



District

3

DEPARTMENT OF TRANSPORTATION



# ***STATE ROUTE 20 CORRIDOR PLAN TIER 1***



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## STATE ROUTE 20 CORRIDOR PLAN

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04/28/2026

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## 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.



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- Colusa County
- City of Colusa
- City of Williams
- Colusa County Transportation Commission
- Sutter County
- City of Yuba
- Yuba County
- City of Marysville
- Nevada County
- City of Grass Valley
- Nevada City
- Nevada County Transportation Commission
- Sacramento Area Council of Governments

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## List of Acronyms

|          |                                                                  |
|----------|------------------------------------------------------------------|
| ACS      | American Community Survey                                        |
| APS      | Audible Pedestrian System                                        |
| ATP      | Active Transportation Plan                                       |
| CAPTI    | California Climate Action Plan for Transportation Infrastructure |
| Caltrans | California Department of Transportation                          |
| CFMP     | California Freight Mobility Plan                                 |
| CMAQ     | Congestion Mitigation and Air Quality                            |
| CMCP     | Comprehensive Multimodal Corridor Plan                           |
| CMP      | Congestion Management Process                                    |
| CSIS     | Caltrans System Investment Strategy                              |
| CTC      | California Transportation Commission                             |
| CTP      | California Transportation Plan                                   |
| FAF      | Freight Analysis Framework                                       |
| FHWA     | Federal Highway Administration                                   |
| I        | Interstate                                                       |
| ITSP     | Interregional Transportation Strategic Plan                      |
| LOS      | Level of Service                                                 |
| MPO      | Metropolitan Planning Organization                               |
| NCTC     | Nevada County Transportation Commission                          |
| NEVI     | National Electric Vehicle Infrastructure                         |
| P&R      | Park and Ride                                                    |
| PID      | Project Initiation Document                                      |
| ROW      | Right-of-Way                                                     |
| RTP      | Regional Transportation Plan                                     |
| RTPA     | Regional Transportation Planning Agency                          |
| SACOG    | Sacramento Area Council of Governments                           |
| SACSIM   | Sacramento Activity-Based Travel Demand Simulation Model         |
| SB       | Senate Bill                                                      |
| SCCP     | Solutions for Congested Corridors Program                        |
| SHS      | State Highway System                                             |
| SHSMP    | State Highway System Management Plan                             |
| SHOPP    | State Highway Operation and Protection Program                   |
| SMF      | Smart Mobility Framework                                         |
| SR       | State Route                                                      |
| STAA     | Surface Transportation Assistance Act                            |
| STIP     | State Transportation Improvement Program                         |
| TAC      | Technical Advisory Committee                                     |
| TCEP     | Trade Corridor Enhancement Program                               |
| TDM      | Travel Demand Management                                         |
| TMT      | Truck Miles Traveled                                             |
| VHD      | Vehicle Hours Delayed                                            |
| VHT      | Vehicle Hours Traveled                                           |
| VMT      | Vehicle Miles Traveled                                           |
| ZEV      | Zero Emission Vehicle                                            |

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## Executive Summary

State Route (SR) 20 spans approximately 214 miles from west to east, characterized as an “ocean to mountains” route that begins at SR 1 near Fort Bragg, California and ends at Interstate 80 (I-80) near Emigrant Gap. Within District 3 boundaries, SR 20 extends about 122 miles west to east, traversing through Colusa, Sutter, Yuba, and Nevada counties. The route starts on the western edge of Colusa County and terminates at the junction of SR 20/I-80 in Nevada County.

SR 20 facilitates regional, interregional, commuter, commercial, agricultural, and recreational traffic, in addition to serving local traffic. The route serves as a major east-west connector to I-5 and SR 99, and interconnects with other key corridors, including SR 70 and I-80. In Colusa County, SR 20 serves as a commuter route for residents traveling to employment, services, and destinations in Yuba City and Marysville. In addition to daily vehicular movement, the corridor plays a role in goods movement, particularly for transporting agricultural goods throughout the region, and serves important evacuation and emergency access functions for residents in rural and foothill communities, including portions of Nevada County.

The SR 20 Corridor Plan aims to support local, regional, and state agencies in addressing various needs related to the transportation system, including infrastructure, livability, economic growth, and sustainability. The SR 20 Corridor Plan evaluates current and projected future traffic conditions along the route. The existing conditions are based on data from the 2020 base year, with 2050 set as the planning horizon year. The 2020 scenario was selected as the year to replicate typical existing conditions for purposes of modeling and analysis. This corridor plan is being developed in alignment with the Comprehensive Multimodal Corridor Plan (CMCP) guidelines to ensure eligibility for consideration under the Senate Bill (SB) 1 funding program.

## Purpose

The purpose of a corridor plan is to establish a comprehensive long-range plan spanning 20 to 25 years. This plan evaluates both current and anticipated operating conditions along the State Highway System (SHS) and proposes enhancements to improve system operations and mobility. This planning process is mandated by the California Department of Transportation (Caltrans) in accordance with Government Code Section 65086, which assigns Caltrans the responsibility of identifying future improvements to the SHS. In collaboration with public partners and local, regional, and state partners, Caltrans engages in a continuous, cooperative process to identify future highway improvements. This process considers the entire transportation system, including highways, local roads, transit, freight, and non-motorized modes of transportation. The overarching goal is to develop an integrated multimodal transportation system aligned with Caltrans’ objective of safety and health, stewardship and efficiency, sustainability, livability and economy, system performance, and organizational excellence.

The SR 20 Corridor Plan aims to achieve the following objectives:

- Provide a 20–25-year concept for how each SHS corridor should operate and the improvements that are necessary to obtain those operating conditions across all modes of transportation.
- Report on a range of performance measures.
- Provide a basis for Caltrans initial input into the regional transportation planning process and nomination of SHS projects for funding.

- Provide the basis for evaluating local government and developer requests for highway projects and mitigation for local development.
- Provide long-range system goals for guiding short-term route project decisions.
- Identify and protect long-term right-of-way (ROW) needs.

## Vision Statement

Provide a safe, efficient, accessible, and connected transportation system that prioritizes roadway improvements for vehicles while also addressing all modes of transportation, including public transit, walking, and biking. These improvements aim to enhance transportation options and reduce overall dependence on the automobile. These objectives will be achieved through collaboration, creativity, and sustainability with transportation partners and the public aiming to support long-term growth and strategic accessibility.

## Section 1 | Introduction

### 1.1 | Route Description and Segmentation

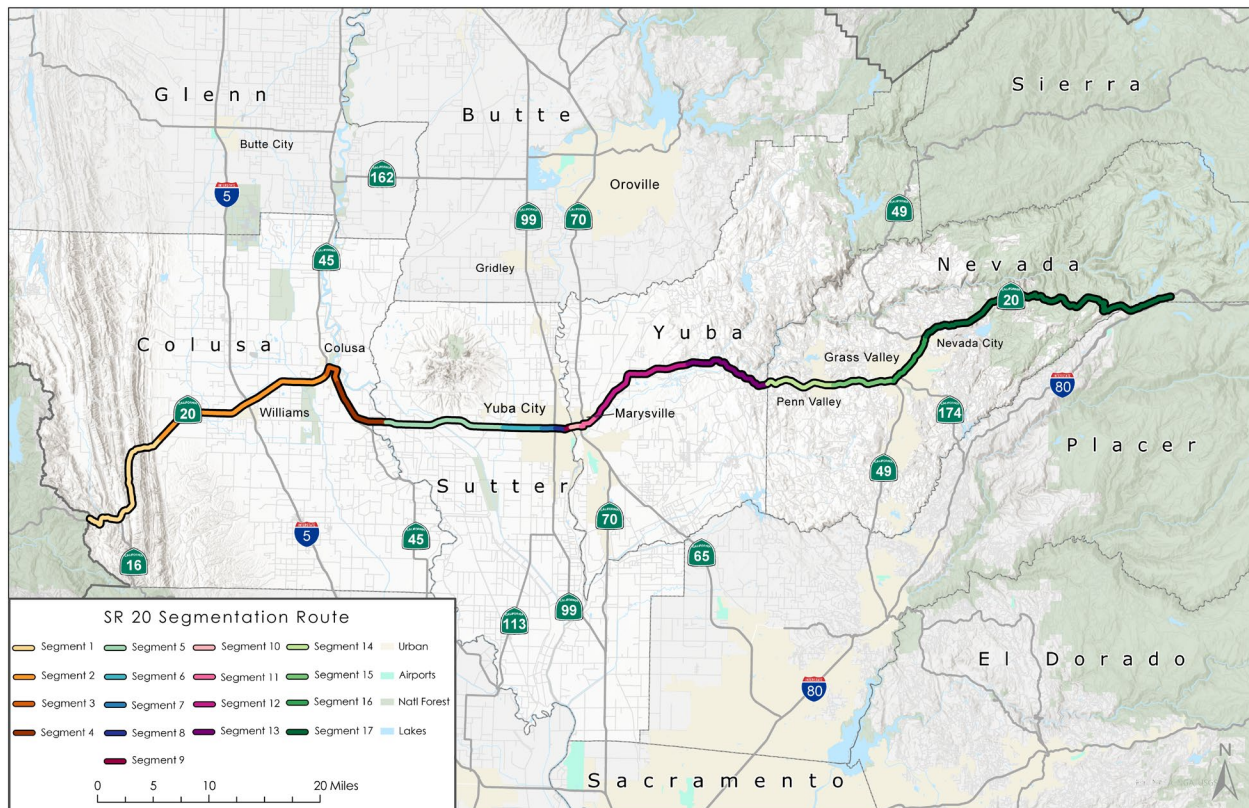
SR 20 within Caltrans District 3 covers approximately 123 miles over four counties. The route primarily traverses rural landscapes but does intersect cities, communities, and town. Because of the expanded coverage of the corridor, the plan is divided into 17 segments to make it more manageable for analysis. The segmentation is based on similar characteristics such as land use, traffic patterns, demographics, and infrastructure, allowing the analysis to more accurately model and forecast travel behavior within each segment.

Table 1: Route Segmentation

| Segment | Location Description                                    | County, Route, Beginning (PM) | County, Route, End (PM) |
|---------|---------------------------------------------------------|-------------------------------|-------------------------|
| 1       | Lake/Colusa County Line to Walnut Drive                 | COL_20_0.00                   | COL_20_13.03            |
| 2       | Walnut Drive to Harris Street in Colusa                 | COL_20_13.03                  | COL_20_30.40            |
| 3       | City of Colusa, Harris Street to Moon Bend Road         | COL_20_30.40                  | COL_20_33.10            |
| 4       | Moon Bend Road to Colusa/Sutter County Line             | COL_20_33.10                  | COL_20_39.30            |
| 5       | Colusa/Sutter County line to Humphrey Road              | SUT_20_0.00                   | SUT_20_10.90            |
| 6       | Humphrey Road to Harter Parkway in Yuba City            | SUT_20_10.90                  | SUT_20_14.40            |
| 7       | Harter Parkway to the SR 20/SR 99 junction in Yuba City | SUT_20_14.40                  | SUT_20_15.60            |
| 8       | SR 99 to Shasta Street in Yuba City                     | SUT_20_15.60                  | SUT_20_16.60            |
| 9       | Shasta Street to Sutter/Yuba County Line                | SUT_20_16.60                  | SUT_20_17.057           |
| 10      | Sutter/Yuba County line to SR 70 junction in Marysville | YUB_20_0.00                   | YUB_20_0.98             |
| 11      | Junction of SR 70 to E 22nd Street                      | YUB_20_0.98                   | YUB_20_2.94             |
| 12      | E 22nd Street to Marysville Road                        | YUB_20_2.94                   | YUB_20_13.260           |
| 13      | Marysville Road to Yuba/Nevada County Line              | YUB_20_13.260                 | YUB_20_21.475           |
| 14      | Yuba/Nevada County Line to Penn Valley Drive            | NEV_20_0.000                  | NEV_20_6.60             |
| 15      | Penn Valley Drive to junction SR 49 South               | NEV_20_6.60                   | NEV_20_12.30            |
| 16      | Junction SR 49 South to the junction SR 49 North        | NEV_20_12.30                  | NEV_20_17.40            |
| 17      | Junction SR 49 North to I-80                            | NEV_20_17.40                  | NEV_20_45.60            |

Note: Beginning and ending PMs for each segment are derived from the Caltrans Transportation System Network Highway Sequence Listing using route breaks and district, county, and urban rural boundaries.

Figure 1: State Route 20 Segmentation Map



## 1.2 | Route History

Portions of SR 20 follow the alignment of what was first a wagon road and later a turnpike in the late 19th century. This road was extended through the SHS all the way to Ukiah in the early 20th century, and the missing link near Clear Lake was completed in 1932 before the official designation of this highway as SR 20 in 1934. There have been subsequent improvements to the road, such as the conversion of the Grass Valley portion of the route to freeway standards.

The highway corridor has significant man-made, natural/environmental, and visual resources over this long distance through the Coastal Mountains and into the Sierra Mountains. Having a complete perspective of the corridor and resources is important background information for understanding the context and continuity of the route as it progresses across the diverse geography of the state.

## 1.3 | Community Characteristics

The demographics and commuting patterns across the four counties have several implications for SR 20 current and future performance. Population growth projections indicate that the corridor will increase traffic as more residents travel for work, school, and access to goods and services. SR 20 serves as a critical connector to several major highways and interstates that reinforce a role for regional connectivity.

While each county has distinct commuting trends, there is a shared dependence on personal vehicles as the primary mode of transportation. If this preference continues, combined with anticipated population

growth, SR 20 will face higher vehicle demand over time. These trends may contribute to increased congestion affecting corridor performance.

### 1.3.1 | Colusa County

Colusa County is centrally located approximately 70 miles north of Sacramento, granting convenient access to key transportation corridors such as, SR 20, I-5, and SR 45. In addition to these major corridors, the county's transportation network includes various arterials and a network of local public and private roads<sup>1</sup>. This roadway infrastructure supports the county's economy, which is primarily rooted in agriculture and agriculture-related business. This comprehensive roadway system ensures accessibility to a diverse range of activities, employment opportunities, and services both within Colusa County and across the region. SR 20 acts as the primary east-west route in the county with I-5 and SR 45 as the primary north-south routes. I-5 is a vital north-south route for the county as it primarily facilitates the transportation of goods by truck, especially during peak harvest seasons. It intersects SR 20 in the City of Williams which then provides connection northbound towards the City of Redding and southbound towards the Greater Sacramento Region. SR 45 is a two-lane conventional highway that runs parallel to the Sacramento River and traverses the eastern region of Colusa County.

SR 20 enters Colusa County near the Lake County border, intersects with SR 16, and extends eastward for approximately 40 miles as the route crosses the cities of Williams and Colusa before reaching the Sutter County line.

According to the American Community Survey (ACS), Colusa County's total population was 21,984 in 2024. Colusa County has several unincorporated communities including Arbuckle, Maxwell, Princeton, College City, Grimes, Stonyford, and Lodoga, which collectively account for about 45% of the total population<sup>1</sup>. With a population density of about 19 people per square mile, the county exhibits a low-density land use pattern throughout.

In 2024, it is estimated that about 92% of commuters in Colusa County rely on personal vehicles such as cars, trucks, or vans as their primary mode of transportation<sup>2</sup>. This overwhelming preference for automobiles is further highlighted by 82% of residents commuting to work alone by car, with 10% of commuters opting to carpool<sup>2</sup>.

Table 2: Colusa County Demographics (2024)<sup>3</sup>

| Colusa County                              |        |
|--------------------------------------------|--------|
| Total Population                           | 21,984 |
| White                                      | 38.5%  |
| Black or African American                  | 1.5%   |
| American Indian and Alaska Native          | 1.4%   |
| Asian                                      | 1%     |
| Native Hawaiian and other Pacific Islander | 0.1%   |
| Two or More Races                          | 22.6%  |
| Hispanic or Latino                         | 62.9%  |
| Population Density (people/square mile)    | 19     |

<sup>1</sup> 2018 Colusa County Regional Transportation Plan Update

<sup>2</sup> <https://data.census.gov/table/ACSST5Y2024.S0801?q=Commuting&g=050XX00US06011>

<sup>3</sup> <https://data.census.gov/table?q=DP05:+ACS+Demographic+and+Housing+Estimates&g=050XX00US06011>

| Colusa County                        |        |
|--------------------------------------|--------|
| Total Housing Units                  | 8,211  |
| Households with No Vehicle Available | 1.2%   |
| Median Household Income (dollars)    | 75,672 |
| Mean Travel Time to Work (minutes)   | 24.8   |

Source: U.S Census ACS. Percentages may not total 100% because individuals can identify more than one race.

### 1.3.2 | Sutter County

SR 20 enters Sutter County as a two-lane conventional highway through the unincorporated community of Meridian, passing through farmlands and orchards. As it approaches the eastern boundary, SR 20 intersects SR 99. Before exiting Sutter County, the route traverses Yuba City. Within Yuba City, SR 20 facilitates access to residential neighborhoods, commercial establishments, employment centers, and recreational amenities. The route leaves Sutter County at the Feather River Bridge and continues eastward.

In 2024, the ACS reports Sutter County population at 98,857 residents. Growth projections indicate population to reach approximately 130,085 residents by 2035, resulting in an additional development of 13,414 dwelling units to accommodate the growing community of Sutter County.

In terms of transportation patterns, 90% of residents rely on personal vehicles such as cars, trucks, or vans for their daily commute to work, with 78% of commuters driving alone and 12% who carpool.<sup>4</sup> Nearly half of residents commute outside of the county for work with an average travel time of approximately 27 minutes.

Table 3: Sutter County Demographics (2024)<sup>5</sup>

| Sutter County                              |        |
|--------------------------------------------|--------|
| Total Population                           | 98,857 |
| White                                      | 45.2%  |
| Black or African American                  | 1.8%   |
| American Indian and Alaska Native          | 1.9%   |
| Asian                                      | 17.8%  |
| Native Hawaiian and other Pacific Islander | 0.4%   |
| Two or More Races                          | 17.9%  |
| Hispanic or Latino                         | 32.9%  |
| Population Density (people/square mile)    | 164    |
| Total Households (occupied housing units)  | 34,798 |
| Households with No Vehicle Available       | 3.2%   |
| Median Household Income (dollars)          | 82,364 |
| Mean Travel Time to Work (minutes)         | 27.1   |

Source: U.S Census ACS. Percentages may not total 100% because individuals can identify more than one race.

### 1.3.3 | Yuba County

SR 20 enters Yuba County via the Feather River Bridge, spanning approximately 21 miles through the City of Marysville and the unincorporated communities of Browns Valley, and Smartsville, before exiting

<sup>4</sup><https://data.census.gov/table?q=Commuting&g=050XX00US0610,06101>

<sup>5</sup><https://data.census.gov/table/ACSDP5Y2024.DP05?q=DP05:+ACS+Demographic+and+Housing+Estimates&g=050XX00US06101>

the county near Money Flat Road. Within Yuba County, SR 20 is primarily a two-lane highway throughout its route, except for the segment that passes through the City of Marysville. In Marysville, specifically on 10<sup>th</sup> Street, it expands into a six-lane arterial road to accommodate the higher volume of traffic as people access commercial, retail, and public services in the area.

As the route continues through Marysville, SR 20 reduces back to a four-lane road between E Street and Blue Street. This configuration helps manage traffic flow effectively until reaching Levee Road, where SR 20 transitions back into a two-lane highway.

In 2024, the ACS reports Yuba County total population at 84,507, with an anticipated growth of approximately 10,000 residents in unincorporated areas by 2030<sup>6</sup>. This growth is expected to concentrate largely in unincorporated communities due to geographical constraints within the City of Marysville and Wheatland.

Given that most of Yuba County's population resides in unincorporated communities, transportation patterns heavily rely on personal vehicles. In 2024, 90% of residents used cars, trucks, or vans as their primary mode of transportation to work<sup>7</sup>. Among them, 73% commuted alone, with 17% opting for carpooling. Approximately 62% of residents in Yuba County commute outside the county for work, indicating a dependence on regional job markets. The mean travel time to work stands at 33 minutes, highlighting the importance of transportation infrastructure to facilitate commuting and connectivity within and beyond the county.

Table 4: Yuba County Demographics (2024)<sup>8</sup>

| Yuba County                                |        |
|--------------------------------------------|--------|
| Total Population                           | 84,507 |
| White                                      | 53.8%  |
| Black or African American                  | 4%     |
| American Indian and Alaska Native          | 1.8%   |
| Asian                                      | 8%     |
| Native Hawaiian and other Pacific Islander | 0.5%   |
| Two or More Races                          | 19.7%  |
| Hispanic or Latino                         | 30.8%  |
| Population Density (people/square mile)    | 133    |
| Total Housing Units                        | 30,661 |
| Households with No Vehicle Available       | 3.5%   |
| Median Household Income (dollars)          | 80,550 |
| Mean Travel Time to Work (minutes)         | 33     |

Source: U.S. Census ACS. Percentages may not total 100% because individuals can identify more than one race.

#### 1.3.4 | Nevada County

Nevada County spans approximately 978 square miles of predominantly rural terrain. Its key transportation arteries include SR 20, 49, 89, 174, and 267, which all provide connectivity to I-80, a major transcontinental road<sup>8</sup>. SR 20 is a vital transportation artery in western Nevada County, linking

<sup>6</sup> <https://data.census.gov/table/ACSDP5Y2024.DP05?q=DP05:+ACS+Demographic+and+Housing+Estimates&g=050XX00US06115>

<sup>7</sup> <https://data.census.gov/table?q=Commuting&g=050XX00US06115>

<sup>8</sup> <https://www.nctc.ca.gov/Reports/Regional-Transportation-Plan/index.html>

rural areas to major population centers such as Grass Valley and Nevada City. Beginning at the Yuba/Nevada County line, SR 20 is initially a conventional two-lane highway through hilly and forested terrain. The route then transitions to a two-lane expressway with passing lanes as it approaches and merges with SR 49 in Grass Valley. At the SR 20 junction in Grass Valley, the highway widens to four lanes and continues as a four-lane freeway shared with SR 49 between Grass Valley and Nevada City. At the SR 20/SR 49 junction in Nevada City, SR 20 separates from SR 49 and transitions back to a two-lane conventional highway. It continues eastward through and beyond Nevada City before terminating at the interchange with I-80. SR 20 and SR 49 in combination are the only routes that can be utilized as “Emergency Detour Routes” when I-80, between Emigrant Gap and Colfax, is closed due to major accidents, wildfires, and construction; and both are designated to handle Surface Transportation Assistance Act of 1982 (STAA) oversize and CA Legal Trucks. Data collected by the Caltrans District 3 Traffic Management Center, indicates that between 2004 and 2021, there were 220 closures of I-80, where truck traffic and passenger vehicles were rerouted onto SR 20 and SR 49. The commerce that travels over I-80 is immense, with estimates indicating that on average between \$5.5 to \$7.5 million worth of commerce travels over the Donner Pass, every hour, throughout the year. During I-80 detour events, based on 2020 traffic and truck volumes, it is estimated that up to an additional 4,200 vehicles, including up to 903 freight trucks, can be detoured on to SR 49 every hour.

In 2024, Nevada County was home to a population of 102,481 residents, with most of the county’s population residing in unincorporated communities, according to a population forecast report conducted by the Nevada County Transportation Commission (NCTC) in 2010. This demographic trend underscores the critical need for ongoing planning to develop and maintain an effective transportation network. Existing corridors must be designed to seamlessly link rural and urban areas, especially as population continues to grow.

Approximately 69% of residents in Nevada County depend on a car, truck, or van as their means of transportation, with 6% of commuters carpooling<sup>9</sup>. Most of these commuting trips take place within the county itself, with 78% of the residents working within its borders. This localized employment trend contributes to an average travel time of 23 minutes.

Table 5: Nevada County Demographics (2024)<sup>10</sup>

| Nevada County                              |         |
|--------------------------------------------|---------|
| Total Population                           | 102,481 |
| White                                      | 84%     |
| Black or African American                  | 0.4%    |
| American Indian and Alaska Native          | 0.4%    |
| Asian                                      | 1.8%    |
| Native Hawaiian and other Pacific Islander | 0%      |
| Two or More Races                          | 10.8%   |
| Hispanic or Latino                         | 10.7%   |
| Population Density (people/square mile)    | 106     |
| Total Households (occupied housing units)  | 41,873  |
| Households with No Vehicle Available       | 2.2%    |

<sup>9</sup> <https://data.census.gov/table/ACSST5Y2024.S0801?q=Commuting&g=050XX00US06057,06115>

<sup>10</sup> <https://data.census.gov/table/ACSDP5Y2024.DP05?q=DP05:+ACS+Demographic+and+Housing+Estimates&g=050XX00US06057>

**Nevada County**

|                                    |         |
|------------------------------------|---------|
| Median Household Income (dollars)  | 103,703 |
| Mean Travel Time to Work (minutes) | 23      |

Source: U.S Census ACS. Percentages may not total 100% because individuals can identify more than one race.

## Section 2 | Corridor Goals and Objectives

### 2.1 | Guidance

The SR 20 Corridor Plan intends to align with the policies and objectives of the statewide plans, including the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans System Investment Strategy (CSIS), California Transportation Plan (CTP) 2050, Interregional Transportation Strategic Plan 2021 (ITSP), and the Caltrans Smart Mobility Framework (SMF) 2020 Guide. These plans share a common goal with the SR 20 Corridor Plan, which is to provide a safe, efficient, accessible, and connected system of transportation that emphasizes multimodal options, reduces greenhouse gases, and minimizes vehicle miles traveled (VMT).

#### 2.1.1 | Climate Action Plan for Transportation Infrastructure

The CAPTI 2.0, adopted in February 2025, by the California State Transportation Agency, provides a framework for combating and adapting to climate change through transportation initiatives. It emphasizes reducing greenhouse gas (GHG) emissions by prioritizing projects that align with a “fix-it-first” approach. CAPTI promotes investments that minimize passenger vehicle travel, projects that do not significantly increase VMT, and enhances multimodal options within transportation corridors. CAPTI Strategy 2.2 calls for improving VMT analysis and mitigation guidance for rural projects to better account for the low VMT impact of many rural projects. This strategy will commit Caltrans to conducting necessary studies that can provide guidance for rural projects.<sup>11</sup>

CAPTI highlights several sustainable transportation solutions that can be applied in rural areas:

- Enhancing safety through the Safe System Approach, including speed management tools like road diets, intersection conversions to roundabouts, and signal coordination to reduce speeds.
- Improving multimodal connectivity within local street networks, including overcrossing opportunities for Caltrans facilities. This enables more direct routes and efficient access to destinations, reducing short trips on the SHS.
- Adapting goods movement corridors by converting them to truck-only lanes, providing safe truck parking within the Caltrans ROW, and installing zero-emission charging facilities, especially in communities burdened by poor air quality.

Incorporating CAPTI guidance into the corridor plan ensures alignment with State climate goals while addressing local and regional needs. CAPTI efforts will support the CTP 2050 goals to meet State climate change targets, mandates, and policies. CAPTI is closely aligned with Caltrans 2020-2024 State Highway System Management Plan (SHSMP) which showcases a fundamental shift for Caltrans to lead climate action as a top priority.

#### 2.1.2 | Caltrans System Investment Strategy

CSIS aligns with CAPTI 2.0 and outlines a data and performance-driven framework for assessing transportation infrastructure projects. It provides a metric for evaluating how projects adhere to state

<sup>11</sup> <https://calsta.ca.gov/subject-areas/climate-action-plan>

climate and equity goals and provides alignment with CAPTI 2.0 guiding principles. The corridor objectives and performance measures related to equity, climate resilience, safety, and multimodal integration directly align with CISIS and CAPTI 2.0.

### 2.1.3 | California Transportation Plan 2050

CTP 2050 adopted by Caltrans 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 GHG.

SB 391 requires CTP to address how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of GHG to 1990 levels by 2050. CTP outlines advancements in clean fuel technologies, continued shifts toward active transportation, transit, and shared mobility; efficient land use development practices 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 GHG while improving transportation for all users.

### 2.1.4 | Interregional Transportation Strategic Plan

The ITSP aligns with CAPTI's Investment Framework by complying with CAPTI Strategy 4.2, which directs Caltrans to update the 2021 ITSP to reflect the CAPTI Investment Framework. This update emphasizes investments in rural, smaller, or under-resourced communities and prioritizes multimodal corridor planning and sustainable transportation solutions.

The ITSP identifies SR 20 as a priority interregional facility, recommending strategies and improvements to address key needs, including:

- Expanding truck parking and developing freight-specific zero-emission vehicle (ZEV) charging and fueling infrastructure.
- Enhancing freight reliability and providing emergency evacuation alternatives.
- Improving connectivity and accessibility to multimodal transportation options.

By incorporating ITSP recommendations, the corridor plan strengthens its focus on sustainability, equity, and resilience, ensuring that SR 20 serves as a vital link for goods movement and community mobility while aligning with CAPTI's climate and transportation goals.

### 2.1.5 | Caltrans Smart Mobility Framework Guide

The 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 five themes: network management, 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 serve 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.

## 2.2 | Corridor Goals and Objectives

The California Transportation Commission (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. The goals, objectives, and performance measures are shown below in **Table 6**.

The corridor goals and objectives are consistent with the Congestion Management Process (CMP) (2020)<sup>12</sup> adopted by Sacramento Area Council of Governments (SACOG). The plan advances CMP priorities related to system reliability, efficiency, and economic prosperity, with a focus on improving mobility for both freight and passenger travel. By supporting strategies that enhance system performance and reduce congestion, the plan directly aligns with CMP Objective 6.3 and reflects SACOG’s performance-based approach to regional congestion management.

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<sup>12</sup> <https://www.sacog.org/planning/congestion-management-process>

# STATE ROUTE 20 CORRIDOR PLAN

Table 6: Goals, Objectives, and Performance Metrics

| Goals                                                   | Objectives                                                                               | Performance Metrics                                                                                                                                                                                             |
|---------------------------------------------------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Safety                                               | 1.1 Reduce the number of incidents within the SR 20 corridor                             | <ul style="list-style-type: none"> <li>Number/severity/type of accidents on freeways</li> <li>Number/severity/type of bicycle accidents</li> <li>Number/severity/type of pedestrian accidents</li> </ul>        |
| 2. Efficiency                                           | 2.1 Reduce recurring delay along the SR 20 corridor                                      | <ul style="list-style-type: none"> <li>Daily Vehicle Hours of Delay</li> <li>Daily Person Hours of Delay</li> </ul>                                                                                             |
|                                                         | 2.2 Improve productivity along the SR 20 corridor                                        | <ul style="list-style-type: none"> <li>Person throughput</li> <li>Freight throughput</li> </ul>                                                                                                                 |
| 3. System Reliability                                   | 3.1 Improve freeway travel time reliability                                              | <ul style="list-style-type: none"> <li>Travel time by mode</li> </ul>                                                                                                                                           |
|                                                         | 3.2 Reduce non-recurring delay along the SR 20 corridor                                  | <ul style="list-style-type: none"> <li>Response time of non-recurring incidents (planned)</li> <li>Clearing time of non-recurrent incidents (accidents)</li> </ul>                                              |
| 4. Multimodal Accessibility and Connectivity            | 4.1 Improved access and connections to existing or future multimodal transportation hubs | <ul style="list-style-type: none"> <li>Number of transit access improvements including new connection points</li> <li>Number of active transportation improvements at transportation hubs</li> </ul>            |
|                                                         | 4.2 Reduce gaps in the bicycle network                                                   | <ul style="list-style-type: none"> <li>Bicycle lane miles by facility classification,</li> <li>Bike/ped freeway crossing spacing/density</li> </ul>                                                             |
|                                                         | 4.3 Reduce gaps in the pedestrian network                                                | <ul style="list-style-type: none"> <li>Pedestrian walkway miles, including bike/pedestrian overcrossings</li> </ul>                                                                                             |
| 5. Air Pollution and Greenhouse Gas Emissions Reduction | 5.1 Reduce VMT and/or vehicle hours of delay (VHD)                                       | <ul style="list-style-type: none"> <li>Total VMT and VHD</li> <li>Per capita VMT and VHD</li> </ul>                                                                                                             |
|                                                         | 5.2 Reduce criteria pollutants                                                           | <ul style="list-style-type: none"> <li>Emissions of criteria pollutants, including carbon monoxide (CO), lead, nitrogen dioxide (NO2), ozone (O3), particulate matter (PM), and sulfur dioxide (SO2)</li> </ul> |
|                                                         | 5.3 Reduce GHG                                                                           | <ul style="list-style-type: none"> <li>Emissions of GHG</li> </ul>                                                                                                                                              |
| 6. Economic Prosperity                                  | 6.1 Increase freight efficiency                                                          | <ul style="list-style-type: none"> <li>Freight throughput</li> </ul>                                                                                                                                            |
|                                                         | 6.2 Promote access to jobs                                                               | <ul style="list-style-type: none"> <li>Share of jobs accessible in congested conditions</li> </ul>                                                                                                              |
|                                                         | 6.3 Reduce per-capita delay on freight network                                           | <ul style="list-style-type: none"> <li>Per-capita delay on freight network</li> </ul>                                                                                                                           |
| 7. Modern Infrastructure and Asset Management           | 7.1 Ensure good TOS element health                                                       | <ul style="list-style-type: none"> <li>TOS elements uptime percentage</li> <li>Percentage of TOS elements inspected or maintained</li> </ul>                                                                    |
|                                                         | 7.2 Improve pavement conditions                                                          | <ul style="list-style-type: none"> <li>Pavement Conditions Index</li> </ul>                                                                                                                                     |
|                                                         | 7.3 Upgrade facilities to meet best practice in design of multimodal facilities          | <ul style="list-style-type: none"> <li>Number of bike facility upgrades from unclassified, Class 3 and Class 2 to Class 2 enhanced and Class 4</li> <li>Bike/ped freeway crossing spacing/density</li> </ul>    |

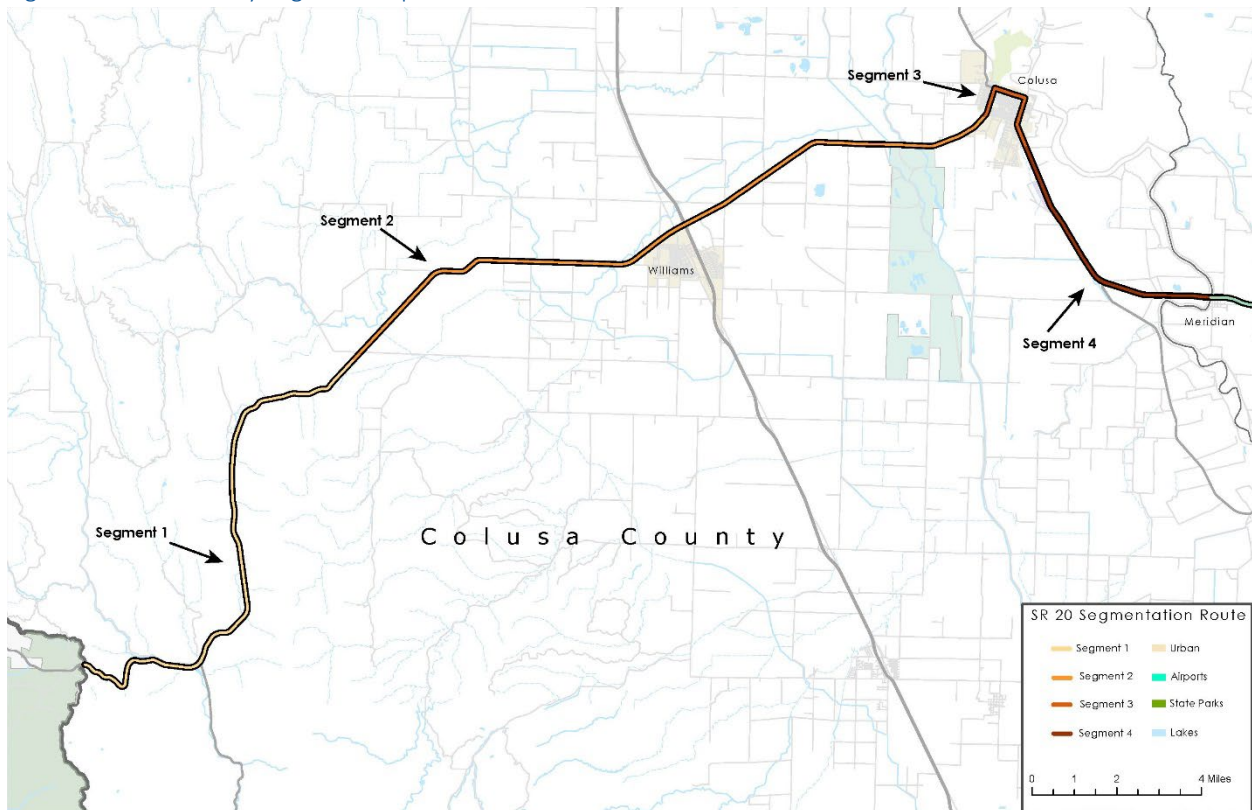
## Section 3 | Corridor Context

### 3.1 | Corridor Segments

**Segments 1, 2, 3, and 4** are within the Colusa County boundary, spanning a total of 39 miles from the City of Williams to the City of Colusa. The existing facility is a two-lane conventional highway throughout the four segments.

- **Segment 1** begins at the Lake/Colusa County line and ends at Walnut Drive consisting of 13.03 miles of undivided rural, two-lane conventional highway.
- **Segment 2** begins as Walnut Drive and ends at Harris Street in the City of Colusa. This segment consists of 17.37 miles of an undivided, rural, two-lane, conventional highway.
- **Segment 3** begins at Harris Street and extends to Moon Bend Road consisting of 2.7 miles of a conventional two-lane highway with a four-lane segment and on-street parking through the downtown area.
- **Segment 4** begins at Moon Bend Road and continues to the Colusa/Sutter County line consisting of 6.2 miles of a rural, conventional two-lane highway with some passing lanes.

Figure 2: Colusa County Segment Map

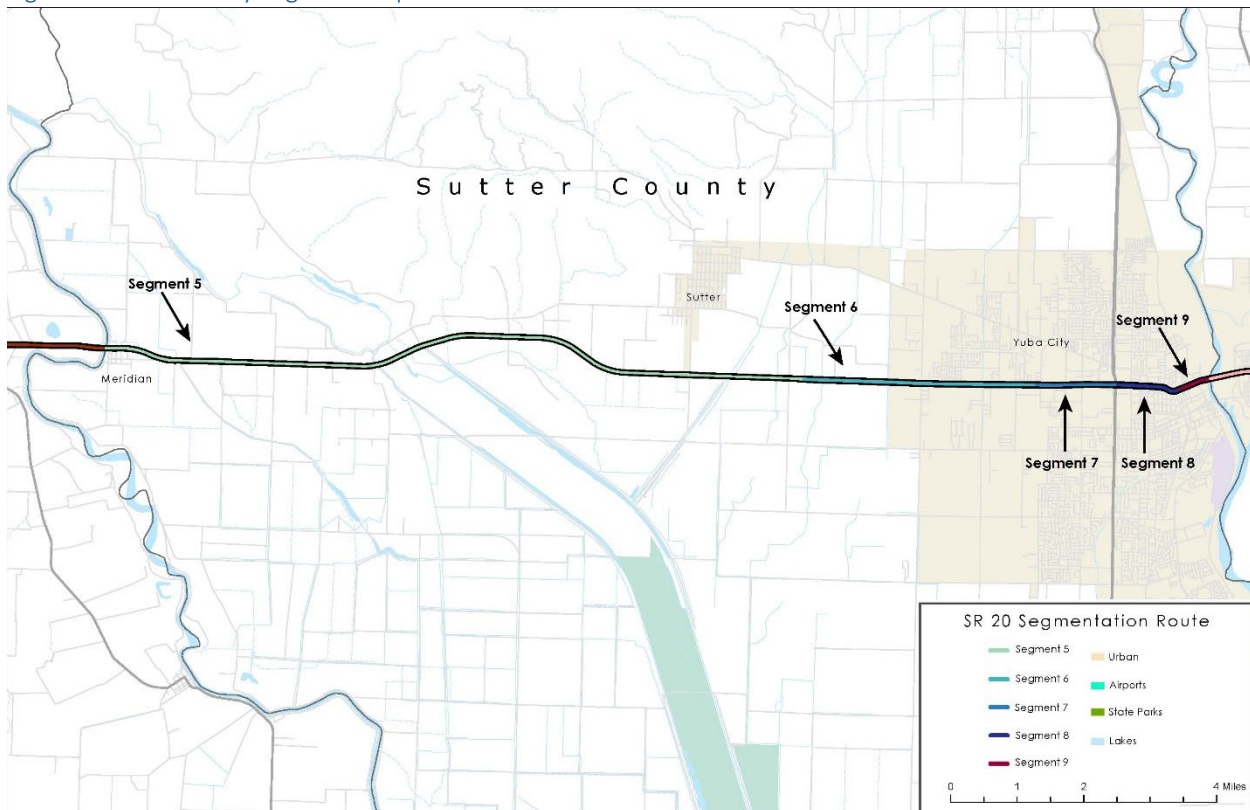


**Segments 5, 6, 7, 8, and 9** fall within Sutter County, totaling about 17 miles. Unlike the rural landscapes of Colusa County, these segments are more urbanized, cutting through residential neighborhoods, retail hubs, and commercial districts as they run through Yuba City.

- **Segment 5** begins at the Colusa/Sutter County line to Humphrey Road near Yuba City consisting of 10.9 miles of a rural two-lane conventional highway.
- **Segment 6** begins at N. Humphrey Road and ends at Harter Parkway, consisting of 3.5 miles of a four-lane conventional highway within the City of Yuba City.

- **Segment 7** begins at Harter Parkway and ends at the SR 20/SR 99 junction, consisting of 1.2 miles is a four-lane conventional highway with turn pockets.
- **Segment 8** continues through Yuba City from the SR 20/SR 99 junction to Shasta Street near the Feather River Bridge. This segment transitions primarily into a 6-lane conventional highway with turn pockets, and pedestrian facilities. Between Almond Street and Shasta Street the eastbound direction narrows to a two-lane convention highway.
- **Segment 9** begins at Shasta Street in Yuba City and ends at the Sutter/Yuba County line at the center of the Feather River Bridge. The eastbound direction consists of a two-lane conventional highway, while the westbound direction consists of a three-lane conventional highway.

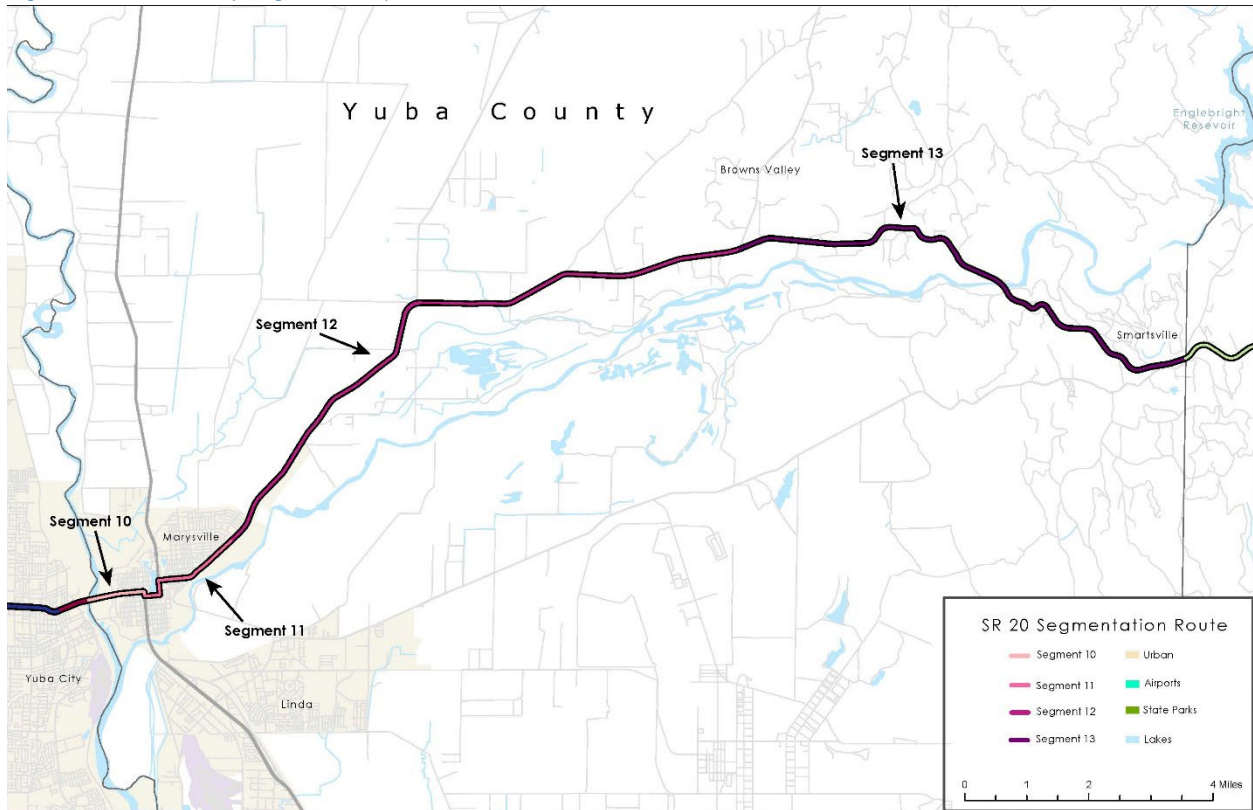
Figure 3: Sutter County Segment Map



**Segments 10, 11, 12, and 13** traverse through Yuba County, encompassing both densely populated urban areas and stretches of rural landscapes until reaching the Nevada County boundary line.

- **Segment 10** begins at the county line at the Feather River Bridge/10<sup>th</sup> Street Bridge's midpoint that connects the cities of Yuba City and Marysville. The segment extends to the SR 70 junction consisting of .98 miles of a divided four-lane and six-lane conventional highway with intermittent left-turn pockets.
- **Segment 11** begins at the SR 70 junction in Marysville and proceeds to 22nd Street. This segment transitions from a conventional four-lane highway to a two-lane expressway.
- **Segment 12** spanning from 22nd Street to Marysville Road, this two-lane expressway that traverses through the community of Hallwood.
- **Segment 13** stretches from Marysville Road to the Nevada County line. This two-lane expressway serves as a bypass for through traffic, linking Nevada City to the urbanized areas south of Marysville and Beale Air Force Base.

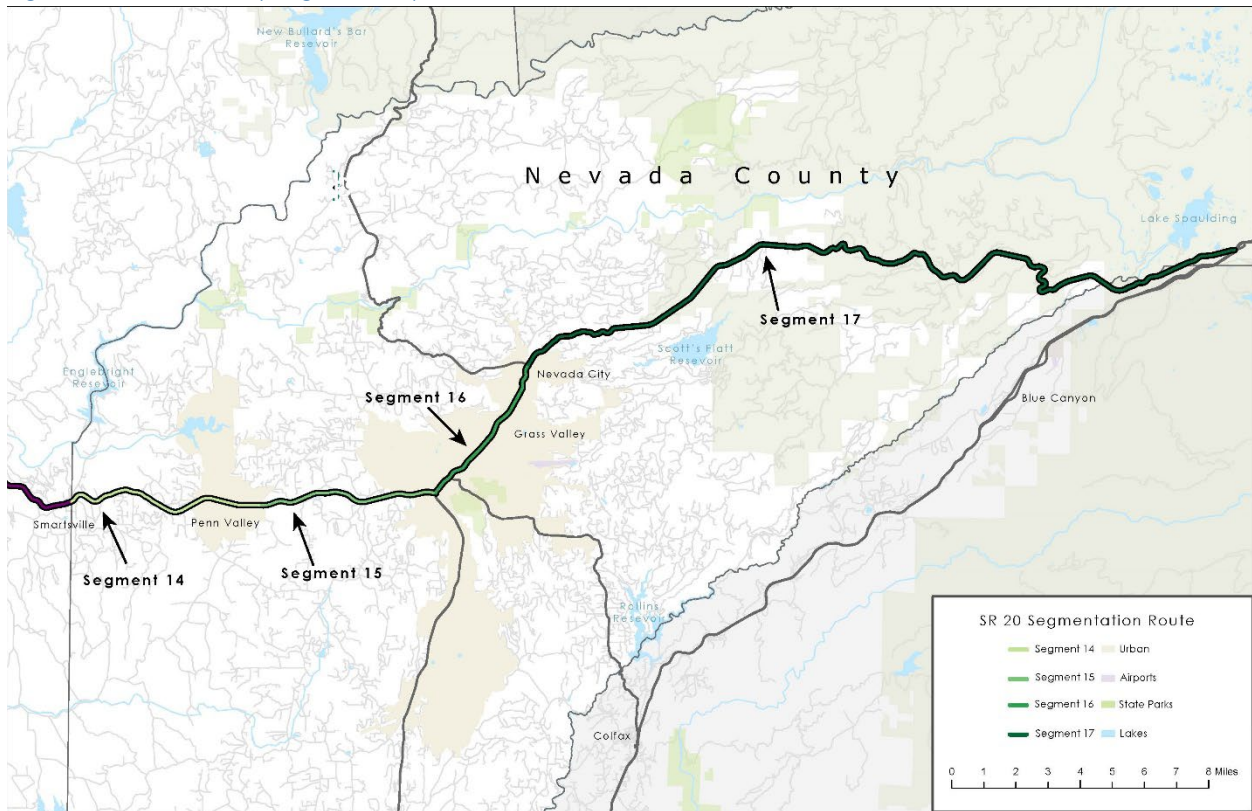
Figure 4: Yuba County Segment Map



**Segments 14, 15, 16, and 17** traverse through mainly rural terrain in Nevada County with some sections passing through denser areas of Grass Valley, Glenbrook Basin, and Nevada City. Part of Segment 17 is designated as a State Scenic Highway (NEV SR 20 PM 33.014 – 39.508).

- **Segment 14** begins at the Yuba/Nevada County line and ends at Penn Valley Drive. This segment of SR 20 is a two-lane conventional highway that traverses through primarily hilly, forested terrain.
- **Segment 15** begins at Penn Valley Drive and ends at the SR 20/49 junction in Grass Valley. This segment is primarily a two-lane expressway with passing lanes until it approaches the SR 49 junction in Grass Valley and widens to a four-lane expressway at the SR 20/49 interchange.
- **Segment 16** runs from the SR 20/49 junction in Grass Valley to the SR 20/49 junction in Nevada City, the segment transitions into a four-lane freeway.
- **Segment 17** is where the corridor transitions back to a conventional two-lane facility between the SR 20/49 junction in Nevada City and ending at the SR 20/I-80 junction.

Figure 5: Nevada County Segment Map



### 3.2 | System Characteristics

A “Concept Facility” has been traditionally used to reflect the minimum level of quality of operations acceptable for each routes segment within the highway facility through the horizon year. LOS is a quantitative evaluation measured on an “A-F” scale with “A” representing the best operating conditions and “F” the worst. LOS is accepted as a performance measure by local agencies. A complete breakdown of the corridor concept facility is shown in **Table 7**.

According to the ITSP, SR 20 is designated as a priority interregional facility within a transportation corridor<sup>13</sup>. This designation means the route will be developed to balance local community and interregional travel needs, improve freight reliability, and increase connectivity and accessibility to modal options, as environmental and ROW constraints allow. Segments 1-8 and 14-17 are part of the Terminal Access (STAA) Network which allows larger trucks to operate along these segments. A complete breakdown of each segment’s designation and characteristics is identified in **Table 8**.

<sup>13</sup> <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/corridor-and-system-planning>

# STATE ROUTE 20 CORRIDOR PLAN

Table 7: Concept Facility

| Location |        |                |              | Forecasted Level of Service <sup>1</sup> (LOS) and Facility Type |                                      |                             |                                |                                 |                                  | Current Traffic Data 2020    |                                     |                              |                                            |                                  | Future Traffic Data—2050 No Build |                                      |                              | Future Traffic Data—2050 Build |                              |                              |
|----------|--------|----------------|--------------|------------------------------------------------------------------|--------------------------------------|-----------------------------|--------------------------------|---------------------------------|----------------------------------|------------------------------|-------------------------------------|------------------------------|--------------------------------------------|----------------------------------|-----------------------------------|--------------------------------------|------------------------------|--------------------------------|------------------------------|------------------------------|
| Segment  | County | From Post Mile | To Post Mile | Current LOS (V/C) <sup>1</sup>                                   | 2050 No Build LOS (V/C) <sup>1</sup> | 2050 Build LOS <sup>1</sup> | Existing Facility <sup>4</sup> | Concept Facility <sup>2,4</sup> | Ultimate Facility <sup>3,4</sup> | Vehicle Miles Traveled (VMT) | Average Annual Daily Traffic (AADT) | Vehicle Hours of Delay (VHD) | Average Annual Daily Truck Traffic (veh/d) | Person Throughput Per Mile (PTM) | Vehicle Miles Traveled (VMT)      | Average Annual Daily Traffic (veh/d) | Vehicle Hours of Delay (VHD) | Vehicle Miles Traveled         | Average Annual Daily Traffic | Vehicle Hours of Delay (VHD) |
| 1        | COL    | 0.000          | 13.030       | C                                                                | C                                    | C                           | 2C w/ passing lanes            | 2C w/ passing lanes             | 2C w/ passing lanes              | 70,500                       | 5,400                               | -                            | 650                                        | 460                              | 114,000                           | 8,700                                | -                            | 114,000                        | 8,700                        | -                            |
| 2        | COL    | 13.030         | 30.400       | C                                                                | C                                    | C                           | 2C                             | 2C                              | 2C                               | 121,000                      | 6,900                               | -                            | 800                                        | 440                              | 222,000                           | 13,000                               | -                            | 222,000                        | 13,000                       | -                            |
| 3        | COL    | 30.400         | 33.100       | C                                                                | E                                    | E                           | 2/4C                           | 2/4C                            | 4C                               | 27,500                       | 10,000                              | -                            | 750                                        | 4,110                            | 60,500                            | 22,500                               | -                            | 60,500                         | 22,500                       | -                            |
| 4        | COL    | 33.100         | 39.300       | C                                                                | C                                    | C                           | 2C w/ passing lanes            | 2C w/ passing lanes             | 2C w/ passing lanes              | 45,000                       | 7,200                               | -                            | 750                                        | 1,280                            | 106,000                           | 17,000                               | -                            | 106,000                        | 17,000                       | -                            |
| 5        | SUT    | 0.000          | 10.900       | C                                                                | C                                    | C                           | 2C                             | 2C                              | 2C                               | 110,000                      | 10,500                              | 100                          | 600                                        | 1,450                            | 120,000                           | 11,500                               | 130                          | 120,000                        | 11,500                       | 130                          |
| 6        | SUT    | 10.900         | 14.400       | C                                                                | C                                    | C                           | 4C                             | 4C                              | 4C                               | 40,500                       | 10,500                              | 30                           | 1,700                                      | 3,930                            | 44,500                            | 11,500                               | 40                           | 44,500                         | 11,500                       | 40                           |
| 7        | SUT    | 14.400         | 15.600       | C                                                                | D                                    | D                           | 4C                             | 4C                              | 4C                               | 31,000                       | 27,500                              | 110                          | 1,900                                      | 32,830                           | 35,500                            | 31,000                               | 160                          | 35,500                         | 31,000                       | 160                          |
| 8        | SUT    | 15.600         | 16.600       | D                                                                | E                                    | E                           | 6C                             | 6C                              | 6C                               | 34,000                       | 35,000                              | 120                          | 1,800                                      | 48,690                           | 36,000                            | 37,000                               | 140                          | 36,000                         | 37,000                       | 140                          |
| 9        | SUT    | 16.600         | 17.057       | F                                                                | F                                    | F                           | 4C                             | 6C                              | 6C                               | 12,500                       | 34,000                              | 80                           | 2,100                                      | 126,320                          | 13,000                            | 35,500                               | 90                           | 13,000                         | 35,500                       | 90                           |
| 10       | YUB    | 0.000          | 0.980        | C                                                                | C                                    | C                           | 4C/6C                          | 4C/6C                           | 4C/6C                            | 44,500                       | 40,500                              | 280                          | 2,300                                      | 51,010                           | 49,000                            | 44,500                               | 340                          | 49,000                         | 44,500                       | 340                          |
| 11       | YUB    | 0.980          | 2.940        | C                                                                | C                                    | C                           | 2E/4C                          | 2E/4C                           | 2E/4C                            | 40,500                       | 21,000                              | 190                          | 1,700                                      | 15,240                           | 45,000                            | 23,000                               | 240                          | 45,000                         | 23,000                       | 240                          |
| 12       | YUB    | 2.940          | 13.260       | C                                                                | C                                    | C                           | 2E                             | 2E                              | 2E                               | 101,000                      | 9,800                               | 220                          | 700                                        | 1,320                            | 109,000                           | 10,500                               | 240                          | 109,000                        | 10,500                       | 240                          |
| 13       | YUB    | 13.260         | 21.475       | C                                                                | C                                    | C                           | 2E w/ passing lanes            | 2E w/ passing lanes             | 2E w/ passing lanes              | 27,000                       | 3,400                               | 10                           | 550                                        | 600                              | 32,000                            | 4,000                                | 20                           | 32,000                         | 4,000                        | 20                           |
| 14       | NEV    | 0.000          | 6.600        | C                                                                | D                                    | D                           | 2C w/ passing lanes            | 2C w/ passing lanes             | 4C                               | 71,000                       | 11,000                              | 110                          | 3,000                                      | 1,900                            | 92,000                            | 14,500                               | 170                          | 92,000                         | 14,500                       | 170                          |
| 15       | NEV    | 6.600          | 12.240       | C                                                                | C                                    | C                           | 2E/4E                          | 2E/4E                           | 2E/4E                            | 85,000                       | 15,000                              | 60                           | 3,000                                      | 2,920                            | 103,000                           | 18,000                               | 100                          | 103,000                        | 18,000                       | 100                          |
| 16       | NEV    | 12.240         | 17.400       | C                                                                | C                                    | C                           | 4F                             | 4F                              | 4F                               | 173,000                      | 34,000                              | 680                          | 1,600                                      | 7,300                            | 200,000                           | 39,000                               | 710                          | 200,000                        | 39,000                       | 710                          |
| 17       | NEV    | 17.400         | 45.600       | C                                                                | C                                    | C                           | 2C                             | 2C                              | 2C                               | 96,500                       | 3,500                               | 10                           | 450                                        | 140                              | 126,000                           | 4,600                                | 20                           | 126,000                        | 4,600                        | 20                           |

<sup>14</sup>Level of Service (LOS): A “report card measurement with “A” being the least amount of congestion and “F” being the most congested.

- LOS A - Free Flowing Conditions
- LOS B - Speeds at or near free-flow speed, but presence of other users begins to be noticeable.
- LOS C - Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.
- LOS D - Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.
- LOS E - Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can cause delays.
- LOS F - Breakdown in vehicle flow. Queues form quickly behind a point in the roadway where the arrival flow rate temporarily exceeds the departure rate.

<sup>15</sup>Concept Facility: The future roadway with improvements needed by 2050

<sup>16</sup>Ultimate Facility: The future roadway with improvements needed beyond 2050

<sup>17</sup> Facility Type Codes: C (Conventional Highway); E (Expressway); F (Freeway); numbers represent facility lane counts

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<sup>14</sup> Level of Service (LOS)

<sup>15</sup> Concept Facility

<sup>16</sup> Ultimate Facility

<sup>17</sup> Facility Type Codes

# STATE ROUTE 20 CORRIDOR PLAN

Table 8: Route Designations and Characteristics

| Segments                                | 1                                            | 2  | 3  | 4  | 5                                             | 6  | 7  | 8  |    |
|-----------------------------------------|----------------------------------------------|----|----|----|-----------------------------------------------|----|----|----|----|
| National Highway System                 | No                                           |    |    |    |                                               |    |    |    |    |
| Strategic Highway Network               | No                                           |    |    |    |                                               |    |    |    |    |
| Scenic Highway                          | No                                           |    |    |    |                                               |    |    |    |    |
| Interregional Road System               | Yes                                          |    |    |    |                                               |    |    |    |    |
| Federal Functional Classification       | Other Principal Arterial                     |    |    |    |                                               |    |    |    |    |
| Goods Movement Route                    | Yes                                          |    |    |    |                                               |    |    |    |    |
| Truck Designation                       | STAA Interstate Truck Route                  |    |    |    |                                               |    |    |    |    |
| Metropolitan Planning Organization      | N/A                                          |    |    |    | Sacramento Area Council of Governments        |    |    |    |    |
| Regional Transportation Planning Agency | Colusa County Transportation Commission      |    |    |    | Sacramento Area Council of Governments        |    |    |    |    |
| Transit Agency                          | Colusa County Transit Agency                 |    |    |    | Yuba-Sutter Transit Agency                    |    |    |    |    |
| Tribes                                  | Cachil DeHe Band of Wintun Indians           |    |    |    | N/A                                           |    |    |    |    |
| Air Districts                           | Colusa County Air Pollution Control District |    |    |    | Feather River Air Quality Management District |    |    |    |    |
| Segments                                | 9                                            | 10 | 11 | 12 | 13                                            | 14 | 15 | 16 | 17 |

# STATE ROUTE 20 CORRIDOR PLAN

|                                         |                                               |                                                 |
|-----------------------------------------|-----------------------------------------------|-------------------------------------------------|
| National Highway System                 | No                                            |                                                 |
| Strategic Highway Network               | No                                            |                                                 |
| Scenic Highway                          | No                                            |                                                 |
| Interregional Road System               | Yes                                           |                                                 |
| Federal Functional Classification       | Other Principal Arterial                      |                                                 |
| Goods Movement Route                    | Yes                                           |                                                 |
| Truck Designation                       | CA Legal Truck Route                          | STAA Interstate Truck Route                     |
| Metropolitan Planning Organization      | Sacramento Area Council of Government         | Nevada County Transportation Commission         |
| Regional Transportation Planning Agency | Sacramento Area Council of Government         | Nevada County Transportation Commission         |
| Transit Agency                          | Yuba-Sutter Transit Agency                    | Nevada County Connects                          |
| Tribes                                  | N/A                                           |                                                 |
| Air Districts                           | Feather River Air Quality Management District | Northern Sierra Air Quality Management District |

### 3.3 | Land Use

In rural segments, through Colusa and Sutter counties, SR 20 serves agricultural transport, goods movement, and regional connectivity, with low-density development. As the corridor enters more developed areas, the landscape supports higher volumes of local trips and multimodal travel demand. In Nevada County, particularly around Grass Valley and Nevada City, the corridor supports both commuter traffic and tourism-related travel. The transition from rural to urban land use along SR 20 highlights the need for flexible corridors that balance freight mobility and rural access with the growing demands for safe, efficient, and multimodal travel.

#### Colusa County

According to Colusa County 2030 General Plan, SR 20 corridor passes through mostly agricultural land. As SR 20 approaches the City of Williams, the surrounding land transitions to a mix of urban reserves, commercial, and urban residential designations. A similar pattern exists in the City of Colusa, where the corridor runs parallel to areas designated as urban reserve, commercial, and rural residential.

#### Sutter County

Based on Sutter County 2030 General Plan<sup>18</sup>, SR 20 traverses predominantly agricultural land with some areas designated as commercial. The corridor in Sutter County remains rural, although it runs adjacent to pockets of low-density residential land use.

#### Yuba County

The Yuba County 2045 General Plan<sup>19</sup> identifies a mix of land uses along SR 20 traverses a mix of low density residential, neighborhood commercial, business and light industry. As SR 20 reaches the Feather River Bridge, land use designation is more regional commercial and high density residential.

#### Nevada County

Nevada County updated its land use element in 2020 as part of its General Plan. The land use element states 70% of the land is privately owned with 30% as public lands.<sup>20</sup> Based on Nevada County GIS land use mapping<sup>21</sup>, SR 20 traverses residential, commercial, and open space areas as it enters City of Grass Valley and Nevada City. Beyond these major population centers, the corridor transitions into more rural terrain, where much of the land use is designated as forest.

**Table 9** includes future planned developments near SR 20 Corridor Plan through Colusa, Sutter, Yuba, and Nevada counties.

<sup>18</sup> <https://www.suttercounty.org/government/county-departments/development-services/planning-services/general-plan#ZoneMaps>

<sup>19</sup> chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://cms3.revize.com/revize/yubacity/Document%20Center/Departments/Development%20Services/Planning/General%20Plan%20Update/3.%20Land%20Use.pdf

<sup>20</sup> <https://www.nevadacountyca.gov/1065/General-Plan>

<sup>21</sup> [https://experience.arcgis.com/experience/45d30af79b1e45f792844b897a45131a/page/Page?views=L-Layers%2Cm-Layers%2Cs-Layers#data\\_s=id%3Aa5f7a65d736e424bad956fae535d29c4-194a9d2b09b-layer-24-4%3A23872&zoom\\_to\\_selection=true](https://experience.arcgis.com/experience/45d30af79b1e45f792844b897a45131a/page/Page?views=L-Layers%2Cm-Layers%2Cs-Layers#data_s=id%3Aa5f7a65d736e424bad956fae535d29c4-194a9d2b09b-layer-24-4%3A23872&zoom_to_selection=true)

# STATE ROUTE 20 CORRIDOR PLAN

Table 9: Land Use Developments

| County        | Project Name                                | GTS #             | Location                                                                                                                                                                                                        | Project Description                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------|---------------------------------------------|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Colusa</b> | Colusa Town Center                          | 03-COL-2020-00028 | Two parcels located in the east/central portion of the City of Colusa separated partially by SR 20. The cumulative site area is 5.93 acres, with the majority of the area located along the east side of SR 20. | A proposal to develop a mid-size shopping center with multiple retail businesses, including an anchor grocery or drug store, gas station/car wash, three fast-food restaurants with drive-through service windows, and speculative retail business suites.                                                                                                                                                 |
| <b>Sutter</b> | U23-0017 (Siller & BC Enterprises)          | 03-SUT-2023-00236 | On the north side of SR 20; One (1) parcel approximately 340 feet west of Lytle Road and five (5) parcels approximately 340 feet east of Lytle Road in Yuba City.                                               | Request to redesign six (6) parcels totaling 29.37± acres from Agriculture 80/Ranchette to industrial/Commercial and from Agriculture/Ranchette to Commercial Industrial.                                                                                                                                                                                                                                  |
|               | H&S Energy Power Market                     | 03-SUT-2022-00176 | The property is located at the northwest intersection of SR 20 and Western Parkway (3505 Colusa Frontage Road) in Yuba City.                                                                                    | Proposal to amend the General Plan from Neighborhood Commercial to Community Commercial, to allow the development of a fuel station (Power Market) and quick lube on the subject parcel. The development will also include a car wash, which is permitted by right in the C-2 zone.                                                                                                                        |
|               | HWY 20 Commercial Ind                       | 03-SUT-2022-00163 | 3142 Colusa Highway                                                                                                                                                                                             | Proposed self-storage facility on 9.52 acres. This includes storage and RV parking. Phase 1 includes 98,000 sq. ft and Phase II is to be determined.                                                                                                                                                                                                                                                       |
|               | Henson Farms Apartments                     | 03-SUT-2023-00207 | Project is located at 2665-2689 N. Colusa Frontage Road, between El Margarita Rd and Hooper Rd in City of Yuba City.                                                                                            | This project proposes amending the General Plan land use from Office & Office Park to Medium/High Density Residential, amending the Zoning designation from One Family Residence District (R-1) to Multiple Family Residence District (R-3), and a Development Plan review for a 138-unit apartment complex located on 7.84 acres on North Colusa Frontage Road between El Margarita Road and Hooper Road. |
| <b>Yuba</b>   | Downtown Marysville Specific Plan           | 03-YUB-2024-00239 | Marysville is in western Yuba County, approximately 40 miles north of the city of Sacramento in the Sacramento Valley (Exhibit 1-1).                                                                            | This Specific Plan reflects the community's desire to revitalize downtown Marysville into a more vibrant and flourishing destination and provides regulatory guidance to facilitate reinvestment and encourage infill development in and around the downtown area.                                                                                                                                         |
|               | B Street Hotel and Restaurant Project       | 03-YUB-2023-00233 | The proposed project is located on the east side of B Street, between 12th & 14th Streets, across from Ellis Lake in Marysville.                                                                                | The project proposes constructing three separate buildings: a hotel with event space, a QSR with a drive-thru lane and outdoor seating area & a grocery market which intends to sell alcohol.                                                                                                                                                                                                              |
| <b>Nevada</b> | Proposed Penn Valley Holiday Market Project | 03-NEV-2022-00259 | The proposed project will continue Commercial Avenue to connect Pine Shadows Lane at the northern end of the parcel.                                                                                            | The proposed project includes development of a 30,268 square foot Holiday Market on a 5.5-acre parcel at the northeast quadrant of the intersection of Pleasant Valley Road and Pine Shadows Lane. It also extends Commercial Avenue to the north and connects it to Pine Shadows Lane.                                                                                                                    |

## Section 4 | Equity & Community Benefits

The SR 20 Corridor Plan prioritizes equitable outcomes by ensuring that strategies address the needs of priority populations and avoid disproportionate negative impacts. Equity is integrated throughout the plan by aligning recommendations with state and regional goals such as the CAPTI 2.0, CalEnviroScreen 4.0, and Caltrans Transportation Equity Index (EQI).

Priority populations refer to communities that were previously termed as underserved/disadvantaged communities. The equity measure analyzes scenarios and defines priority populations based on variables that includes 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.

Pursuant to SB 535 requirements, CalEPA developed CalEnviroScreen, a tool that helps identify California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution based on transportation sector GHG emissions, access to destinations by income and race, and transportation and housing cost burden by income quintile and race. CalEnviroScreen 4.0 released in October 2021 serves as the most updated tool identifying disadvantaged communities. According to CalEnviroScreen 4.0, several census tracts in Yuba City and portions of Marysville along SR 20 rank in the 80th to 100th percentile, designating these areas as disadvantaged communities<sup>22</sup>. These communities experience higher environmental and socioeconomic burdens compared to surrounding areas, which shows the importance of prioritizing equity in the planning process. Identifying these priority populations ensures that public engagement strategies and project recommendations for the SR 20 Corridor Plan are responsive to the needs of residents who are most affected by transportation decisions.

### 4.1 | Priority Populations

Pursuant to California Health and Safety Code Section 39711, priority populations are identified based on geographic, socioeconomic, public health, and environmental hazard criteria. These communities may include either of the following:

- Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

The 2024 SB 1 Programs Transportation Equity Supplement identifies several indicators used to identify priority populations or historically impacted and marginalized groups. A regional definition of priority populations includes environmental justice communities, equity priority communities, or communities.

Additionally, the EQI, is a spatial screening tool that integrates transportation and socioeconomic indicators to identify transportation-based priority populations at the census block level. Priority populations are defined in a manner consistent with the Caltrans EQI and refer to all people living in defined low-income households<sup>23</sup>. This approach ensures that all low-income residents are captured, even if they live in higher income areas.

<sup>22</sup> [https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4\\_0](https://experience.arcgis.com/experience/11d2f52282a54ceebcac7428e6184203/page/CalEnviroScreen-4_0)

<sup>23</sup> [Revised CSIS Capti Alignment Metrics](#)

## 4.2 | Equity Objectives

The following objectives guide how equity is considered in the development and evaluation of corridor strategies:

- Improve access to jobs, schools, health care, and essential services for communities with limited transportation options.
- Reduce severe injuries and fatalities by implementing safety counter measures in high-collision areas, particularly where disadvantaged communities are disproportionately affected.
- Lower exposure to pollution and extreme heat by prioritizing zero-emission vehicle infrastructure, cleaner freight corridors, and shaded active transportation routes.
- Enhance affordable mobility by expanding transit, rideshare, and active transportation opportunities that reduce household transportation costs.

## 4.3 | Community Benefits

Corridor improvements are expected to deliver community-wide benefits such as:

- Safer pedestrian crossings and bicycle facilities that improve connectivity.
- Improved transit reliability and access for low-income households.
- Freight and goods movement upgrades that reduce emissions near neighborhoods adjacent to SR 20.
- Broadband expansion that supports teleworking, distance learning, and access to telehealth services in rural areas.

# Section 5 | Multimodal Facilities and Needs

## 5.1 | Transit

Along SR 20 corridor there are three public transit agencies. Those agencies include Colusa County Transit, Yuba-Sutter Transit, and Nevada County Connects. Rural transit agencies operate on longer headways and limited frequencies, often due to its rural/sprawling landscape and funding constraints. These conditions can often be a challenge to serve as a viable alternative mode of transportation for residents of rural counties.

**Colusa County** operates public transit through the Colusa County Transit Agency. The agency provides public transportation services, such as fixed routes, bus lines, Dial-A-Ride services, and intercity routes. These services provide crucial connections throughout the county to enhance regional mobility.

- Colusa County Transit provides weekday service along SR 20 between Colusa and Williams, with morning and afternoon trips supporting commuter and regional connections.
- Limited service is also available along SR 20 between Colusa and Yuba City offering residents access to additional employment, educational, and healthcare opportunities.

**Sutter County and Yuba County** are served by Yuba-Sutter Transit, which offers local bus routes and Dial-A-Ride services for older adults and individuals with disabilities. In addition to local services, the agency operates commuter routes to downtown Sacramento, making it a key public transit provider in the region. This joint operation reflects the strong geographic and economic ties between the two counties. The urban areas of Yuba City in Sutter County and Marysville in Yuba County form a regional hub, with many residents living in one county and commuting to the other for work, shopping, and services.

- **Yuba-Sutter Transit Route 1** operates along SR 20, crossing the 10<sup>th</sup> Street Bridge and serving nearby residential neighborhoods.

- **Yuba-Sutter Transit Route 5** travels on SR 20 to connect the southern areas of Yuba City, with several stops located adjacent to the highway corridor.

**Nevada County** is served by Nevada County Connects, which provides fixed route transit service to key destinations such as Grass Valley and Nevada City.

Route 5 operates on SR 20 and SR 49 connecting with Placer County's transit system at the Conheim Multimodal Station in Auburn, supporting regional travel beyond the Nevada County. In addition to its fixed route services, Nevada County Connects offers paratransit service for seniors and individuals with disabilities who are unable to use regular fixed-route bus service.

Additional Nevada County Connects services that operate along or intersect the SR 20 corridor include:

- **Route 1 and Route 5:** Operate along SR 20 between Grass Valley and Nevada City, serving multiple bus stops adjacent to the corridor.
- **Route 6 (Penn Valley):** Crosses SR 20 at Rough and Ready Highway and Penn Valley Roads with a stop at Penn Valley Park and Ride (P&R) lot.
- **On-Demand Service:** Provides limited morning and afternoon trips along SR 20, offering flexible options for residents outside the fixed-route network.

## 5.2 | Park and Ride/Mobility Hub

Mobility Hubs, previously known as P&R lots, are strategically located parking facilities designed to facilitate the transition from low- occupancy modes, such as personal vehicles, to higher-occupancy alternatives including carpools, vanpools, public buses, and rail transit. The primary goals of Mobility Hubs are to encourage modal shifts, promote equitable access, and reduce auto-dependency associated with GHG emissions. These goals align with Caltrans travel demand management (TDM) strategy, which advocates for increased utilization of transit, active transportation, micro-mobility options like bike share, alongside carpools and vanpools.

As part of the 2023 SHSMP cycle, the Mobility Hubs program was introduced as a pilot project with dedicated funding to upgrade P&R lots in poor condition, transforming them into Mobility Hubs that support alternative modes of transportation. District 3 has a total of 41 P&R lots, two of which received funding during the 2023 SHSMP cycle for conversion. P&R lots are categorized as either commuter rideshare or multimodal. Commuter rideshare lots primarily serve individuals parking their vehicles to join carpools or vanpools, often with access to High Occupancy Vehicle/carpool lanes. Multimodal lots provide access to public transit, bike paths, or micro-mobility options that can be used to reach a destination.

In addition, the most recent 2025 SHSMP builds on the performance driven framework from prior plans and further strengthens integration with the Caltrans 2024-2028 Strategic Plan, and CAPTI<sup>24</sup>. Mobility Hub continues to be a physical asset that is funded by the State Highway Operation and Protection Program (SHOPP). This program funds projects that will include improving poor condition facility features such as pavement, lighting, drainage, fencing, and security. District 3 will continue to use the 2025 SHSMP processes to assess the SR 20 facility and determine their potential for future Mobility Hub conversion projects.

<sup>24</sup> <https://dot.ca.gov/programs/asset-management/state-highway-system-plan>

Within the scope of this plan, there are three P&R lots located along SR 20, all situated in Nevada County.

- **Pleasant Valley P&R:** Owned and operated by Caltrans, offers 38 parking spaces (including two ADA-compliant spaces), one lighting pole, a connecting Class I multi-use trail, and fair pavement conditions. The lot is easily accessible from the highway and is classified as a commuter rideshare lot.
- **Penn Valley Road P&R:** Owned and operated by Caltrans, offers 18 parking spaces (including one ADA-compliant space), one lighting pole, fair pavement conditions, and convenient highway access. Classified as commuter rideshare lot.
- **Grass Valley P&R:** Located near the SR 20 off-ramp, this Caltrans-owned lot offers 53 parking spaces (including two ADA-compliant spaces). This lot is within walking distance of commercial and retail businesses.

Currently, there are no planned or programmed projects to convert P&R lots along SR 20 into Mobility Hubs.

### 5.3 | Bicyclist and Pedestrian Facilities

SR 20 lacks dedicated bicyclist and pedestrian facilities on portions of the route due to its predominantly rural landscape and geographic location. The development of bicyclist and pedestrian facilities is largely governed by local entities that plan and program those projects. The Caltrans District 3 Active Transportation Plan (ATP) <sup>25</sup> recommends solutions to provide convenient and safe ways for people to cross the SHS, including signals and marked crosswalks and dedicated bicycle facilities on overpass and underpass. These strategies are to make crossing opportunities safer and more comfortable for all users of the roadway.

According to the CAT Plan<sup>25</sup>, pedestrian short trip opportunity zones – areas where a high number of vehicle trips are one mile or less, are identified along SR 20. These zones are typically found along main streets and within population centers such as the City of Yuba City.

The following SR 20 segments fall within a pedestrian short trip opportunity zone:

- **Segment 3**
- **Segments 6, 7, 8 and 9**
- **Segments 10 and 11**
- **Segment 16**

The CAT Plan also identifies bicycle short trip opportunity zones<sup>25</sup> based on areas where a high number of vehicle trips are less than three miles. Improving bicycle infrastructure in these areas can encourage more bicycling trips.

The following SR 20 segments fall within a bicycle short trip opportunity zone:

- **Segment 3**
- **Segments 6, 7, 8, and 9**
- **Segments 10 and 11**
- **Segment 16**

<sup>25</sup> <https://storymaps.arcgis.com/stories/5f766028cdcb4998bea8276a4390412c>

The CAT Plan prioritizes locations with active transportation needs along the SHS based on their alignment with goals of **Toward an Active California**<sup>26</sup>. Locations are categorized into three tiers, with Tier 1 representing the highest priority needs.

The following SR 20 segments are prioritized as follows:

- Tier 1
  - **Segment 3**
  - **Segments 6, 7, 8, and 9**
  - **Segments 10 and 11**
- Tier 2
  - **Segments 14, 15, and 16**

## 5.4 | Freight

The SR 20 corridor serves as a key route for goods movement. SR 20 fluctuates between two truck networks: Terminal Access Route and 65' California Legal Route. A Terminal Access Route permits interstate STAA trucks to travel on state highways, which is the highest freight route classification. STAA trucks include 48 feet, 53 feet, and double 28 feet and six-inch semitrailers. California Legal trucks have access to the entire SHS, except where explicitly prohibited. California legal trucks do not have a length limit; however, double semitrailers have maximum length of 28 feet six inches. Segments 1-8 and 14-17 are designated as Terminal Access Route. Segments 9-13 are part of the 65' California Legal Route. Segment 10 experiences the highest Annual Average Daily Truck for the entire corridor (**Table 7**).

The California Freight Mobility Plan (CFMP) plays a critical role in the development of the SR 20 Corridor Plan due to the corridor's significance in goods movement. The CFMP identifies SR 20 as a vital east-west interregional freight corridor, connecting four major interregional routes: I-5, US 101, SR 99, and SR 70, while also serving as one of two emergency detour routes in Nevada County.

The CFMP outlines strategies to strengthen the truck network and improve freight operations along SR 20, including:

- Expanding STAA truck access by identifying and addressing barriers, ensuring that the entire priority interregional corridor accommodates industry-standard trucks.
- Improving detour routes to provide reliable alternatives during road closures and adverse weather conditions.

By incorporating CFMP guidance, the corridor plan ensures that freight projects align with statewide freight goals while enhancing the efficiency, safety, and resilience of goods movement along SR 20. This alignment supports the dual objectives of strengthening California's freight network and addressing the critical role of SR 20 as an interregional freight and emergency corridor.

## 5.5 | Zero-Emission Vehicle Infrastructure

Currently, there are no existing or planned Caltrans projects along SR 20 specifically focused on ZEV infrastructure. One significant resource for developing ZEV infrastructure in the corridor is the National

<sup>26</sup> <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/f0020350-activeca-final-plan-2017-05-18-a11y.pdf>

Electric Vehicle Infrastructure (NEVI) Formula Program, managed by the California Energy Commission, with Caltrans serving as the lead agency.

The NEVI Formula Program aims to expand the network of modern, high-powered DC fast chargers along federally designated Alternative Fuel Corridors across California. The SR 20 corridor is identified as an Alternative Fuel Corridor requiring installation of 20 chargers. Additionally, the I-5/SR 20 interchange in the City of Williams has been designated as a required site for charger installation, according to California’s NEVI Funding Program map.<sup>27</sup>

## 5.6 | Broadband

As part of the Middle Mile Broadband Initiative under SB 166, the State is investing in building a robust middle-mile network to enhance broadband access in rural communities. This initiative aims to bridge the digital divide by expanding high-speed internet infrastructure across the state. Broadband service has become an essential element of communication and an engine of economic activity providing educational opportunity, civic engagement, access to health care, teleworking, and 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 highway ROW can be a source of expanding the broadband network, providing greater accessibility to tribal land, rural communities, and priority populations.

The SR 20 corridor has existing broadband infrastructure in Colusa, Sutter, and Yuba counties. These facilities are managed by the Central Valley Independent Network, which is working to extend fiber networks to build broadband capabilities. The following are the locations of these existing conduits:

- Colusa SR 20 PM 36.8 - 39.18
- Sutter SR 20 PM R0.97 - 3.99
- Sutter SR 20 PM 4.185 - 5.01
- Sutter SR 20 PM 5.17 - 6.83
- Sutter SR 20 PM 10.68 - 14.47
- Sutter SR 20 PM R15.36 - 15.58
- Yuba SR 20 PM R21.08 - Nev 20 0.10

These broadband facilities are crucial for the rural communities along the SR 20 corridor. Expanding broadband access in these areas will provide residents with improved access to remote work opportunities and essential services, potentially reducing vehicle trips and improving overall corridor sustainability.

## Section 6 | Corridor Performance

### 6.1 | Travel Demand Forecasting Modeling Structure

This section outlines the development and application of travel demand forecasting models utilized to support the SR 20 Corridor Plan. For the Sutter and Yuba County segments, the Sacramento Activity-Based Travel Demand Simulation (SACSIM) model—an Activity-Based Model implemented on the Cube Voyage platform—was used. The Nevada County portion was analyzed using the four-step NCTC model developed in Transportation Computer-Aided Design. And because Colusa County does not have an established travel demand model, the 2050 traffic forecasts were developed based on the Colusa

<sup>27</sup> <https://cecgis-caenergy.opendata.arcgis.com/apps/CAEnergy::californias-national-electric-vehicle-infrastructure-funding-program-map-1/explore>

County 2025 Regional Transportation Plan (RTP). To evaluate truck movement along the corridor, the Federal Highway Administration (FHWA) Freight Analysis Framework (FAF) was used.

Base year travel demand model validation was conducted along the SR 20 corridor to ensure the accuracy and reliability of the forecasting tools used in the analysis. The validation process involved comparing modeled traffic volumes against observed traffic counts under existing conditions. Results of this comparison are presented in **Table 10** and **Table 11**, which illustrate the performance of the SACSIM and NCTC models respectively. Both models successfully met all three key validation criteria established for model performance:

- **Percent Within Maximum Deviation:** Measures how closely the model replicates observed traffic volumes within an acceptable range.
- **Correlation Coefficient:** Assesses the strength and direction of the relationship between observed and modeled volumes.
- **Percent Root Mean Square Error:** Evaluates the overall accuracy of the model by quantifying the average deviation between observed and modeled values.

The SACSIM and the NCTC models demonstrated strong correlation with observed data, confirming their suitability for forecasting future travel demand.

Table 10: SACSIM 2020 Model Validation Results

| Validation Criterion                      | Threshold for Acceptance | Model Output |
|-------------------------------------------|--------------------------|--------------|
| Percent Within Caltrans Maximum Deviation | At Least 75%             | 76% ✓        |
| Correlation Coefficient                   | At Least 88%             | 99% ✓        |
| Percent Root Mean Square Error            | Less than 40%            | 20% ✓        |

Table 11: NCTC 2018 Validation Results

| Validation Criterion                      | Threshold for Acceptance | Model Output |
|-------------------------------------------|--------------------------|--------------|
| Percent Within Caltrans Maximum Deviation | At Least 75%             | 90% ✓        |
| Correlation Coefficient                   | At Least 88%             | 99% ✓        |
| Percent Root Mean Square Error            | Less than 40%            | 20% ✓        |

## 6.2 | Transportation Performance Analysis

This section presents the travel demand forecasting results for all 17 segments analyzed along the SR 20 corridor. The evaluation begins with an assessment of existing traffic conditions, establishing a baseline of current travel patterns, vehicle volumes, and truck activity throughout the corridor. Next, the transportation analysis for the year 2050 is performed and results for key performance measures are presented:

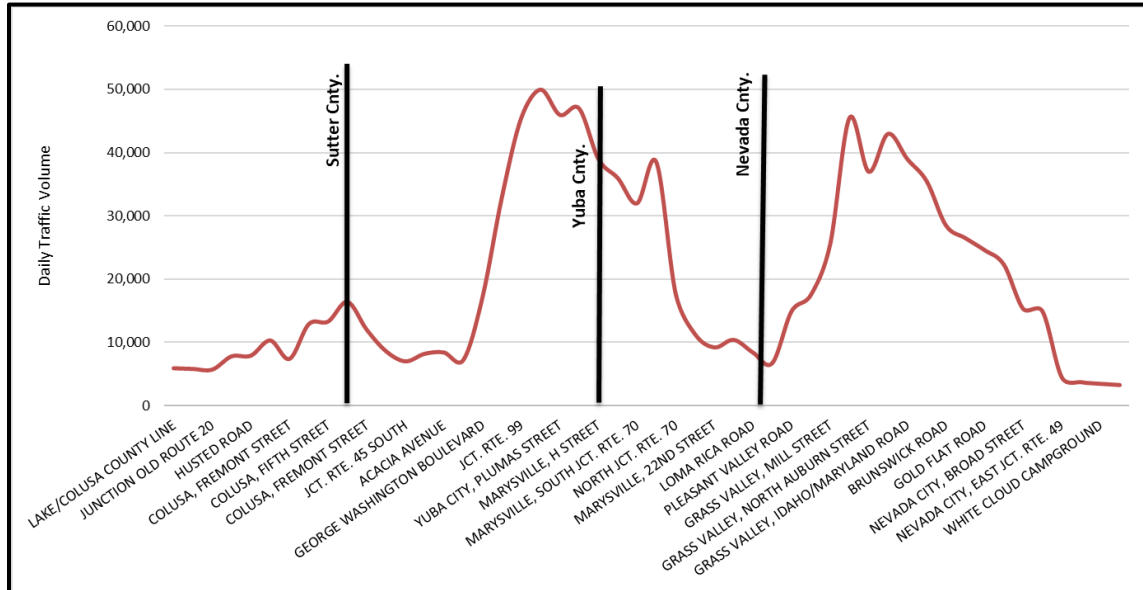
- Average daily traffic

- Vehicle miles traveled
- Vehicle hours traveled
- Truck miles traveled
- Person throughput
- Daily vehicle hours of delay

### 6.3 | Existing Traffic Conditions

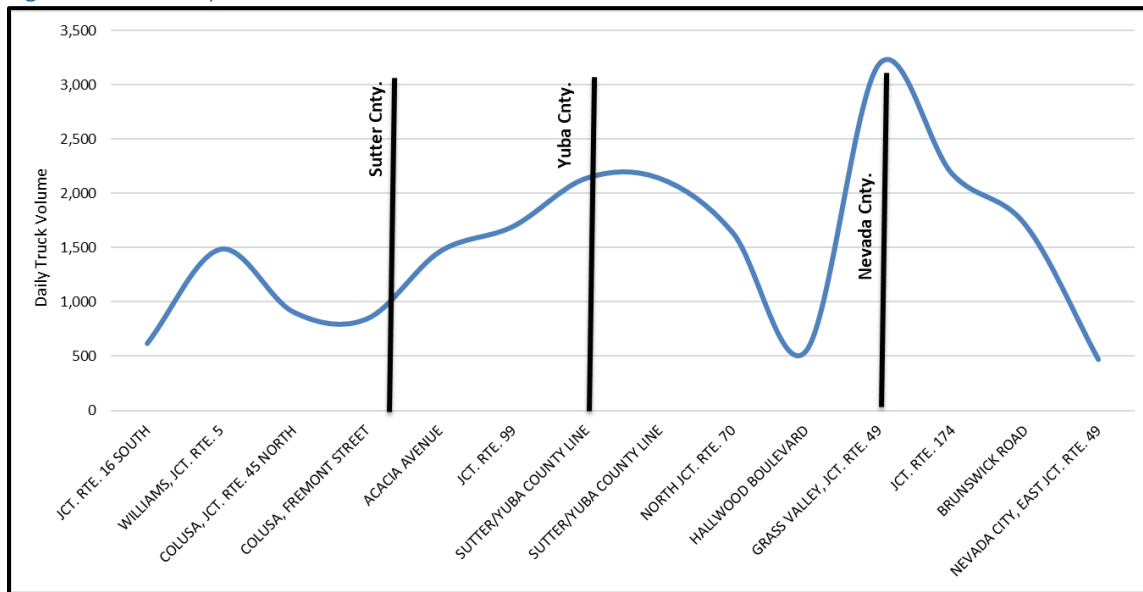
The SR 20 corridor within the study area carries anywhere from 3,000 to nearly 50,000 vehicles on a daily basis in both directions as shown in **Figure 6**. Based on data from **Figure 6**, the highest daily vehicle traffic occurs in Yuba City near SR 99 and near Grass Valley in Nevada County. When analyzing daily truck traffic, the highest volumes occur near the I-5 interchange in the City of Williams, Yuba City near SR 99, and near Grass Valley in Nevada County as shown in **Figure 7**. The truck percentage as part of daily traffic is presented in **Figure 8**. The highest truck percentages as part of daily traffic occur at the Williams Junction near I-5 and Acacia Avenue in Sutter County.

Figure 6: Corridor 2023 Daily Vehicle Traffic Volume\*



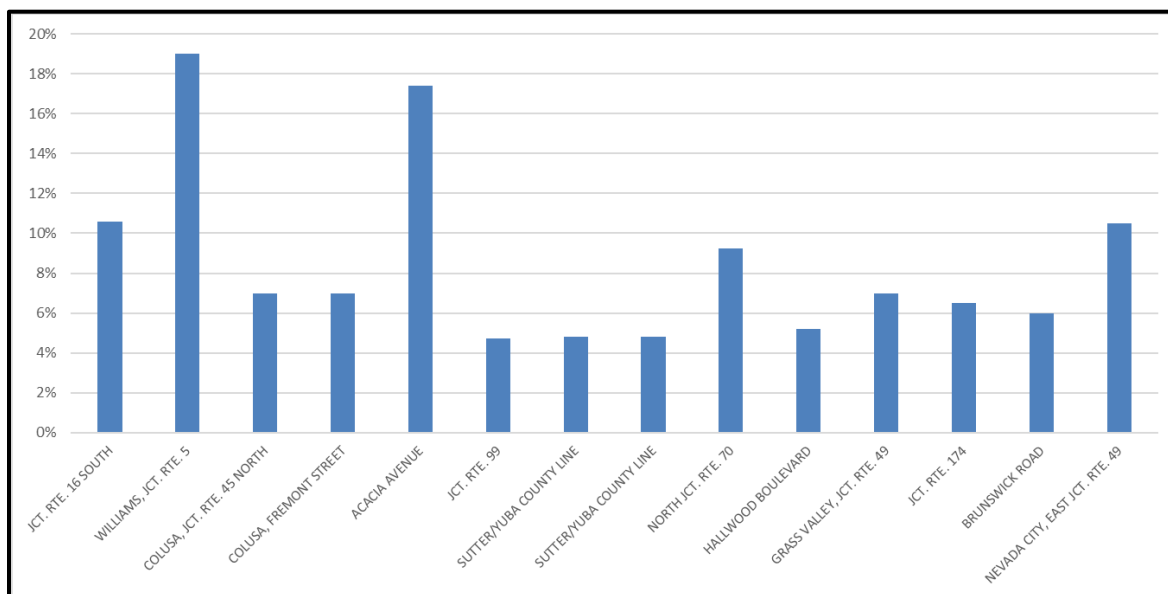
\*Source: Caltrans 2023 Census Traffic

Figure 7: 2023 Daily Truck Volume\*



Source: Caltrans 2023 Census Truck Traffic

Figure 8: SR 20 Corridor 2023 Daily Truck Percent



## 6.4 | 2050 Transportation Performance Analysis

This section of the report presents a comparative analysis of traffic growth between the existing base year of 2020 and the projected horizon year of 2050 across the SR 20 corridor. As previously noted, traffic growth estimates for Yuba and Sutter counties were developed using the SACOG 2025 Blueprint travel demand model. This model has a base year of 2020 with a horizon year of 2050.

For the SR 20 segments within Nevada County, traffic projections were generated from the NCTC travel demand model. Unlike SACOG's model, the NCTC model has a base year of 2018 and a horizon year of 2040. To ensure consistency across the corridor, outputs from the NCTC model were adjusted using

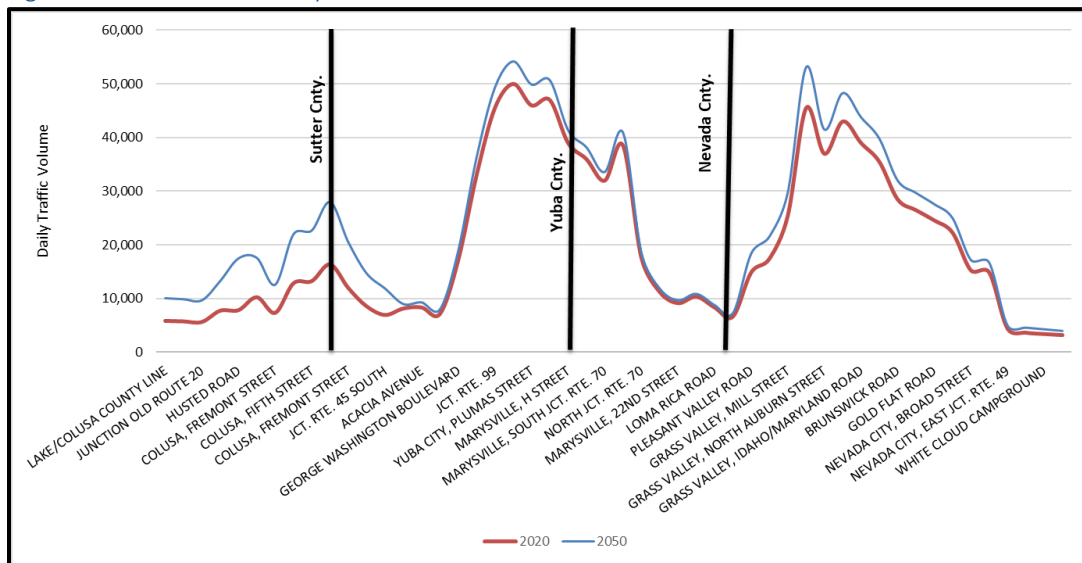
linear interpolation to develop the 2020 and 2050 forecast traffic volumes. This approach allowed for the estimation of traffic conditions in 2020 and projections for 2050 across the corridor, thereby harmonizing the data inputs for corridor-wide analysis. It should be noted the NCTC is in process of updating its RTP with a new horizon year of 2045.

Colusa County presents a unique challenge, as it does not maintain a formal travel demand model. In lieu of model-based projections, traffic forecasts for 2050 were developed using planning assumptions and growth estimates outlined in the Colusa County 2025 RTP. Together, this approach ensures a consistent and comprehensive evaluation of traffic growth across all segments of the SR 20 corridor.

#### 6.4.1 | Future Traffic Volumes

**Figure 9** illustrates the comparative traffic growth across the corridor from the base year 2020 to the horizon year 2050. Colusa County segments of the corridor are projected to experience the highest rate of growth, with an average annual compounded increase of approximately 2%. This sustained growth trajectory is expected to result in 78% increase in existing traffic volumes by 2050. In contrast, traffic volumes in Sutter and Yuba counties are forecasted to grow at a more moderate pace, averaging around 8% over the same period. Nevada County is expected to see the most substantial increase in traffic volumes, with an average growth rate of approximately 14%.

Figure 9: 2020 and 2050 Daily Traffic Volumes



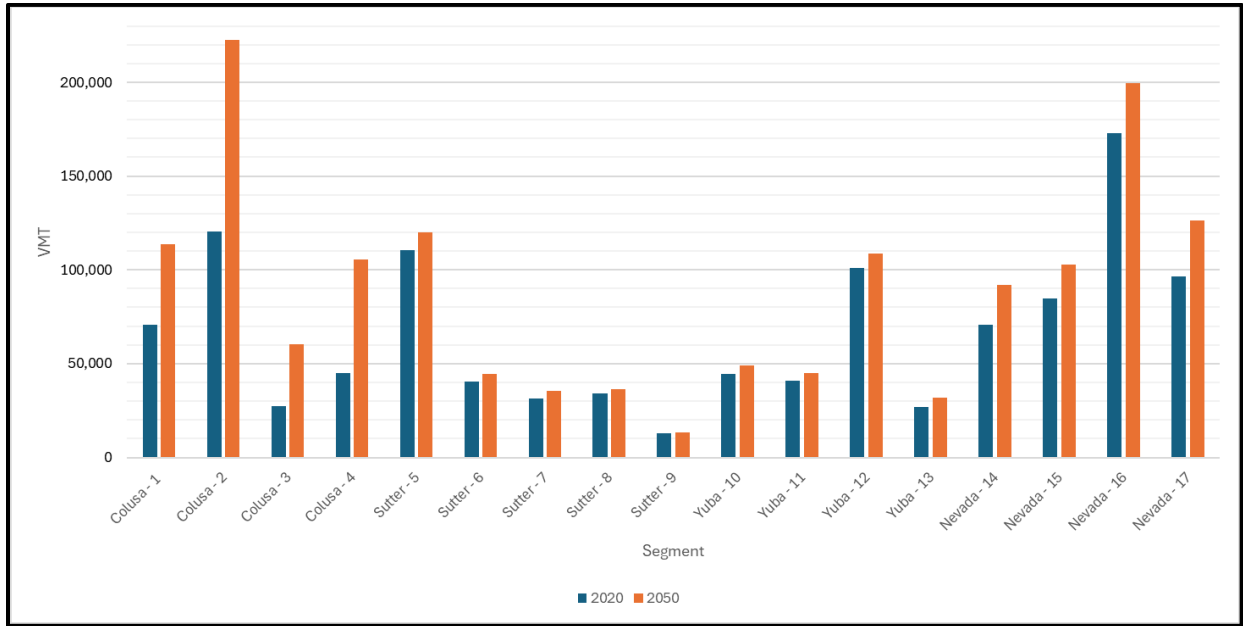
#### 6.4.2 | Daily Vehicle Miles Traveled

VMT is a key performance measure used to measure travel demand and assess transportation impacts, particularly under the California Environmental Quality Act (CEQA) as guided by SB 743. VMT is calculated by summing the total miles traveled by all vehicles—including passenger cars and trucks—across a defined roadway network.

As illustrated in **Figure 10**, the projected increase in vehicle-miles traveled from the base year to the horizon year shows notable variation across counties along the SR 20 corridor. Colusa County is anticipated to experience the most significant growth with VMT increasing 90% compared to 2020 levels. Sutter and Yuba counties are projected to see more modest VMT increases of approximately 9%

and 10%, respectively, indicating relatively stable travel patterns and slower growth in vehicle activity. Nevada County falls in between with a moderate VMT growth of approximately 22%.

Figure 10: Daily Vehicle Miles Traveled

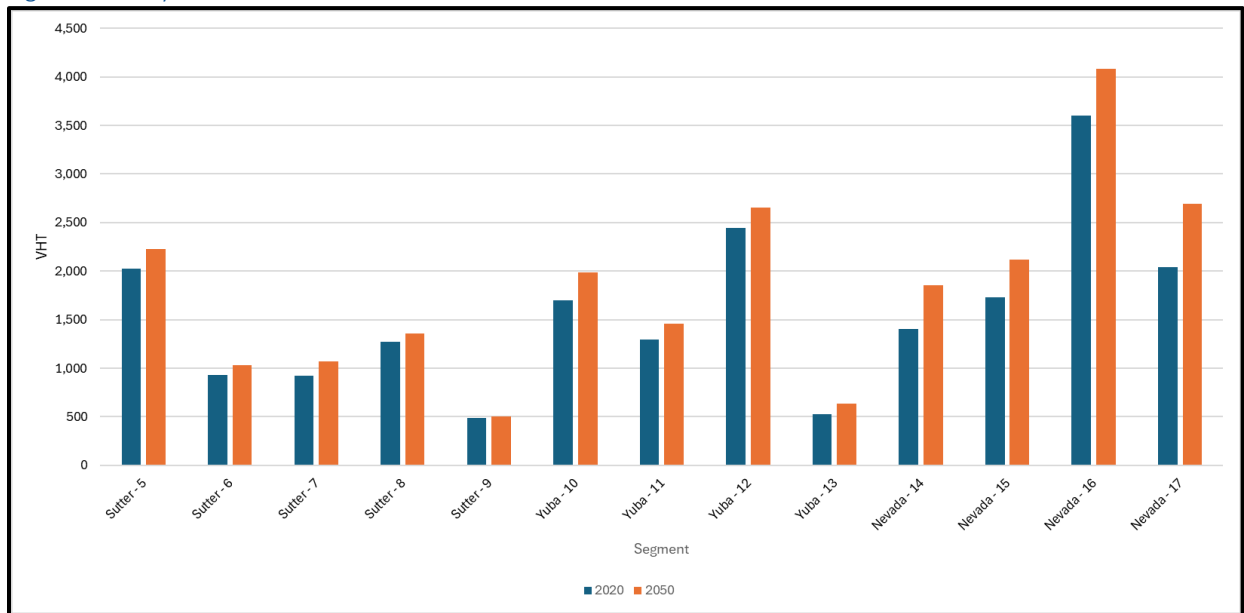


#### 6.4.3 | Vehicle Hours Traveled

Vehicle hours traveled (VHT) is a key transportation performance measure that quantifies the total time spent by all vehicles traveling across a roadway network. It is calculated by multiplying the number of vehicles on each roadway segment by the time it takes them to traverse that segment and then summing the results across the entire network.

As shown in **Figure 11**, the projected increase in VHT from the base year to the horizon year varies across counties along the SR 20 corridor. Due to the absence of a formal traffic forecasting model, VHT projections are not available for Colusa County. Sutter and Yuba counties are expected to experience roughly 10% and 13% increases in VHT. Nevada County is projected to see an increase in VHT with growth estimated at around 22%.

Figure 11: Daily Vehicle Hours Traveled

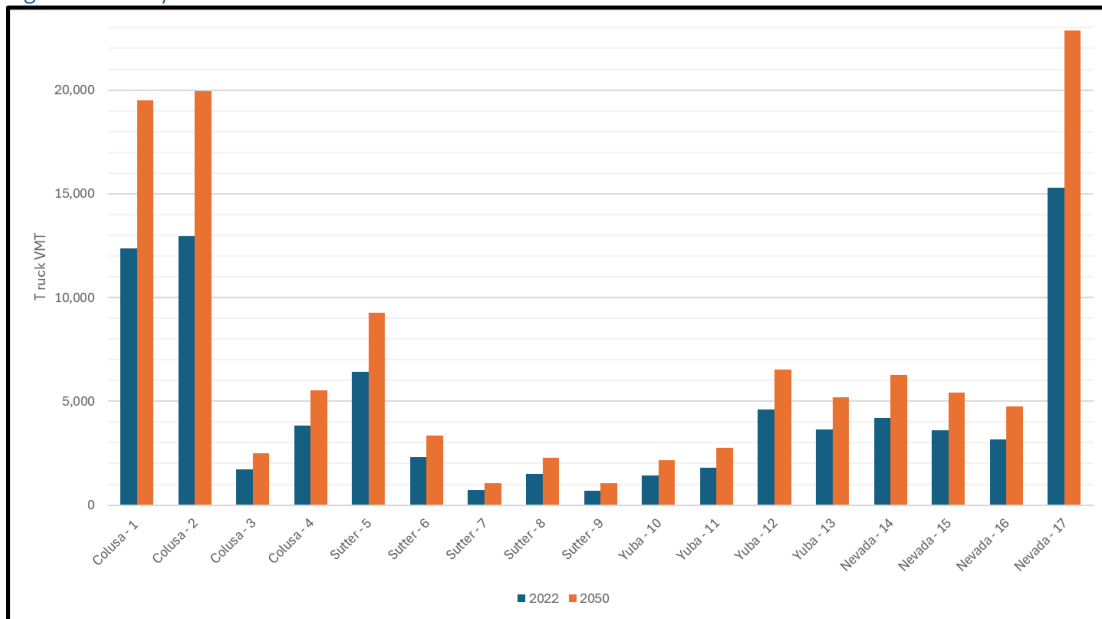


#### 6.4.4 | Truck Miles Traveled

To evaluate truck travel patterns along the SR 20 corridor, the FAF developed by the FHWA was utilized. FAF is a nationally recognized data and modeling tool that provides comprehensive freight movement estimates across the U.S. transportation network. It integrates data on commodity flows, truck volumes, and multimodal freight activity, making it a valuable resource for assessing current and future freight demand.

Using FAF data, truck miles traveled (TMT) was estimated for both the base year 2022 and the horizon year 2050. By 2050, truck VMT is projected to grow along the SR 20 corridor with Colusa County having the highest increase at 54%, followed by 50% in Nevada County, 46% in Sutter County, and 45% in Yuba County.

Figure 12: Daily Truck Miles Traveled



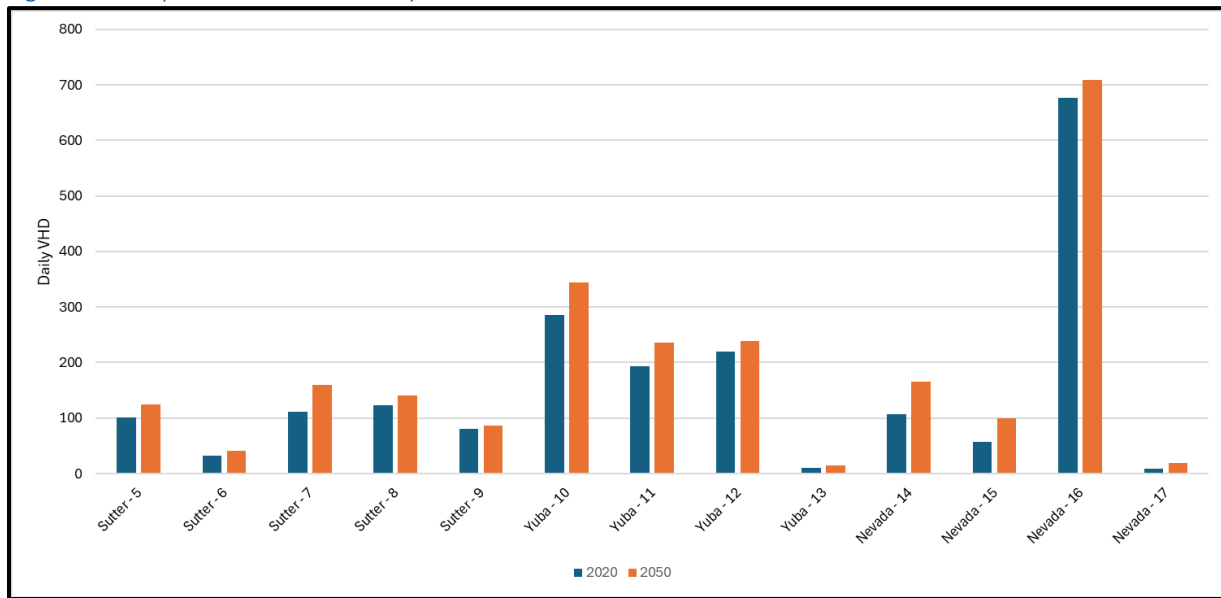
#### 6.4.5 | Vehicle Hours of Delay

VHD is a critical transportation performance metric that measures the total time lost due to congestion by comparing free-flow travel speeds with actual operating speeds across a roadway network. It is calculated by multiplying the number of vehicles on each segment by the time difference between free-flow and congested travel times.

Congested times produced by TDMs are generally less accurate compared to the model's forecast traffic volumes. While TDMs are calibrated primarily to estimate trip generation, distribution, mode choice, and assignment volumes, their representation of congestion is limited by model structure, generalized assumptions, and simplified network dynamics. Although not as precise, TDM-based congested times are commonly applied in long-range planning and scenario analysis as a performance measure that complements VMT and VHT.

As shown in **Figure 13**, projected VHD increases from the base year to the horizon year vary across counties along the SR 20 corridor. Due to the lack of a formal traffic forecasting model, VHD estimates are not available for Colusa County. Sutter and Yuba counties are expected to see increases of approximately 24% and 18%, respectively, while Nevada County is projected to experience a VHD increase of 17% which is slightly lower than that of Yuba County.

Figure 13: Daily Vehicle Hours of Delay

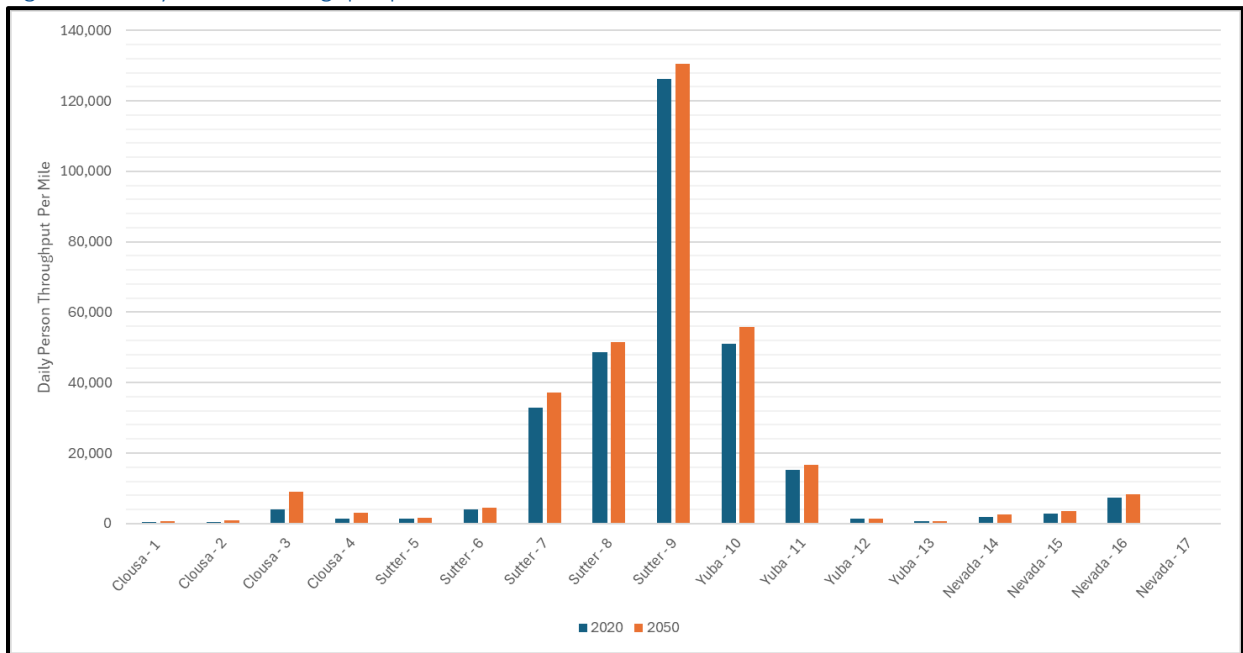


#### 6.4.6 | Person Throughput Per Mile

PTM is a transportation performance metric that quantifies the total number of individuals traveling through a corridor. It is calculated by multiplying the number of vehicles by the average number of occupants per vehicle and then dividing by the length of the roadway segment.

As illustrated in **Figure 14**, the projected increase in PTM from the base year to the horizon year varies across counties along the SR 20 corridor. Colusa County is projected to have a 90% surge in PTM. Sutter and Yuba counties are expected to see modest PTM increases of about 10% and 11%, respectively. Nevada County is projected to experience a more pronounced increase of around 22%.

Figure 14: Daily Person Throughput per Mile



## 6.5 | Findings

SR 20 is a vital east-west transportation corridor in Northern California connecting rural and urban communities across Colusa, Sutter, Yuba, and Nevada counties. As regional growth continues, the SR 20 traffic counties to grow at various rates along the corridor.

By 2050, Colusa County is projected to experience the most significant increases in travel demand, particularly in VMT (90%) and TMT (60%). Sutter and Yuba counties are expected to see more modest increases with around 10% growth in VMT, VHT, and person-miles traveled (PMT). Notably, Sutter County leads in projected congestion with a 24% increase in VHD followed by Yuba County at 18%. Nevada County shows strong growth across most metrics including a 22% increase in VMT, VHT and PMT.

Table 12: Performance Measure Summary

| County | Traffic Volume Growth | VMT Growth | VHT Growth | TMT Growth | VHD Growth | PMT Growth |
|--------|-----------------------|------------|------------|------------|------------|------------|
| Colusa | 90%                   | 90%        | N/A        | 60%        | N/A        | 90%        |
| Sutter | 9%                    | 9%         | 10%        | 51%        | 24%        | 10%        |
| Yuba   | 10%                   | 10%        | 13%        | 50%        | 18%        | 11%        |
| Nevada | 22%                   | 22%        | 22%        | 55%        | 17%        | 22%        |

# STATE ROUTE 20 CORRIDOR PLAN

## 6.5.1 | Level of Service Analysis

| Segment | Location |        | Truck % | K-Factor | D-Factor | Passenger Car Lane Capacity (pc/h/ln) | 2020                                               |                        |      |            | 2050                                               |                        |      |            |
|---------|----------|--------|---------|----------|----------|---------------------------------------|----------------------------------------------------|------------------------|------|------------|----------------------------------------------------|------------------------|------|------------|
|         | County   | PM     |         |          |          |                                       | Directional Passenger Car Equivalent PHV (pc/h/ln) | Directional # of Lanes | V/C  | LOS        | Directional Passenger Car Equivalent PHV (pc/h/ln) | Directional # of Lanes | V/C  | LOS        |
| 1       | COL      | 0.000  | 10%     | 0.12     | 0.59     | 1,100                                 | 432                                                | 1                      | 0.39 | Cor Better | 765                                                | 1                      | 0.70 | Cor Better |
| 1       | COL      | 3.451  | 10%     | 0.12     | 0.63     | 1,100                                 | 440                                                | 1                      | 0.40 | Cor Better | 822                                                | 1                      | 0.75 | Cor Better |
| 2       | COL      | 20.558 | 10%     | 0.13     | 0.63     | 1,100                                 | 489                                                | 1                      | 0.44 | Cor Better | 895                                                | 1                      | 0.81 | D          |
| 2       | COL      | 22.120 | 10%     | 0.09     | 0.60     | 1,100                                 | 344                                                | 1                      | 0.31 | Cor Better | 776                                                | 1                      | 0.71 | Cor Better |
| 2       | COL      | 23.187 | 10%     | 0.09     | 0.60     | 1,100                                 | 550                                                | 1                      | 0.50 | Cor Better | 1,069                                              | 1                      | 0.97 | E          |
| 2       | COL      | 28.690 | 10%     | 0.09     | 0.60     | 1,100                                 | 550                                                | 1                      | 0.50 | Cor Better | 1,087                                              | 1                      | 0.99 | E          |
| 3       | COL      | 30.639 | 10%     | 0.10     | 0.65     | 1,100                                 | 441                                                | 1                      | 0.40 | Cor Better | 854                                                | 1                      | 0.78 | Cor Better |
| 3       | COL      | 31.091 | 10%     | 0.12     | 0.65     | 1,100                                 | 480                                                | 2                      | 0.44 | Cor Better | 918                                                | 2                      | 0.83 | D          |
| 3       | COL      | 31.470 | 10%     | 0.13     | 0.65     | 1,100                                 | 533                                                | 2                      | 0.48 | Cor Better | 1,052                                              | 2                      | 0.96 | E          |
| 3       | COL      | 31.849 | 10%     | 0.11     | 0.65     | 1,100                                 | 1,066                                              | 1                      | 0.97 | E          | 2,102                                              | 1                      | 1.91 | F          |
| 3       | COL      | 32.301 | 10%     | 0.09     | 0.65     | 1,100                                 | 647                                                | 1                      | 0.59 | Cor Better | 1,275                                              | 1                      | 1.16 | F          |
| 4       | COL      | 33.105 | 10%     | 0.09     | 0.65     | 1,100                                 | 497                                                | 1                      | 0.45 | Cor Better | 988                                                | 1                      | 0.90 | D          |
| 4       | COL      | 36.785 | 10%     | 0.09     | 0.69     | 1,100                                 | 246                                                | 2                      | 0.22 | Cor Better | 425                                                | 2                      | 0.39 | Cor Better |
| 5       | SUT      | 5.009  | 6%      | 0.10     | 0.72     | 1,100                                 | 533                                                | 1                      | 0.48 | Cor Better | 685                                                | 1                      | 0.62 | Cor Better |
| 5       | SUT      | 9.176  | 6%      | 0.10     | 0.61     | 1,100                                 | 543                                                | 1                      | 0.49 | Cor Better | 608                                                | 1                      | 0.55 | Cor Better |
| 6       | SUT      | 12.670 | 6%      | 0.10     | 0.56     | 1,100                                 | 287                                                | 2                      | 0.26 | Cor Better | 241                                                | 2                      | 0.22 | Cor Better |
| 6       | SUT      | 13.600 | 6%      | 0.09     | 0.59     | 1,100                                 | 469                                                | 2                      | 0.43 | Cor Better | 561                                                | 2                      | 0.51 | Cor Better |
| 7       | SUT      | 15.350 | 6%      | 0.10     | 0.56     | 1,100                                 | 929                                                | 2                      | 0.84 | D          | 1,071                                              | 2                      | 0.97 | E          |
| 7       | SUT      | 15.598 | 6%      | 0.10     | 0.56     | 1,100                                 | 689                                                | 3                      | 0.63 | Cor Better | 985                                                | 3                      | 0.90 | D          |
| 8       | SUT      | 16.330 | 6%      | 0.10     | 0.56     | 1,100                                 | 989                                                | 3                      | 0.90 | D          | 1,129                                              | 3                      | 1.03 | F          |
| 8       | SUT      | 16.520 | 6%      | 0.11     | 0.56     | 1,100                                 | 1,454                                              | 2                      | 1.32 | F          | 1,667                                              | 2                      | 1.52 | F          |
| 9       | SUT      | 16.838 | 6%      | 0.10     | 0.56     | 1,100                                 | 1,274                                              | 2                      | 1.16 | F          | 1,451                                              | 2                      | 1.32 | F          |
| 10      | YUB      | 0.678  | 6%      | 0.10     | 0.56     | 1,100                                 | 819                                                | 3                      | 0.74 | Cor Better | 837                                                | 3                      | 0.76 | Cor Better |
| 10      | YUB      | 0.840  | 6%      | 0.10     | 0.59     | 1,100                                 | 786                                                | 3                      | 0.71 | Cor Better | 822                                                | 3                      | 0.75 | Cor Better |
| 11      | YUB      | 0.989  | 6%      | 0.11     | 0.59     | 1,100                                 | 959                                                | 2                      | 0.87 | D          | 1,111                                              | 2                      | 1.01 | F          |
| 11      | YUB      | 1.236  | 6%      | 0.09     | 0.59     | 1,100                                 | 692                                                | 2                      | 0.63 | Cor Better | 1,109                                              | 2                      | 1.01 | F          |
| 11      | YUB      | 1.472  | 6%      | 0.13     | 0.62     | 1,100                                 | 721                                                | 2                      | 0.66 | Cor Better | 789                                                | 2                      | 0.72 | Cor Better |
| 11      | YUB      | 1.980  | 6%      | 0.10     | 0.62     | 1,100                                 | 918                                                | 1                      | 0.83 | D          | 759                                                | 1                      | 0.69 | Cor Better |
| 12      | YUB      | 2.940  | 6%      | 0.11     | 0.62     | 1,100                                 | 820                                                | 1                      | 0.75 | Cor Better | 674                                                | 1                      | 0.61 | Cor Better |
| 12      | YUB      | 7.018  | 6%      | 0.10     | 0.74     | 1,100                                 | 825                                                | 1                      | 0.75 | Cor Better | 841                                                | 1                      | 0.76 | Cor Better |
| 12      | YUB      | 7.890  | 6%      | 0.12     | 0.74     | 1,100                                 | 778                                                | 1                      | 0.71 | Cor Better | 796                                                | 1                      | 0.72 | Cor Better |
| 13      | YUB      | 13.269 | 6%      | 0.12     | 0.74     | 1,100                                 | 645                                                | 1                      | 0.59 | Cor Better | 682                                                | 1                      | 0.62 | Cor Better |
| 14      | NEV      | 4.651  | 7%      | 0.09     | 0.74     | 1,100                                 | 1,027                                              | 1                      | 0.93 | E          | 1,322                                              | 1                      | 1.20 | F          |
| 15      | NEV      | 6.600  | 7%      | 0.10     | 0.74     | 1,100                                 | 632                                                | 2                      | 0.57 | Cor Better | 838                                                | 2                      | 0.76 | Cor Better |
| 15      | NEV      | 12.162 | 7%      | 0.10     | 0.74     | 1,100                                 | 948                                                | 2                      | 0.86 | D          | 1,168                                              | 2                      | 1.06 | F          |
| 15      | NEV      | 12.240 | 7%      | 0.09     | 0.74     | 1,100                                 | 1,561                                              | 2                      | 1.42 | F          | 1,927                                              | 2                      | 1.75 | F          |
| 16      | NEV      | 12.864 | 7%      | 0.11     | 0.74     | 2,200                                 | 1,422                                              | 2                      | 0.65 | Cor Better | 1,762                                              | 2                      | 0.80 | D          |
| 16      | NEV      | 13.112 | 7%      | 0.12     | 0.74     | 2,200                                 | 1,877                                              | 2                      | 0.85 | D          | 2,324                                              | 2                      | 1.06 | F          |
| 16      | NEV      | 13.614 | 7%      | 0.12     | 0.58     | 2,200                                 | 1,174                                              | 2                      | 0.53 | Cor Better | 1,633                                              | 2                      | 0.74 | Cor Better |
| 16      | NEV      | 14.266 | 7%      | 0.11     | 0.56     | 2,200                                 | 980                                                | 2                      | 0.45 | Cor Better | 1,301                                              | 2                      | 0.59 | Cor Better |
| 16      | NEV      | 14.797 | 7%      | 0.10     | 0.56     | 2,200                                 | 832                                                | 2                      | 0.38 | Cor Better | 986                                                | 2                      | 0.45 | Cor Better |
| 16      | NEV      | 15.410 | 7%      | 0.11     | 0.56     | 2,200                                 | 832                                                | 2                      | 0.38 | Cor Better | 988                                                | 2                      | 0.45 | Cor Better |
| 16      | NEV      | 15.916 | 7%      | 0.12     | 0.56     | 2,200                                 | 802                                                | 2                      | 0.36 | Cor Better | 946                                                | 2                      | 0.43 | Cor Better |
| 16      | NEV      | 16.741 | 7%      | 0.13     | 0.56     | 2,200                                 | 817                                                | 2                      | 0.37 | Cor Better | 959                                                | 2                      | 0.44 | Cor Better |
| 16      | NEV      | 16.988 | 7%      | 0.17     | 0.56     | 2,200                                 | 713                                                | 2                      | 0.32 | Cor Better | 846                                                | 2                      | 0.38 | Cor Better |
| 16      | NEV      | 17.240 | 7%      | 0.16     | 0.56     | 2,200                                 | 668                                                | 2                      | 0.30 | Cor Better | 786                                                | 2                      | 0.36 | Cor Better |
| 16      | NEV      | 17.398 | 7%      | 0.18     | 0.56     | 1,100                                 | 517                                                | 1                      | 0.47 | Cor Better | 544                                                | 1                      | 0.49 | Cor Better |
| 17      | NEV      | 23.250 | 7%      | 0.17     | 0.56     | 1,100                                 | 410                                                | 1                      | 0.37 | Cor Better | 471                                                | 1                      | 0.43 | Cor Better |
| 17      | NEV      | 29.600 | 7%      | 0.17     | 0.56     | 1,100                                 | 327                                                | 1                      | 0.30 | Cor Better | 426                                                | 1                      | 0.39 | Cor Better |
| 17      | NEV      | 31.834 | 7%      | 0.17     | 0.56     | 1,100                                 | 303                                                | 1                      | 0.28 | Cor Better | 404                                                | 1                      | 0.37 | Cor Better |

## Section 7 | Environmental / Climate Change

Caltrans completed a *Statewide Caltrans Climate Change Vulnerability Assessment* for the entire SHS in 2021<sup>28</sup> to gather the critical data needed to understand and effectively respond to climate change impacts on the SHS. Caltrans recognizes that outside of its own efforts, there are regional efforts to mitigate the effects of climate change. Coordination with Caltrans maintenance and local law enforcement agencies is critical to develop plans during evacuation.

Regional coordination will be especially important to combat stressors like rising temperature, sea level rising, and wildfire severity. Caltrans is in the process of updating the Climate Change Vulnerability Assessment, with an updated report in early 2026.

### 7.1 | Environmental 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 is a general qualitative evaluation of the environmental factors in the corridor for planning purposes to identify issues early that may affect project cost and schedule prior to the project development process.

The factors are categorized based on a scale of Low-Medium-High probability of an environmental issue and determination through Caltrans District 3 Climate Change Vulnerability Assessment Map and Technical Report released in 2019. This information may not represent all environmental considerations that exist within the corridor vicinity. Caltrans is currently working on an update to the Climate Change Vulnerability and Risk Assessment and is expected to be completed in 2026.

#### 7.1.1 | Wildfire Exposure

District 3 has been affected by major wildfires in recent years, which caused impacts to the SHS requiring emergency repairs. The Climate Change Vulnerability Assessment report examined which areas in District 3 pose medium, high, and very high levels of concern and where roadways would be exposed to potential wildfires. The report analyzed the likelihood of wildfires for the Years 2025, 2055, and 2085. Various portions of SR 20 would be exposed to potential wildfires.

The following segments have a high-level of concern for wildfire exposure through Year 2055<sup>29</sup>:

- Colusa County: PM 0 – 13.131 (Segment 1), PM 27.822 – 8.676 (Segment 2), 31.183 – 31.653 (Segment 3)
- Yuba County: PM 1.865 – 2.2362 (Segment 11)
- Nevada County: PM 0 – 12.253 (Segments 14 & 15), PM 13.168 – 14.078 (Segment 16), PM 17.492 – 33.926 (Segment 17)

The following segments have a moderate level of concern for wildfire exposure through Year 2055<sup>29</sup>

- Nevada County: PM 33.926 – 35.501 (Segment 17), PM 38.106 – 40.731 (Segment 17)

<sup>28</sup> <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/office-of-smart-mobility-and-climate-change/caltrans-climate-change-vulnerability-assessment-statewide-summary-feb2021-a11y.pdf>

<sup>29</sup> <https://www.arcgis.com/apps/webappviewer/index.html?id=67a43dff3039422a84281c8b7864ead3>

### 7.1.2 | Exposed Levee

According to the Climate Change Vulnerability Assessment report, the overall risk of an exposed levee along SR 20 is low and only occurs in the most extreme scenario in the vulnerability assessment. The current assessment does not identify any risk for exposed levee on or near the SR 20 Corridor through the year 2055.

### 7.1.3 | Temperature

Temperature rise is an important facet of climate change. Summer temperatures are projected to continue rising, and a reduction of soil moisture, which exacerbates heat waves, is projected for much of California. The Climate Change Vulnerability Assessment report analyzed changes in the average minimum temperature for Years 2025, 2055, and 2085. By 2055, Colusa, Sutter, Yuba, and Nevada counties are expected to see an increase of 4 to 5.9 degrees Fahrenheit<sup>29</sup>. By Year 2085, Colusa, Sutter, and Yuba counties are expected to see an increase of 6 to 7.9 degrees Fahrenheit and Nevada County is expected to see an increase of 8 to 9.9 degrees Fahrenheit<sup>29</sup>. These increasing temperatures would need to be considered as a part of pavement design for any projects planned for the corridor and more frequent maintenance of the existing pavement facilities may be needed.

### 7.1.4 | Precipitation

Increasing temperatures are expected to result in changing precipitation events, due to an increase in energy moisture in the atmosphere. Increased precipitation levels, combined with other changes in land use and land cover, can increase the risk of damage or loss from flooding. Transportation assets in California are affected by precipitation in a variety of ways due to heavy rainfall events, landslides, and washouts. Many of these impacts may lead to disruptions of key transportation infrastructure and services.

The Caltrans Vulnerability Assessment Report used Representative Concentration Pathways to analyze the 100-year storm rainfall event. Most of Colusa, Sutter, and Yuba counties are expected to see a zero to 4.9 percent increase, with some portions of Nevada County experiencing a 5 to 9.9 percent increase by 2055<sup>29</sup>. The impact of changing precipitation events should be considered during project design and the need for regular monitoring and maintenance should be highlighted, because it is difficult to identify vulnerable assets and their locations at the planning level.

## Section 8 | Stakeholder and Public Engagement

Over the course of developing this SR 20 Corridor Plan, there has been continuous collaboration between Caltrans, TAC, and the public. The goal of collaborating with local and regional agencies is to accurately identify travel needs and proposed projects and strategies to achieve a transportation system that is efficient, sustainable, equitable, and supports healthy communities and a strong economy. Public engagement is also a critical component of the SR 20 Corridor Plan. Stakeholders agreed that public input would help inform the plan development and meaningful public engagement would be carried out at key milestones through the development of the plan.

### 8.1 | Technical Advisory Committee

The collaboration with the government agency stakeholders began with an in-person kick-off meeting on September 19, 2024, where the project scope, timeline and deliverables were presented. The TAC is composed of planning and engineering staff from cities, counties, Regional Transportation Planning Agency's (RTPA), and Metropolitan Planning Organizations (MPO) along the corridor. A complete list of

the participants is included in the Acknowledgements page at the beginning of the plan. District 3 staff included representatives from Planning, Modeling and Forecasting, Traffic Safety, Freeway and Highway Operations, and Project Management.

Tribal governments along the corridor were invited to attend the TAC meetings and given the option to meet through a one-on-one meeting. The Colusa Indian Community Council expressed interest in meeting with the corridor planning team to discuss the plan purpose and the role of the tribal government in the development process. Caltrans met with Colusa Indian Community Council representatives on August 05, 2025.

To date there have been four TAC meetings. The focus of these meetings has been to inform members, facilitate discussions, and gather feedback for corridor plan sections, project list, public engagement plan, and future conditions analysis. Outcomes from these meetings will be summarized here to demonstrate how TAC feedback shaped the final recommendations.

During the kick-off meeting, local agencies emphasized an interest in having the corridor plan be used to pursue SB 1 funding. In response, the planning team elevated this request to Caltrans Headquarters and the CTC to confirm that the plan would remain eligible for SB 1 funding, even though it is not titled a CMCP, since the plan covers the components needed to certify the CMCP checklist required as part of SB 1 funding application packet.

Local agencies provided feedback on a public survey to format questions that would yield insights relevant to their projects, such as emergency evacuation planning and multimodal infrastructure needs.

## 8.2 | Public Engagement

The goal for the public outreach and engagement work of this corridor plan is to develop and implement a transparent meaningful process that supports and informs the development of the SR 20 Corridor Plan. Engagement efforts are aligned with project deliverables to ensure that public input directly informs technical work and decision-making throughout the planning process.

As part of this effort, Caltrans EQI data was used to identify priority outreach areas along the corridor. By identifying designated locations within and near the SR 20 corridor, the project team was able to focus outreach efforts where engagement was most critical to advancing equitable transportation outcomes.

Targeted engagement strategies included direct coordination with community stakeholders and local partners serving EQI areas, distribution of accessible informational materials, and outreach methods designed to reduce participation barriers. These methods included translation of physical and online materials and ensuring that opportunities for public input were shared through various social media channels.

## 8.3 | Caltrans Engagement Portal

CAPTI 2.0 highlights the Caltrans Engagement Portal as a best practice for advancing equitable engagement in the development of plans and projects. The portal provides a consistent framework for engagement across the state and was used to host a public survey and an interactive map for the SR 20 Corridor Plan. These tools allowed the public to share feedback, identify needs, and highlight local challenges.

The interactive map was designed to increase transparency by showing planned and programmed projects identified in the plan project list. The map provides a visual reference for project locations to help the public understand what improvements are planned in their communities. This accessibility supports more informed and meaningful feedback throughout the engagement process. The Caltrans Engagement Portal was promoted through local and regional agencies social media channels. The online survey hosted on the engagement portal includes 13 questions designed to understand travel patterns and needs of SR 20 users. Additional questions focus on community preferences for multimodal infrastructure to help guide future investments, such as pedestrian improvements, bicycle network gaps, and safe routes to school. The public survey was open from August 25, 2025, to September 30, 2025. The survey received a total of 2,053 responses and 325 comments across all four counties.

## 8.4 | Online Survey

Across all four counties, participants consistently identified safety as the primary concern along SR 20. Common themes included limited passing opportunities, narrow shoulders, and conflicts between local and regional traffic. Respondents also noted that the corridor feels unsafe for pedestrians and bicyclists due to speeding, inadequate crossings, and the lack of separate facilities. Freight activity and congestion through community centers and at major intersections further contribute to perceived safety and mobility challenges. Overall, participants support improvements that enhance safety, reduce congestion, and expand multimodal travel options for all users. The full survey report including questions and responses is in **Appendix III**.

### 8.4.1 | Colusa County

Comments related to the SR 20 segments in Colusa County focused primarily on traffic safety and operations. Participants noted that as the corridor narrows to a single lane in each direction, passing opportunities become limited, leading to unsafe driver behavior. Respondents identified a need for additional passing lanes to maintain traffic flow and reduce delays caused by slower-moving vehicles, including farming equipment. Within the City of Colusa, participants cited recurring congestion through the downtown core and suggested consideration of a bypass to redirect regional traffic and improve local safety and mobility.

### 8.4.2 | Sutter County

Public input from Sutter County highlighted several operational issues, including minimal shoulder widths, high truck volumes, and safety concerns at intersections along SR 20 and SR 99. Respondents expressed concern about traffic queuing along eastbound SR 20 and the need for better integration between local streets and the SHS to alleviate congestion.

**Pedestrian and bicyclist concerns:** participants highlighted areas in Yuba City as a safety concern for pedestrians and bicyclists due to extensive freight truck activity, speeding, and limited crosswalks. The Feather River Bridge was cited as a location for safety improvements to better regulate speeds and accommodate pedestrians and bicyclists. Respondents also expressed interest in improved local transit circulation to enhance access to key services and destinations.

### 8.4.3 | Yuba County

Public input from Yuba County primarily focused on the SR 20 corridor through Marysville, where participants expressed concerns about congestion and safety for both passenger vehicles and freight.

Tight turning range at intersections were noted as problematic for large trucks and trailers. Several comments supported the concept of a bypass to alleviate downtown congestion and enhance safety.

Pedestrian and bicyclist concerns: participants identified unsafe walking and biking conditions in Marysville, recommending enhanced detection at crossings for bicycles and pedestrians, as well as improved speed management. Congestion was also reported around Ellis Lake and the local high school, contributing to additional safety challenges.

Along SR 20 through Marysville (E Street and 9<sup>th</sup> Street), opportunities for bicycle and pedestrian improvements are limited due to ROW constraints and the presence of historic properties. Discussions with local partners have occurred and future considerations for improvements would occur in coordination with the local system, as appropriate.

#### 8.4.4 | Nevada County

Participants from Nevada County emphasized the need for enhanced active transportation connections and infrastructure along SR 20. Comments included a request for a Class I shared-use path between Grass Valley and Penn Valley to provide a safe, continuous connection between the two communities and improve access to essential services. Respondents also suggested installing a roundabout at the SR 20/SR 49 intersection in the City of Grass Valley to improve traffic safety multimodal infrastructure. Caltrans Division of Planning, Local Assistance, and Sustainability is currently studying this intersection with the feasibility study expected to be completed by June 2026.

During emergency evacuations, a main concern is the highway congestion that prevents evacuating effectively. Additionally, participants described conditions along the corridor as generally unsafe for pedestrians and bicyclists and expressed strong support for projects that improve multimodal access and connectivity.

## Section 9 | Recommended Strategies

### 9.1 | Key Findings

The recommended highway projects include passing lanes, roundabouts, rehabilitation, traffic signalization to reduce queuing, intersection reconfigurations, and local arterial projects that will help improve the operations of the freeway mainlines. The recommended multimodal projects include active transportation, pedestrian infrastructure, and public transportation projects. These projects were compiled from other plans and studies as well as project concepts proposed by local and regional agencies, Caltrans, and stakeholders.

The survey results highlighted in Section 8.4 provide valuable context for prioritizing projects within the SR 20 Corridor Plan. These insights can guide recommended strategies by:

- Supporting safety-focused projects (traffic calming, intersection improvements, speed detection technology)
- Justifying bicyclist and pedestrian infrastructure to address safety and connectivity preferences as appropriate on either the SHS or local roadway network
- Elevating operational improvements in segments with congestion (traffic signal coordination)
- Coordinating with regional and local agencies to identify projects and design features to improve the effectiveness of evacuations in areas that are high or moderate risk of wildfires.

- Additional recommendations along rural SR 20 segments should consider truck lanes along Harmony Ridge Grade, Burlington Ridge Grade, and both eastbound and westbound grades climbing out of Bear Valley near I-80.

#### Project Implementation Timeline

To establish short, medium, and long-term implementation timeframes for projects included in this corridor plan, the current stage of project development was considered in addition to the timeframes being consistent with the respective RTP for the area. Projects are categorized into three phases: Conceptual, Planned, and Programmed.

Conceptual projects are generally associated with long-term implementation because they are in the earliest stage of development, where a transportation need has been identified by project scope and funding has not been defined. Planned projects are typically associated with a medium-term timeframe, with an established scope. Programmed projects are generally considered short-term because they have secured funding and are advancing toward implementation.

While these categories provide a framework for implementation timelines, actual delivery may vary. Project timelines can be influenced by a range of factors, including funding availability, environmental review, design, and changing priorities. As a result, some projects may advance more quickly or more slowly than their assigned timeframe.

## 9.2 | Additional Project Evaluation

In addition to the planning level modeling analysis, projects were assessed with a qualitative methodology using key selected performance measures. The reason for this type of evaluation is that the modeling tools, while very effective in evaluating certain types of projects, have limitations. For example, some of the corridor goals are not quantifiable, while some project types cannot be easily modeled. These include bicycle and pedestrian projects, certain types of safety-related projects, local arterial projects that are outside the study area. The following performance measures were used to qualitatively assess the improvements:

- |                                             |                                              |
|---------------------------------------------|----------------------------------------------|
| • Safety                                    | • Air Pollution and GHG Reduction            |
| • Efficiency                                | • Economic Prosperity                        |
| • System Reliability                        | • Modern Infrastructure and Asset Management |
| • Multimodal Accessibility and Connectivity | • Efficient Land Use                         |

These performance measures were 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 inform the SR 20 Corridor Plan and how these projects address the overall goals and objectives related to state, regional, and local plans.

## 9.3 | Project Evaluation Scoring Methodology by Project Type

A set of rules were applied by project type for each performance metric to determine if that project type has 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.

The qualitative ratings of Low, Medium, or High were assigned based on a classification of project types against the performance measures listed below (see **Table 11**). The ratings represent a starting point for further evaluation at an individual project level, which can be further refined in the environmental process or other more detailed project-focused modeling or analytical exercises. **Table 11** shows the qualitative project type assessment based on performance measures.

Individual projects may have greater or lesser benefit than represented by their generic classification used for the rating in **Table 11** 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); and 3) the cost or funding status of the project. **Table 12** shows the detailed ratings of each individual project.

Therefore, any project given a low rating in **Table 12** could prove to have greater benefits and improve cost-effectiveness in a more detailed project-level evaluation. In addition, projects may perform differently when implemented in combination with other complementary projects as part of a broader corridor strategy, where cumulative or synergistic benefits can enhance overall outcome and potentially influence prioritization. Some projects may be dependent on the implementation of other improvements, which can affect both their timing and effectiveness.

As a result, it is important not to pre-judge any individual project based solely on a standalone rating, but rather to consider it within its unique context, including project bundling, sequencing, and system-level interactions. That said, the performance measure classification process and ratings are useful in highlighting the strengths and weaknesses of projects in each class.

Table 13: Project Category Evaluation

| Project Type                            | Subcategory                                                                | Corridor Goals                            |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                                                                                                      |                        |
|-----------------------------------------|----------------------------------------------------------------------------|-------------------------------------------|------------------------------------------|------------------------------------------------------------|-----------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|------------------------|
|                                         |                                                                            | Safety<br>(collisions<br>on state<br>ROW) | *Efficiency<br>- recurring<br>congestion | System<br>Reliability -<br>non-<br>recurring<br>congestion | *Multimodal<br>Accessibility<br>and<br>Connectivity | *Air<br>Pollution and<br>Greenhouse<br>Gas<br>Emissions<br>Reduction | Economic<br>Prosperity -<br>freight/access<br>to jobs, goods<br>and services | Modern<br>Infrastructure<br>and Asset<br>Management                                                                                  | *Efficient<br>Land Use |
|                                         |                                                                            |                                           |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                                                                                                      |                        |
| Active Transportation (Bike/Pedestrian) |                                                                            |                                           |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                                                                                                      |                        |
|                                         | Sidewalk/<br>Crossings                                                     | M                                         | L                                        | L                                                          | M                                                   | L                                                                    | L                                                                            | M<br>(including<br>pedestrians,<br>as well as<br>equipment<br>that supports<br>pedestrian<br>movement<br>(signals,<br>beacons, etc.) | M                      |
|                                         | Parallel (parallel<br>bike paths and<br>bikeways on<br>parallel arterials) | M                                         | L                                        | L                                                          | M                                                   | M<br>(moderate<br>effects due<br>to existing<br>low mode<br>share)   | M                                                                            | M                                                                                                                                    | M                      |
|                                         |                                                                            |                                           |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                                                                                                      |                        |
| Transit                                 |                                                                            |                                           |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                                                                                                      |                        |
|                                         | Bus (Service<br>Expansion)                                                 | M                                         | H                                        | M                                                          | H                                                   | H                                                                    | M                                                                            | L                                                                                                                                    | M                      |
|                                         | Transit Centers                                                            | M                                         | H                                        | M                                                          | H                                                   | H                                                                    | M                                                                            | M                                                                                                                                    | H                      |

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| Project Type                               | Subcategory                                                     | Corridor Goals                            |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                     |                        |
|--------------------------------------------|-----------------------------------------------------------------|-------------------------------------------|------------------------------------------|------------------------------------------------------------|-----------------------------------------------------|----------------------------------------------------------------------|------------------------------------------------------------------------------|-----------------------------------------------------|------------------------|
|                                            |                                                                 | Safety<br>(collisions<br>on state<br>ROW) | *Efficiency<br>- recurring<br>congestion | System<br>Reliability -<br>non-<br>recurring<br>congestion | *Multimodal<br>Accessibility<br>and<br>Connectivity | *Air<br>Pollution and<br>Greenhouse<br>Gas<br>Emissions<br>Reduction | Economic<br>Prosperity -<br>freight/access<br>to jobs, goods<br>and services | Modern<br>Infrastructure<br>and Asset<br>Management | *Efficient<br>Land Use |
| Highway                                    |                                                                 |                                           |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                     |                        |
|                                            | Passing Lanes (and<br>at-grade<br>intersection<br>improvements) | H                                         | M                                        | M                                                          | M                                                   | M                                                                    | L                                                                            | M                                                   | L                      |
|                                            | ITS (and<br>Broadband)/Ramp<br>Meters/Traffic<br>Signal         | H                                         | H                                        | H                                                          | M                                                   | M<br>(smoother<br>traffic<br>flow, but<br>no mode<br>shift)          | M                                                                            | H                                                   | M                      |
|                                            | Interchange/<br>Ramps<br>(geometric)                            | M                                         | M                                        | M                                                          | M                                                   | M                                                                    | M                                                                            | M                                                   | M                      |
|                                            | Maintenance (and<br>Rehabilitation)                             | H                                         | L                                        | L                                                          | L                                                   | L                                                                    | M                                                                            | M                                                   | L                      |
| Arterial                                   |                                                                 |                                           |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                     |                        |
|                                            | Roundabouts                                                     | H                                         | M                                        | M                                                          | M                                                   | M                                                                    | M                                                                            | M                                                   | M                      |
|                                            | Road Widening or<br>Extension                                   | M                                         | M                                        | M                                                          | M                                                   | M                                                                    | M                                                                            | L                                                   | L                      |
| Zero Emission<br>Vehicle<br>Infrastructure |                                                                 |                                           |                                          |                                                            |                                                     |                                                                      |                                                                              |                                                     |                        |
|                                            |                                                                 | L                                         | L                                        | L                                                          | L                                                   | H                                                                    | L                                                                            | M                                                   | L                      |

Table 14: SR 20 Corridor Plan Rated Projects

| Project ID           | Project Name             | Project Description                                                                                                                                  | Category | Subcategory                                    | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|----------------------|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------|------------------------------------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| <b>Colusa County</b> |                          |                                                                                                                                                      |          |                                                |                                  |                                   |                                               |                                           |                                                      |                     |                                            |                    |
| 03-0L000             | Salt Creek Canyon        | Install new paved shoulders extend drainage culverts install new centerline and shoulder rumble stripes. Upgrade signs and striping to new standards | Highway  | Maintenance                                    | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID                | Freemont St Intersection | Intersection improvements at SR 20 and Freemont St intersection                                                                                      | Highway  | ITS (and Broadband)/Ramp Meters/Traffic Signal | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| No ID                | Reactive Safety          | Near Williams, from Lake County line to Route 5. Widen shoulders, upgrade guardrail, add rumble strips, and place new striping to improve safety.    | Arterial | Road Widening or Extension                     | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | L                                          | L                  |

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| Project ID | Project Name                               | Project Description                                                                                                        | Category | Subcategory | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|--------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|----------|-------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| 03-ON150   | Yuba River Parks Bar Bridge Preservation   | Place polyester concrete overlay on the deck and approach slabs. Repair substructure spall on Pier 5 on waterline.         | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | Proactive Safety                           | The scope of this planned project is under development in Colusa County on Route 20 with primary work on Proactive Safety. | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | Husted Road Reconstruction                 | Reconstruction from SR 20 to I-5                                                                                           | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | Old 99 Rehabilitation                      | Rehabilitate from I-5 to SR 20                                                                                             | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | Husted Intersection at Old 99              | Husted Rd. at Frontage Rd. realignment                                                                                     | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| 03-2J990   | Marguerite Street Intersection Improvement | Install signal, curb/gutter/sidewalk up to the corners. In Williams on SR 20 at Marguerite Street.                         | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |

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| Project ID | Project Name                   | Project Description                                                                                    | Category | Subcategory                                    | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|--------------------------------|--------------------------------------------------------------------------------------------------------|----------|------------------------------------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| 03-2J410   | Colusa Town Center Development | Install New Signalized Intersection, Curb/Gutter & Sidewalk, and Relinquishment and Acquisition of ROW | Highway  | ITS (and Broadband)/Ramp Meters/Traffic Signal | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| No ID      | Old Rail Road ROW              | New Collector on Old Rail Rd. ROW: Lurline Ave. to Wescott Rd.                                         | Highway  | Maintenance                                    | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | Colusa Ave.                    | Colusa Ave. extension: 8th St. to 3rd St.                                                              | Highway  | Maintenance                                    | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | 8th St.                        | 8th Street extension: Colusa Ave. to Rail Rd. ROW                                                      | Highway  | Maintenance                                    | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | 3rd St.                        | 3rd Street Gap Closure (south)                                                                         | Highway  | Maintenance                                    | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | D St.                          | D St. extension                                                                                        | Highway  | Maintenance                                    | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID      | South 5th St.                  | South 5th Street extension: Harris St. to South of High School                                         | Highway  | Maintenance                                    | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |

# STATE ROUTE 20 CORRIDOR PLAN

| Project ID           | Project Name                         | Project Description                                                                                                                                                           | Category | Subcategory   | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|----------------------|--------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| No ID                | Market Street.                       | Market St. Extension: Bridge St. to SR-20/45                                                                                                                                  | Highway  | Maintenance   | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| No ID                | STAA Completion Route                | Complete STAA Route for SR 20 from SR 99/SR 20 intersection in Yuba City to Rough and Ready Rd/Penn Valley Rd                                                                 | Highway  | Passing Lanes | H                                | M                                 | M                                             | M                                         | M                                                    | L                   | M                                          | L                  |
| <b>Sutter County</b> |                                      |                                                                                                                                                                               |          |               |                                  |                                   |                                               |                                           |                                                      |                     |                                            |                    |
| 03-ON210             | Sutter-Yuba 20 Corridor Improvements | In Sutter County on SR 20 from Central Street to Yuba Street. Extend striping, install traffic lighting and rumble strips, upgrade existing signs and install headlight signs | Highway  | ITS           | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                                                                         | Project Description                                                                                                                              | Category                   | Subcategory                | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| CAL20 522  | Sutter Bypass Widening & Rehab                                                       | Near Yuba City on SR 20, from east end of Sutter Bypass to Lytle Road - Rehabilitate roadway, widen shoulders and replace Wadsworth Canal Bridge | Arterial                   | Road Widening or Extension | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | L                                          | L                  |
| 03-4J060   | Humphrey Road Intersection Improvement                                               | On Route 20, near Yuba City, at the intersection with Humphrey Road. Install roundabout.                                                         | Highway                    | Roundabouts                | H                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |
| 03-2F090   | ADA Improvements in and near Yuba City on SR 20 from Sycamore Canal to Yuba Co Line. | ADA Improvements in and near Yuba City on SR 20 from Sycamore Canal to Yuba Co Line.                                                             | Active Trans. (Bike/ Ped.) | Sidewalk/ Crossings        | M                                | L                                 | L                                             | M                                         | L                                                    | L                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                               | Project Description                                                                                                                                                                                             | Category                   | Subcategory                | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| SUT16 969  | El Margarita Rd.                           | Roadway Operational Improvements from Hwy. 20 to Frankin Rd. add a continuous left turn lane and bike lanes                                                                                                     | Active Trans. (Bike/ Ped.) | Parallel                   | M                                | L                                 | L                                             | M                                         | M                                                    | M                   | M                                          | M                  |
| 03-1N680   | El Margarita Road Intersection Improvement | In and near Yuba City, on SR 20 at the intersection with El Margarita Road. The project proposes intersection control improvements, which may include the installation of a traffic signal and/or a roundabout. | Highway                    | ITS                        | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| SUT18 999  | Bridge St. - A                             | Widen 4 lanes from El Margarita Rd. to Walton Ave.                                                                                                                                                              | Arterial                   | Road Widening or Extension | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | L                                          | L                  |

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| Project ID | Project Name                                                                                                                | Project Description                                                                                                         | Category | Subcategory                | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|----------|----------------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| CAL21 014  | Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements. | Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements. | Highway  | ITS                        | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| SUT16 966  | Tharp Rd.                                                                                                                   | Widen: 4 lanes from Hwy. 20 to Butte House Rd.                                                                              | Arterial | Road Widening or Extension | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | L                                          | L                  |
| 03-2J230   | SUT 99 2R                                                                                                                   | In Sutter County on Route 99 from SR 20 Junction to 0.2 miles south of Live Oak                                             | Highway  | ITS                        | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| No ID      | Stabler Lane and SR 20 Multi-Use Overcrossing Project                                                                       | Construct a 16-foot-wide multi-use structure over Stabler Lane and SR 20 in Yuba City                                       | Highway  | Interchange/Ramps          | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |
| CAL15 780  | SR 20 / SR 99 Interchange ROW Acquisition                                                                                   | ROW Acquisition: for urban interchange at existing SR 20 / SR 99 intersection                                               | Highway  | Interchange/Ramps          | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID         | Project Name                                 | Project Description                                                                                                                          | Category | Subcategory | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|--------------------|----------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| 03-3J680           | Stafford Way Intersection Safety Improvement | Intersection improvements on SR 20 and Stafford Way                                                                                          | Highway  | ITS         | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| <b>Yuba County</b> |                                              |                                                                                                                                              |          |             |                                  |                                   |                                               |                                           |                                                      |                     |                                            |                    |
| CAL20 753          | SR20 In and Near Marysville Asphalt Overlay  | On SR 20 in and near the City of Marysville, from Buchanan Street to 0.1 mile east of Levee Road (PM 1.6/R3.4): Maintenance asphalt overlay. | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| CAL21 425          | Marysville 9th and B St Intersection         | In Yuba County, at Route 20 postmile 1.1/1.4 (i.e., intersection of 9th Street and B Street). Modify intersection to reduce queueing.        | Highway  | ITS         | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                                  | Project Description                                                                                                                        | Category | Subcategory   | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| CAL21 423  | Binney Junction Pump Plants (CP1)             | Construct new pump plant at Marysville Underpass and reconstruct pump plant at Binney Junction Underpass.                                  | Highway  | Maintenance   | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| CAL20 523  | Loma Rica Rd./Spring Valley Rd. Rehab Roadway | On SR 20 near Marysville, from 0.1 mile east of Loma Rica Road to 0.2 mile west of Spring Valley Road (PM 8.0/10.2): Rehabilitate roadway. | Highway  | Maintenance   | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| YUB15 939  | Loma Rica Rd. Signalization                   | Traffic Signalization: at Hwy 20/Loma Rica Rd.                                                                                             | Highway  | ITS           | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| CAL20 431  | SR 20 Passing Lanes                           | Passing Lanes: Loma Rica Rd. to Kibbe Rd. (PM 7.9/9.4)                                                                                     | Highway  | Passing Lanes | H                                | M                                 | M                                             | M                                         | M                                                    | L                   | M                                          | L                  |
| BP_60      | SR 20 Yuba River Bridge Deck Replacement      | In Yuba County on Route 20 at the Yuba River (Parks Bar) Bridge Deck. SHOPP ID 23136                                                       | Highway  | Maintenance   | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |

# STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                          | Project Description                                                                                                                                                                                 | Category | Subcategory                | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|---------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| CAL20 509  | Feather River Bridge Scour Mitigation | On SR 20 in Sutter (PM 17.0/17.1) and Yuba (PM 0.0/0.4) Counties near Yuba City and Marysville, at the Feather River Bridge and Overhead: Scour mitigation and retrofit piers. Toll Credits for ENG | Highway  | Maintenance                | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |
| YUB15 979  | Upgrade Signals                       | Traffic Signalization: Upgrade the 4 existing traffic signals in Marysville that are not on the SHS.                                                                                                | Highway  | ITS                        | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| YUB15 949  | Marysville Rd.                        | Construct turn pockets and widen shoulders at various intersections from Hwy. 20 to Willow Glen Rd.                                                                                                 | Arterial | Road Widening or Extension | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | L                                          | L                  |

# STATE ROUTE 20 CORRIDOR PLAN

| Project ID           | Project Name                              | Project Description                                                                                                                  | Category                   | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|----------------------|-------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| 03-4J940             | Penn Valley CAPM                          | Pavement CAPM, rehabilitate/restore/replace or upgrade drainage systems, lighting, and ADA infrastructure                            | Active Trans. (Bike/ Ped.) | Sidewalk/ Crossings | M                                | L                                 | L                                             | M                                         | L                                                    | L                   | M                                          | M                  |
| <b>Nevada County</b> |                                           |                                                                                                                                      |                            |                     |                                  |                                   |                                               |                                           |                                                      |                     |                                            |                    |
| No ID                | SR 20 at Pleasant Valley Rd. Intersection | Intersection improvements, install a roundabout or traffic signal including additional SB left-turn lane and receiving lane on SR 20 | Arterial                   | Roundabouts         | H                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID                | Penn Valley Road Intersection             | Intersection Improvements at SR 20 and Penn Valley intersection                                                                      | Highway                    | ITS                 | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| No ID                | SR 20 EB Ramps/ McCourtney Road           | Install roundabout or signal at EB ramps McCourtney Road                                                                             | Arterial                   | Roundabouts         | H                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                           | Project Description                                                                        | Category | Subcategory                | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|----------------------------------------|--------------------------------------------------------------------------------------------|----------|----------------------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| No ID      | SR 20/49 NB Ramps/Idaho Maryland Rd.   | Install coordinated signals at ramps and Railroad Avenue at Idaho Maryland Road            | Highway  | ITS                        | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| No ID      | Dorsey Dr. at Sutton Way               | Intersection improvements, install a roundabout or traffic signal                          | Highway  | Roundabouts                | H                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID      | Idaho Maryland Dr./Centennial Dr.      | Realign and install roundabout                                                             | Arterial | Roundabouts                | H                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID      | Railroad Ave. Extension to Bennett Rd. | Extend the two-lane road from Railroad Avenue to Bennett Road                              | Arterial | Road Widening or Extension | M                                | M                                 | M                                             | M                                         | M                                                    | M                   | L                                          | L                  |
| No ID      | Ophir St. at Bennett St.               | Install traffic signal (R)                                                                 | Highway  | ITS                        | H                                | H                                 | H                                             | M                                         | M                                                    | M                   | H                                          | M                  |
| 03-1N900   | Uren Street Intersection Improvements  | Install roundabout in Nevada City on Route 20 at the intersection of Route 49 and Uren St. | Arterial | Roundabouts                | H                                | M                                 | M                                             | M                                         | M                                                    | M                   | M                                          | M                  |

# STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name            | Project Description                                                                                                                                                                              | Category | Subcategory | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring congestion | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------|----------------------------------|-----------------------------------|-----------------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| 03-0L220   | NEV 20 Shoulder Erosion | An emergency project to repair storm damaged shoulder. Proposed scope of work includes site preparation shoulder backing minor drainage repair minor paving traffic control and incidental work. | Highway  | Maintenance | H                                | L                                 | L                                             | L                                         | L                                                    | M                   | M                                          | L                  |

Table 15: SR 20 Corridor Plan Rated Projects (Multimodal)

| Project ID    | Project Name                          | Project Description                                                                                                                                                                                                | Category              | Subcategory | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|---------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| Colusa County |                                       |                                                                                                                                                                                                                    |                       |             |                                  |                                   |                                    |                                           |                                                      |                     |                                            |                    |
| CAL23 218     | Bicycle and Pedestrian Infrastructure | On SR 20 from Harris St. to approximately 0.01 miles East of Country Club Drive                                                                                                                                    | Active Transportation | Parallel    | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID         | Bicycle and Pedestrian Infrastructure | The scope of this planned project is under development in Colusa County on Route 20 with primary work on Bicycle and Pedestrian Infrastructure. Project will address 2 bridge(s), and 14.9 lane miles of pavement. | Active Transportation | Parallel    | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID         | E Street Complete Streets             | E St. from Sunset to Husted Road                                                                                                                                                                                   | Active Transportation | Parallel    | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |

# STATE ROUTE 20 CORRIDOR PLAN

| Project ID    | Project Name                                              | Project Description                                                                                                                                                      | Category              | Subcategory          | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|---------------|-----------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| No ID         | City ADA Project                                          | Central City Pedestrian Improvement Project. Sidewalk and Handicap ramps throughout bounded by Bridge Street, Main Street, Sioc Street and 12th Street.                  | Active Transportation | Sidewalk/ Crossings  | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| No ID         | Dedicated Service in Williams                             | Provide daily services in Williams.                                                                                                                                      | Transit               | Bus                  | M                                | H                                 | M                                  | H                                         | H                                                    | M                   | L                                          | M                  |
| Sutter County |                                                           |                                                                                                                                                                          |                       |                      |                                  |                                   |                                    |                                           |                                                      |                     |                                            |                    |
| 03-ON720      | ADA Curb Ramps, APS and Retroreflective Backplate Project | Install backplates with retroreflective borders to existing traffic signal heads, install touch-free Accessible Pedestrian Signals, upgrade curb ramps to ADA standards. | Active Transportation | Sidewalk / Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID   | Project Name                                                               | Project Description                                                                                                                                                                                                                | Category              | Subcategory | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|--------------|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| SUT56<br>278 | Walton Ave.<br>Complete Streets                                            | On west side of Walton Ave. between Hazel Ave. and SR 20: Construct sidewalks. Walton Ave, between Hazel Ave. and SR 20: Construct paved shoulders, buffered bike lane, upgrade traffic signals, and performance pavement repairs. | Active Transportation | Parallel    | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| BP_7         | Bicycle facilities 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 Transportation | Parallel    | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| BP_8         | Construct Class II Bike Lane                                               | Construct a Class II bicycle lane on SR 99 from Bogue Rd to SR 20                                                                                                                                                                  | Active Transportation | Parallel    | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                                                         | Project Description                                                                                                                                                            | Category              | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|----------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| BP_23      | Pedestrian Improvements on SR 20 from Harter to Feather River Bridge | Various improvements to enhance walkability in Yuba City                                                                                                                       | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| BP_6       | Bicycle Facilities parallel to SR 99 (Walton/Stabler, Clerk)         | Build new bicycle and pedestrian paths to provide an active transportation route along SR 99.                                                                                  | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| BP_23      | Pedestrian Improvements on SR 20 from Harter to Feather River Bridge | Various improvements to enhance walkability in Yuba City                                                                                                                       | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| SUT18 932  | Harter Parkway and Sutter Bike Path Gap Closure                      | Extend the existing 4.6-mile-long Sutter Bicycle Path from Hooper Road to Harter Parkway and build a Class I shared use path on Harter Parkway from Butte House Road to SR 20. | Active Transportation | Parallel            | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID  | Project Name                                                     | Project Description                                                                                                                                                                                                        | Category              | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|-------------|------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| CAL20 571   | Complete Streets Improvements to the SHS                         | Complete streets improvements in various locations on the SHS in Sutter and Yuba Counties                                                                                                                                  | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| Yuba County |                                                                  |                                                                                                                                                                                                                            |                       |                     |                                  |                                   |                                    |                                           |                                                      |                     |                                            |                    |
| YUB16 100   | Historic Downtown Marysville Safety and Walkability Enhancements | In the City of Marysville, D Street Corridor between 3rd and 4th Street: Improve walkability by creating a pedestrian boulevard weekly. Install brighter lighting, raised crosswalks, improved shade landscaping and other | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                                                  | Project Description                                                                                                                                                                                                          | Category              | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|---------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| CAL21 480  | Yuba and Butte County Traffic Signal Operational Improvements | In Yuba and Butte Counties, on Route 20 and 99. Install Retroreflective Planes and Audible Pedestrian System (APS)                                                                                                           | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| YUB16 106  | East 22nd Street Multi-Modal Safety Improvements              | In Marysville, on E. 22nd Street, from SR-20/Levee Road to Ramirez St.: Roadway reconstruction, construct protected bike lanes, improvement transit stops, close sidewalk gaps, add ADA ramps and implement traffic calming. | Active Transportation | Parallel            | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID    | Project Name                                                                         | Project Description                                                                                                                                                    | Category              | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|---------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| CAL21 442     | Bicyclist & Pedestrian Improvements                                                  | In Sacramento, Yolo, and Yuba Counties, Routes 20, 80, 99, and 113. Install signs, green pavement markings, and crosswalks to improve bicyclist and pedestrian safety. | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| YST105 33     | Next Generation Zero-Emission Bus Operations, Maintenance, & Administration Facility | In Marysville, replace and upgrade existing transit maintenance facility for zero emission bus operations.                                                             | ZEV Infrastructure    |                     | L                                | L                                 | L                                  | L                                         | H                                                    | L                   | M                                          | L                  |
| YST105 38     | Demand Response Fleet Replacement                                                    | Purchase (15) demand response battery-electric powered buses to replace (11) diesel powered local fixed route buses.                                                   | ZEV Infrastructure    |                     | L                                | L                                 | L                                  | L                                         | H                                                    | L                   | M                                          | L                  |
| Nevada County |                                                                                      |                                                                                                                                                                        |                       |                     |                                  |                                   |                                    |                                           |                                                      |                     |                                            |                    |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                              | Project Description                                                                                                                                                                                                        | Category           | Subcategory | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|-------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| No ID      | Nevada County Connects ZEB Infrastructure | ZEV Charging Equipment Purchase/Installation – Tinloy 2 Units                                                                                                                                                              | ZEV Infrastructure |             | L                                | L                                 | L                                  | L                                         | H                                                    | L                   | M                                          | L                  |
| No ID      | Nevada County Connects ZEB Infrastructure | ZEV Charging Equipment Purchase/Installation – Depot 5 Units                                                                                                                                                               | ZEV Infrastructure |             | L                                | L                                 | L                                  | L                                         | H                                                    | L                   | M                                          | L                  |
| No ID      | Nevada County Connects ZEB Infrastructure | Purchase of ZEB + Depot & On-Route Chargers                                                                                                                                                                                | ZEV Infrastructure |             | L                                | L                                 | L                                  | L                                         | H                                                    | L                   | M                                          | L                  |
| 03-ON780   | SR 49 Multimodal Corridor Improvements    | Intersection improvements – install RRFBs, enhanced crossings with refuge islands, shared-use paths, sidewalk, lighting, construct roundabouts at Maidu Avenue/ Orchard Street and Cement Hill Road/West broad Street, and | Arterial           | Roundabouts | H                                | M                                 | M                                  | M                                         | M                                                    | M                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                      | Project Description                                                                                                                 | Category              | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
|            |                                   | reconfigure Coyote Street                                                                                                           |                       |                     |                                  |                                   |                                    |                                           |                                                      |                     |                                            |                    |
| 03-21690   | Wolf Creek Multiuse Trail Project | Construct new asphalt concrete multiuse trail, from SR 20/49 intersection to the South to Idaho Maryland Road to the North          | Active Transportation | Parallel            | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID      | Boulder Street Sidewalk Project   | Construct sidewalks on boulder Street and Red Dog Road                                                                              | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| No ID      | Railroad Avenue Sidewalk Project  | Construct new sidewalk on the east side of Railroad Avenue between existing sidewalk and Alexander Station Steakhouse Event Center. | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                   | Project Description                                                                                                                                                                        | Category              | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|--------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|---------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
| No ID      | Searls Avenue Sidewalk Project | Construct new sidewalk on Searls Avenue from Valley Street to near Sacramento Street from Searls Avenue to Highway 49 overpass, and on city property at 101 Clark Street and at Deer Creek | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| No ID      | Upper Broad Street             | Reconstruct sidewalks and enhance intersections crossings in the downtown area.                                                                                                            | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |
| No ID      | Zion St/ Sacramento St         | Construct Class II bike lane between Ridge Rd and Pine St (approximately 0.75 miles)                                                                                                       | Active Transportation | Parallel            | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID      | Nevada St Extension            | Construct sidewalks between Uren St and SR 20                                                                                                                                              | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |

## STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                                                       | Project Description                                                                                                         | Category              | Subcategory                | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
|            |                                                                    | (approximately 0.24 miles)                                                                                                  |                       |                            |                                  |                                   |                                    |                                           |                                                      |                     |                                            |                    |
| No ID      | Wolf Creek Complete Streets and Connectivity Project (gap closure) | Close pedestrian and bicycle facilities gap in Wolf Creek Trail from Phase 1 at Freeman Lane/Allison Ranch Road and phase 2 | Active Transportation | Parallel                   | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID      | East Main St.- Bennett St. to Idaho-Maryland Rd.                   | Widen roadway to provide 12' travel lanes and sidewalks on south side                                                       | Arterial              | Road Widening or Extension | M                                | M                                 | M                                  | M                                         | M                                                    | M                   | L                                          | L                  |
| No ID      | East Main St.- Idaho-Maryland Rd. to Hughes Rd.                    | Improve eastside of East Main St. to include bike lanes, curb, gutter, and sidewalk.                                        | Active Transportation | Parallel                   | M                                | L                                 | L                                  | M                                         | M                                                    | M                   | M                                          | M                  |
| No ID      | SR 174/49/20 Roundabout & Active Transportation Safety Project     | Construct new oblong roundabout with high-visibility crossings, install 3 RRFBs, construct new                              | Highway               | Roundabouts                | H                                | M                                 | M                                  | M                                         | M                                                    | M                   | M                                          | M                  |

# STATE ROUTE 20 CORRIDOR PLAN

| Project ID | Project Name                               | Project Description                                                               | Category              | Subcategory         | Safety (collisions on state ROW) | Efficiency - recurring congestion | System Reliability - non-recurring | Multimodal Accessibility and Connectivity | Air Pollution and Greenhouse Gas Emissions Reduction | Economic Prosperity | Modern Infrastructure and Asset Management | Efficient Land Use |
|------------|--------------------------------------------|-----------------------------------------------------------------------------------|-----------------------|---------------------|----------------------------------|-----------------------------------|------------------------------------|-------------------------------------------|------------------------------------------------------|---------------------|--------------------------------------------|--------------------|
|            |                                            | shared-use path on roundabout perimeter, and improve one existing traffic signal. |                       |                     |                                  |                                   |                                    |                                           |                                                      |                     |                                            |                    |
| No ID      | Gold Flat Road Multimodal Corridor Project | Construct roundabout, pedestrian crossings, lighting and signage                  | Active Transportation | Sidewalk/ Crossings | M                                | L                                 | L                                  | M                                         | L                                                    | L                   | M                                          | M                  |

## Section 10 | Funding Programs

Funding programs are a critical tool for moving corridor strategies into implementation. This section provides an overview of state, regional, and federal programs that may be available for SR 20 strategies. It is intended to help sponsors align strategies with realistic funding paths and identify match/leverage opportunities.

### 10.1 | State Programs

**SCCP** – Solutions for Congested Corridors Program (SB 1): Multimodal corridor packages that reduce congestion and VMT while improving safety and equity. Requires a project to be included in a CMCP.

- Call for Projects: Every 2 years
- Readiness: CMCP completed; construction ready project
- Match Requirement: does not require a match but encourages projects leverage committed funding sources as it is one of the evaluation criteria used in the project selection process.

**TCEP** – Trade Corridor Enhancement Program (SB 1): Freight efficiency, emissions reduction, and first/last-mile improvements on key goods-movement routes. Typically requires 30% match. Calls every 2 years.

- Call for Projects: Every 2 years
- Readiness: At minimum project initiation document (PID)-ready; environmental clearance strengthens competitiveness
- Match Requirement: For the 60% funding where projects are nominated by regions, a 30% match is required. For the 40% funding where projects are nominated by Caltrans, no match is required. These projects can be nominated by Caltrans alone or jointly with another agency.

**ATP** – Active Transportation Program (SB 1): Bike/ped safety, gap closures, Safe Routes to School, and complete streets. Strong equity and community benefit focus. Biennial cycles.

- Call for Projects: Biennial cycles
- Readiness: Planning studies complete; preliminary design or community engagement recommended

Match Requirement: generally, requires a 20% local match to access the 80% federal share of funds. The local match can be met with cash or kind contributions.

**LPP** – Local Partnership Program (SB 1): Matches for self-help agencies. Can be bundled with ATP, SCCP, or SHOPP for greater competitiveness.

- Programming Cycle: Biennial
- Readiness: Flexible; depends on local revenue match availability.

Match Requirement: The LPP requires a dollar-for-dollar (1:1) match of private, local, federal, or state funds. This means for every dollar of LPP funds a project receives, the local agency must provide an equal amount of funding from another source.

**SHOPP** – State Highway Operation & Protection Program: Fix-it-first; pavement, bridges, culverts, Transportation Systems Management and Operations, and safety restoration. No capacity projects and the Four-year programming cycle.

- Programming Cycle: Four-year cycle
- Readiness: Projects scoped with identified asset management need; typically require inclusion in SHOPP project lists.

**STIP/ITIP** – State Transportation Improvement Program: Capacity/operational/infill projects that advance interregional mobility and mode shift. Requires consistency with RTP/SCS. Biennial adoption.

- Adoption: Biennial cycles
- Readiness: Planning-level work complete; typically, PID-ready or near environmental clearance.
- Match Requirement: no match requirement but it must have all its funding sources identified and committed, including federal, state, and local shares. It's highly encouraged for the project selection process that an applicant leverages local or federal funds.

**TIRCP & LCTOP** - Transit and Intercity Rail Capital Program & LCTOP – Low Carbon Transit Operations Program: Transit capital (zero-emission fleets, stations, bus-only lanes) and operations support. Strong climate/emissions linkage.

- Call for Projects: TIRCP is every 2 years; LCTOP is annual
- Readiness: Conceptual to PID-level for TIRCP; operational plans in place for LCTOP
- Match Requirement: no mandatory minimum match requirement - however, for TIRCP, demonstrating funding leverage from other sources is highly desirable and can improve a project's competitiveness.

**HSIP** - Highway Safety Improvement Program: Systemic safety countermeasures (rural curves, road diets, roundabouts, speed management). Data-driven, calls every 2 years.

- Call for Projects: Every 2 years
- Readiness: Can range from planning to PID-ready, depending on project scope
- Match Requirement: 90% Federal share with 10% local match is required

## 10.2 | Regional Programs

**MPO Flexible Programs** (varies by agency): SACOG has a competitive project application process for state and federal discretionary programs.

- Cycle: Varies (often 2–4 years)
- Readiness: varies by program
- Match Requirement: varies by agency

**Regional Measure/Local Sales Tax Programs** (where applicable): Counties or cities with voter-approved transportation taxes can package local dollars with state/federal funds for match.

- Cycle: Depends on local ballot measure or sales tax cycle
- Readiness: Varies; often used for local matches or leverage

## 10.3 | Federal Programs

**BUILD** – Better Utilizing Investments to Leverage Development Grant Program

- Match Requirement: BUILD grant program has cost sharing or match requirement
- Federal cost share typically does not exceed 80% for urban projects that are not located in an Area of Persistent Poverty, Historically Disadvantaged Community, or Rural areas.

**CRP** - Carbon Reduction Program: Low-carbon corridors: bike/ped, transit priority, TDM/ Transportation Systems Management and Operations. Formula + competitive.

- Cycle: Formula + competitive allocations
- Readiness: Flexible; MPO coordination needed for competitive shares
- Match Requirement: 11.47% minimum requirement for a local match
- Authorized through the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law for fiscal years 2022 through 2026.

**CMAQ** – Congestion Mitigation and Air Quality Improvement Program: Emissions reduction — signal coordination, transit fleet upgrades, roundabouts, bike/ped near activity centers. Programmed through MPOs.

- Cycle: RTPA/MPO programming cycles
- Readiness: Planning or design stage; emissions benefits must be quantified
- Match Requirement: 11.47% minimum requirement for a local match

**NEVI** – National Electric Vehicle Infrastructure: DC fast charging along Alternative Fuel Corridors. Formula program managed by CEC/Caltrans.

- Cycle: Formula program with phased rollouts
- Readiness: Site partnerships at interchanges/hubs; concept-level projects can apply if site control is demonstrated
- Match Requirement: 20% local match requirement, including proper operation and maintenance of electric vehicle chargers as well as installation.

#### 10.4 | From Plan to Project Delivery – What Happens Next

The SR 20 Corridor Plan establishes a framework of needs, strategies, and candidate projects. Moving from planning to funding and ultimately construction requires coordinated steps between Caltrans, regional partners, and local sponsors:

##### **Plan Identification (Long-Range Study/Plan):**

Corridor strategies and projects are documented here, with performance metrics, equity outcomes, and climate benefits. Conceptual projects are qualitatively assessed (**Table 12** and **Table 13**), while near-term projects are tied to measurable performance outcomes.

##### **Project Initiation & Development:**

Selected projects enter the (PID phase, followed by environmental studies, ROW, and design. Funding packages may be layered (e.g., SHOPP + ATP + PROTECT + LPP match) to maximize competitiveness and cover multimodal features.

##### **Programming & Funding:**

Project sponsors decide which funding program (state, regional, or federal) best aligns with their project. Applications are submitted during the next program call for projects. Strong applications typically show readiness, equity benefits, consistency with CAPTI, and community support.

##### **Construction & Delivery:**

Once all phases are funded and cleared, projects move to construction. Ongoing monitoring ensures projects meet safety, equity, climate, and performance objectives established in this plan.



# Appendix I

## State Route 20 Transportation Projects (Caltrans and Non-Caltrans)

| CO  | Lead Agency      | Project ID | Title                                    | Description                                                                                                                                             | Start PM | End PM | Cost          | Plan Year | Source          | Planned/ Programmed |
|-----|------------------|------------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|---------------|-----------|-----------------|---------------------|
| COL | Caltrans D3      | 03-0L000   | Salt Creek Canyon                        | Install new paved shoulders, extend drainage culverts, install new centerline and shoulder rumble stripes. Upgrade signs and striping to new standards. | 0        | 22.1   | \$ 34,540,000 | 2028      | 2024 SHOPP      | Programmed          |
| COL | Caltrans D3      | No ID      | Reactive Safety                          | Near Williams, from Lake County line to Route 5. Widen shoulders, upgrade guardrail, add rumble strips, and place new striping to improve safety.       | -        | -      | \$ 46,620,000 | 2028      | 2024 SHOPP      | Planned             |
| COL | Caltrans D3      | 03-0N150   | Yuba River Parks Bar Bridge Preservation | Place polyester concrete overlay on the deck and approach slabs. Repair substructure spall on Pier 5 on waterline.                                      | 17.17    | 18.1   | \$ 5,981,000  | 2030      | 2026 SHOPP      | Planned             |
| COL | Caltrans D3      | No ID      | Proactive Safety                         | The scope of this planned project is under development in Colusa County on Route 20 with primary work on Proactive Safety.                              | -        | -      | TBD           | 2029      | 2024 SHOPP      | Planned             |
| COL | City of Williams | No ID      | Husted Road Reconstruction               | Reconstruction from SR 20 to I-5                                                                                                                        | -        | -      | \$ 1,500,000  | 2027      | Colusa 2025 RTP | Planned             |

# STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency      | Project ID | Title                                      | Description                                                                                            | Start PM | End PM | Cost         | Plan Year | Source          | Planned/ Programmed |
|-----|------------------|------------|--------------------------------------------|--------------------------------------------------------------------------------------------------------|----------|--------|--------------|-----------|-----------------|---------------------|
| COL | City of Williams | No ID      | Old 99 Rehabilitation                      | Rehabilitate from I-5 to SR 20                                                                         | -        | -      | \$ 1,000,000 | 2027      | Colusa 2025 RTP | Planned             |
| COL | City of Williams | No ID      | Husted Intersection at Old 99              | Husted Rd. at Frontage Rd. realignment                                                                 | -        | -      | \$ 1,500,000 | 2035      | Colusa 2025 RTP | Planned             |
| COL | City of Williams | 03-2J990   | Marguerite Street Intersection Improvement | Install signal, curb/gutter/sidewalk up to the corners. In Williams on SR 20 at Marguerite Street.     | 22.37    | 22.61  | \$ 1,440,000 | 2026      | Local Funds     | Programmed          |
| COL | City of Colusa   | 03-2J410   | Colusa Town Center Development             | Install New Signalized Intersection, Curb/Gutter & Sidewalk, and Relinquishment and Acquisition of ROW | 32.4     | 32.6   | \$ 7,000,000 | 2025      | Local Funds     | Programmed          |
| COL | City of Colusa   | No ID      | Old Rail Road ROW                          | New Collector on Old Rail Rd. ROW: Lurline Ave. to Wescott Rd.                                         | -        | -      | TBD          | 2042      | Colusa 2025 RTP | Planned             |
| COL | City of Colusa   | No ID      | Colusa Ave.                                | Colusa Ave. extension: 8th St. to 3rd St.                                                              | -        | -      | TBD          | 2042      | Colusa 2025 RTP | Planned             |
| COL | City of Colusa   | No ID      | 8th St.                                    | 8th Street extension: Colusa Ave. to Rail Rd. ROW                                                      | -        | -      | TBD          | 2042      | Colusa 2025 RTP | Planned             |
| COL | City of Colusa   | No ID      | 3rd St.                                    | 3rd Street Gap Closure (south)                                                                         | -        | -      | TBD          | 2042      | Colusa 2025 RTP | Planned             |
| COL | City of Colusa   | No ID      | D St.                                      | D St. extension                                                                                        | -        | -      | TBD          | 2042      | Colusa 2025 RTP | Planned             |
| COL | City of Colusa   | No ID      | South 5th St.                              | South 5th Street extension: Harris St. to South of High School                                         | -        | -      | TBD          | 2042      | Colusa 2025 RTP | Planned             |
| COL | City of Colusa   | No ID      | Market Street.                             | Market St. Extension: Bridge St. to SR-20/45                                                           | -        | -      | TBD          | 2042      | Colusa 2025 RTP | Planned             |

# STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency  | Project ID | Title                                                                                | Description                                                                                                                                                                   | Start PM | End PM | Cost          | Plan Year | Source               | Planned/ Programmed |
|-----|--------------|------------|--------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|---------------|-----------|----------------------|---------------------|
| COL | Caltrans D3  | No ID      | Freemont St Intersection                                                             | Intersection Improvements at SR 20 and Freemont St intersection                                                                                                               | 30.5     | 30.7   | TBD           | TBD       | SHOPP                | Planned             |
| SUT | Caltrans D3  | 03-0N210   | Sutter-Yuba 20 Corridor Improvements                                                 | In Sutter County on SR 20 from Central Street to Yuba Street. Extend striping, install traffic lighting and rumble strips, upgrade existing signs and install headlight signs | 0.87     | 17.057 | \$ 2,068,000  | 2027      | 2022 SHOPP           | Programmed          |
| SUT | Caltrans D3  | CAL20522   | Sutter Bypass Widening & Rehab                                                       | Near Yuba City on SR 20, from east end of Sutter Bypass to Lytle Road - Rehabilitate roadway, widen shoulders and replace Wadsworth Canal Bridge #18-0003                     | 5.0      | 11.3   | \$ 30,765,000 | 2024      | 2025 SACOG Blueprint | Programmed          |
| SUT | Caltrans D3  | 03-4J060   | Humphrey Road Intersection Improvement                                               | On Route 20, near Yuba City, at the intersection with Humphrey Road. Install Roundabout.                                                                                      | 10.5     | 10.8   | \$ 8,535,000  | 2035      | 2025 SACOG Blueprint | Programmed          |
| SUT | Caltrans D3  | 03-2F090   | ADA Improvements in and near Yuba City on SR 20 from Sycamore Canal to Yuba Co Line. | ADA Improvements in and near Yuba City on SR 20 from Sycamore Canal to Yuba Co Line.                                                                                          | 12.13    | 17.06  | \$ 4,500,000  | 2035      | 2025 SACOG Blueprint | Planned             |
| SUT | City of Yuba | SUT16969   | El Margarita Rd.                                                                     | Roadway Operational Improvements from Hwy. 20 to Frankin Rd. add a continuous left                                                                                            | 14.083   | 14.083 | \$ 5,189,000  | 2035      | 2025 SACOG Blueprint | Planned             |

## STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency  | Project ID | Title                                                                                                                       | Description                                                                                                                                                                                                                                 | Start PM | End PM | Cost          | Plan Year | Source               | Planned/ Programmed |
|-----|--------------|------------|-----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|---------------|-----------|----------------------|---------------------|
|     |              |            |                                                                                                                             | turn lane and bike lanes                                                                                                                                                                                                                    |          |        |               |           |                      |                     |
| SUT | City of Yuba | 03-1N680   | El Margarita Road Intersection Improvement                                                                                  | In and near Yuba City, on SR 20 at the intersection with El Margarita Road. The project proposes intersection control improvements, which may include the installation of a traffic signal and/or a roundabout.                             | 14.083   | 14.083 | TBD           | TBD       | Local Funds          | Planned             |
| SUT | City of Yuba | SUT18999   | Bridge St. - A                                                                                                              | Widen 4 lanes from El Margarita Rd. to Walton Ave.                                                                                                                                                                                          | 14.094   | 15.096 | \$ 5,000,000  | 2050      | 2025 SACOG Blueprint | Planned             |
| SUT | Caltrans D3  | CAL21014   | Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements. | In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements. | 12       | 16.7   | \$ 9,100,000  | 2035      | 2025 SACOG Blueprint | Planned             |
| SUT | City of Yuba | SUT16966   | Tharp Rd.                                                                                                                   | Widen: 4 lanes from Hwy. 20 to Butte House Rd.                                                                                                                                                                                              | 12.55    | 14.84  | \$ 4,190,000  | 2050      | 2025 SACOG Blueprint | Planned             |
| SUT | Caltrans D3  | 03-2J230   | SUT 99 2R                                                                                                                   | In Sutter County on Route 99 from SR 20 Junction to 0.2 miles south of Live Oak                                                                                                                                                             | 30.7     | 35.8   | \$ 60,180,000 | 2035      | 2025 SACOG Blueprint | Planned             |

## STATE ROUTE 20 CORRIDOR PLAN

| CO       | Lead Agency  | Project ID | Title                                                 | Description                                                                                                                                                                                                           | Start PM    | End PM      | Cost          | Plan Year | Source                  | Planned/ Programmed |
|----------|--------------|------------|-------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|-------------|---------------|-----------|-------------------------|---------------------|
| SUT      | City of Yuba | N/A        | Stabler Lane and SR 20 Multi-Use Overcrossing Project | Construct a 16-foot-wide multi-use structure over Stabler Lane and SR 20 in Yuba City                                                                                                                                 | 15.015      | 15.25       | \$ 31,900,000 | 2035      | Local Feasibility Study | Planned             |
| SUT      | Caltrans D3  | CAL15780   | SR 20 / SR 99 Interchange ROW Acquisition             | ROW Acquisition: for urban interchange at existing SR 20 / SR 99 intersection                                                                                                                                         | 15.595      | 15.959      | \$ 30,507,000 | 2050      | 2025 SACOG Blueprint    | Planned             |
| SUT      | Caltrans D3  | 03-3J680   | Stafford Way Intersection Safety Improvement          | Install traffic signal at intersection of SR-20 and Stafford Way                                                                                                                                                      | 15.79       | 16.08       | \$ 4,910,000  | 2026      | 2022 SHOPP              | Programmed          |
| SUT/ YUB | Caltrans D3  | No ID      | STAA Completion Route                                 | Complete STAA route for SR 20 from SR 99/20 intersection in Yuba City and Ready Rd/Penn Valley Rd                                                                                                                     | SUT_20_15.6 | YUB_20_1.48 | TBD           | TBD       | SHOPP                   | Planned             |
| YUB      | Caltrans D3  | CAL20753   | SR20 In and Near Marysville Asphalt Overlay           | On SR 20 in and near the City of Marysville, from Buchanan Street to 0.1 mile east of Levee Road (PM 1.6/R3.4): Maintenance asphalt overlay. [HM1 - Pavement Preservation Fed-Funded]. Toll Credits for ENG, ROW, CON | 1.6         | 3.4         | \$ 1,666,000  | 2024      | 2025 SACOG Blueprint    | Programmed          |
| YUB      | Caltrans D3  | CAL21425   | Marysville 9th and B St Intersection                  | In Yuba County, at Route 20 postmile 1.1/1.4 (i.e., intersection of 9th Street and B Street right near the District 3 Office). Modify intersection to reduce queueing.                                                | 1.1.        | 1.4         | \$ 1,909,000  | 2035      | 2025 SACOG Blueprint    | Programmed          |

## STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency | Project ID | Title                                                         | Description                                                                                                                                                                                                                                                                                                                    | Start PM | End PM | Cost          | Plan Year | Source               | Planned/ Programmed |
|-----|-------------|------------|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|---------------|-----------|----------------------|---------------------|
| YUB | Caltrans D3 | CAL21480   | Yuba and Butte County Traffic Signal Operational Improvements | In Yuba and Butte Counties, on Route 20 and 99. Install Retroreflective Planes and APS                                                                                                                                                                                                                                         | -        | -      | \$ 334,000    | 2035      | 2025 SACOG Blueprint | Programmed          |
| YUB | Caltrans D3 | CAL21423   | Binney Junction Pump Plants (CP1)                             | On SR 70 in and near Marysville, from 0.1 mile south of 14th Street to 0.1 mile north of Cemetery Road (PM 14.8/15.7): Early Work Package No. 1 for Construction Manager/General Contractor parent project EA OH160. Construct new pump plant at Marysville Underpass and reconstruct pump plant at Binney Junction Underpass. | 14.8     | 15.7   | \$ 14,600,000 | 2035      | 2025 SACOG Blueprint | Programmed          |
| YUB | Caltrans D3 | CAL20523   | Loma Rica Rd./Spring Valley Rd. Rehab Roadway                 | On SR 20 near Marysville, from 0.1 mile east of Loma Rica Road to 0.2 mile west of Spring Valley Road (PM 8.0/10.2): Rehabilitate roadway. Toll Credits for ENG                                                                                                                                                                | 8        | 10.2   | \$ 17,420,000 | 2024      | 2025 SACOG Blueprint | Planned             |
| YUB | Yuba County | YUB15939   | Loma Rica Rd. Signalization                                   | Traffic Signalization: at Hwy 20/Loma Rica Rd.                                                                                                                                                                                                                                                                                 | 7.894    | 7.894  | \$ 300,000    | 2035      | 2025 SACOG Blueprint | Planned             |
| YUB | Caltrans D3 | CAL20431   | SR 20 Passing Lanes                                           | Passing Lanes: Loma Rica Rd. to Kibbe Rd. (PM 7.9/9.4)                                                                                                                                                                                                                                                                         | 7.9      | 9.4    | \$ 2,500,000  | 2050      | 2025 SACOG Blueprint | Planned             |
| YUB | Caltrans D3 | BP_60      | SR 20 Yuba River Bridge                                       | In Yuba County on Route 20 at the Yuba River (Parks Bar)                                                                                                                                                                                                                                                                       | 17.788   | 18.013 | \$ 6,200,000  | 2035      | 2025 SACOG Blueprint | Programmed          |

## STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency        | Project ID | Title                                     | Description                                                                                                                                                                                         | Start PM | End PM | Cost          | Plan Year | Source               | Planned/ Programmed |
|-----|--------------------|------------|-------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|---------------|-----------|----------------------|---------------------|
|     |                    |            | Deck Replacement                          | Bridge Deck. SHOPP ID 23136                                                                                                                                                                         |          |        |               |           |                      |                     |
| YUB | Caltrans D3        | CAL20509   | Feather River Bridge Scour Mitigation     | On SR 20 in Sutter (PM 17.0/17.1) and Yuba (PM 0.0/0.4) Counties near Yuba City and Marysville, at the Feather River Bridge and Overhead: Scour mitigation and retrofit piers. Toll Credits for ENG | 17       | 17..1  | \$ 36,568,000 | 2024      | 2025 SACOG Blueprint | Programmed          |
| YUB | City of Marysville | YUB15979   | Upgrade Signals                           | Traffic Signalization: Upgrade the 4 existing traffic signals in Marysville that are not on the SHS.                                                                                                | -        | -      | \$ 1,200,000  | 2050      | 2025 SACOG Blueprint | Planned             |
| YUB | Yuba County        | YUB15949   | Marysville Rd.                            | Roadway Operational Improvements: Construct turn pockets and widen shoulders at various intersections from Hwy. 20 to Willow Glen Rd.                                                               | 13.27    | 13.27  | \$ 3,955,000  | 2035      | 2026 SHOPP           | Planned             |
| NEV | Caltrans D3        | 03-4J940   | Penn Valley CAPM                          | Pavement CAPM, rehabilitate/restore/replace or upgrade drainage systems, lighting, and ADA infrastructure                                                                                           | 0        | 12.2   | \$ 22,912,000 | 2030      | NCTC 2025 RTP        | Planned             |
| NEV | Nevada County      | No ID      | SR 20 at Pleasant Valley Rd. Intersection | Intersection improvements, install a roundabout or traffic signal including additional SB left-turn lane and receiving lane on SR 20                                                                | 4.939    | 4.939  | \$ 8,000,000  | 2035      | NCTC 2025 RTP        | Planned             |

## STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency          | Project ID | Title                                  | Description                                                                                | Start PM | End PM | Cost          | Plan Year   | Source        | Planned/ Programmed |
|-----|----------------------|------------|----------------------------------------|--------------------------------------------------------------------------------------------|----------|--------|---------------|-------------|---------------|---------------------|
| NEV | City of Grass Valley | No ID      | SR 20 EB Ramps/ McCourtney Road        | Install roundabout or signal at EB ramps McCourtney Road                                   | 12.061   | 12.061 | \$ 2,500,000  | 2045        | NCTC 2025 RTP | Planned             |
| NEV | City of Grass Valley | No ID      | SR 20/49 NB Ramps/Idaho Maryland Rd.   | Install coordinated signals at ramps and Railroad Avenue at Idaho Maryland Road            | 13.659   | 13.869 | \$ 1,847,696  | 2045        | NCTC 2025 RTP | Planned             |
| NEV | City of Grass Valley | No ID      | Dorsey Dr. at Sutton Way               | Intersection improvements, install a roundabout or traffic signal                          | 14.327   | 14.327 | \$ 1,500,000  | 2025 - 2045 | NCTC 2025 RTP | Planned             |
| NEV | City of Grass Valley | No ID      | Idaho Maryland Dr./Centennial Dr.      | Realign and install roundabout                                                             | 14.074   | 14.074 | \$ 3,500,000  | 2025 - 2045 | NCTC 2025 RTP | Planned             |
| NEV | City of Grass Valley | No ID      | Railroad Ave. Extension to Bennett Rd. | Extend two lane road from Railroad Avenue to Bennett Road                                  | 13.538   | 13.538 | \$ 2,500,000  | 2025 - 2045 | NCTC 2025 RTP | Planned             |
| NEV | City of Grass Valley | No ID      | Ophir St. at Bennett St.               | Install traffic signal (R)                                                                 | 13.113   | 13.113 | \$ 828,953    | 2025 - 2045 | 2024 SHOPP    | Programmed          |
| NEV | Caltrans D3          | 03-1N900   | Uren Street Intersection Improvements  | Install roundabout in Nevada City on Route 20 at the intersection of Route 49 and Uren St. | 17.4     | 17.4   | \$ 10,400,000 | 2040        | 2024 SHOPP    | Programmed          |
| NEV | NCTC                 | No ID      | Penn Valley Road Intersection          | Intersection improvements at SR 20 and Penn Valley Road intersection                       | 4.5      | 4.8    | TBD           | TBD         | NCTC 2018 RTP | Planned             |

## STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency | Project ID | Title                   | Description                                                                                                                                                                                      | Start PM | End PM | Cost         | Plan Year | Source     | Planned/ Programmed |
|-----|-------------|------------|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|--------|--------------|-----------|------------|---------------------|
| NEV | Caltrans D3 | 03-0L220   | NEV 20 Shoulder Erosion | An emergency project to repair storm damaged shoulder. Proposed scope of work includes site preparation shoulder backing minor drainage repair minor paving traffic control and incidental work. | 39       | 46     | \$ 3,000,000 | 2024      | 2026 SHOPP | Programmed          |

# Appendix II

## State Route 20 Multimodal Transportation Projects (Caltrans and Non-Caltrans)

| CO  | Lead Agency      | Project ID | Title                                 | Description                                                                                                                                                                                                        | Cost          | Plan Year | Source          | Planned/<br>Programmed |
|-----|------------------|------------|---------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|-----------------|------------------------|
| COL | Caltrans D3      | CAL23218   | Bicycle and Pedestrian Infrastructure | On SR 20 from Harris St. to approximately 0.01 miles East of County Club Drive                                                                                                                                     | \$ 26,100,000 | 2033      | 2030 SHOPP      | Planned                |
| COL | Caltrans D3      | No ID      | Bicycle and Pedestrian Infrastructure | The scope of this planned project is under development in Colusa County on Route 20 with primary work on Bicycle and Pedestrian Infrastructure. Project will address 2 bridge(s), and 14.9 lane miles of pavement. | TBD           | 2033      | Colusa RTP 2025 | Planned                |
| COL | City of Williams | No ID      | E Street Complete Streets             | E St. from Sunset to Husted Road                                                                                                                                                                                   | \$ 14,000,000 | 2027      | Colusa RTP 2025 | Programmed             |
| COL | City of Colusa   | No ID      | City ADA Project                      | Central City Pedestrian Improvement Project. Sidewalk and Handicap ramps throughout bounded by Bridge Street, Main Street, Sioc Street and 12th Street.                                                            | \$ 2,740,000  | 2042      | Colusa 2025 RTP | Planned                |
| COL | Colusa County    | No ID      | Dedicated Service in Williams         | Provide daily services in Williams.                                                                                                                                                                                | \$ 60,000     | TBD       | Colusa RTP 2025 | Planned                |

# STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency  | Project ID | Title                                                                      | Description                                                                                                                                                                                                                        | Cost         | Plan Year | Source                     | Planned/<br>Programmed |
|-----|--------------|------------|----------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------|----------------------------|------------------------|
| SUT | City of Yuba | SUT56278   | Walton Ave.<br>Complete Streets                                            | On west side of Walton Ave. between Hazel Ave. and SR 20: Construct sidewalks. Walton Ave, between Hazel Ave. and SR 20: Construct paved shoulders, buffered bike lane, upgrade traffic signals, and performance pavement repairs. | \$ 5,200,000 | 2035      | 2025<br>SACOG<br>Blueprint | Programmed             |
| SUT | Caltrans D3  | BP_7       | Bicycle facilities 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.                                                                                                                                      | \$ 7,500,000 | 2050      | 2025<br>SACOG<br>Blueprint | Planned                |
| SUT | Caltrans D3  | BP_8       | Construct Class II Bike Lane                                               | Construct a Class II bicycle lane on SR 99 from Bogue Rd to SR 20                                                                                                                                                                  | \$ 2,360,000 | 2050      | 2025<br>SACOG<br>Blueprint | Planned                |
| SUT | Caltrans D3  | BP_23      | Pedestrian Improvements on SR 20 from Harter to Feather River Bridge       | Various improvements to enhance walkability in Yuba City                                                                                                                                                                           | \$ 8,300,000 | 2050      | 2025<br>SACOG<br>Blueprint | Planned                |
| SUT | Caltrans D3  | BP_6       | Bicycle Facilities parallel to SR 99 (Walton/Stabler, Clerk)               | Build new bicycle and pedestrian paths to provide an active transportation route along SR 99.                                                                                                                                      | \$ 7,500,000 | 2050      | 2025<br>SACOG<br>Blueprint | Planned                |
| SUT | Caltrans D3  | BP_23      | Pedestrian Improvements on SR 20 from Harter to Feather River Bridge       | Various improvements to enhance walkability in Yuba City                                                                                                                                                                           | \$ 8,300,000 | 2050      | 2025<br>SACOG<br>Blueprint | Planned                |

# STATE ROUTE 20 CORRIDOR PLAN

| CO       | Lead Agency        | Project ID | Title                                                            | Description                                                                                                                                                                                                                                                     | Cost          | Plan Year | Source               | Planned/<br>Programmed |
|----------|--------------------|------------|------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|----------------------|------------------------|
| SUT      | City of Yuba City  | SUT18932   | Harter Parkway and Sutter Bike Path Gap Closure                  | In Yuba City, From Hooper Road to Harter Parkway on the north side of Jefferson Avenue and on Harter Parkway from Butte House Road to Spirit Way, extend the existing 4.6-mile-long                                                                             | \$ 2,510,000  | 2035      | 2025 SACOG Blueprint | Programmed             |
| SUT, YUB | Caltrans D3        | CAL20571   | Complete Streets Improvements to the SHS                         | Complete streets improvements in various locations on the SHS in Sutter and Yuba Counties                                                                                                                                                                       | \$ 50,000,000 | 2050      | 2025 SACOG Blueprint | Planned                |
| YUB      | Caltrans D3        | CAL21480   | Yuba and Butte County Traffic Signal Operational Improvements    | In Yuba and Butte Counties, on Route 20 and 99. Install Retroreflective Planes and APS                                                                                                                                                                          | \$ 334,000    | 2035      | 2025 SACOG Blueprint | Programmed             |
| YUB      | City of Marysville | YUB16100   | Historic Downtown Marysville Safety and Walkability Enhancements | In the City of Marysville, along Historic Downtown Marysville's D Street Corridor between 3rd and 4th Street: Improve walkability by creating a pedestrian boulevard weekly. Install brighter lighting, raised crosswalks, improved shade landscaping and other | \$ 282,391    | 2035      | 2025 SACOG Blueprint | Programmed             |

# STATE ROUTE 20 CORRIDOR PLAN

| CO       | Lead Agency         | Project ID | Title                                                                                | Description                                                                                                                                                                                                                  | Cost          | Plan Year | Source               | Planned/<br>Programmed |
|----------|---------------------|------------|--------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|----------------------|------------------------|
| YUB      | City of Marysville  | YUB16106   | East 22nd Street Multi-Modal Safety Improvements                                     | In Marysville, on E. 22nd Street, from SR-20/Levee Road to Ramirez St.: Roadway reconstruction, construct protected bike lanes, improvement transit stops, close sidewalk gaps, add ADA ramps and implement traffic calming. | \$ 4,250,000  | 2035      | 2025 SACOG Blueprint | Programmed             |
| SUT, YUB | Caltrans D3         | CAL21442   | Bicyclist & Pedestrian Improvements                                                  | In Sacramento, Yolo, and Yuba Counties, Routes 20, 80, 99, and 113 at four locations. Install signs, green pavement markings, and crosswalks to improve bicyclist and pedestrian safety.                                     | \$ 1,596,000  | 2035      | 2025 SACOG Blueprint | Programmed             |
| YUB      | Yuba-Sutter Transit | YST10533   | Next Generation Zero-Emission Bus Operations, Maintenance, & Administration Facility | In Marysville, replace and upgrade existing transit maintenance facility for zero emission bus operations.                                                                                                                   | \$ 55,307,515 | 2027      | 2025 SACOG Blueprint | Programmed             |
| YUB      | Yuba-Sutter Transit | YST10538   | Demand Response Fleet Replacement                                                    | Purchase of fifteen (15) demand response battery-electric powered replacement buses to replace eleven (11) diesel powered local fixed route buses.                                                                           | \$ 6,000,000  | 2035      | 2025 SACOG Blueprint | Programmed             |
| NEV      | Nevada County       | No ID      | Nevada County Connects ZEB Infrastructure                                            | ZEV Charging Equipment Purchase/Installation – Tinloy 2 Units                                                                                                                                                                | \$ 700,000    | 2027-2028 | NCTC 2025 RTP        | Programmed             |

# STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency   | Project ID | Title                                     | Description                                                                                                                                                                                                                                          | Cost          | Plan Year | Source        | Planned/<br>Programmed |
|-----|---------------|------------|-------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|---------------|------------------------|
| NEV | Nevada County | No ID      | Nevada County Connects ZEB Infrastructure | ZEV Charging Equipment Purchase/Installation – Depot 5 Units                                                                                                                                                                                         | \$ 1,100,000  | 2027-2028 | NCTC 2025 RTP | Programmed             |
| NEV | Nevada County | No ID      | Nevada County Connects ZEB Infrastructure | Purchase of ZEB + Depot & On-Route Chargers                                                                                                                                                                                                          | \$ 3,460,653  | 2025-2026 | NCTC 2025 RTP | Programmed             |
| NEV | Caltrans D3   | 03-0N780   | SR 49 Multimodal Corridor Improvements    | Intersection improvements – install RRFBs, enhanced crossings with refuge islands, shared-use paths, sidewalk, lighting, construct roundabouts at Maidu Avenue/ Orchard Street and Cement Hill Road/West broad Street, and reconfigure Coyote Street | \$ 17,357,000 | 2026-2027 | NCTC 2025 RTP | Programmed             |
| NEV | Caltrans D3   | 03-2J690   | Wolf Creek Multiuse Trail Project         | Construct new asphalt concrete multiuse trail, from SR 20/49 intersection to the South to Idaho Maryland Road to the North                                                                                                                           | \$ 163,000    | 2034      | Local Funds   | Programmed             |
| NEV | Nevada City   | No ID      | Boulder Street Sidewalk Project           | Construct sidewalks on boulder Street and Red Dog Road                                                                                                                                                                                               | \$ 433,133    | 2025-2026 | NCTC 2025 RTP | Programmed             |
| NEV | Nevada City   | No ID      | Railroad Avenue Sidewalk Project          | Construct new sidewalk on the east side of Railroad Avenue between existing sidewalk and Alexander Station Steakhouse Event Center.                                                                                                                  | \$ 628,595    | 2025-2035 | NCTC 2025 RTP | Programmed             |

# STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency          | Project ID | Title                                                              | Description                                                                                                                                                                                | Cost         | Plan Year | Source        | Planned/<br>Programmed |
|-----|----------------------|------------|--------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|-----------|---------------|------------------------|
| NEV | Nevada City          | No ID      | Searls Avenue Sidewalk Project                                     | Construct new sidewalk on Searls Avenue from Valley Street to near Sacramento Street from Searls Avenue to Highway 49 overpass, and on city property at 101 Clark Street and at Deer Creek | \$ 632,742   | 2025-2035 | NCTC 2025 RTP | Planned                |
| NEV | Nevada City          | No ID      | Upper Broad Street                                                 | Reconstruct sidewalks and enhance intersections crossings in the downtown area.                                                                                                            | \$ 1,000,000 | 2025-2026 | NCTC 2025 RTP | Programmed             |
| NEV | Nevada City          | No ID      | Zion St/ Sacramento St                                             | Construct Class II bike lane between Ridge Rd and Pine St                                                                                                                                  | \$ 1,500,000 | 2025-2045 | NCTC 2025 RTP | Planned                |
| NEV | Nevada City          | No ID      | Nevada St Extension                                                | Construct sidewalks between Uren St and SR 20                                                                                                                                              | \$ 197,900   | 2035-2045 | NCTC 2025 RTP | Planned                |
| NEV | City of Grass Valley | No ID      | Wolf Creek Complete Streets and Connectivity Project (gap closure) | Close pedestrian and bicycle facilities gap in Wolf Creek Trail from Phase 1 at Freeman Lane/Allison Ranch Road and phase 2                                                                | \$ 4,000,000 | 2025-2045 | NCTC 2025 RTP | Planned                |
| NEV | City of Grass Valley | No ID      | East Main St.- Bennett St. to Idaho- Maryland Rd.                  | Widen roadway to provide 12' travel lanes and sidewalks on south side                                                                                                                      | \$ 2,000,000 | 2025-2040 | NCTC 2025 RTP | Planned                |
| NEV | City of Grass Valley | No ID      | East Main St.- Idaho- Maryland Rd. to Hughes Rd.                   | Improve eastside of East Main St. to include bike lanes, curb, gutter, and sidewalk.                                                                                                       | \$ 1,000,000 | 2035-2045 | NCTC 2025 RTP | Planned                |

# STATE ROUTE 20 CORRIDOR PLAN

| CO  | Lead Agency          | Project ID | Title                                                          | Description                                                                                                                                                                      | Cost          | Plan Year | Source        | Planned/<br>Programmed |
|-----|----------------------|------------|----------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|-----------|---------------|------------------------|
| NEV | City of Grass Valley | 03-0N810   | SR 174/49/20 Roundabout & Active Transportation Safety Project | Construct new oblong roundabout with high-visibility crossings, install 3 RRFBs, construct new shared-use path on roundabout perimeter, and improve one existing traffic signal. | \$ 6,815,000  | 2026-2027 | NCTC 2025 RTP | Programmed             |
| VAR | Caltrans D3          | 03-0N720   | ADA Curb Ramps, APS and Retroreflective Backplate Project      | Install backplates with retroreflective borders to existing traffic signal heads, install touch-free Accessible Pedestrian Signals and upgrade curb ramps to standards.          | \$ 42,510,000 | 2029      | 2026 SHOPP    | Programmed             |
| NEV | NCTC                 | No ID      | Gold Flat Road Multimodal Corridor Project                     | Construct roundabout, pedestrian crossings, lighting and signage                                                                                                                 | TBD           | TBD       | NCTC 2025 RTP | Planned                |

# Appendix III

Caltrans SR 20 Corridor Plan | Public Survey Report

<https://PublicInput.com/Report/dfi3eai4g35>