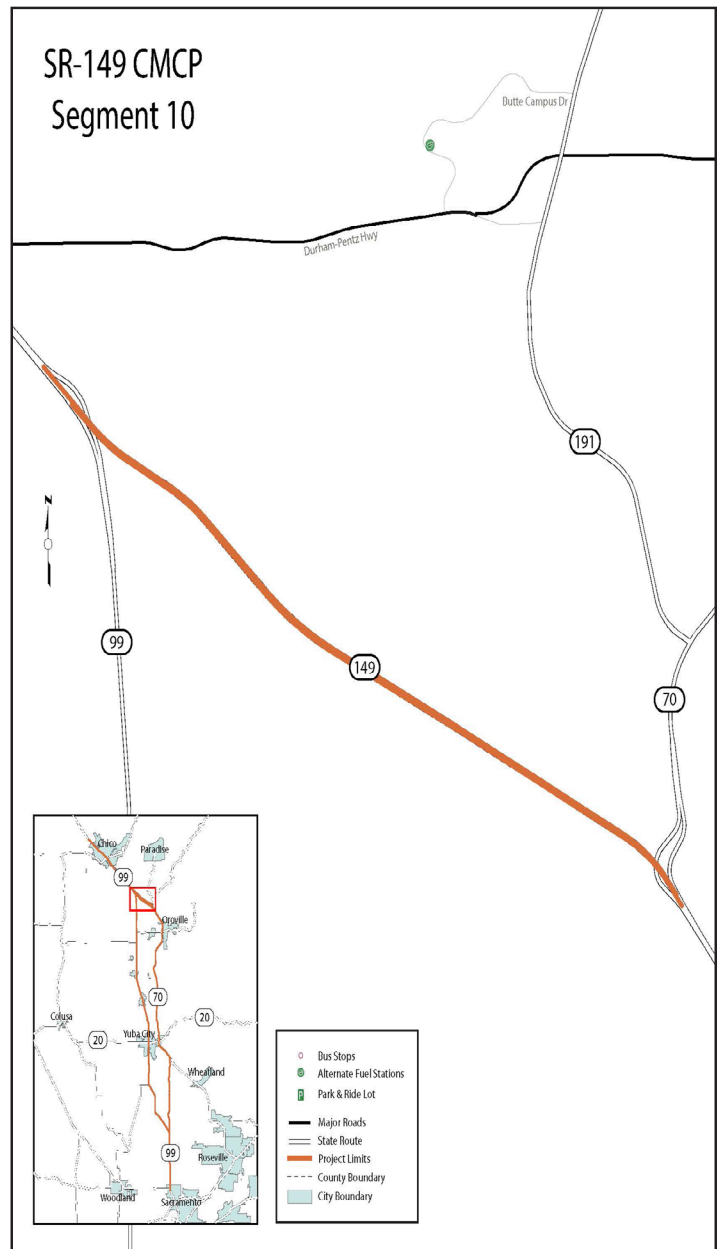


Table 5.5 Segments 9, 10 and All Project List

Segment	Constrained/ Unconstrained	Project Name	Project Description	Mode	County	Route
9	Constrained	East County Emergency Corridor	Emergency corridor - Hwy 70 to Hwy 162 at Kelly Ridge Road. Widen from 1 lane per direction to 2 lanes	Highway	BUT	SR 70
9	Constrained	Oroville Park & Ride Lot	Construct a park and ride lot at the his- toric Oroville Rail Depot	Transit	BUT	SR 70
All	Constrained	New Com- mute Oper- ation from Butte County to Live Oak/ Yuba City/ Sacramento	New transit services in construction with B-Line in Butte County	Transit	BUT, SAC, SUT	SR 99
All	Constrained	Chico to Sacramento Commuter Transit Service	Commuter transit from Chico to Sac- ramento with 4 round trips on Electric or hybrid com- muter buses. Purchase 4 buses, charge stations and 5 year pilot for operating needs.	Transit	BUT, SAC, SUT, YUB	SR 70, 99, 149
All	Unconstrained	Extend San Joaquin Rail Service from Sacramen- to to Butte County	Extend the Amtrak California San Joaquin intercity rail service from its existing terminus of Sacramento into Butte County.	Transit	BUT, SAC, SUT, YUB	SR 70, 99, 149

Existing Conditions (Baseline)

The SR 70-99 corridor is evaluated on the following performance measures. First, as a baseline, the plan looks at the year in which the last full data run was extracted. There are two Metropolitan Planning Organizations (MPO's) in the SR 70-99 Corridor: BCAG and SACOG. The BCAG baseline year is from their 2018 RTP while the SACOG baseline is from their 2020 MTP. Segments 4, 5, 9 and 10 are located in BCAG's jurisdiction while segments 1, 2, 3, 6, 7 and 8 are located in SACOG's jurisdiction.

The TAC and Stakeholder groups decided that a planning level analysis be performed due to the length of the corridor. Because the CMCP encompasses two MPO's, both RTP/MTP models for each agency were utilized. Caltrans staff utilized the Cube model from BCAG and the SACSIM model from SACOG. Model runs between the two jurisdictions were linked at their respective boundaries. For the SR 70-99 CMCP, the future build demand modeling was completed by including all the projects in the project list within the 2040 horizon year.

Once the demand model runs were completed, the following performance metrics of VMT, vehicle hours traveled (VHT), and vehicle hours of delay (VHD) were extracted for each segment under the BCAG and SACOG models for both northbound (NB) and southbound (SB) directions.

Table 5.6 2018 BCAG Baseline Performance Metrics

Segment	Period	NB VMT	NB VHT	NB VHD	SB VMT	SB VHT	SB VHD
Segment 4	Day	495,900	2.19	0.012	484,463	2.17	0.016
	AM Peak	87,008	0.56	0.002	67,876	0.54	0.001
	PM Peak	103,621	0.56	0.003	107,978	0.54	0.004
Segment 5	Day	229,770	0.94	0.002	232,399	0.99	0.001
	AM Peak	32,208	0.24	0	40,235	0.25	0
	PM Peak	56,417	0.24	0.001	48,558	0.25	0
Segment 9	Day	126,292	0.96	0.013	128,711	0.97	0.022
	AM Peak	24,212	0.24	0.003	16,656	0.23	0
	PM Peak	27,498	0.24	0.003	34,950	0.25	0.015
Segment 10	Day	290,064	0.72	0	281,376	0.69	0
	AM Peak	49,116	0.17	0	36,351	0.17	0
	PM Peak	61,564	0.17	0	59,649	0.17	0

Table 5.7 2016 SACOG Baseline Performance Metrics

Segment	Period	NB VMT	NB VHT	NB VHD	SB VMT	SB VHT	SB VHD
Segment 1	Day	318,536	5,391	335	315,744	5,441	429
	AM Peak	36,236	590	15	94,979	1,826	319
	PM Peak	98,448	1,778	215	51,742	854	33
Segment 2	Day	194,528	4,233	283	179,832	3,904	241
	AM Peak	26,229	579	35	50,992	1,126	104
	PM Peak	58,793	1,318	138	35,080	777	55
Segment 3	Day	140,375	2,889	357	139,505	2,804	288
	AM Peak	16,125	306	14	34,414	753	133
	PM Peak	38,802	895	196	27,803	564	61
Segment 6	Day	295,022	5,836	999	317,549	5,268	135
	AM Peak	41,483	930	243	78,308	1,309	47
	PM Peak	77,035	1,641	385	54,598	913	28
Segment 7	Day	22,902	1,398	804	24,242	797	217
	AM Peak	3,893	293	192	4,784	177	63
	PM Peak	5,030	443	314	4,686	172	61
Segment 8	Day	86,333	1,733	134	85,134	1,666	90
	AM Peak	11,234	215	7	21,922	446	40
	PM Peak	28,005	608	89	16,698	326	17

Proposed Projects

As part of the project analysis section of the CMCP, Caltrans solicited feedback from the TAC and Stakeholders groups to submit a list of potential projects (Tables 5.1 through 5.5) for analysis in the CMCP. The CMCP targeted priority projects that could alleviate congestion and reduce VMT/GHG, consistent with state and regional plans and goals, for future consideration of local, regional, and state funding programs such as the SCCP. The complete list of projects (constrained and unconstrained) included in the CMCP were agreed upon by our TAC and Stakeholder groups. Following the initial list of projects submitted, Caltrans coordinated with the TAC and Stakeholder partners to agree to a subset of projects from the complete list of the projects to model. The projects selected were the constrained projects as they are consistent with the financially constrained sections of each respective RTP and MTP along the corridor.

Tables 5.8 through 5.11 provide the no-build and build analysis for the segments in the CMCP. The segments are divided by the RTP or MTP model utilized in the analysis. The performance measures analyzed include VMT, VHT, and VHD.

Table 5.8 2040 BCAG No-Build Performance Outputs

Segment	Period	NB VMT	NB VHT	NB VHD	SB VMT	SB VHT	SB VHD
Segment 4	Day	578,961	2.21	0.022	564,550	2.18	0.02
	AM Peak	92,288	0.56	0.003	84,431	0.54	0.001
	PM Peak	126,409	0.56	0.006	117,686	0.54	0.005
Segment 5	Day	257,044	0.94	0.003	260,875	0.99	0.001
	AM Peak	35,683	0.24	0.0	43,286	0.25	0.0
	PM Peak	61,721	0.24	0.001	54,901	0.25	0.0
Segment 9	Day	129,910	0.95	0.002	133,528	0.95	0.002
	AM Peak	19,038	0.23	0.0	18,219	0.23	0.0
	PM Peak	30,878	0.23	0.001	31,985	0.23	0.001
Segment 10	Day	379,013	0.72	0.0	368,196	0.69	0.0
	AM Peak	61,291	0.17	0.0	51,195	0.17	0.0
	PM Peak	83,429	0.17	0.0	75,427	0.17	0.0



Table 5.9 2040 BCAG Build Performance Outputs

Segment	Period	NB VMT	NB VHT	NB VHD	SB VMT	SB VHT	SB VHD
Segment 4	Day	579,524	2.21	0.02	566,557	2.18	0.018
	AM Peak	92,350	0.56	0.003	84,433	0.54	0.001
	PM Peak	126,430	0.56	0.006	117,724	0.54	0.005
Segment 5	Day	257,080	0.94	0.003	261,006	0.99	0.001
	AM Peak	35,683	0.24	0.0	43,286	0.25	0.0
	PM Peak	61,721	0.24	0.001	54,905	0.25	0.0
Segment 9	Day	129,592	0.95	0.002	133,260	0.95	0.002
	AM Peak	19,038	0.23	0.0	18,219	0.23	0.0
	PM Peak	30,876	0.23	0.001	31,978	0.23	0.001
Segment 10	Day	378,566	0.72	0.0	367,865	0.69	0.0
	AM Peak	61,265	0.17	0.0	51,196	0.17	0.0
	PM Peak	83,424	0.17	0.0	75421	0.17	0.0

Table 5.10 2040 SACOG No-Build Performance Outputs

Segment	Period	NB VMT	NB VHT	NB VHD	SB VMT	SB VHT	SB VHD
Segment 1	Day	318,536	5,391	335	315,744	5,441	429
	AM Peak	36,236	590	15	94,979	1,826	319
	PM Peak	98,448	1,778	215	51,742	854	33
Segment 2	Day	194,528	4,233	283	179,832	3,904	241
	AM Peak	26,229	579	35	50,992	1,126	104
	PM Peak	58,793	1,318	138	35,080	777	55
Segment 3	Day	140,375	2,889	357	139,505	2,804	288
	AM Peak	16,125	306	14	34,414	753	133
	PM Peak	38,802	895	196	27,803	564	61
Segment 6-1*	Day	217,792	3,558	92	228,963	3,743	108
	AM Peak	32,068	525	12	55,362	923	44
	PM Peak	51,048	841	30	39,045	635	16
Segment 6-2*	Day	113,705	3047	1,055	120,950	2,178	155
	AM Peak	22,370	684	292	21,864	398	32
	PM Peak	23,033	689	285	26,027	483	48
Segment 7	Day	32,887	1,346	546	35,753	1,199	321
	AM Peak	5,603	269	134	6,851	247	79
	PM Peak	6,921	322	154	7,051	257	86
Segment 8	Day	86,333	1,733	134	85,134	1,666	90
	AM Peak	11,234	215	7	21,922	446	40
	PM Peak	28,005	608	89	16,699	326	17

* The model outputs divided Segment 6 into two subsegments: 6-1 from the SR 70-SR 99 junction to McGowan Parkway and 6-2 from McGowan Parkway to the south end of the Yuba River Bridge in Marysville. This is due to Segment 6-1 being classified as a rural section while Segment 6-2 is classified as urban.

Table 5.11 2040 SACOG Build Performance Outputs

Segment	Period	NB VMT	NB VHT	NB VHD	SB VMT	SB VHT	SB VHD
Segment 1	Day	369,768	6,198	324	367,019	6,299	472
	AM Peak	52,100	870	43	100,228	1,913	321
	PM Peak	97,310	1,697	150	60,861	1,008	42
Segment 2	Day	202,590	4,366	241	187,799	4,050	215
	AM Peak	33,794	743	46	45,881	1,006	81
	PM Peak	50,181	1,097	82	35,865	786	44
Segment 3	Day	139,267	2,750	237	139,292	2,729	216
	AM Peak	18,899	359	17	30,196	631	89
	PM Peak	34,462	728	107	26,815	525	40
Segment 6-1*	Day	220,388	3,593	94	230,685	3,773	112
	AM Peak	32,606	530	12	56,438	943	47
	PM Peak	52,222	860	31	38,707	630	15
Segment 6-2*	Day	113,605	3,051	1,060	120,955	2,178	155
	AM Peak	22,283	681	291	21,923	399	32
	PM Peak	23,168	698	291	25,891	481	48
Segment 7	Day	32,893	1,348	548	35,599	1,194	321
	AM Peak	5,584	267	133	6,864	248	80
	PM Peak	6,941	325	157	7,077	260	88
Segment 8	Day	82,384	1,563	37	82,975	1,573	37
	AM Peak	12,805	242	5	15,165	289	8
	PM Peak	18,797	360	12	18,052	344	10

* The model outputs divided Segment 6 into two subsegments: 6-1 from the SR 70-SR 99 junction to McGowan Parkway and 6-2 from McGowan Parkway to the south end of the Yuba River Bridge in Marysville. This is due to Segment 6-1 being classified as a rural section while Segment 6-2 is classified as urban.

Corridor Analysis Results – All Scenarios

The corridor is analyzed for the three scenarios below. The base year scenario is 2016 for the SACOG region (SACSIM 19 model) and 2018 for the BCAG region (BCAG Version 1.1 model) current conditions. The years are based on the currently approved BCAG RTP 2018 and the SACOG MTP/SCS 2020. The future scenarios are divided into the future no-build and future build models. Further descriptions of the scenarios are as following:

Base Year Scenario (Baseline 2016 for SACSIM and Baseline 2018 for BCAG):

The purpose of this scenario is to establish the baseline conditions along the corridor, given the base parameters and data. This scenario is assessed using the travel demand models for the corridor. The base year model consists of the land use and travel demand model of 2016 and 2018 respectively for the SACSIM and BCAG models.

Future Base (No Build) – 2040:

This scenario has identical network characteristics as the Current Baseline Scenario, but factors in growth in future travel demand, due to growth in population and employment throughout the region. It also establishes the future conditions as of 2040 along the corridor, given implementation of all known funded projects through 2040 with 2040 growth in traffic. Future travel demand was developed from the SACSIM and BCAG travel demand models for the year 2040. The future No Build scenario represents the future scenario with added travel demand, but no transportation system improvements assumed to help mitigate the anticipated growth in travel.

Future Build Scenario (With Projects):

This scenario assesses the changes resulting from projects along the SR 70-99 corridor. It includes fully funded RTP projects and selected projects from unconstrained RTP list. This scenario is assessed using the travel demand model for the corridor.

The RTP projects, which are the constrained projects along the corridor, emphasize reducing VMT, improving operations, and promoting infrastructure for non-motorized modes. The projects planned for the corridor include safety enhancements, operational improvements, and VMT mitigation measures. The VMT mitigation measures include improving the transit services and bike lanes in specific segments of the corridor. Travelers along both corridor primarily utilize personal vehicle which is addressed in the 2040 project list that proposes projects to reduce delays and increase speeds to have a positive impact on reducing GHG and emissions.

Various segments of the future Build scenario show improvements including increases in speed, and reduction in total delay and VMT. This can be associated to the capacity increase and operational improvements in those segments. Table 5.8 shows the comparison of daily performance metrics between the 2040 base and build scenarios. As the daily data shows, there are improvements in almost all the segments and the speed has increased while the total delay has decreased. However, there is increase in VMT in some of the segment. The increase in VMT in some of the segments is due to the capacity increase or increasing the number of lanes in that particular segment. For example, adding managed lanes in segment 1 causes an increase in the total VMT for that segment. Table 5.12 through Table 5.15 display the comparison of the performance metrics for the AM and PM peak periods in between the 2040 base and the build scenarios.

The results of the comparison show that the majority of the segments have reduction in both the VMT and VHD in the build scenario. These desired outputs can be related to the projects implemented in that segment. Some of the segments do not indicate VMT or delay reductions during the peak periods and that can be due to the congestions and bottle necks during the peak periods. Also, another possible reason is the presence of the signalized intersections in some of the segments that cause an increase in the delay and VMT. The minor changes in performance metrics in the segments is also due to the variations in the segment lengths. All the segments are not the same length, some of the segments are relatively short while some are longer.

Table 5.12 2040 Build-No Build Northbound Outputs

Segment	SR 70-99 Northbound								
	VMT		VHT		VHD		Change in VMT from No-Build to Build (%)	Change in VHT from No-Build to Build (%)	Change in VHD from No-Build to Build (%)
	2040 No Build	2040 Build	2040 No Build	2040 Build	2040 No Build	2040 Build	2040 No Build to Build	2040 No Build to Build	2040 No Build to Build
Segment 1	318,536	369,768	5,391	6,198	335	324	16.1	14.9	-3.3
Segment 2	194,528	202,590	4,233	4,366	283	241	4.1	3.1	-14.9
Segment 3	140,375	139,267	2,889	2,750	357	237	-0.8	-4.9	-33.7
Segment 4	578,961	579,524	2.2	2.2	0.0	0.0	0.0	0.0	0.0
Segment 5	257,044	257,080	0.9	0.9	0.0	0.0	0.0	0.0	0.0
Segment 6-1	217,792	220,388	3,558	3,593	92	95	1.1	0.9	3.2
Segment 6-2	113,705	113,605	3,047	3,051	1,055	1060	-0.1	0.0	0.0
Segment 7	32,887	32,893	1,346	1,348	546	548	0.0	0.0	0.0
Segment 8	86,333	82,384	1,732	1,563	134	37	-4.6	-9.8	-72.4
Segment 9	129,910	129,592	1.0	1.0	0.0	0.0	-0.3	0.0	0.0
Segment 10	379,013	378,566	0.7	0.7	0.0	0.0	-0.2	0.0	0.0

Table 5.13 2040 Build-No Build Southbound Outputs

Segment	SR 70-99 Southbound								
	VMT		VHT		VHD		Change in VMT from No-Build to Build (%)	Change in VHT from No-Build to Build (%)	Change in VHD from No-Build to Build (%)
	2040 No Build	2040 Build	2040 No Build	2040 Build	2040 No Build	2040 Build	2040 No Build to Build	2040 No Build to Build	2040 No Build to Build
Segment 1	315,744	367,019	5,441	6,299	429	472	16.2	15.7	10.0
Segment 2	179,832	187,799	3,904	4,050	241	215	4.4	3.7	-10.8
Segment 3	139,505	139,292	2,804	2,729	288	216	-0.2	-2.7	-25.0
Segment 4	564,550	566,557	2.2	2.2	0.0	0.0	0.0	0.0	0.0
Segment 5	260,875	261,006	1.0	1.0	0.0	0.0	0.0	0.0	0.0
Segment 6-1	228,963	230,685	3,743	3,773	108	112	0.0	0.0	0.3
Segment 6-2	120,950	120,955	2,178	2,178	155	155	0.0	0.0	0.0
Segment 7	35,753	35,599	1,199	1,194	321	321	-0.1	-0.1	0.0
Segment 8	85,134	82,975	1,666	1,573	90	37	-2.6	-5.6	-58.9
Segment 9	133,528	133,260	1.0	1.0	0.0	0.0	-0.1	0.0	0.0
Segment 10	368,196	367,865	0.7	0.7	0.0	0.0	-0.1	0.0	0.0



Chapter Six: Environmental Concerns and Sustainability

Environmental / Sustainability / Climate Change

California has been on the forefront of climate change policy, planning, and research across the nation. With rising GHG emissions, climate and extreme weather condition impacts California’s population and its infrastructure. Caltrans recognizes that outside of its own efforts, there are regional efforts to mitigate the effects of climate change. Coordination with local governments and stakeholders is crucial to ensure that climate analyses and adaptations are developed in partnership. Regional coordination will be especially important to combat stressors like rising temperature, volatile precipitation levels, and an increase in wildfire severity. Majority of the information in this chapter comes from the Caltrans Climate Change Vulnerability Assessment Technical Report and Map. This report was produced to provide an in-depth overview on the potential implications of climate change to Caltrans assets, and how climate data can be applied in decision-making.

Climate Change Considerations

The purpose of the climate change consideration scan is to conduct a high-level identification of potential environmental factors that may require future analysis in the project development process. This information may not represent all environmental considerations that exist within the corridor vicinity.

The factors are categorized based on a scale of Low-Medium-High probability of an environmental issue and determination was conducted by Caltrans District 3 Transportation Planning staff. The table below shows the environmental considerations within the SR 70-99 Corridor based on the Caltrans District 3 Climate Change Vulnerability Assessment Map and Technical Report.

Table 6.1 SR 70-99 Corridor Concerns

SR 70-99 Corridor Climate Change Concerns	Priority
Sea Level Rise	Low
Sea Level Rise-Storm Surge	Low
Exposed Levee	Low-Medium
Wildfire Exposure	High

Exposed Levee

According to the Caltrans District 3 Climate Change Vulnerability Assessment Technical Report and Map, the overall risk of an exposed levee in the SR 70-99 Corridor is low and only occurs in the most extreme scenario in the vulnerability assessment. It is worth noting that there is a portion of SR 99 in Sacramento and Sutter Counties that are at risk for exposed levees at 5 meters (16.4 feet). This stretch of SR 99 is approximately 4.2 miles long which begins just south of W. Riego Road and ends south of the Howsley Road interchange.

Immediately surrounding the southern portion of the SR 70-99 Corridor there are two other noteworthy roadways that have exposed levees at the 5-meter mark. The first at-risk roadway is I-5 near the Sacramento International Airport from the SR 99 junction to west of the Sacramento River for a total of 5.6 centerline miles. The second roadway is SR 113 in Sutter County through the community of Robbins starting north of Knights Road and ending at Kirkville Road for a total of 4.1 centerline miles.

Figure 6.2 SR 70-99 Exposed Levee Map



Wildfire Exposure

The wildfire vulnerability data is determined by looking at scenarios otherwise known as Representative Concentration Pathways (RCP). A RCP is a greenhouse gas (GHG) concentration trajectory, deemed feasible by the Intergovernmental Panel on Climate Change (IPCC), based on the volume of GHG's released in the coming decades. The number following each RCP scenario represents the total Watts each square meter of Earth surface receives in the given scenario. The Caltrans District 3 Climate Change Vulnerability Assessment Map looks at RCP 4.5 and RCP 8.5. RCP 4.5 is an intermediate scenario where global GHG emissions peak in 2040 and then begin to decline around 2045. RCP 8.5 is a "worst case" scenario where GHG emissions continue to rise throughout the 21st century. The Caltrans District 3 Climate Change Vulnerability Assessment Map additionally factors in three time frames for wildfire exposure. These time frames include 2010-2039, 2040-2069, and 2070-2099.

For the first time frame, 2010-2039, both RCP 4.5 and RCP 8.5 predict that much of the northern portion of the SR 70-99 Corridor will be at "high" risk for wildfire exposure. This northern portion of the corridor starts at the SR 70 and SR 162 in Oroville and ends at the Butte/Tehama County line. Much of the land and roadways to the east of Oroville and Chico (SR 70 and Sr 32 respectively) is classified as "moderate" in both RCP 4.5 and RCP 8.5. Another affected region in both scenarios is the land and roadways immediately surrounding Marysville, which is classified as "high" risk.

For the remaining second and third time frames, 2040-2069 and 2070-2099, the SR 70-99 Corridor will remain at the "high" status for wildfire exposure. For the 2040-2069 scenarios the land and roadways to the east of Oroville and Chico (SR 70 and SR 32 respectively) will be elevated to being classified as "high" in both RCP 4.5 and RCP 8.5. For the 2070-2099 RCP 4.5 scenario the land and roadways to the east of Oroville and Chico (SR 70 and SR 32 respectively) will remain classified as "high". For the 2070-2099 RCP 8.5 scenario however, the land and roadways to the east of Oroville and Chico (SR 70 and SR 32 respectively) will be elevated to a "very high" status.

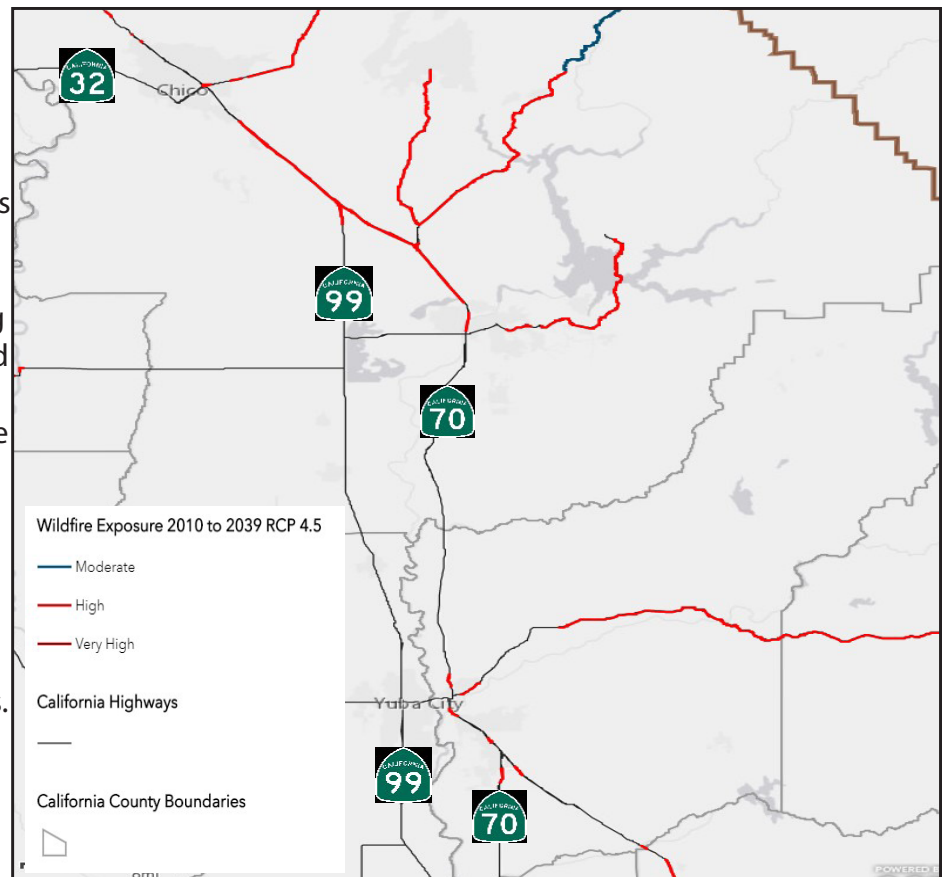


Figure 6.2 SR 70-99 Wildfire Risk Map

LEVEL OF WILDFIRE CONCERN

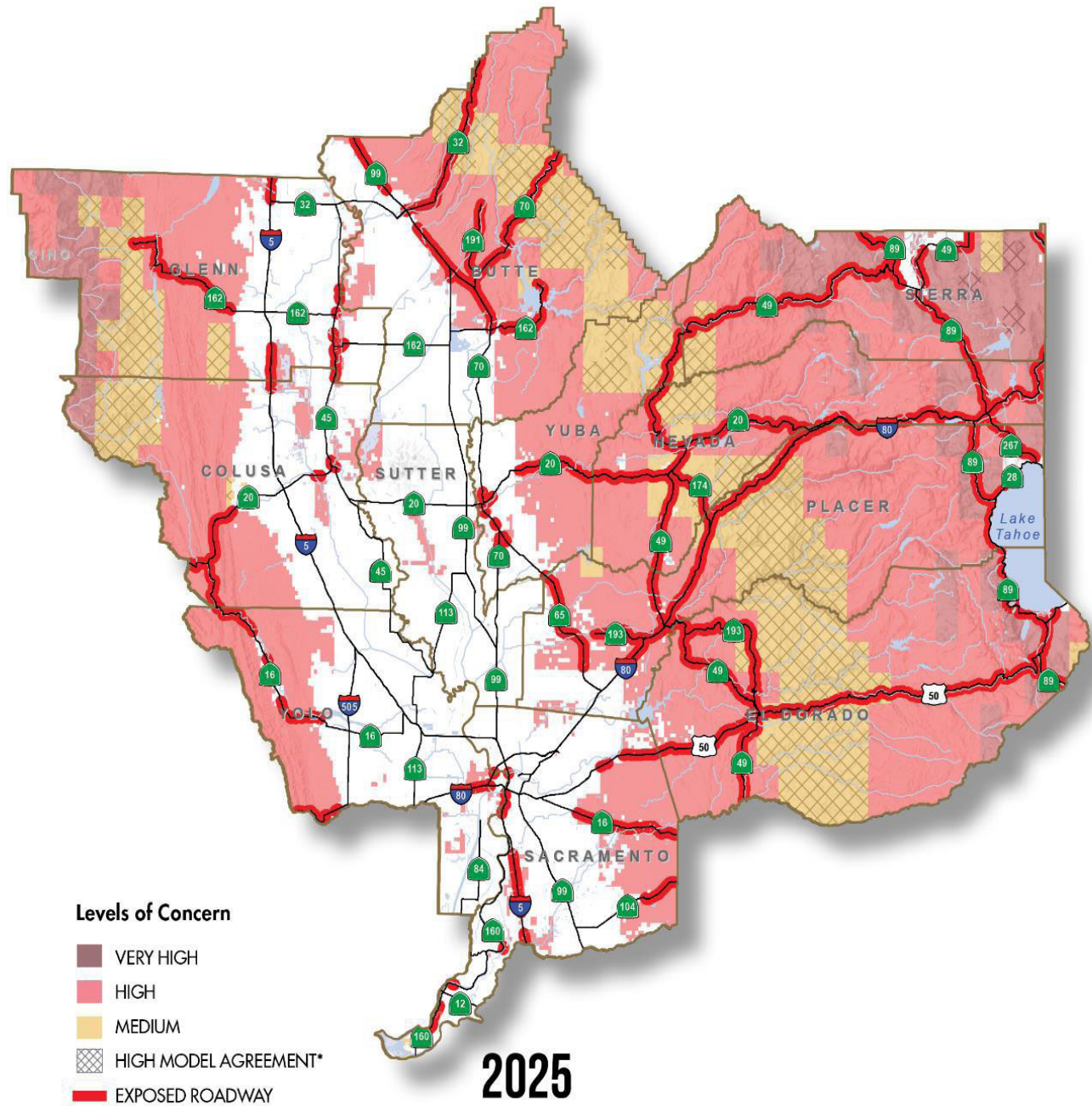


Figure 6.3 Caltrans District 3 Wildfire Risk Map

Habitat and Biological Resources

Adjacent to the northern-most edge of the SR 70-99 CMCP, agricultural and commercial lands give way to residential and business parcels as SR 99 continues southward through Chico while crossing Sycamore Creek. In several Chico locations, the highway is bordered or transected by city-owned parks (such as Bidwell Park), jurisdictional bodies of water (including Little Chico Creek, Butte Creek, and Teichert Pond) and associated riparian habitats. Federally recognized Native American Lands are located in Butte County around Yankee Hill which is located outside of the CMCP study area but still within Butte County. Butte Creek Canyon Ecological Reserve, managed by the California Department of Fish and Wildlife (CDFW), is located where Butte Creek crosses underneath SR 99 in Butte County. Vernal pools, United States Fish and Wildlife Service Critical Habitat for protected species, appear adjacent to both SR 99 and SR 70 between Chico and Oroville. The North Table Mountain - Ishi Wilderness, a California Essential Connectivity Area, intermittently transects the corridor from SR 99 (PM R22.114) to SR 70 (PM 16.84) in southern Butte County. The Mechoopda Native American Indian Reservation is adjacent to the highway north of the SR 99/149 junction.

The California Department of Water Resources (CDWR) Thermalito Power Canal crosses underneath the corridor in Butte County at SR 70 PM 16.33, north of Oroville. The Thermalito Power Canal feeds into the Thermalito Forebay and Thermalito Afterbay. The Feather River passes under SR 70 at PM 14.86 then flows southward along the west side of the highway until approximately PM 12.62 where it begins to meander westward through the Oroville Wildlife Area. The California Department of Fish and Wildlife manages the Oroville Wildlife Area that sits between SR 99 and SR 70. In Butte County, SR 70 from approximately PM 4.2 through PM 10.8 runs through, or is adjacent to, state-ranked "vulnerable" northern hardpan vernal pool habitats. South of Oroville there are several creeks, sloughs, and rivers that flow under SR 70 and into the Feather River. These locations are associated with riparian habitats. Protected species may be present within all riparian corridors and

tributaries. When SR 70 is not in an urban setting it is bordered mostly by agricultural lands until it merges with SR 99.

South of the Thermalito Afterbay, SR 99 is also generally bordered by agricultural lands, until it meets I-5. A California Conservation Easement (Agricultural Easement per Wetlands America Trust) borders the west side of SR 99 in Sutter County between PM17.019 and PM 15.172. CDFW State Conservation/ Feather River Wildlife Area transects the highway in Sutter County between PM 12.481 and the Feather River bridge at PM 12.29. This area is presumed to support several protected species. The Pleasant Grove Creek Canal and Natomas Basin Conservancy are in Sutter County at SR 99 PM 5.953. It is important to note that while a specific species may not be mentioned in this section there are several protected species that are present throughout the greater central valley region. In many instances these species live immediately adjacent to the corridor, especially where wetlands, agricultural wetlands or riparian habitats exist.

Historic/Cultural Resources

There are known historic properties from the National Register of Historic Places (NRHP) located within and around the SR 70-99 Corridor. Native American archaeological sites are likely to be buried beneath the ground surface. Archaeological sites dating to the historic period within the corridor are typical of those found in rural settings where homesteads, ranches, or farms were once present.

Architectural properties located within the corridor will most likely be associated with the agricultural history of the area. There is also the possibility of State or locally listed historic properties being located in the general vicinity of the SR 70-99 Corridor. Studies would have to be initiated to see if any potential resources would be disturbed or affected. Historical properties could be in the sphere of influence, (within one-half mile) of the SR 70-99 Corridor. Possible impacts to other historic architectural resources that are more distant to the corridor may also need to be evaluated. Sensitive archaeological sites are known to exist along the length of the corridor.

Table 6.4 SR 70-99 NRHP Corridor Properties

Name	Type	Source Date	Segment
Durham House	Building	April 1, 1992	4
Hazel Hotel	Building	July 12, 2001	4
Patrick Ranch House	Building	February 22, 1972	4
Allen-Sommer-Gage House	Building	April 12, 1977	5
Bidwell Mansion	Building	March 23, 1972	5
Chapman House	Building	January 27, 1982	5
Silberstein Park Building	Building	February 16, 1983	5
Stansbury House	Building	June 4, 1975	5
St John's Episcopal Church	Building	January 20, 1982	5
Southern Pacific Depot	Building	January 28, 1987	5
US Post Office-Chico Midtown	Building	January 10, 1985	5
Bok Kai Temple	Building	May 20, 1975	7
Hart Building	Building	January 27, 1982	7
Miller House	Building	March 11, 1998	7
Packard Library	Building	December 17, 1978	7
Ramirez House	Building	January 16, 1976	7
US Post Office-Marysville Main	Building	January 10, 1985	7
Oroville Carnegie Library	Building	May 7, 2007	9
Oroville Chinese Temple	Building	July 29, 1976	9
Oroville Commercial District	Building	July 27, 1983	9
Oroville Inn	Building	September 12, 1990	9
State Theatre	Building	September 12, 1991	9
US Post Office-Oroville Main	Building	January 10, 1985	9

Parks/Open Space

Section 4(f) of USC 49 Section 303 sets federal policy to preserve the natural beauty of open space and historic areas. Resources include publicly owned parks, recreation areas, wildlife, or waterfowl refuges and historic sites. Environmental staff will determine the need for a Section 4(f) evaluation based on a specific project potential to impact 4(f) resources located in each study area. Mitigation for impacts will be developed where appropriate in corridor specific areas. Where specific projects for the CCP study do not involve new right-of-way acquisition, potential impacts to 4(f) resources could result due to the proximity of project related construction to these resources.

Public Health

The current composition of the corridor transportation system has a variety of implications for public health, ranging from chronic disease to collision-related injury/death to access to medical services.

The Centers for Disease Control and Prevention (CDC) acknowledges that the existing transportation infrastructure in the U.S. focuses primarily on vehicle travel, while walking and bicycling activity have declined compared to previous generations. The CDC notes that these trends have contributed to an increase in obesity, diabetes, heart disease, and other chronic health conditions. Conversely, active transportation such as walking and bicycling com-

bined with transit use provide environmental and public health benefits, enabling individuals to be more physically active in their daily routines.

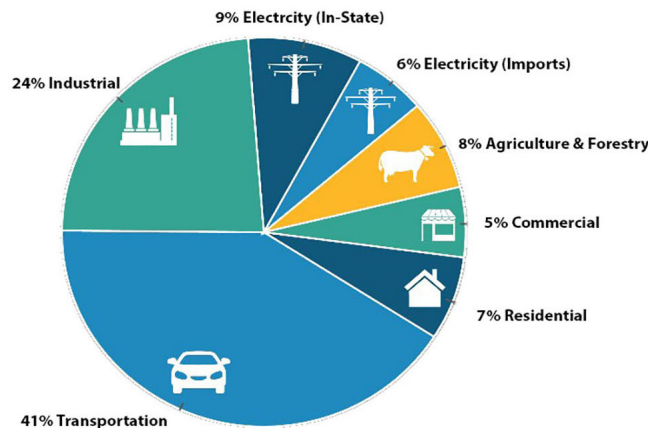
To combat these rising health issues, the bicycle and pedestrian projects proposed in the SR 70-99 CMCP will help to improve the corridor to promote a healthier lifestyle that encourages more bicycle and walking trips to reduce the dependence of single occupant vehicle trips. Bicycling and walking also work hand in hand with transit as part of the first mile/last mile solution.

The SR 70-99 Corridor influences public health in that it facilitates travel to and from appointments at the medical facilities located along the corridor, including the Oroville Hospital, the Rideout Medical Center, Sutter North Medical Group, UC Davis Medical Center, Sutter Medical Center, and the Enloe Medical Center. For individuals with mobility impairments or other disabilities, corridor transit options are particularly important for access to medical services. Recent Community Health Needs Assessments completed by healthcare providers along the SR 70-99 corridor indicated that a lack of safe, affordable, and accessible transportation is a primary barrier to accessing medical care, particularly for residents living in more remote locales.

On-road emissions from cars, trucks, buses, and motorcycles account for a significant portion of harmful emissions in the greater Sacramento Metropolitan region. They also make up more than 41 percent of GHG emissions associated with climate change Statewide (2018 Total CA Emissions). Today, air quality in the Greater Sacramento Region violates federal health standards under the Clean Air Act for several pollutants for which the federal government has found direct links to health problems. Increasing travel options and accommodating more travel via low and zero emission modes will reduce regional and Statewide greenhouse gas emissions and related adverse health effects.

With this shift in transportation policies, addressing these areas has never been more important for local, regional, state, and federal funding. This is highlighted by the SCCP program which states projects shall also be “designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors”.

Table 6.5 2018 California Total Emissions



425.3 MMT CO2
2018 Total California Emissions

Chapter Seven: Stakeholder and Public Engagement

Stakeholder Outreach and Public Engagement

Caltrans District 3, in partnership with local stakeholders, community based organizations, and the public developed this CMCP for the SR 70-99 corridor in Butte, Sacramento, Sutter, and Yuba counties. These partner agencies are identified in Table 7.1. The COVID-19 pandemic required many changes for the public engagement strategy, as most activities emphasized digital engagement in lieu of in-person engagement. Engagement activities for the CMCP included a website for stakeholders and the public to view the development of the plan; outreach materials such as a fact sheets and FAQ sheets; traditional and social media outreach; reoccurring TAC and Stakeholder Advisory Group meetings; CBO interviews; an online open house with a survey; Native American Tribal outreach; digital prioritization survey; non-digital outreach activities; and public outreach for comments along the SR 70-99 project area.

The goals of SR 70-99 CMCP public engagement plan were to:

- Create a framework, strategies, activities, and schedule for meaningful engagement with SR 70-99 CMCP stakeholders, local and regional communities, partner agencies, community-based organizations, and the public with a focus on priority populations to ensure equity for all users.
- Inform and educate local agencies, stakeholders, and the public about the Caltrans multimodal corridor planning process.
- Seek to renew or initiate two-way dialogues with stakeholders and the public that incorporate appropriate communications responsive to the current COVID-19 environment.
- Focus on appropriate engagement activities that:
 - Are related to components of the SR 70-99 CMCP that are flexible and open to influence.
 - Provide timely opportunities for meaningful engagement.
 - Identify key concerns, preferences, and opinions about the SR 70-99 corridor from adjacent agencies, communities, commuters, and stakeholders.
- Create a public education, outreach, and engagement process that helps to build consensus and reflects the priorities and values of Caltrans, partner agencies, stakeholders, and the public, including shared agreement on recommended improvement projects and transportation strategies.
- Maintain and enhance collaboration and productive relationships among the project partners and where possible, leveraging partner capabilities to bring resources to corridor improvements.
- Build strategies into the CMCP that aid in maintaining relationships with partners, stakeholders, and the public following the conclusion of the planning process.
- Identify best practices, build staff capacity, and improve skills in public engagement.
- Use the SR 70-99 CMCP as a pilot project to support and provide an example for public engagement in other, future CMCPs in all districts.



Table 7.1 SR 70-99 Corridor Partners

SR 70-99 Corridor Partner Organizations	
B-Line Transit	City of Live Oak
Berry Creek Rancheria of Maidu Indians	City of Marysville
Biggs & Gridley	City of Oroville
Butte County	City of Sacramento
Butte County Association of Governments (BCAG)	City of Yuba City
Butte County Development Services	Enterprise Rancheria Estom Yumeka Maidu
Butte County Public Health	KonKow Valley Band of Maidu
Butte County Public Works	Mechoopda Indian Tribe of Chico Rancheria
Butte County Sheriff	Mooretown Rancheria
California Highway Patrol, Oroville	Sacramento Area Council of Governments (SACOG)
California Highway Patrol, Yuba-Sutter	Sacramento County
Caltrans HQ DOTP	Sacramento International Airport
Chico Public Works	Sacramento Transportation Authority
Mayor of Chico	State Parks
Chico Velo	Sutter County
City of Chico	Town of Paradise
Chico State	Paradise Police Department
City of Chico	Yuba County
City of Gridley	Yuba-Sutter Transit

TAC and Stakeholder Advisory Groups

Caltrans met monthly with the TAC which was established to serve as a collaboration tool for the planning process. Along with input on plan content, the TAC provided input on the public engagement process and was asked to publicize engagement activities on behalf of the CMCP process. The TAC met semi-monthly to review proposed projects, data and modeling, and public participation information.

Caltrans also met with the Stakeholders Advisory Group to provide updates and receive direction on the development of the plan. The Stakeholder group is comprised of the management of local/regional government agencies and local government officials. Caltrans ensured that TAC members were part of the outreach strategy and provided assistance by promoting outreach activities for the development of the CMCP.

Caltrans hosted a kickoff meeting on September 9th, 2020 for the SR 70-99 CMCP. The first TAC Meeting was held on September 21th, 2020, and has since met a total of 10 times. The first Stakeholder Meeting was held on October 14th, 2020 and the group has met for a total of three times.

Kickoff Meeting – September 9, 2020

The SR 70-99 Kickoff Meeting was conducted virtually. The meeting’s objectives were to establish the TAC and the Stakeholder Team. The meeting attendees also discussed the purpose and need for a CMCP, as well as the SB 1 SCCP. The group established the CMCP’s projects schedule and the Corridor Scope Study Limits.

Stakeholder Meeting 1 – October 14, 2020

Caltrans District 3’s Director, Amarjeet Benipal, touched on the collaborative efforts of the CMCP. The TAC and Stakeholder roles & responsibilities were discussed as well as their respective meeting schedules. The SR 70-99 corridor segments, CMCP chapter development, performance metrics, and engagement plan were also discussed.

Stakeholder Meeting 2 – March 22, 2021

Caltrans facilitated a discussion around the review of submitted projects, a review of the corridor demographics, priority population’ areas of focus, and the CMCP public participation plan. The public participation plan included a fact sheet, CMCP website, and dates for open houses.

Stakeholder Meeting 3 – January 19, 2022

Caltrans presented the list of projects, project prioritization methodology, and a recap of the public participation methods used throughout summer and fall 2021.

Public Outreach Methods

Each of the outreach activities listed in the introduction required publicity through established Caltrans channels as well as supplemental outreach efforts in coordination with trusted partners, agency representatives, and local community groups. The CMCP team worked to identify the timing and content for outreach efforts. This section outlines each of the outreach tools that were used to disperse information about the planning process and foster participation.

Website Updates

The SR 70-99 CMCP website: www.Hwy70-99CorridorPlan.com was utilized to post information and updates about the SR 70-99 CMCP. Caltrans District 3 kept the website up to date as project materials were developed. Caltrans promoted the launch of the project website and shared its availability with its partners.

E-mail

The CMCP team established an extensive email list utilizing current contact lists and collecting additional contacts through public outreach. The team also coordinated with CBO partners to ask them to share emails or information on behalf of the CMCP. Through this effort, the CMCP team kept the com-



munity informed with short emails that offered brief snippets of information during key project milestones.

Social Media Engagement

Regular posts on Facebook and Twitter accounts kept people engaged in the SR 70-99 CMCP. Posts mainly focused on project milestones, upcoming community engagement opportunities, and key findings.

Press Releases and Local Media Relations

Caltrans issued press releases to local media outlets about CMCP milestones to publicize the survey and community engagement opportunities. Digital versions of the fact sheet and press releases were posted on the corridor website, social media channels and submitted to local newspapers.

Survey

Caltrans conducted an online survey to assess the public's use of the SR 70-99 corridor, including driving, bicycling, walking, and using public transportation. The survey included seven questions. It was available from July 8, 2021, to September 30, 2021. A total of 646 people responded to the survey. All questions were optional, and not all respondents completed every question. The survey, social media (Facebook and Twitter) played a key role in the public outreach. A link and announcement for the survey was developed and advertised through a variety of paid and free platforms to encourage diverse participation.

The key findings from the survey include:

- The most frequently used mode of transportation within the study area was single-occupant vehicles (between 80% and 85%).
- The next most used mode of transportation was carpool or vanpool with just 12% of survey respondents having listed that as a response.
- Other modes, besides driving alone are not used frequently.
- Convenience, safety, and commute time are the

top variables that play into decision-making for commute mode.

- Respondents rated their experience driving a vehicle as dissatisfactory.
- Congestion along the corridor and along local streets as well as safety were cited as the most critical concerns along SR 70-99.
- Addressing queuing, improving traffic speeds, and improving intersections in the surrounding transportation system were the highest rated improvements along the SR 70-99 Corridor.
- Many survey respondents in question six mentioned a SR 70 bypass for Marysville.

Full survey results can be found in Appendix A.

Public Comment on Projects

Caltrans District 3 conducted an email response to assess the public's review of the projects listed in Chapter 5 of the CMCP. This comment period ran between February 1-15, 2022. The project list in Chapter 5 was placed on the CMCP website.

The majority of the responses were comments about a bypass of Marysville. Caltrans and its local partners in Yuba County have had long discussions about a bypass of Marysville, however, it is not economically feasible at this time to pursue that type of project.

The rest of the comments had to do with general congestion, safety, bicycle and pedestrian infrastructure, and additional lanes.

The full comment list can be found in Appendix B.

Chapter Eight: Tribal Government Outreach

Tribal Government Outreach

For the SR 70-99 CMCP, Caltrans District 3 coordinated with the Native American Tribal Governments located in the corridor study area. The tribes participated in the kickoff meeting, TAC, and Stakeholder meetings with other local, regional and state agencies.

The following section lists Tribal Governments in the SR 70-99 CMCP Corridor Area.

Berry Creek Rancheria of Maidu Indians of California



Also Known As:	<ul style="list-style-type: none"> • Berry Creek Rancheria of Tyme Maidu Indians • Berry Creek Rancheria • Tyme Maidu Indians
Recognition:	Federally Recognized
County:	Butte
Tribal Affiliation:	Maidu
Land Acreage:	Approximately 65 acres in two separate tracts near Oroville.
Website:	https://www.berrycreekmaiduindians.org/
Tribal Members	Approximately 304
Adjacent Highways:	SR 162
Regional Highways:	SR 70, SR 99, SR 149

Enterprise Rancheria of Maidu Indians of California

Also Known As:	• Enterprise Rancheria Estom Yumeka Maidu
Recognition:	Federally Recognized
County:	Butte, Sutter, Yuba
Tribal Affiliation:	Estom Yumeka Maidu
Land Acreage:	40 acres (Has another 40 acres that was flooded by Oroville Dam)
Website:	https://enterpriserancheria.org/
Tribal Members	Approximately 1,000
Adjacent Highways:	None
Regional Highways:	SR 65, SR 70, SR 162



Mechoopda Indian Tribe of Chico Rancheria



Also Known As:	<ul style="list-style-type: none"> • Mechoopda Maidu • Maidu Mechoopda • Chico Rancheria-Mechoopda Indians
Recognition:	Federally Recognized
County:	Butte
Tribal Affiliation:	Maidu
Land Acreage:	650 acres (not in trust)
Website:	https://mechoopda-nsn.gov/
Tribal Members	Approximately 560
Adjacent Highways:	SR 99
Regional Highways:	SR 32, SR 149

Mooretown Rancheria of Maidu Indians of California

Also Known As:	• Mooretown Rancheria
Recognition:	Federally Recognized
County:	Butte
Tribal Affiliation:	Concow Maidu
Land Acreage:	109 acres
Website:	https://mooretownrancheria.org/
Tribal Members	Information unavailable
Adjacent Highways:	None
Regional Highways:	SR 70, SR 162



Chapter Nine: Project Evaluation

Project Evaluation

In addition to the planning level analysis outlined in Chapter 5, additional projects were assessed using a qualitative methodology using key selected performance measures. A qualitative analysis is needed for the CMCP because not all projects included in the plan are able to be included in modeling tools. Examples of these project types include bicycle and pedestrian projects, certain types of safety-related projects, fiscally unconstrained projects, and some arterial projects. The following key performance measures are derived from a combination of State (CTC and Caltrans) and regional (BCAG, SACOG, and local plans) programs, goals, and objectives. These performance measures were used to qualitatively assess the improvements:

- VMT Reduction
- Person Throughput
- Safety Improvement
- Mode Share/Mode Shift
- Vehicle/Person Hours of Delay
- Improve Accessibility/Travel Time by Mode
- Reduce GHG and Improve Air Quality
- Improve System Reliability

These performance metrics are used to assess the potential transportation system improvements in the Study Area. The intent is not to rank the improvements or measure them against each other, but rather to inform the SR 70-99 CMCP and ultimately the local, regional, state, and federal funding processes regarding how these projects address the overall goals and objectives related to state, regional, and local plans.

A set of rules were applied by project type for each performance metric to determine if that project type had a greater or lesser benefit as it relates to the performance measures. For example, some types of transportation improvements may significantly improve safety, but not necessarily reduce congestion, while others may reduce VMT, but not significantly affect system reliability. Additionally, for each performance metric category, a set of rules were established to identify if the improvement would result in a Low, Medium, or High score for each metric based on known characteristics and attributes of each type of improvement.



Table 9.1 Project Evaluation Scoring Methodology

Performance Measure	Low Score	Medium Score	High Score
<p>Vehicle Miles Traveled (VMT) Reduction</p>	<p>Active Transportation: Complete Streets: Sidewalks, Crosswalks, Traffic Calming, Bikeway Class 2 and 3, Pedestrian Improvements</p>	<p>Transit: Transit Centers/ Bus stations/ Bus stops, Park and Ride, Rideshare/ Vanpool</p> <p>Active Transportation: Bike-share, Bikeway - Class 1 and 4, Pedestrian Over/Under Crossings</p> <p>Transit: New BRT, New Bus Route/Frequency, New Rail, Commuter Program Enhancements, Intermodal Station</p>	<p>Transit: New BRT, New Bus Route/ Frequency, New Rail, Commuter Program Enhancements, Intermodal Station</p>
<p>Total Person Throughput</p>	<p>Active Transportation: Bikeway - Class 2, Bikeway Class 3</p> <p>Arterial: Arterial Corridor Improvement, Intersection Improvement</p> <p>Highway: Ramp Improvements Transit: Bus Replacement/ Transit Maintenance/ Transit Operations</p>	<p>Active Transportation: Bikeway - Class 1 or 4, Complete Streets: Sidewalks, Crosswalks, Traffic Calming, Capacity Enhancement, ITS/ Operational Improvements</p> <p>Highway: Auxiliary Lane, ITS/ Operational Improvements, Interchange and Intersection Enhancement/ Improvement</p> <p>Transit: Commuter Program Enhancements, Transit Centers/ Park and Ride/ Bus stations/ Bus stops, Rideshare / Vanpool</p>	<p>Transit: New BRT, New Bus Services, New Rail</p> <p>Highway: Capacity Enhancements, Managed Lanes</p> <p>Active Transportation: Pedestrian Improvements, Pedestrian Over/Under Crossings</p>

Table 9.1 Project Evaluation Scoring Methodology, Con't.

Performance Measure	Low Score	Medium Score	High Score
<p>Safety: Collision and Evacuation (by mode)</p>	<p>Active Transportation: Bikeway Class 2 and 3 or Shoulder Enhancement</p> <p>Arterial: Arterial Corridor Improvement</p> <p>Transit: Bus Replacement/ Transit Maintenance/ Transit Operations, Transit Centers/ Park and Ride/ Bus Stations/ Bus Stops</p>	<p>Active Transportation: Complete Streets: Sidewalks, Crosswalks, Traffic Calming</p> <p>Arterial: Intersection Improvement</p> <p>Highway: Intersection Improvement, Interchange Enhancements, Expressway Conversion</p>	<p>Arterial/Highway: Evacuation Route improvements, ITS/ Operational Improvements, Ramp Improvements, TWLTL (Two way left turn lanes), Shoulder addition and/or adding rumble strips, Median Barriers, Guardrail, Roundabout, Capacity Improvements for Rural regions</p> <p>Active Transportation: Class 1 and 4 Bikeway, Pedestrian Over/ Under Crossings</p>
<p>Mode Share/Mode Shift - Transit/Managed Lanes/Bicycle and Walking</p>	<p>Active Transportation: Bikeway Class 3</p> <p>Transit: Bus Replacement/ Transit Maintenance/ Transit Operations</p>	<p>Active Transportation: Bikeway - Class 2, Pedestrian Improvements, Complete Streets: Sidewalks, Crosswalks, Traffic Calming, Over- or under- crossing improvements for bicycling and walking</p> <p>Transit: Commuter Program Enhancements, Transit Centers/ Bus Stations/Stops</p>	<p>Active Transportation: Bikeway - Class 1 or 4</p> <p>Transit: Rideshare/ Vanpool, Park and Ride, New Bus Services Frequencies, New Rail</p> <p>Highway: Managed Lanes (Highway)</p>

Table 9.1 Project Evaluation Scoring Methodology, Con't.

Performance Measure	Low Score	Medium Score	High Score
<p>Vehicle/Person Hours of Delay</p>	<p>Active Transportation: Bikeway - Class 1, 2, 3 or 4, Pedestrian Improvements, Pedestrian Over/Under Crossings</p> <p>Transit: Bus Replacement/ Transit maintenance/ Transit Operations</p>	<p>Active Transportation: Complete Streets: Sidewalks, Crosswalks, Traffic Calming</p> <p>Transit: New Bus, New Rail</p> <p>Highway: Ramp Improvements</p>	<p>Arterial: Corridor Improvements, Intersection Improvements, Capacity Enhancements</p> <p>Highway: Auxiliary Lane, Capacity Enhancements, Managed Lanes, ITS/ Operational Improvements, Interchange Improvements</p>
<p>Accessibility: Travel Time by Mode</p>	<p>Arterial: Arterial Corridor Improvement</p> <p>Transit: Bus Replacement/ Transit Maintenance/ Transit Operations</p>	<p>Active Transportation: 1st/ Last Mile, Complete Streets: Sidewalks, Crosswalks, Traffic Calming: Sidewalks, Crosswalks, Traffic Calming, Bike/ped Bridges, Bikeshare, Bikeway - Class 1, 2, 3 and 4, Pedestrian Improvements, Pedestrian Over/Under Crossings</p> <p>Arterial: Capacity Enhancement, ITS/ Operational Improvements, Intersection Improvement</p> <p>Transit: Commuter Program Enhancements, Transit Centers/ Park and Ride/ Bus stations/ Bus stops</p>	<p>Highway: Managed Lanes, Auxiliary Lane, Capacity Enhancement, Integrated Corridor Management, Interchange Enhancements, ITS/ Operational Improvements, Ramp Improvements</p> <p>Transit: New On-Demand Services, New Bus Services, New Rail, Rideshare / Vanpool</p>

Table 9.1 Project Evaluation Scoring Methodology, Con't.

Performance Measure	Low Score	Medium Score	High Score
<p>Sustainability: Greenhouse gas (GHG emissions)/Air Quality</p>	<p>Transit: Transit Maintenance/ Transit Operations, Transit Centers/ Bus stations/ Bus stops</p>	<p>Transit: Commuter Program Enhancements, New Bus, New Rail, Park and Ride Charging Stations: Solar Panels, Rideshare / Vanpool</p> <p>Highway: Managed Lanes, Interchange Enhancement, ITS Operational Improvements</p>	<p>Active Transportation: Complete Streets: Sidewalks, Crosswalks, Traffic Calming: Bikeway - Class 1, 2, 3 and 4, Pedestrian Improvements, Pedestrian Over/Under Crossings</p> <p>Arterial/Highway: Roundabout</p> <p>Transit: Bus Replacement</p>
<p>Improve System Reliability</p>	<p>Active Transportation: Bikeway - Class 2 and 3, Pedestrian Improvements, Pedestrian Over/Under Crossings</p> <p>Transit: On-Demand Transit Service, Bus Replacement/ Transit Maintenance/ Transit Operations</p>	<p>Active Transportation: Bikeway – Class 1 and 4, Complete Streets: Sidewalks, Crosswalks, Traffic Calming</p> <p>Arterial: Capacity Enhancements, Expressway Conversion</p> <p>Transit: Transit Centers/ Park and Ride/ Bus stations/ Bus stops, New Bus services, Rideshare / Vanpool</p>	<p>Highway: Managed Lanes, Capacity Enhancements, Auxiliary Lane, ITS Operational Improvements, Ramp Improvements, Interchange Enhancements, Expressway Conversion</p> <p>Transit: New Bus Service, New Rail</p> <p>Arterial: Corridor Improvements, Intersection Improvements</p>



The qualitative scores of Low, Medium, or High were assigned based on a classification of project types against the performance measures listed above. In other words, each project of the same classification type received the same score. The scores may represent a starting point for further evaluation at an individual project level, within the environmental process or other more detailed project-focused modeling or analytical exercises. A dash indicates that there is no score in that performance measure as it does not meet any of the metrics.

It is also critical to note that individual projects may have varying benefits than represented by their generic classification used for the scoring in the table, depending on a number of factors, for example:

1. The scope and scale of the specific project;
2. The context within which the project is being proposed (e.g. a more congested or less congested setting);
3. The cost or funding status of the project (e.g. a smaller scale lower scoring project could have high cost-effectiveness where the cost is also low).

Table 9.2 identifies the list of projects in Chapter 5 and assigns qualitative scores based on the scoring metrics in Table 9.1.

Table 9.2 Project Evaluation Scoring Chart

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessi-bility	GHG and Air Quality	System Reliability
1	Constrained	HOV Lanes from I-5/SR 99 Jct. to SR 99/SR 70 Jct	Construct HOV Lanes between the I-5/SR 99 Jct and the SR 70/SR 99 Jct	Highway	SAC, SUT	SR 99	-	H	-	H	H	H	M	H
1	Constrained	Widen Elkhorn Blvd and Interchange	Widen Elkhorn Blvd from Rio Linda Blvd past SR 99 to Lone Tree Rd.	Highway	SAC	SR 99	-	L	M	-	H	H	M	H
1	Unconstrained	Expand Elkhorn Park and Ride Lot	Expand & Redesign to allow Transit Operations	Transit	SAC	SR 99	M	M	L	M	-	M	M	M
1	Constrained	Riego Road Widening	Widen Riego Rd from 2 lanes to 4 lanes. Eventual build out will be to 6 lanes.	Highway	SUT	SR 99	-	M	-	-	H	M	-	M
1	Unconstrained	East Levee Rd	Construct Class I Bicycle Lane (From Elkhorn Blvd to Sutter County Line)	Active	SAC	SR 99	M	M	H	H	L	M	H	L
1	Unconstrained	East Commerce Rd	Construct Class II Bicycle Lanes	Active	SAC	SR 99	L	L	L	M	L	M	H	L

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
1	Unconstrained	Sacramento Northern Bike-way Trail	Extend Class I trail	Active	SAC	SR 99	M	M	H	H	L	M	H	L
1	Unconstrained	Construct Auxiliary Lanes	New Auxiliary Lanes between Elkhorn and Elverta Rds.	Highway	SAC	SR 99	-	M	-	-	H	H	-	H
1	Constrained	I-5/SR 99 Interchange	Construct a reconstruction of the interchange	Highway	SAC	SR 99	-	M	M	-	H	H	M	H
1	Unconstrained	Construct Sutter Pointe Park and Ride Lot	Construct new park and ride lot	Transit	SUT	SR 99	M	M	L	M	-	M	M	M
2	Unconstrained	Pedestrian Improvements on SR 20 from Harter to Feather River Bridge	Various improvements to enhance walk ability in Yuba City	Active	SUT	SR 20	L	H	-	M	L	M	H	L
2	Unconstrained	Expand Bogue Rd Park and Ride Lot	Expand to create additional parking.	Transit	SUT	SR 99	M	M	L	M	-	M	M	M
2	Unconstrained	Oswald Rd Intersection Improvements	Construct improvements to the SR 99-Oswald Rd intersection.	Highway	SUT	SR 99	-	L	M	-	H	M	-	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
2	Unconstrained	Wilson Rd Intersection Improvements	Construct improvements to the SR 99-Wilson Rd intersection	Highway	SUT	SR 99	-	L	M	-	H	M	-	H
2	Unconstrained	Construct Placer Parkway/Sankey Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99	-	L	M	-	H	H	M	H
2	Unconstrained	Construct Catlett Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99	-	L	M	-	H	H	M	H
2	Unconstrained	Construct Garden Hwy Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99	-	L	M	-	H	H	M	H
2	Unconstrained	Widen SR 99 to 6 lanes from SR 70 Jct to Barry	Widen the route from the existing four lane conventional highway to six lanes.	Highway	SUT	SR 99	-	H	-	-	H	H	-	H
2	Unconstrained	Widen SR 99 to 6 lanes from Barry to SR 20	Widen the route from the existing four lane conventional highway to six lanes.	Highway	SUT	SR 99	-	H	-	-	H	H	-	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
2	Constrained	Construct Class II Bike Lane	Construct a Class II bicycle lane on SR 99 from Bogue Rd to SR 20	Active	SUT	SR 99	L	L	L	M	L	M	H	L
3	Constrained	SR 99/Pease Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99	-	L	M	-	H	H	M	H
3	Unconstrained	Sound Walls on SR 99 from Jaime Dr to Pease Rd	Construct sound walls to reduce noise impacts to residents in the area.	Highway	SUT	SR 99	-	-	-	-	-	-	-	-
3	Unconstrained	SR 99 Widening 2 to 4 lanes between Sanders Rd and Bishop Ave	Widen the route from the existing two lane conventional highway to four lanes.	Highway	SUT	SR 99	-	H	-	-	H	H	-	H
3	Constrained	Construct Grade Separation at UPRR Lomo Crossing	In Sutter County on Route 99	Highway	SUT	SR 99	M	H	H	M	L	M	H	L

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
3	Constrained	Safety Improvements at Live Oak Blvd (Restrict Access)	Restrict access from SR 99 next to Lomo Crossing	Highway	SUT	SR 99	-	L	M	-	H	H	M	H
3	Unconstrained	Widen from 2 to 4 lanes from end of freeway south of Lomo Crossing to Sutter/Butte County Line	Widen the route from the existing two lane conventional highway to four lanes.	Highway	SUT	SR 99	-	H	-	-	H	H	-	H
4	Constrained	East Gridley Road	Emergency corridor - Gridley to Hwy 70. Widen from 1 lane per direction to 2 lanes.	Highway	BUT	SR 70	-	H	H	-	H	H	-	H
4	Unconstrained	Widen to 4 lanes from Ford Ave. to Ord Rd	Widen the route from the existing two lane conventional highway to four lanes.	Highway	BUT	SR 99	-	H	-	-	H	H	-	H
4	Constrained	Reconstruct E. Biggs Rd Intersection for ADA Improvements	Construct auxiliary lanes at intersection.	Highway	BUT	SR 99	-	M	-	-	H	H	-	H
4	Constrained	Reconstruct Richvale Rd Intersection for ADA improvements	Construct auxiliary lanes at intersection	Highway	BUT	SR 99	-	M	-	-	H	H	-	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
4	Unconstrained	Construct Passing Lane from Ord Ranch Rd to E. Biggs Rd	Construct Passing Lane from Ord Ranch Rd to E. Biggs Rd	Highway	BUT	SR 99	-	H	-	-	H	H	-	H
4	Unconstrained	Construct Passing Lane from E. Biggs Rd to Richvale Rd	Construct Passing Lane from E. Biggs Rd to Richvale Rd	Highway	BUT	SR 99	-	H	-	-	H	H	-	H
4	Unconstrained	Construct Passing Lane from Richvale Rd to SR 149	Construct Passing Lane from Richvale Rd to SR 149	Highway	BUT	SR 99	-	H	-	-	H	H	-	H
4	Unconstrained	Construct Neal Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	BUT	SR 99	-	L	M	-	H	H	M	H
4	Unconstrained	Widen to 6 lanes from SR 149 Jct to Southgate Ave.	Widen from conventional four lanes to six lane freeway.	Highway	BUT	SR 99	-	H	-	-	H	H	-	H
4	Unconstrained	Construct Roundabouts at ramp junctions at Durham-Pentz Rd Interchange	Construct two roundabouts on both sides of the freeway entrance points on Durham-Pentz Rd and SR 99.	Highway	BUT	SR 99	-	L	H	-	M	H	-	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
5	Constrained	SR 99 Corridor Bikeway Gap Closure Projects	Construct bikeway facilities from north of Bidwell Park to Eaton Road	Active	BUT	SR 99	M	M	H	H	L	M	H	L
5	Constrained	Chico Park & Ride Expansion	New multi-story park and ride at SR 32/99 with charging stations	Transit	BUT	SR 99	M	M	L	M	-	M	M	M
5	Unconstrained	Lindo Channel Bike Path/Trail	Construct either a Class I or Class IV bicycle/pedestrian path along Lindo Channel	Active	BUT	SR 99	M	M	H	H	L	M	H	L
5	Unconstrained	Class I Bike Path Extension	Extend the current class I bicycle path along Hagen to University Park	Active	BUT	SR 99	M	M	H	H	L	M	H	L
5	Constrained	Construct Auxiliary Lanes between Skyway and Cohassat Interchanges	Construct additional auxiliary lanes on SR 99 in Chico in each direction.	Highway	BUT	SR 99	-	M	-	-	H	H	-	H
5	Unconstrained	Widen Skyway Interchange	Widen the Skyway interchange	Highway	BUT	SR 99	-	L	M	-	H	H	M	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
5	Constrained	Widen Eaton Rd Interchange	Widen the Eaton interchange	Highway	BUT	SR 99	-	L	M	-	H	H	M	H
5	Unconstrained	Construct Garner Lane Interchange	Convert the existing intersection to a freeway interchange.	Highway	BUT	SR 99	-	L	M	-	H	H	M	H
6	Unconstrained	Construct Striplin Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 70	-	L	M	-	H	H	M	H
6	Unconstrained	Construct Berry/Kemp-ton Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 70	-	L	M	-	H	H	M	H
6	Constrained	Yuba 70 Connector ramp meter (EB) at NB SR 65	Construct connector ramp meter at NB SR 65 (PM R8.51)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
6	Constrained	Yuba 70 ramp meter at Erle Road (WB)	Construct ramp meter at WB Erle Road IC (PM R10.03)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
6	Constrained	Yuba 70 ramp meter at Feather River Blvd (EB)	Construct ramp meter at EB Feather River Blvd IC (PM R11.35)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
6	Constrained	Yuba 70 ramp meter at Feather River Blvd (WB)	Construct ramp meter at WB Feather River Blvd. IC (PM R11.26)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
6	Constrained	Yuba 70 ramp meter at Lindhurst Ave (EB)	Construct ramp meter at EB Lindhurst Ave IC (PM R10.01)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
6	Constrained	Yuba 70 ramp meter at McGowan Road (EB)	Construct ramp meter at EB McGowan Road IC (PM R7.60)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
6	Constrained	Yuba 70 ramp meter at McGowan Road (WB)	Construct ramp meter at WB McGowan Road IC (PM R7.07)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
6	Constrained	Yuba 70 ramp meter at Olivehurst Ave (EB)	Construct ramp meter at EB Olivehurst Ave IC (PM R9.27)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
6	Constrained	Yuba 70 ramp meter at Olivehurst Ave (WB)	Construct ramp meter at WB Olivehurst Ave IC (PM R9.09)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
6	Constrained	SR 70 Diagonal Ramp Meter at the SR 70/Plumas Lake Road interchange (WB)	Install a Diagonal ramp meter.	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
7	Constrained	Yuba 70 ramp meter at North Beale Rd (EB)	Construct ramp meter at EB North Beale Rd IC (PM 13.57)	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
7	Constrained	SR 70 Diagonal Ramp Meter at the SR 70/North Beale Road interchange (EB)	Install a Diagonal ramp meter.	Highway	YUB	SR 70	-	M	H	-	H	H	M	H
7	Unconstrained	Adaptive Signal System	Construct and program an adaptive signal system on SR 70 throughout Marysville.	Highway	YUB	SR 70	-	M	H	-	H	M	-	H
7	Constrained	Reconstruct 3 UPRR undercrossings to standard clearance and 4 highway travel lanes, provide pedestrian facilities (F, D, R, P, B) 03-0H160	Reconstruct 3 railroad crossings in Marysville at the UPRR Binney Junction over SR 70.	Highway	YUB	SR 70	M	H	H	M	L	M	H	L
7	Unconstrained	Various Bicycle Improvements throughout Marysville	Add various Class II and Class III bicycles lanes through the city.	Highway	YUB	SR 70	L	L	L	M	L	M	H	L

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
8	Constrained	East County Emergency Corridor	Emergency corridor - Hwy 70 to Four corners at the town of Bangor. Widen from 1 lane per direction to 2 lanes	Highway	BUT	SR 70	-	L	H	L	H	L	-	H
9	Constrained	East County Emergency Corridor	Emergency corridor - Hwy 70 to Hwy 162 at Kelly Ridge Road. Widen from 1 lane per direction to 2 lanes	Highway	BUT	SR 70	-	H	H	-	H	H	-	H
9	Constrained	Oroville Park & Ride Lot	Construct a park and ride lot at the historic Oroville Rail Depot	Transit	BUT	SR 70	M	M	L	M	-	M	M	M
1,2,3	Unconstrained	Conversion of UPRR ROW to Bike/Ped Path including crossings at SR 20 and SR 99	Construct new bicycle and pedestrian path from former railroad right of way.	Active	SUT	SR 20, SR 99	M	H	H	M	L	M	H	L
2,3	Constrained	SR 99/20 Interchange	Convert the existing intersection to a freeway interchange.	Highway	SUT	SR 99	-	L	M	-	H	H	M	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
2,3	Unconstrained	Bicycle Facilities parallel to SR 99 (Walton/Stabler, Clark)	Build new bicycle and pedestrian paths to provide an active transportation route along SR 99.	Active	SUT	SR 99	H	H	-	H	M	H	M	H
2,3	Constrained	SR 99 Widening 4 to 6 lanes between Bogue Rd and SR 20	Widen the route from the existing four lane conventional highway to six lanes.	Highway	SUT	SR 99	-	H	-	-	H	H	-	H
2,3	Unconstrained	SR 20 Widening 4 to 6 lanes from Tharp Rd to SR 99	Widen the route from the existing four lane conventional highway to six lanes.	Highway	SUT	SR 20	-	H	-	-	H	H	-	H
2,3	Unconstrained	Bicycle Facility parallel to Bridge St or a separated Bike Lane on SR 20	Build new bicycle and pedestrian paths to provide an active transportation route along SR 20.	Active	SUT	SR 20	M	H	H	M	L	M	H	L
2,3	Unconstrained	Landscaping Master Plans along SR 99 and SR 20 in City's Sphere of Influence	Landscaping upgrades along SR 20 and SR 99 in Yuba City	Highway	SUT	SR 99	-	-	-	-	-	-	-	-

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
2,3	Unconstrained	Construct Sutter Pointe Park and Ride Lot	Construct new park and ride lot	Transit	SUT	SR 99	M	M	L	M	-	M	M	M
2,3	Unconstrained	Construct Yuba City Transit Center at Alturas & Shasta Streets	Construct new Yuba Sutter Transit transit center.	Transit	SUT	SR 20	-	H	-	H	-	H	-	H
2,3,6,7	Constrained	Construct Transit Bus Facility Project	Construct new transit bus facility	Transit	SUT, YUB	SR 70, 99	-	H	-	H	-	H	-	H
3,4	Unconstrained	Widen to 4 lanes from Sutter/Butte County Line to W. Liberty Rd	Widen the route from the existing two lane conventional highway to four lanes.	Highway	BUT	SR 99	-	H	-	-	H	H	-	H
3,4	Unconstrained	Construct Left and Right Turn Channelization: Richvale Rd, Nelson Ave, Nelson Shippee Rd, Cottonwood Rd, Shippee Rd	Construct various left hand and right turns at various intersections along SR 99.	Highway	BUT	SR 99	-	L	M	-	H	M	-	H
4,5	Constrained	Northwest County Emergency Corridor	Emergency corridor/bypass - Midway Road. Widen from 1 lane per direction to 2 lanes	Highway	BUT	SR 99	-	H	H	-	H	H	-	H

Table 9.2 Project Evaluation Scoring Chart Con't.

Segment	Constrained / Unconstrained	Project Name	Project Description	Mode	County	Route	VMT	Person Throughput	Safety	Mode Share	Person Delay	Accessibility	GHG and Air Quality	System Reliability
4,5	Constrained	Construct Southgate Rd Interchange	Convert the existing intersection to a freeway interchange.	Highway	BUT	SR 99	-	L	M	-	H	H	M	H
4,5	Unconstrained	Install Ramp Meters: East First Ave, Cohasset, East Ave, Eaton Rd	Construct ramp meters at the locations listed	Highway	BUT	SR 99	-	M	H	-	H	H	M	H
5, 8, 9, 10	Constrained	Chico - Paradise Bikeway Project	Construct new Class 1 & 2 lanes from Chico to Paradise.	Active	BUT	SR 99	M	M	H	H	L	M	H	L
8,9	Constrained	East County Emergency Corridor	Emergency corridor - Widen from 1 lane per direction to 2 lanes	Highway	BUT	SR 70	-	H	H	-	H	H	-	H
All	Constrained	New Commute Operation from Butte County to Live Oak/Yuba City/Sacramento	New transit services in conjunction with B-Line in Butte County	Transit	BUT, SAC, SUT	SR 99	H	H	H	M	L	M	H	L
All	Constrained	Chico to Sacramento Commuter Transit Service	Commuter transit from Chico to Sacramento with 4 round trips.	Transit	BUT, SAC, SUT, YUB	SR 70, 99, 149	-	H	-	H	-	H	-	H
All	Unconstrained	Extend San Joaquin Rail Service from Sacramento to Butte County	Extend the Amtrak California San Joaquin intercity rail service.	Transit	BUT, SAC, SUT, YUB	SR 70, 99, 149	H	-	-	-	M	-	M	H

Chapter Ten: Funding Sources and Next Steps

Funding Sources and Next Steps

This chapter includes a comprehensive summary of various funding sources that can be used by Caltrans and SR 70-99 corridor partners and stakeholders to implement the recommended projects. These include funding related to local, regional, federal, and State funding programs. The sections below describe potential grant programs to assist in the funding and development of projects outlined in the CMCP.

Solutions for Congested Corridors Program

The CTC administers the SCCP to provide funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the State. Transportation agencies and Caltrans may nominate projects for funding.

Trade Corridor Enhancement Program

TCEP focuses on routes and transportation infrastructure vital to California's trade and freight economy. Caltrans and regional entities can be project sponsors. Regional funding targets are set for specific regions in the State, including the Sacramento Valley region.

Federal Funding Sources

Federal transportation funding is administered by the US DOT and authorized by Federal transportation bills. The most recent transportation funding bill, Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL), was signed into law in 2021. Much of the funding available through the US DOT's Highway Trust Fund is allocated to California based on the state's population. The State of California, in turn, distributes those funds to local agencies by formula or through competitive grant programs. For instance, the majority of the federally funded Surface Transportation Program funding in California is programmed through the STIP (Statewide Transportation Improvement Program). Additionally, California's Active Transportation Program consolidated most of the federal and State funding sources for bicycle and pedestrian projects.

Through the IIJA/BIL, US DOT provides competitive discretionary funding programs for transportation projects, notable ones include Infrastructure for Rebuilding America (INFRA) which emphasizes highway and goods movement projects, and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) which emphasizes capital investments in surface transportation that will have a significant local or regional impact

Table 10.1, lists the US DOT programs that may be utilized for the SR 70-99 CMCP projects.

Table 10.1 Federal Funding Sources

Name	Funding Type	Eligible Modes/Description
INFRA	Discretionary	A Federal discretionary grant program reviewed by US DOT. Emphasis on highway and goods.
RAISE	Discretionary	A Federal discretionary grant program reviewed by US DOT. Emphasis on multimodal projects.
New Starts and Small Starts (FTA Section 5309)	Discretionary	Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects.
Highway Safety Improvement Program (HSIP)	Discretionary	Federally allocated to the State by formula, the HSIP program is available for roadway safety projects through a competitive program administered by Caltrans.
Congestion Mitigation Air Quality (CMAQ)	Formula	Federally designated air quality containment areas receive funding by formula to program local and regional projects.
Rail-Highway Crossings (Section 130) Program	Discretionary	Safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway crossings.
Grade Separation (Section 190) Program	Discretionary	This competitive grant program provides \$15 million each year to local agencies for the construction grade separation projects.
National Highway Freight Program	Discretionary	The FAST Act established National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN).
National Highway Performance Program	Discretionary	The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS.
Nationally Significant Federal Lands and Tribal Projects	Discretionary	The Nationally Significant Federal Lands and Tribal Projects (NSFLTP) program provides funding for constructing, reconstructing, and rehabilitating nationally significant projects on Federal or Tribal lands.
Surface Transportation Block Grant Program	Formula	STBG provides flexible funding that States and local governments may use for projects on any Federal-aid highway, including the National Highway System; bridge projects on any public road; transit capital projects; and public bus terminals and facilities.

Table 10.1 Federal Funding Sources, Con't.

Name	Funding Type	Eligible Modes/Description
National Significant Freight and Highway Projects (NS-FHP)	Discretionary	The Nationally Significant Freight and Highway Projects (NSFHP) provides financial assistance—competitive grants or credit assistance—to nationally and regionally significant freight and highway projects that align with the program goals to: improve safety, efficiency, and reliability of the movement of freight and people; generate national or regional economic benefits and an increase in US global economic competitiveness; reduce highway congestion and bottlenecks; Improve connectivity between modes of freight transportation; enhance the resiliency of critical highway infrastructure and help protect the environment; improve roadways vital to national energy security; address the impact of population growth on the movement of people and freight, mitigate impacts of freight movements on communities.
Federal Transit Administration Sections 5303, 5304, 5305	Discretionary	Provides procedural and funding requirements for multimodal transportation planning in States and metropolitan areas. Planning must be cooperative, continuous, and comprehensive leading to long-range plans and short-range programs that reflect transportation investment priorities. Funds are available to States and Metropolitan Planning Organizations (MPOs) for planning activities.
Federal Transit Administration Section 5307	Formula	The Urbanized Area Formula Funding program provides Federal resources to urbanized areas and to governors for transit capital and operating assistance and for transportation related planning.
Federal Transit Administration Section 5311	Formula	This program provides formula-based funding for capital and/or operating assistance to rural areas with a population fewer than 50,000 where many residents rely on public transit to reach their destinations.

Table 10.1 Federal Funding Sources, Con't.

Name	Funding Type	Eligible Modes/Description
Federal Transit Administration Section 5312	Discretionary	This program supports research activities that improve the safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes.
Federal Transit Administration Section 5337	Formula	The State of Good Repair program is dedicated to repairing and upgrading the Nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit.
Federal Transit Administration Section 5339	Formula	The Bus and Bus Facilities Infrastructure Investment Program (49 USC. 5339) provides Federal resources to states and direct recipients to replace, rehabilitate and purchase buses and related equipment. This programs also allows for the construction of bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities.
Federal Transit Administration Transit-Oriented Development Planning Pilot	Discretionary	Provides funding to advance planning efforts that support transit-oriented development (TOD) associated with new fixed-guideway and core capacity improvement projects. TOD focuses growth around transit stations to promote ridership, affordable housing near transit, revitalized downtown centers and neighborhoods, and encourage local economic development.
Recreational Trails Program	Discretionary	The Recreational Trails Program (RTP) provides funds annually for recreational trails and trails-related projects. The RTP is administered at the Federal level by the Federal Highway Administration. It is administered at the state level by the California Department of Parks and Recreation (DPR).

In addition to these Federal funding sources, the IIJA/BIL continues the Transportation Infrastructure Finance and Innovation Act (TIFIA) Program, which provides federal credit assistance to eligible surface transportation projects, including highway, transit, intercity passenger rail, select types of freight rail, inter modal freight transfer facilities, and some modifications inside a port terminal.

The IIJA/BIL continues the authority of the TIFIA program to provide to States, localities, or other public authorities, as well as private entities undertaking projects sponsored by public authorities, three distinct types of financial assistance:

- Secured loans are direct Federal loans to project sponsors offering flexible repayment terms and providing combined construction and permanent financing of capital costs.
- Loan guarantees provide full-faith-and-credit guarantees by the Federal Government to institutional investors, such as pension funds, that make loans for projects.
- Lines of credit are contingent sources of funding in the form of Federal loans that may be drawn upon to supplement project revenues, if needed, during the first 10 years of project operations. [23 U.S.C. 603 and 604]

State Funding Sources

With the passage of SB 1, the Road Repair and Accountability Act of 2017, the State of California has additional transportation funding for local and regional projects. SB 1 augmented existing sources of funding, such as the Active Transportation Program and SHOPP, and created competitive funding programs, such as the SCCP and TCEP. Table 10.2 highlights the state funding sources that are most relevant to the SR 70-99 CMCP projects.

Table 10.2 State Funding Sources

Name	Funding Type	Eligible Modes/Description
Local Streets and Roads	Formula	Cities and counties receive funds for road maintenance, safety projects, railroad grade separations, complete streets, and traffic control devices.
Solutions for Congested Corridors (SCCP)	Discretionary	Regional transportation authorities and Caltrans may nominate projects for funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion.
Trade Corridor Enhancement (TCEP)	Discretionary	Caltrans and regional entities can be project sponsors. Funding is available for infrastructure improvements in the Central Coast, Bay Area, Central Valley, LA/Inland Empire, and San Diego/Border.
Local Partnership Program (LPP)	60% Discretionary, 40% Formula	Eligible funding for “self-help” counties. ¹ Most transportation improvements are eligible.
Active Transportation Program (ATP)	Discretionary	Eligible projects include bicycle and pedestrian improvements and planning. SB 1 augmented the ATP with an extra \$100M annually to the program.
State Highway Operation and Protection Program (SHOPP)	Formula	Projects are selected by Caltrans and adopted by the CTC. Projects included in the program are limited to capital improvements relative to the maintenance, safety, operation, and rehabilitation of the state highway system that do not add new capacity to the system.
State Transportation Improvement Program (STIP)	Formula	Projects are proposed by regional transportation agencies and approved by the CTC on a bi-annual basis. The majority of the STIP funding comes from Federal sources.
Transit and Intercity Rail Capital Program (TIRCP)	Discretionary	Discretionary program administered by Caltrans and the California State Transportation Agency (CalSTA). Funds transformative capital improvements that will modernize California’s intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

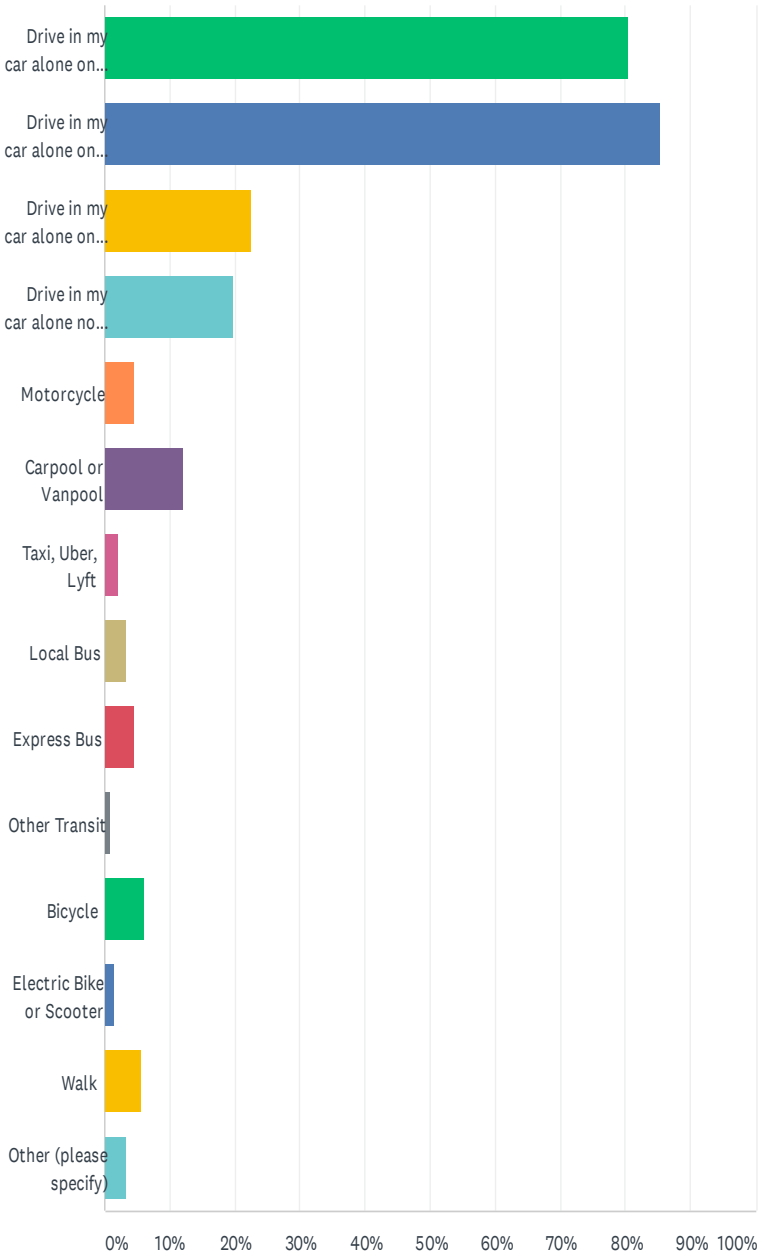
Appendix A: Public Survey

Public Survey

SR 70-99 CMCP Public Survey

Q1 How often do you use the following modes of transportation within the Study Area, shown in the map above? (Please select all that apply)

Answered: 641 Skipped: 5





SR 70-99 CMCP Public Survey

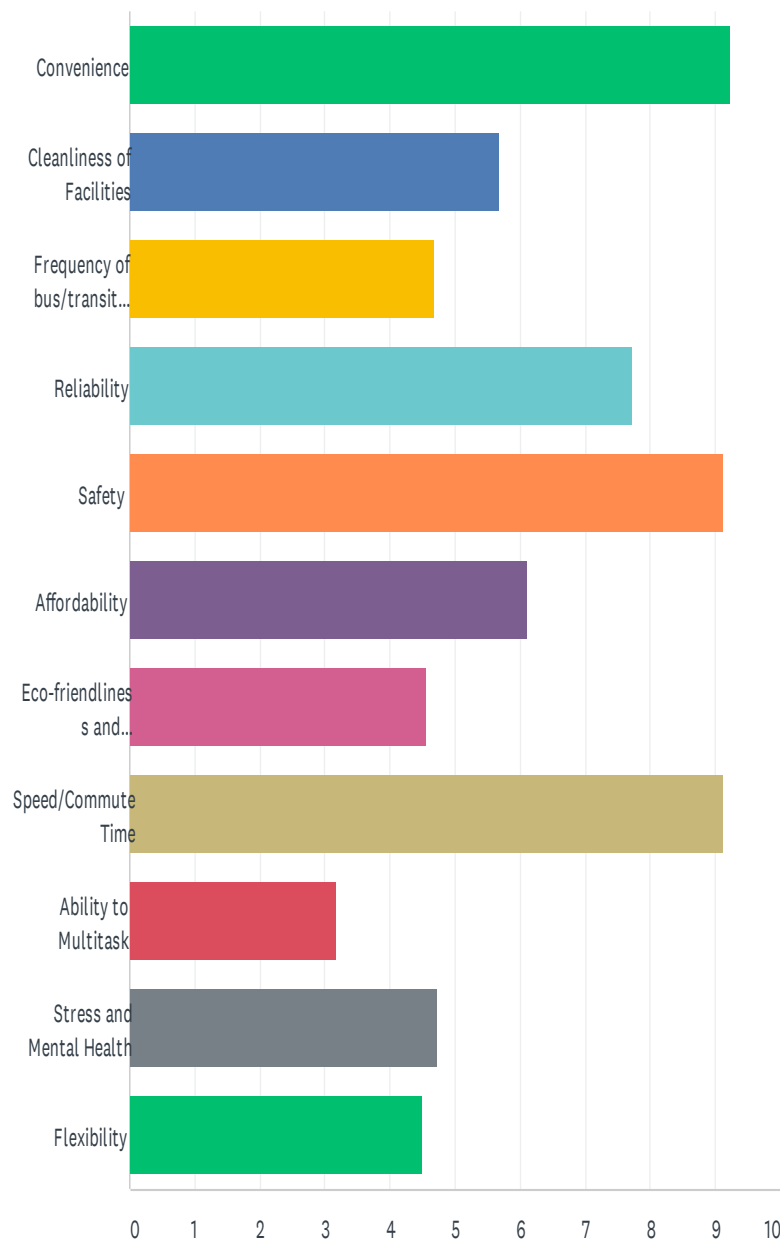
ANSWER CHOICES	RESPONSES	
Drive in my car alone on SR 70	80.50%	516
Drive in my car alone on SR 99	85.34%	547
Drive in my car alone on SR 149	22.62%	145
Drive in my car alone not on those three routes above	19.81%	127
Motorcycle	4.68%	30
Carpool or Vanpool	12.17%	78
Taxi, Uber, Lyft	2.03%	13
Local Bus	3.28%	21
Express Bus	4.68%	30
Other Transit	0.94%	6
Bicycle	6.08%	39
Electric Bike or Scooter	1.40%	9
Walk	5.62%	36
Other (please specify)	3.28%	21
Total Respondents: 641		

#	OTHER (PLEASE SPECIFY)	DATE
1	in car alone on 65	9/18/2021 8:09 AM
2	Drive and respond to MVA's along hwy99	9/13/2021 8:32 PM
3	Because of COVID 19, I drive my car every where.	8/10/2021 9:30 AM
4	Drive in car with others	8/3/2021 4:17 PM
5	Wait, none of these choices answer "how often"--they answer "how" do I travel in the study area....	8/3/2021 2:29 PM
6	Drive with others on the three routes but not as a regular carpool	7/23/2021 11:48 AM
7	Motorhome	7/20/2021 5:01 PM
8	Commute too with another	7/15/2021 9:42 PM
9	Sometimes I have another passenger	7/15/2021 8:37 PM
10	commuter bus from Marysville to Sacramento for work	7/14/2021 8:21 PM
11	Drive in my car alone on SR 65	7/13/2021 9:06 PM
12	The question asks for frequency but I don't see anywhere to include that?	7/13/2021 5:26 PM
13	Hwy 20	7/13/2021 8:33 AM
14	Highway 20	7/13/2021 8:27 AM
15	Car with family	7/13/2021 7:45 AM
16	I drive with my family on SR70	7/12/2021 10:22 PM
17	This question doesn't make sense. You ask "How often", but none of the answers have a frequency.	7/12/2021 10:49 AM
18	Drive in all the areas with family	7/12/2021 10:21 AM
19	Not always alone, have kids, friends	7/12/2021 8:53 AM
20	You ask how often and I cannot answer that via your survey. But I am daily on SR70	7/11/2021 8:46 AM
21	Farm Tractor. Semi truck	7/9/2021 9:11 PM

SR 70-99 CMCP Public Survey

Q2 Please rank the following elements as your top 5 in terms of how important they are in your decision-making for commute mode on the SR 70-99 Corridor. (1 is the most important)

Answered: 638 Skipped: 8



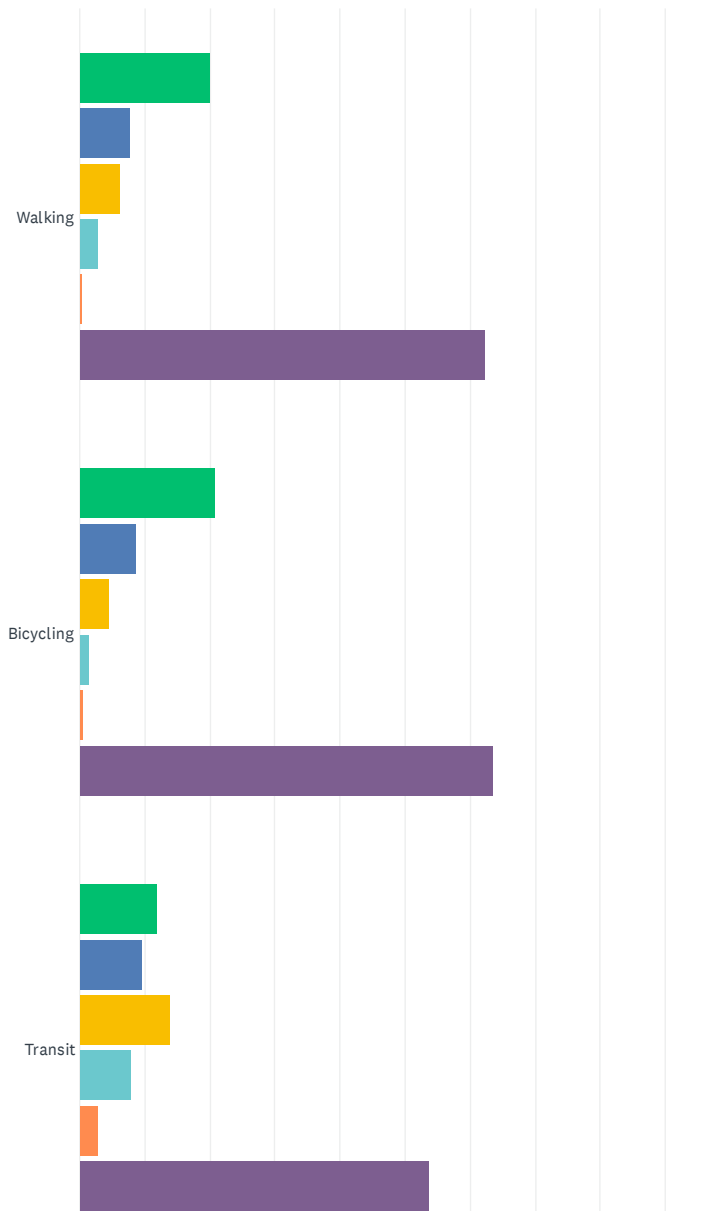
SR 70-99 CMCP Public Survey

	1	2	3	4	5	6	7	8	9	10	11	TOTAL
Convenience	27.63% 163	23.39% 138	20.00% 118	14.41% 85	7.97% 47	3.22% 19	1.36% 8	1.02% 6	0.85% 5	0.17% 1	0.00% 0	590
Cleanliness of Facilities	1.07% 5	5.78% 27	8.35% 39	12.21% 57	11.99% 56	16.06% 75	11.78% 55	10.71% 50	8.57% 40	6.42% 30	7.07% 33	467
Frequency of bus/transit headways	2.95% 14	4.21% 20	8.21% 39	4.63% 22	8.84% 42	8.42% 40	10.95% 52	10.11% 48	9.89% 47	14.32% 68	17.47% 83	475
Reliability	2.91% 16	12.55% 69	19.09% 105	25.64% 141	19.27% 106	9.27% 51	5.82% 32	3.64% 20	1.09% 6	0.36% 2	0.36% 2	550
Safety	33.45% 197	21.73% 128	17.32% 102	8.83% 52	6.96% 41	3.40% 20	3.74% 22	1.70% 10	1.70% 10	0.51% 3	0.68% 4	589
Affordability	3.30% 17	5.44% 28	6.60% 34	10.29% 53	14.76% 76	18.83% 97	16.89% 87	12.04% 62	7.38% 38	2.72% 14	1.75% 9	515
Eco-friendliness and ecological responsibility	2.64% 13	2.43% 12	4.06% 20	5.88% 29	7.30% 36	8.92% 44	14.60% 72	15.42% 76	15.42% 76	10.14% 50	13.18% 65	493
Speed/Commute Time	32.18% 195	25.41% 154	16.34% 99	7.92% 48	5.94% 36	3.14% 19	1.65% 10	4.29% 26	2.15% 13	0.66% 4	0.33% 2	606
Ability to Multitask	0.22% 1	0.65% 3	0.65% 3	2.37% 11	3.87% 18	2.80% 13	6.02% 28	15.91% 74	26.88% 125	25.38% 118	15.27% 71	465
Stress and Mental Health	0.97% 5	5.06% 26	6.03% 31	9.14% 47	11.28% 58	7.20% 37	7.20% 37	8.75% 45	11.48% 59	22.37% 115	10.51% 54	514
Flexibility	0.39% 2	3.29% 17	4.84% 25	9.86% 51	13.93% 72	7.74% 40	10.06% 52	7.35% 38	6.77% 35	10.06% 52	25.73% 133	517

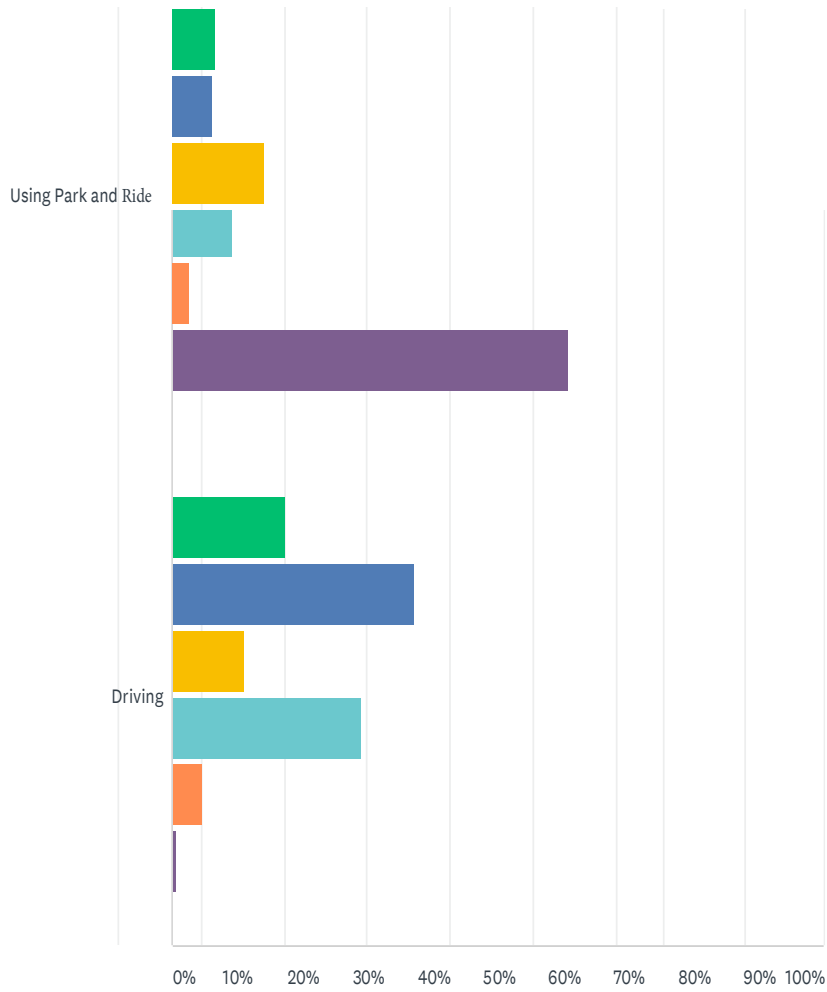
SR 70-99 CMCP Public Survey

Q3 How would you rate the experience traveling along the SR 70-99 Corridor in the following modes? (Please select all that apply): Very Dissatisfied, Dissatisfied, Unsure Satisfied, Very Satisfied, N/A.

Answered: 644 Skipped: 2



SR 70-99 CMCP Public Survey



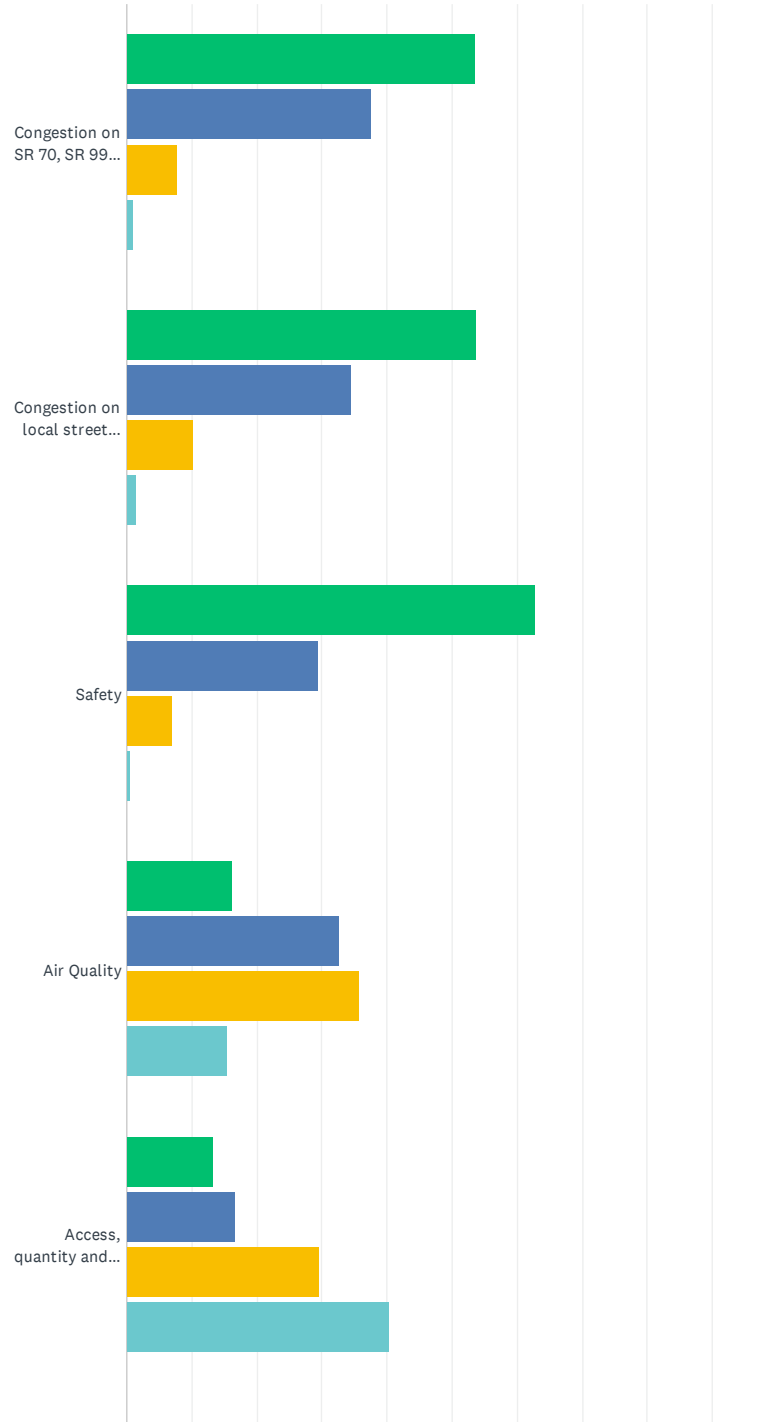
■ Very Dissatisfied
 ■ Dissatisfied
 ■ Unsure
 ■ Satisfied
■ Very Satisfied
 ■ N/A

	VERY DISSATISFIED	DISSATISFIED	UNSURE	SATISFIED	VERY SATISFIED	N/A	TOTAL	WEIGHTED AVERAGE	
Walking	20.00% 126	7.78% 49	6.35% 40	3.02% 19	0.48% 3	62.38%	393	630	4.43
Bicycling	20.99% 132	8.74% 55	4.61% 29	1.43% 9	0.64% 4	63.59%	400	629	4.43
Transit	11.89% 75	9.67% 61	13.95% 88	7.92% 50	2.85% 18	53.72%	339	631	4.41
Using Park and Ride	6.73% 42	6.25% 39	14.26% 89	9.13% 57	2.72% 17	60.90%	380	624	4.78
Driving	17.26% 111	37.33% 240	11.04% 71	29.08% 187	4.67% 30	0.62%	4		2.68

SR 70-99 CMCP Public Survey

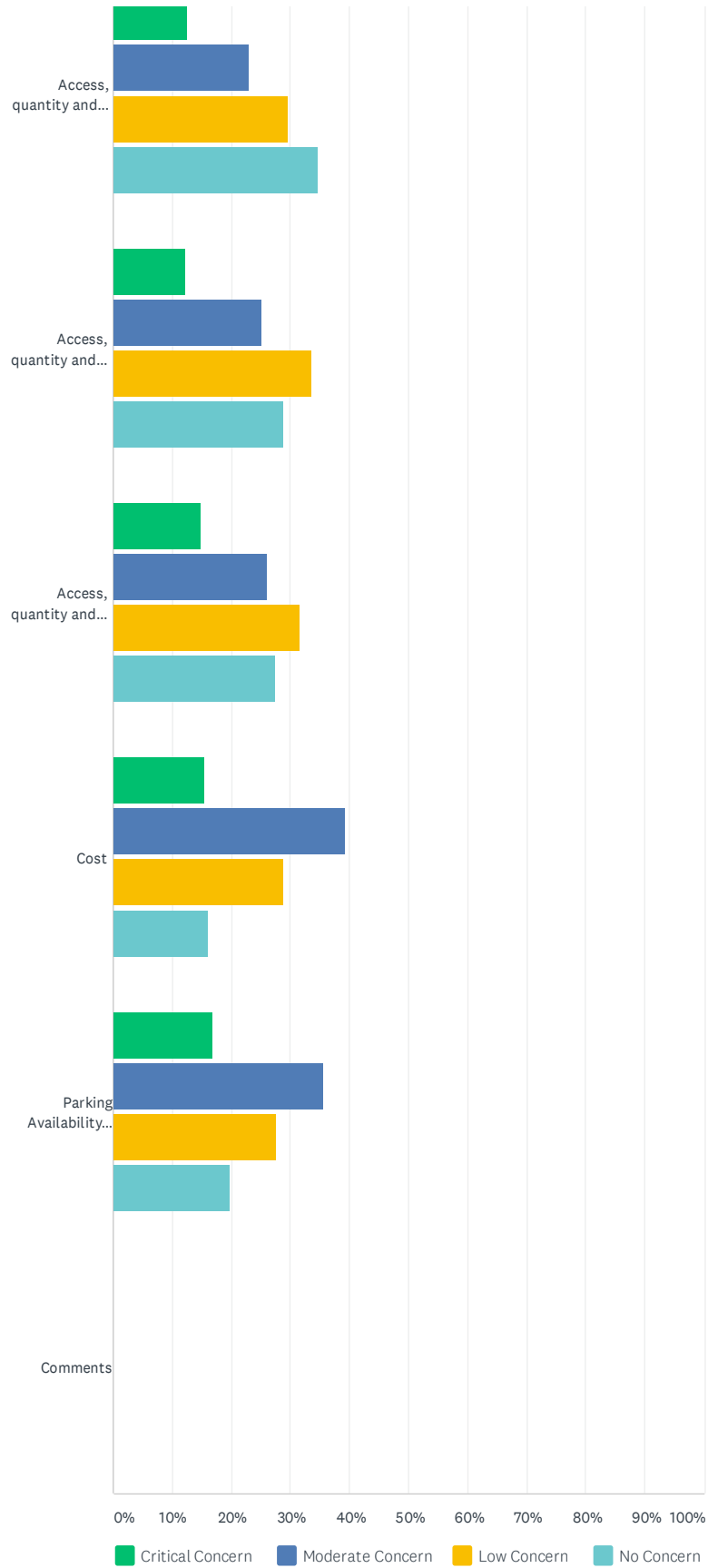
Q4 Rate your level of concern about the following transportation issues along the SR 70-99 Corridor, including the freeway as well as the surrounding transportation system: Critical Concern, Moderate Concern, Low Concern, No Concern

Answered: 643 Skipped: 3





SR 70-99 CMCP Public Survey



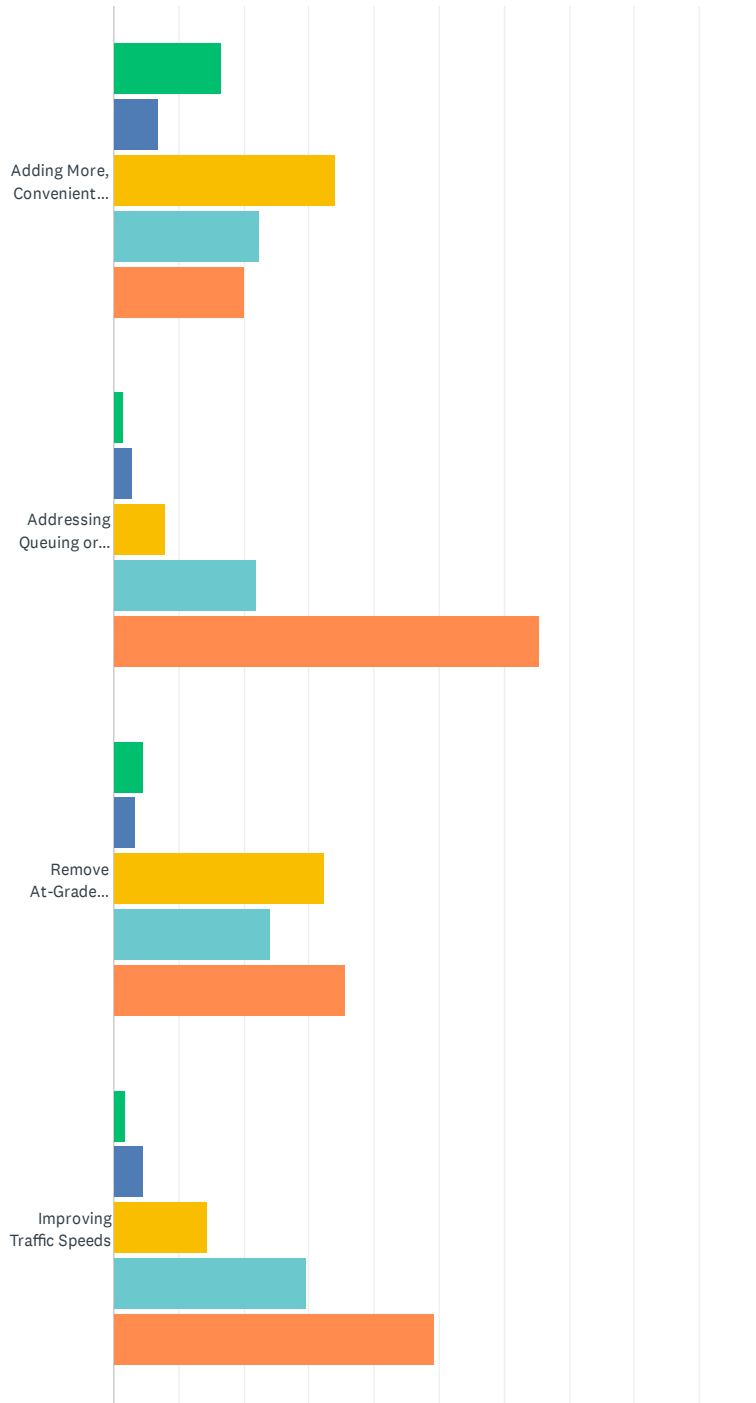
SR 70-99 CMCP Public Survey

	CRITICAL CONCERN	MODERATE CONCERN	LOW CONCERN	NO CONCERN	TOTAL	WEIGHTED AVERAGE
Congestion on SR 70, SR 99 or SR 149	53.51% 343	37.60% 241	7.80% 50	1.09% 7	641	1.56
Congestion on local streets and roads	53.76% 343	34.48% 220	10.34% 66	1.41% 9	638	1.59
Safety	62.75% 401	29.42% 188	7.20% 46	0.63% 4	639	1.46
Air Quality	16.27% 102	32.54% 204	35.73% 224	15.47% 97	627	2.50
Access, quantity and quality of bicycle facilities	13.39% 85	16.69% 106	29.61% 188	40.31% 256	635	2.97
Access, quantity and quality of pedestrian facilities	12.60% 80	22.99% 146	29.76% 189	34.65% 220	635	2.86
Access, quantity and quality of transit facilities	12.42% 79	25.16% 160	33.65% 214	28.77% 183	636	2.79
Access, quantity and quality of transit service	14.79% 93	26.07% 164	31.64% 199	27.50% 173	629	2.72
Cost	15.56% 98	39.37% 248	28.89% 182	16.19% 102	630	2.46
Parking Availability at Destination	16.93% 108	35.58% 227	27.59% 176	19.91% 127	638	2.50
Comments	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0	0.00

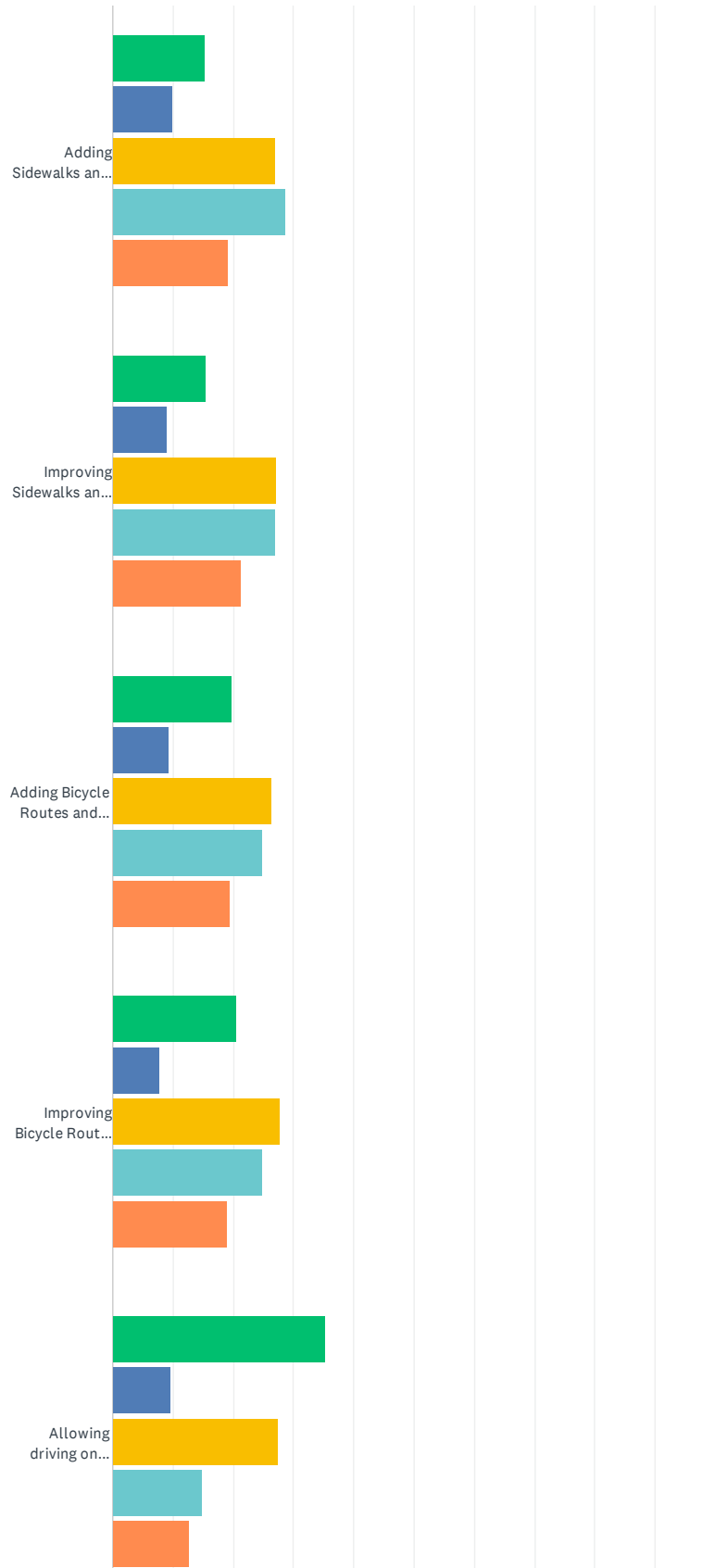
SR 70-99 CMCP Public Survey

Q5 Rate the following improvements in terms of how important they are for improving the overall transportation system along the SR 70-99 Corridor, including the freeway as well as the surrounding transportation system:
Not Important, Slightly Unimportant, Neutral, Slightly Important, Very Important.

Answered: 642 Skipped: 4

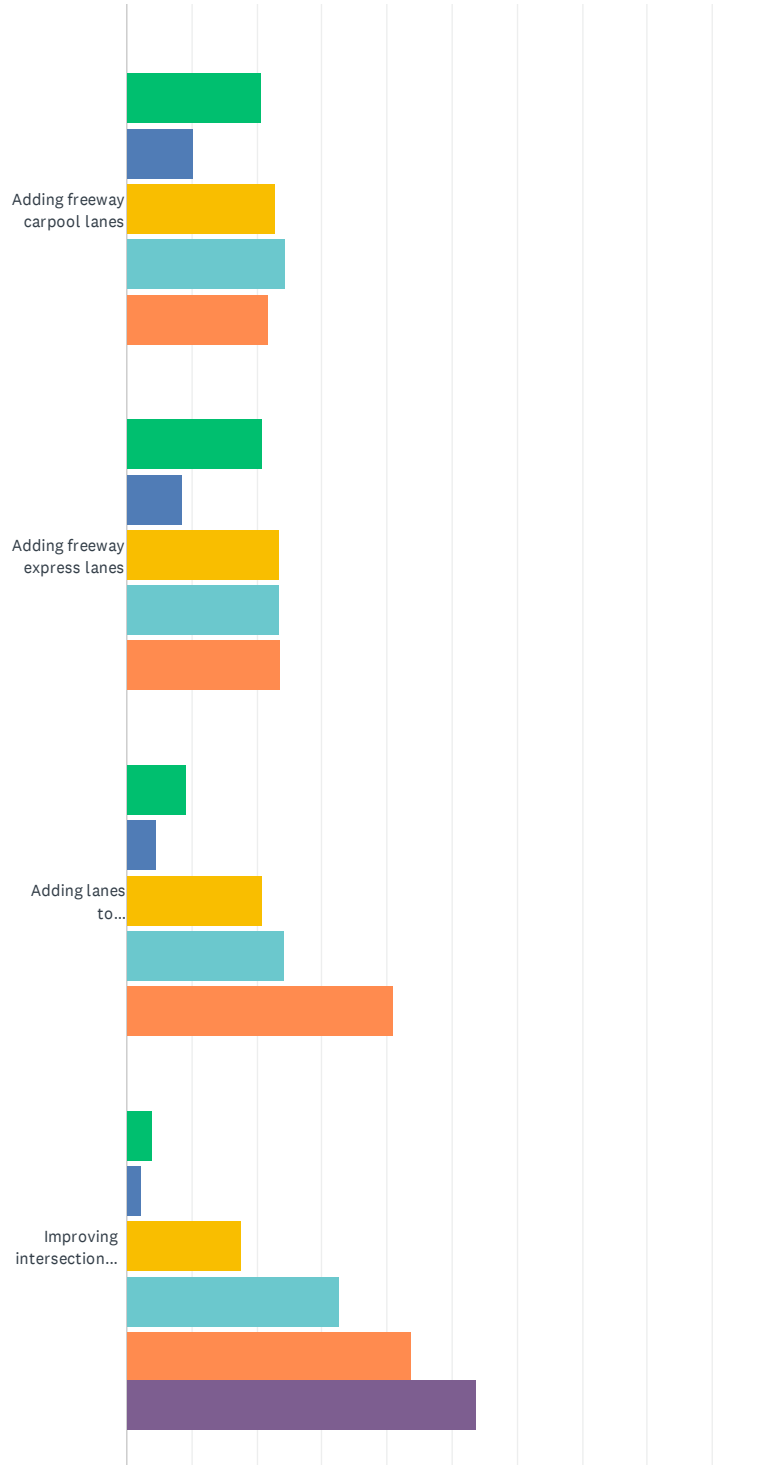


SR 70-99 CMCP Public Survey

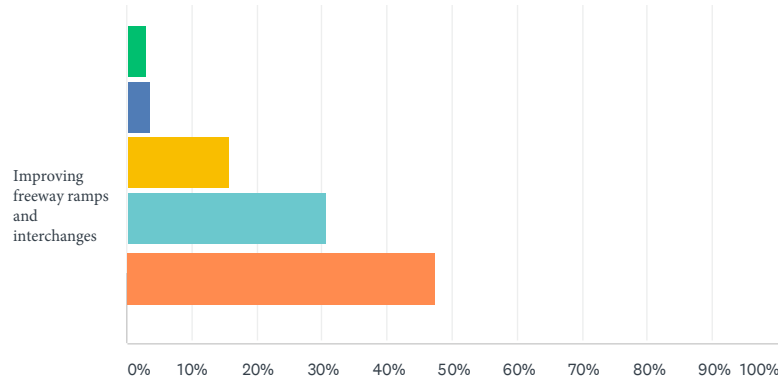




SR 70-99 CMCP Public Survey



SR 70-99 CMCP Public Survey



■ Not Important
 ■ Slightly Unimportant
 ■ Neutral
 ■ Slightly Important
 ■ Very Important

	NOT IMPORTANT	SLIGHTLY UNIMPORTANT	NEUTRAL	SLIGHTLY IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Adding More, Convenient Transit Service	16.53% 104	7.00% 44	34.02% 214	22.42% 141	20.03% 126	629	3.22
Addressing Queuing or Traffic Backups	1.42% 9	2.99% 19	8.02% 51	22.01% 140	65.57% 417	636	4.47
Remove At-Grade Intersections	4.53% 28	3.40% 21	32.36% 200	24.11% 149	35.60% 220	618	3.83
Improving Traffic Speeds	1.89% 12	4.57% 29	14.51% 92	29.65% 188	49.37% 313	634	4.20
Adding Sidewalks and Pedestrian Crossings	15.18% 95	10.06% 63	27.00% 169	28.59% 179	19.17% 120	626	3.27
Improving Sidewalks and Pedestrian Crossings	15.40% 97	9.05% 57	27.14% 171	26.98% 170	21.43% 135	630	3.30
Adding Bicycle Routes and Crossings	19.84% 125	9.37% 59	26.35% 166	24.92% 157	19.52% 123	630	3.15
Improving Bicycle Routes and Crossings	20.41% 129	7.75% 49	27.85% 176	25.00% 158	18.99% 120	632	3.14
Allowing driving on freeways shoulders during peak hours	35.30% 221	9.58% 60	27.48% 172	14.86% 93	12.78% 80	626	2.60
Adding freeway carpool lanes	20.73% 131	10.28% 65	22.78% 144	24.53% 155	21.68% 137	632	3.16
Adding freeway express lanes	20.83% 131	8.59% 54	23.53% 148	23.37% 147	23.69% 149	629	3.21
Adding lanes to transportation system	9.18% 58	4.59% 29	20.89% 132	24.37% 154	40.98% 259	632	3.83
Improving intersections in surrounding transportation system	3.95% 25	2.21% 14	17.54% 111	32.54% 206	43.76% 277	633	4.10
Improving freeway ramps and interchanges	2.84% 18	3.47% 22	15.77% 100	30.44% 193	47.48% 301	634	4.16

Appendix B: Public Comment

February 2022 Public Comments

SR 70-99 CMCP Public Comments		
Date	Full Comment	Category(s)/Caltrans Response
2/1/2022	<p>Highway 99 is in desperate need of 4 lanes. However, it has been largely ignored by Cal Trans which continues to divert funding to the Sacramento region. Countless accidents/deaths have occurred in the Gridley/Chico stretch of 99. 1. As condemnation is surely going to happen if widening were to occur, this area of highway is prime for that given the fact that this stretch is comprised of large farming parcels. Thus, it should be far easier to get done rather than dealing with much smaller parcels along 70. Quicker and more efficient for sure. 2. I grew excited to see that a new bridge was being constructed near Cottonwood road on 99. Much to my dismay, I learned that Cal Trans completely screwed over the travelers along 99 due to their failure to do anything but tear down the old bridge and put two giant turns into the existing 99 that were never there before. Way to go! You just causing a major dangerous condition out in the middle of nowhere. Truly unbelievable. 3. Further, whatever costs you have towards fixing 99 as it passes through Gridley and Live Oak have only caused a dangerous situation. By failing to convert outlying areas into 4 lanes, Cal Trans has created the only two passing areas in those two towns. So now, rather than slowing down as people go through Gridley and Live Oak, they use the 4 lanes of travel through those towns as a passing zone. Incredible lack of foresight. Now citizens/drivers/pedestrians of those communities run the risk of crossing the highway with idiots running red lights because of the pressure of not being able to pass before you get to either town. I am dumbfounded at the complete lack of planning and the disregard for safety. 4. Cal Trans visited the Gridley Rotary Club a few months ago. When presented with these issues, the speaker simply punted to someone else at the agency that was going to be able to answer our questions a few weeks later. Surprise.....that person didn't show. Be better. 5. And the first accident at the bridge crossing near Cottonwood has officially happened. Shall we keep track? Fix 99 now! Please include these comments into your study. I also ask for you to confirm that you have received it.</p>	<p>Additional Lanes, Safety, Public Participation</p> <p>Caltrans Response: Thank you for your comments. We had an issue with the link to the projects and its now corrected on the website. We do have widening projects listed in the projects plan for SR 99 in the areas you describe from Live Oak through Gridley. Thank you for attending that day when I presented at the Gridley Rotary. The question you asked was about an existing project and I am sorry that my colleague who is a project manager did not come to the Rotary afterwards.</p>
2/1/2022	<p>An overpass crossing at Neal road and state route 99 would reduce highway accidents and the red light.</p>	<p>Safety</p> <p>Caltrans Response: Thank you for your comments. We had an issue with the link to the projects and its now corrected on the website. We do have a project that would convert Neal to an interchange in the project list.</p>
2/1/2022	<p>Suggestions for projects Upgrade SR 99 between Chico and SR 149 to full freeway with interchange at Neal Road and new southgate interchange. Extend SR 113 over feather river to Plumas Lake Blvd Interchange and eventually SR 65 Interim project until wheatland bypass is constructed – build new NB alignment though wheatland on State Street and have paired two-lane one-way couplets NB and SB though town</p>	<p>Additional Lanes, Interchange, Bypass</p> <p>Caltrans Response: Thank you for your comments. We had an issue with the link to the projects and its now corrected on the website.</p>
2/2/2022	<p>Until there is a by pass of Marysville there will be no reduction in the amount of vehicle or train exhaust. There are no pedestrian walks or bike paths now and probably never. I am really skeptical about this project.</p>	<p>GHG, Pedestrian/Bike Infrastructure, Bypass</p> <p>Caltrans Response: Thank you for your comments.</p>
2/2/2022	<p>I've driven from Chico to the Sacramento Airport (or further south) feels like a thousand times, so any improvements would be appreciated!</p> <p>Will this project include onramps like SB 99 Onramp/Cohasset Rd in Chico? That's the most bizarre "intersection" I think I've seen and gets completely blocked up most of the time.</p>	<p>Questions, Congestion</p> <p>Caltrans Response: Thank you for your comments.</p>



<p>2/2/2022</p>	<p>I'd like to voice my concerns for a particular area in this survey. The 70/65 split. As someone who has driven it daily for the past 8 years, something need to be done to further safety. I grew up driving in LA and I'd take any interchange there over driving through this area. In the past two years there have been 4 deaths, at least within .5 mile of it. My family and myself were involved in a major vehicle accident in November in this area, leaving us afraid to drive through it daily. It's severely impacted our lives as my husband has no use of an arm as a result. The accident was caused by an impaired driver leaving the new casino just a few miles away. It has not been assessed since the addition on the casino. Please include this section and save lives.</p>	<p>Safety Caltrans Response: Thank you for your comments.</p>
<p>2/2/2022</p>	<p>My name is Steve Ostling and I live in Gridley. I am a retired vocational educator. When I was majoring in Civil Engineering, I worked for the National Park System as Engineering Tech and Party Chief-2 summers and then the USFS for a summer as a plan checker and project inspector. I am glad to see that you are open to public input and that hopefully you folks incorporate some of the ideas. 1. You need a regional advisory board of citizens to actually be looking at proposals and the projected plans by your team and make comments before they go too far. 2. Plan for the future, 50 years ahead rather than pacify the present. 3. Look at causes of automobile accidents and work to make your engineers accountable to rectify the issues. A. Look at the accidents and deaths at Keefer Road and 99, there have been multiple injuries and deaths at the STOPLIGHTS ON A FREEWAY IN A DIP. 50 years ago the engineers felt it was too expensive to build an overpass over the main access to the entire Butte County dump. It was a natural place to build an overpass---they built a bridge over a dry stream next to the junction! More lights and warnings just highlight poor planning. B. There needs to be at least five more overpasses from Yuba City South to build for the future and eliminate future hazards caused by population growth. C. There needs to be segments of four lane road passing lanes built south of the 99/149 junction built yearly to Yuba city! There have been too many head on deaths on that section of road! D. Lomo Crossing needs a 4 lane overpass that was engineered over 50 years ago. There have been way too many deaths at that crossing, the last major injury a California State Highway Patrol Officer! E. The only way safe way through Marysville is for an overhead freeway from approximately Binney Junction to the existing highway 70 just south of the Yuba River--FREEWAY! "Global Earth!" The only other way is to build a freeway from Highway 70 at about the old Marysville Cemetery, South East to the River Front Park and again connect to the Highway 70 just south of the Yuba River---much of this would be an overhead freeway but the land would be free! Maybe build them a super levy? LOL! F. Replace all stoplights on 4 lane roads with overpasses! G. Start building more four lane passing lanes north of Chico to the Tehama County line---a plan to eventually make a freeway to I -5. Thanks for reading my ideas Will! Non of these issues were caused by Caltrans but by greedy politicians who in the early 70's felt we needed more bicycle lanes AND placed the road gas tax revenue into the general fund. It was not until about 2008 that those funds were placed back into your department. We are over 50 years behind in planning. In the early 2000s the state decided to sell the land acquired in the late 60's for the Live Oak and Gridley freeway bypass! Appreciate your comments, Thank you for opening up to the public ideas and comments!</p>	<p>TAC with Public, Safety, Additional Lanes, Traffic Lights, Overpasses Caltrans Response: Thank you for your comments. Hopefully you got a chance to take a look at the project list on the Hwy70-99CorridorPlan.com website. We do have a public stakeholder group that is made up of citizen groups that have evaluated the projects in the plan. The consensus from the technical advisory committee, public survey comments over the summer, plus the stakeholders produce these set of projects for the next 20 years that will help reduce congestion in the corridor, all subject to funding constraints.</p>
<p>2/3/2022</p>	<p>IT IS WRONG FOR BUTTE COUNTY TO USE SETTLEMENT FUNDS FROM THE DEVASTATING CAMP FIRE FOR ROAD REPAIRS ALL FUNDS NEED TO GO TO THE VICTIMS THAT LOST EVERYTHING....IM SURE MOST OF THOSE PEOPLE PAID TAXES ALL THEIR LIVES FOR INFRASTRUCTURE IMPROVEMENTS. CAL TRANS NEEDS TO FIX WHAT ROADWAYS ARE BROKEN AND MAKE SAFER ROADWAYS AND INTERSECTIONS DUE TO THE INCREASED TRAFFIC FROM WILDFIRES RECOVERY EFFORTS AND THE PEOPLE THAT RELOCATED WHICH MAKES ROADS BUSIER https://www.chicoer.com/2022/01/12/butte-county-supervisors-looks-to-pge-settlement-for-road-repairs Seriously, Cal Trans waits to act to add safety measures until an area reaches "enough crashes?" For shame. I am a concerned citizen and I hope you can do something to increase community road safety that is more just talk, it's all a little too late for the lives lost at this local intersection.</p>	<p>Safety Caltrans Response: Thank you for your comments. Hopefully you got a chance to take a look at the project list on the Hwy70-99CorridorPlan.com website. We do have a public stakeholder group that is made up of citizen groups that have evaluated the projects in the plan. The consensus from the technical advisory committee, public survey comments over the summer, plus the stakeholders produce these set of projects for the next 20 years that will help reduce congestion in the corridor, all subject to funding constraints.</p>

2/2/2022	<p>I propose this bypass as a viable solution to alleviate further congestion to Marysville from traffic both north and south on Highway 70 as well as East and West on Hwy 20. With two future bridges, one across the Yuba river just east of Marysville and one across the Feather river north of Yuba City with freeway connected to the proposed Hwy 70 Bypass. I don't see any way for the current highways to pass through Marysville and Yuba City and have any release of congestion due to the already congested traffic and lights that after all these years cannot be timed properly for smoother traffic flow.</p> <p>It will be expensive but I believe a solution is way past a reasonable cost because both communities have grown beyond the current highway situation and traffic levels to continue running through the communities. Unless you plan on overhead freeway.</p> <p>Good luck! <attached jpg></p>	<p>Bypass, Congestion</p> <p>Caltrans Response: Thank you for your comments.</p>
2/2/2022	<p>If you want to improve travel on both routes here, consider building a way AROUND Marysville and Yuba City...Both communities slow us down...especially Marysville in late afternoon. We need to see a BY PASS around these cities...traffic is CRAZY there...bumper to bumper...Marysville is JAMMED with traffic going thru town.</p>	<p>Bypass, Congestion</p> <p>Caltrans Response: Thank you for your comments.</p>
2/3/2022	<p>I am a South Sutter senior citizen resident with a neat perfect driving record over 54 years. I can't count the number of times I've faced dangerous road crossings on 99 at W. Catlett and at Powerline. I often reroute my trips so I don't take those roads but it significantly increases my trips. I believe both crossings need overpasses. 1 W. Catlett, 2. Power Line.</p>	<p>Safety, Overpasses</p> <p>Caltrans Response: Thank you for your comments.</p>
2/3/2022	<p>I have previously answered the survey that was available. But, I want to further stress the need for a REAL solution to Marysville on the 70 corridor from the 99/70 split out of Sacramento to Oroville. Every day, it is a mess through that city and the bridge over the Yuba River going into Marysville is totally inadequate. All the rest of the corridor will be improved but Marysville will continue to be like an intestinal blockage on the whole system.</p> <p>Contrary to what the Marysville leaders think, nobody wants to stop in Marysville to shop just because they are forced to go through the city. Just the opposite. By the time you get into Marysville, all you want to do is get out! Marysville could be developed and promoted as an historical destination if the main traffic artery did not go through the city.</p> <p>Thank you, and everyone involved, for your efforts on this regional transportation study. It is much appreciated.</p>	<p>Congestion</p> <p>Caltrans Response: Thank you for your comments.</p>
2/3/2022	<p>I live in the foothills of Yuba County and I routinely have to travel through Marysville to Yuba City. The traffic is always slow, with many semi-trucks and everybody who have to jog around Ellis Lake and through half a dozen stop lights. The Comprehensive Multimodal Corridor Plan does nothing to mitigate this traffic. It actually makes it worse.</p>	<p>Congestion</p> <p>Caltrans Response: Thank you for your comments.</p>
2/3/2022	<p>This is in response to a request for community feedback regarding the proposed State Routes 70-99 Projects.</p> <p>Expanded bus, rail, biking, and pedestrian solutions do not contribute measurably to reducing congestion or improving air quality unless massive amounts are spent to make those types of travel viable for everyone interested in using them—a political loser.</p> <p>Adding freeway lanes and interchanges are the most effective solutions to congestion, since the vast majority of commuters prefer personal vehicles for transportation and will ultimately reconfigure the communities served by these improvements in terms of jobs and quality of life. Environmental concerns can be addressed by phasing out all fossil fuel vehicles and replace them with electric, hydrogen, and other forms of non-fossil fuel vehicles. Construction should anticipate the inevitable increase in congestion due to the availability of more traffic lanes in the long term by overbuilding the number of lanes and interchanges. Also, the state could also mandate employers to dedicate a minimum percentage of jobs to telework when such work can be feasibly done by their employees. If more work is performed remotely, potentially huge savings in commute times, costs to the environment, the cost of energy, and increased quality of life could be achieved.</p> <p>Thank you for soliciting my feedback.</p>	<p>Transit, Bike and Pedestrian Improvements, Additional Lanes, GHG, Congestion</p> <p>Caltrans Response: Thank you for your comments.</p>

2/3/2022	Hello, is there a link to the survey anywhere? They are soliciting feedback until Feb 15 but there aren't any links to the survey on the website :(<p>Question</p> <p>Caltrans Response: There is no survey currently. I am just looking for the feedback and comments on the project list that is on the website. I have attached here for your convenience.</p>
2/4/2022	Address off ramp at Nelson Ave exit off highway 70 in Oroville It Needs a yield to all or a 4 way stop .School pedestrian traffic is present, cars exiting highway 70 do not yield to the traffic . The on-ramp to 70 from Nelson also is a blind spot and short.and poses hazads,school pedestrians cross Nelson and 6th with traffic seeking to enter highway 70. Needs improvement for safety.	<p>Safety</p> <p>Caltrans Response: Thank you for your comment.</p>
2/7/2022	Bring back the Live Oak/Gridley bypass that was started in the 1970's when the projects around here were actually thinking of the future.	<p>Bypass</p> <p>Caltrans Response: Thank you for your comment.</p>
2/7/2022	<p>I recently moved back to Chico after 30+ years and have 2 critical issues to discuss:</p> <p>1) I'm very surprised that there is still no 4-lane freeway access to a city of this size that also continues to grow. I drive to Sacramento often on both 70 and 99 and the long 2-lane stretches are dangerous and slow. The amount of traffic on the roads is heavy and increasing. It's outrageous that for the level of commuter, commercial and agricultural traffic, a faster and safer system isn't in place. I have witnessed many near accidents and read about crashes on these roads daily. With a 4-lane highway, these tragedies can be reduced.</p> <p>2) I'm also very concerned with the lack of sound walls along stretches of 99 through the Chico neighborhoods. I believe there's a law from the 1970s that sound walls must be installed where freeways go through housing areas. I see them in San Jose and wherever a housing development is being built next to a freeway, yet in Chico this isn't so. For example, there's no sound wall from E. 1st Avenue onward. And, there's been accidents and one acquaintance had a truck crash into their backyard! Sound walls are necessary for sound suppression, for safety and to contain car pollution. With the new infrastructure bill approved by Congress, I think some funds should be designated for sound barriers in Chico.</p>	<p>Additional Lanes, Interchange, Sound Pollution</p> <p>Caltrans Response: Thank you for your comments regarding planned projects in the SR 70-99 CMCP. We do have expansion projects in the long range plan. I will forward the suggestions for sound walls with my team for review and analysis.</p>
2/7/2022	<p>In reference to the above document, I have a number of questions and concerns. By way of background, my wife and I are property owners within your project area and had Right of way purchased from us by the state in March of 2020. The initial letter noticing us of the property required was for a proposal to "widen shoulders, construct a center left-hand turn lane, and create a clear recovery zone along Highway 70 north of Marysville". Property was sold on that basis. Thereafter, we were made aware that the scope of the project was expanded to a five-lane project. In reviewing the CMCP nowhere in the document is this expansion reflected. If it is so reflected, under what segment is it described? Likewise, at no time did we receive notice that the property purchase was for anything other than what was needed to accomplish the original described scope of work on the highway. I find it hard to believe two additional lanes could be added utilizing the limited property acquired. I know that perhaps some of the forgoing is not within your scope of authority, but no one seems to be willing or able to answer my questions and concerns. I would appreciate a reply specifically to my CMCP question.</p>	<p>Additional Lanes, ROW, Question</p> <p>Caltrans Response: Thank you for your comments. The projects in the CMCP are in the 20 year horizon and have yet to be scoped out (my position is long range planning for potential planned projects). What your situation is probably referring to is an existing project. I would refer to your right of way letter for the ROW agent regarding that specific project.</p>

<p>2/9/2022</p>	<p>Thank you for providing an opportunity to comment on the State Route 70-99 Comprehensive Multimodal Corridor Plan. I have the following comments on the project lists proposed for the ten segments: Segments 1 and 2 Project List: Constructing interchanges at Placer Parkway/Sankey Road and Catlett Road on Route 99 would enhance safety and operations, transforming the current expressway/freeway mix into a continuous freeway that would better match motorist expectations. Segments 3 and 4 Project List: Constructing an interchange at Neal Road on Route 99 would enhance safety and operations, transforming the current expressway/freeway mix into a continuous freeway that would better match motorist expectations. Segments 5 and 6 Project List: Constructing interchanges at Southgate Road on Route 99 (and closing the at-grade intersection at Estates Drive), as well as at Striplin Road and Berry Road/Kempton Road on Route 70 would enhance safety and operations, transforming the current expressway/freeway mix into a continuous freeway that would better match motorist expectations. Converting the at-grade intersection at Garner Lane on Route 99 to an interchange is a concept I never remember hearing about while I worked in District 3, but it certainly has operational and safety merits by extending the full freeway section further to the north of the greater Chico urban area. Regarding constructing a ramp meter on the EB Route 70 connector “ramp” to NB Route 65 (note that this section of Route 70 is a full freeway segment; it geometrically is NOT a ramp), I don’t think that this is a prudent concept. Adding a “ramp” meter that would require motorists to unexpectedly slow down or possibly stop could generate safety issues when the roadway itself presents a high speed movement. Segments 7 and 8 Project List: There are no projects proposed to address the historic operational problems created by combining Routes 20 and 70 through Marysville. That the studies for constructing a Route 70 bypass of Marysville were discarded nearly thirty years ago was an incomprehensible decision by Caltrans, considering that its mission is to address interregional traffic needs. At a minimum, support should be provided to Yuba County’s Goldfields Parkway project to create an alternative route east of Marysville. Segments 9 and 10 Project List: Similar to the Segment 5 proposed project of converting the at-grade intersection at Garner Lane on Route 99 to an interchange, converting the two existing at-grade intersections at Pacific Heights Road/Ophir Road and Pacific Heights Road/Georgia Pacific Way on Route 70 into a single interchange is a project that was being considered/designed at one time in District 3. It should be included as a project to enhance safety and operations by extending the full freeway section further to the south of the greater Oroville urban area.</p> <p>Constructing an interchange at the Shippee Road/Openshaw Road at-grade intersection on Route 149 would enhance safety and operations, transforming the current expressway/freeway mix into a continuous freeway that would better match motorist expectations. Note that a bicycle/pedestrian facility between the east end of Openshaw Road and Route 191 (at Route 70) should be considered for inclusion to complete an east-west connection that would avoid travel through the high speed Routes 70/149 interchange.</p> <p>Thanks again for the opportunity to review and comment.</p>	<p>Interchanges/Intersection, Safety, Bike and Pedestrian Facilities</p> <p>Caltrans Response: Thank you for taking the time to comment on the SR 70-99 CMCP. We do have several intersection to interchange projects listed in the plan as you mentioned.</p>
<p>2/9/2022</p>	<p>I wish an overpass on Hwy 70 at Ophir Road and on Hwy 99 at Neal Road were some of the projects since there have been so many accidents at these intersections. I hope this will be address some day in the future.</p>	<p>Overpass</p> <p>Caltrans Response: Thank you for your comment.</p>



<p>2/15/2022</p>	<p>I just was made aware of the call for feedback on the proposed State Routes for the Multi-Modal Corridor plan and did make time to read yesterday.. I believe that having better transportation options in the corridor outlined from Chico to Sacramento is very badly needed; especially if we want less vehicles on the road in the future. It would be great to have options to get to Chico and Sacramento without driving. Adding electric car charging stations in the corridor to this proposal should be considered as that is certainly needed and would also cut down on pollution.</p> <p>Rail Train access. Marysville has excellent places for future rail stations. One at 7th Street off B would be good as the walkability to downtown Marysville and other future transit stations on B street to connect to the Corridor route with bus, pedestrian/walk routes to the Corridor to Chico</p> <p>As to the Class II bike lane added to 99 between Bogue Road and Rte 20, I don't think it would get very much use as that is too close to highway traffic and people would not use. However, Class I-bike trail or Class IV would be very much used. There is a paved bike trail in Yuba City and it would be terrific to tie it into a future bike trail.</p> <p>Pedestrian Improvements on SR 20 from Harter to Feather River Bridge would certainly help but extending those past Feather River Bridge to B Street (70) in Marysville would open up connectors currently in operations to Sacramento and allow for more options for Marysville residents and help with the traffic congestions that will only get worse (until a By-pass is put in). I understand this project has it's boundaries but just wanted to point out the importance of connecting transportation to the corridor system by all mods possible.</p> <p>Transit pick up spot on 70 or near 70 or closer to East Marysville. Transits that can connect Marysville/Yuba City to Chico would be great and also to Sacramento. Currently we have a week day transit to Sacramento. Important to mention: a law that needs changing that bans Amtrak from selling single tickets for their route:Marysville to Sacramento. Law should be abolished to add to more mods of transportation 7 days a week. I realize not in this scope but you never know if there would be something that CALTRANS can do about that to make transportation better.</p>	<p>EV Infrastructure, Transit Options, Bike and Pedestrian Infrastructure</p> <p>Caltrans Response: Thank you for your comments on the SR 70-99 CMCP. We do have rail and transit projects that are in the plan and in the pipeline between Sacramento and Chico. These are all conceptual at this time.</p>
<p>2/15/2022</p>	<p>Our local newspaper, The Appeal Democrat, has recently been reporting on Caltrans seeking feedback on SR 70-99 projects and the soaring number of deadly accidents in our Yuba City and surrounding communities. My father, Lee Harmon, a Yuba County resident for many years, asked me to submit to Caltrans his proposal to address these serious local issues. Please see the attached Map pdf and his letter. My understanding is that Yuba City has recently approved the building of hundreds of new homes and two shopping centers in the areas of Lincoln and Barry Schools on Hwy 99. Additionally, application for a 45-acre storage facility in that area may also soon be in the works. While we can agree these approvals will be enhancements to our area, the potential for increase in serious traffic accidents involving the large trucks going through Yuba City cannot be ignored. We live in a highly congested area already with a reputation of many fatal and serious injury accidents per year and inevitable lawsuits filed against our citizenry, our city, and our state. The proposed new developments will impact both sides of Hwy 99 from Hwy 20 running East and West, right through the heart of Yuba City, and on down south to Hwy 99 to Tudor Road, running both East and West. It can be reasonably assumed that our current traffic congestion problems would be compounded further by all the proposed new homes, shopping centers, and more needed development in our area that are currently in various stages planning and approval. Of particular concern are the areas of Barry and Lincoln schools where the children and parents are driving to and from those locations at least five times per week. Without a new plan to address and correct the current congestion issues we face today; we can only anticipate that the congestion and deadly accidents will increase. HERE IS MY PROPOSAL: 1. Repair and improve our roads, exits, and freeway entrances 2. Make the needed improvements to the roads, entrances and exits around the newly proposed truck parking areas. 3. Move all our local trucking companies south out of the Yuba City city limits The importance of our trucking industry to our local communities is obvious and easy to understand. We want and need our local trucking companies, however, to move them to a location that is outside the city limits would be a solution to so many of our traffic accidents and congestion. Should this two-step plan outline be approved and implemented it would take all the trucks located in the new proposed area and the trucks located there that goes north from that area would go to the south end of the new trucking area. The trucks departing the newly proposed trucking area at Hwy 99 and Tudor Road, going to the south end of the to-be-improved Everglade Road going East to West, and connecting with Hwy 113. Trucks traveling to Oregon and Washington would turn North to George Washing Blvd., a county road, and continue to Hwy 20 running East and West that will take them to Hwy 5 to Oregon and Washington states. This plan will COMPLETELY AVOID THE CITY LIMITS OF YUBA CITY. Trucks located in the Sikh's Center will go to the south end of the said property to a new onramp on Hwy 99 leading to Hwy 180 and Reno North or leading to Hwys to LA and Western and Southern United States. The trucks going to San Francisco and the Bay Area would go to the south end of the Sikh's Center to Everglade Road that goes to Hwy 113, and then turns south to San Francisco and the Bay Area. The needed infrastructure improvements in the area are roads for large, heavy trucks. Some of these improvements would include improvements at the North end entrance to the property on Tudor Road, Sawtelle Rd at the south end of the property, the Everglade Rd exit where Everglade Road connects to Hwy 113 and the onramp to Hwy 99, and the widening and improvements on both Everglade and Sawtelle roads. The proposed new and extended Everglade Road from the new onramp to 99 to Everglade Road on the east end of the ramp all the way west to Hwy 113, and the Sawtelle road leading from overhead pass on the north end all the way south to Everglade Road would be included in the needed improvements. Where will the funding come from? I have been reading about Cal Trans and others asking for input for infrastructure and road improvements that are needed in our local areas and throughout the United States. Several articles written in our local newspaper informs us that the Federal Government is looking for ideas for improving these issues in our area that would help prevent accidents and deaths to our communities. The proposal project that I am submitting to you today has a lot of merit and is in fact doable. The One Trillion Dollars that has been appropriated for improvements by our Federal Government could go a long way to improving the lives of our all our citizens. I certainly hope you agree.</p>	<p>Road Improvement, Congestion, Safety</p> <p>Caltrans Response: Thank you for your comments on the SR 70-99 CMCP. Moving truck companies out of their property in the Yuba City limits is not an issue that Caltrans controls, that would be up to the city to enact any ordinance as the State does not have that kind of authority or jurisdiction.</p> <p>Right now the projects in your area are just conceptual and would need to be further developed as this is a 20-year horizon plan that will be updated again in 5 years.</p>

<p>2/15/2022</p>	<p>Below are some of my comments relating to the State Route 70-99 Comprehensive Multimodal Corridor Plan: “comprehensive multimodal corridor plan and concept of operations addressing regional and interregional safety, congestion, accessibility, goods movement, economic development, land use efficiency, public health, air quality, and greenhouse gas emissions”. For background, I’m a lifelong resident of the Yuba-Sutter area however I did live in the Sacramento region for several years. In addition, I have a background working for the City of Sacramento in the Traffic engineering and have a basic understanding of traffic management, street design, speed surveys, traffic calming, complete streets, accident reports and public concerns. I’m also a register Professional Engineer with the State of California and Co-founder of Yuba Area Bicycle Advocates. From my experience, when working with Caltrans, there is usually a request for input on a project, comments are provided and then Caltrans finds reasons on how to disregard them and do the project as they previously planned. I hope this is not the case and I have not spent my time reviewing and commenting in vain. To begin with, I like that the plans call for increased bicycle/ped access especially anything within a town. Also, I strongly support the train extension from Sacramento to Chico as long as it includes a stop in Marysville. However, based on the maps provided it appears Caltrans mostly wants to widen from 2 to 4 or 4 to 6 lanes on many portions of your plan, making it car centric. This plan should overwhelmingly increase improvements for non-car options, it’s ridiculous that we continue to do the same thing over and over and expect different results, has the term induced demand (aka induced traffic) been considered? Bicycling - My main focus is Marysville which is a very unique situation with the main of the residential area very cut off from the business sector. Specifically, bicycling in Marysville is severely restricted by the Highways and Railroads. East Marysville is effectively cutoff from West Marysville, they are bifurcated by the division made from the north/south by SR70 and east/west by SR20 which have limited, difficult and unsafe crossings or no crossings at all. There is not a single bike lane on any portion of the two highways bisecting Marysville. I know the excuse will be that its not in the bike/ped plan or we need to move traffic. It’s sad that I have to get in my car to drive a mile into downtown because I have a healthy fear for my safety on a bike near the highways. The proof of Caltrans disregard for multimode options is there isn’t even a bike coordinator for District 3 and the phone number is disconnected. I wonder if Caltrans even ride on the roads they add bike access to. A good metric is if you don’t feel comfortable riding a location with your kids then it’s not a safe location. Also, the plan has Class 1 and 4 bike lane projects in other counties but ZERO in Segment 7 Yuba county. Why is Caltrans treating our disadvantaged community unequally from places like Chico or Sacramento? If you want to improve something do the hard projects in the middle of towns like Marysville, you’ll get the most bang for your buck in the long term. For reference, as you may know the federal government is providing large tax incentives for the purchases of Ebikes which will only increase the amount of safe bike routes needed. More bikes actually helps the local economy and supports local stores. Some specific section comments: Segment 2 - Bogue to SR 20 needs to be a minimum class 4 or at best class 1, you must be a daredevil to ride a class 2 on that section, people driving well above the speed limit, extremely unsafe. The Class 4 Bike lane at minimum should be using a separated barrier. Segment 7 - SR70 from 9th street to Laurellen Rd should have a Class 4 or 1 bike lane. It’s literally in the very center of the town, yet we have a suicide lane that is only occupied a fraction of the time the travel lanes are occupied. Segment 7 - The sidewalk on SR70 bridge over the Yuba river is scary for most normal people, it is skinny and has below height railing, this combined with high speed vehicles inches away creates a safety concern. In addition, the circular Bike/Ped onramps have an unreasonable grade (guessing ~20%). People are expected to ride a bike up these? For a proper bridge crossing look to the 5th street Bridge, it has a 10’ wide separated path. Segment 7 – The SR20 RR underpass between Ramirez and B street is scary for bikes and pedestrians because it has a very narrow sidewalk (illegal for bikes) with steep grades. SR 20 needs Class 4 or 1 bike lanes. Noise – Vehicles speed out of town on SR20 from Buchanan to Recology and there is no sound wall between the homes and SR20. It’s so loud I hear it at my house a mile from the highway. This again shows a complete disregard for the residents of Marysville. Pollution - Marysville does not have an air pollution monitoring station. Why is that? Not only do the 60k+ vehicles a day travel through town and create emissions, but we also endure the railroads emissions. Safety - How many traffic deaths “in town” for SR70 from 14th to Laurellen Rd yet we want to widen and not provide a bike/ped bridge to connect the Class 1 bike lane on the levee? Another disregard for multimode. Transit - There is no bus or train service to Oroville, Chico, Grass Valley, Sutter, Colusa. We are required to travel these location only by car. What would the cost of this be versus additional highway expansions? I was very hesitant to spend my personal time providing comments due to them continually being disregarded by Caltrans. Caltrans will be paid to review and dispose of my comments while citizens like me must take our free time and provide comments that fall on deaf ears. If this is not the case I’d be happy to discuss further and/or do a site visit.</p>	<p>Bicycle/Pedestrian, Road Improvement, Safety</p> <p>Caltrans Response: Caltrans sent a detailed email to commenter. Response is on file.</p>
------------------	---	--