

# **TRANSPORTATION MASTER PLAN**

**2011 – 2015**



**YUBA COUNTY**

**DEPARTMENT OF PUBLIC WORKS**

June 2011

Note: This plan is a working document that is continually evolving based on funding, environmental, and permitting issues. Projects may be delayed or deleted, and new projects added without prior notice or updating of the plan.

# TABLE OF CONTENTS

<b><u>INTRODUCTION</u></b> .....	1
<b><u>LEGISLATIVE UPDATE AND CURRENT STATUS OF YUBA COUNTY’S TRANSPORTATION SYSTEM</u></b> .....	2
• MAINTAINED MILEAGE.....	3
• FEDERAL FUNCTIONAL CLASSIFICATION.....	3
• PRIMARY ROAD NETWORK.....	4
• PAVEMENT MANAGEMENT SYSTEM.....	4
• LOCAL STREETS AND ROADS NEEDS ASSESSMENT.....	5
• BRIDGES.....	5
• REVENUE TRENDS.....	6
<b><u>SECONDARY ROAD MAINTENANCE</u></b> .....	8
• TYPES OF SURFACE TREATMENTS.....	8
• RESURFACING PROJECT LIST.....	10
<b><u>CAPITAL IMPROVEMENT PROJECTS</u></b> .....	12
• FUEL TAX FUNDED.....	12
• LOCALLY FUNDED.....	14
• FUEL TAX FUNDED PROJECT LIST.....	15
• LOCALLY FUNDED PROJECT LIST.....	17
<b><u>MASTER PLAN FINANCIAL ANALYSIS</u></b> .....	19
• STATE FUNDING SOURCES.....	19
• FEDERAL FUNDING SOURCES.....	21
• LOCAL FUNDING SOURCES.....	23
<b><u>COMPLETED PROJECTS</u></b> .....	24
<b><u>APPENDICES</u></b>	
• 2011 – 2015 PROJECT MAP.....	A-1
• PRIMARY ROAD NETWORK MAP.....	A-2
• FUNCTIONAL CLASSIFICATION MAP.....	A-3

## INTRODUCTION

This Transportation Master Plan describes Yuba County Public Works Department's ongoing transportation program and lists proposed projects beginning with the 2011 construction season and through the 2015 construction season. The document also includes a financial analysis, which summarizes existing financial sources, and forecasts anticipated revenue for the same period.

The County's transportation plan consists of the following basic components:

- Legislative Update and Current Status of Yuba County's Transportation System
- Secondary Road Maintenance
- Capital Improvement Road and Traffic Operations Projects
- Bridge Replacement and Rehabilitation Projects
- Financial Analysis
- Summary of Recently Completed Projects

This plan summarizes each program component and includes pertinent information regarding the individual program categories. It is important to note that the heart and soul of the County road system is the maintenance program. Protection of the public investment in the County's existing road system is of paramount importance, and the goal of this program is to maintain and/or improve overall roadway conditions.

In addition to road maintenance through gas tax, this plan also includes proposed road maintenance projects funded by Measure D, the County's resource depletion tax. This tax, which is based on 15 cents/ton of aggregate base and asphalt concrete produced or mined in the County, will produce a valuable revenue source for road maintenance in the County.

Beyond maintenance of the County roads, this plan also identifies road improvement projects to be funded through various capital impact fee programs. The County collects road impact fees on a countywide basis as well as within specific plan areas for projects specific to the plan areas. The purpose of these fees is to be able to construct capacity increasing projects, such as road widening or traffic signals in order to maintain an acceptable level of service on our roads.

The Transportation Master Plan is a five year document focusing on pavement maintenance, and road and bridge construction projects in the near future. The plan will be reviewed and updated as needed, but not more often than yearly. The overall needs for traffic safety improvements are not included except as covered in a specific project. Yearly projects such as replacing pavement markings, signs, and striping will be determined on a yearly or as needed basis. **It should be understood that these project lists are continuously evolving based on funding, environmental, or permitting issues, and projects may be delayed or deleted, or new projects added as the plan is updated.**

## **LEGISLATIVE UPDATE AND CURRENT STATUS OF YUBA COUNTY'S TRANSPORTATION SYSTEM**

Yuba County road maintenance relies heavily on state gas tax subventions or Highway Users Tax Account (HUTA) funding. HUTA funding stems from the excise tax on gasoline which until 2010, had not changed since 1994, when it was set at 18 cents per gallon. Counties and cities share 36 percent of this revenue source for road maintenance, with the remaining percentage going to the state highway system. HUTA funding is distributed to counties and cities monthly, and is based on a complex set of formulas pertaining to # of registered vehicles, road mileage, population, and assessed property valuation. While the gas tax (HUTA) is the anchor of our maintenance budget, additional revenue sources are needed to keep pace with our road infrastructure maintenance needs.

In March of 2002 the voters of California passed Proposition 42, which directed the state sales tax on fuel from the State general fund to transportation. The funds were divided between the State Transportation Improvement Program (STIP) at 40%, mass transit at 20%, and road maintenance for cities and counties at 40%. Proposition 42 was not long lived though, as 2010 brought about its elimination when the legislature implemented the Gas Tax Swap. The Gas Tax Swap, eliminated the sales tax on gasoline (which was funneled through the general fund and often pirated in years past for other general fund obligations) and replaced it with an equitable increase in the gas excise tax (which goes directly to the transportation fund under title 19 of the state constitution). The Legislature made the local agencies “whole” for the loss of Prop. 42 money by increasing the excise tax 17.3 cents per gallon on gasoline, which will in turn increase the amount of Highway Users Tax (HUTA) money we receive. Preliminary HUTA fund estimates for FY 11/12 corroborate this and actually show a slight increase in funding levels from levels received under Proposition 42. Revenues collected through this increased excise tax will be split 44% for the State Transportation Improvement Program, 12% for the State Highway Operation and Protection Program, and 44% for local streets and roads (split evenly between cities and counties using existing HUTA formulas).

Unfortunately, shortly after its adoption, the Gas Tax Swap was imperiled when the voters of California approved Proposition 26 in November 2010. One of the major implications of Proposition 26 was that any tax adopted after January 1, 2010, but prior to the effective date of the Act, that was not adopted in compliance with the requirements of the Act, is void 12 months after the date of this Act unless the tax is reenacted by the Legislature and signed into law by the Governor in compliance with the requirements of this Act. This effectively negated the increased excise tax that was to offset the loss of Proposition 42 money. Without the passage of a “gas tax swap fix”, transportation funding across the state would have been drastically reduced, forcing thousands of layoffs.

Voters in November also passed Proposition 22, which mandated full historic funding of local transportation budgets without identifying revenue sources.

As a remedy to these urgent matters, earlier this year the governor signed AB 105, which reaffirmed the previously-passed Gas Tax Swap and provided full funding of the local transportation programs as mandated by Proposition 22. The bill, which required a two-thirds majority vote, was passed with overwhelming bipartisan support, a testament to the transportation

industry's aggressive lobbying, as well as the legislature's understanding of the importance of transportation funding.

In 2006, California voters also passed Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act. This Proposition provided \$1 billion directly to Counties for local streets and roads, allocated proportionately to each County using a formula for # of registered vehicles and # of maintained miles. To date, Yuba County has received our entire allotment of approximately \$4 million from this funding mechanism. We have approximately \$900,000 of Proposition 1B money remaining, and anticipate spending this on road maintenance projects in 2011 and 2012.

In response to a downward spiraling economy and a financial system on the brink of collapse, the federal government passed the American Recovery and Reinvestment Act (ARRA) of 2009. The intent of the legislation was to prevent a severe recession or potential depression in America by stimulating the economy in the short term and investing in education and other public services to ensure the long-term economic health of the nation. One of the major investments contained in this bill was improvements to the nation's aging transportation infrastructure. Available ARRA funding was allocated to the different jurisdictions in the region through SACOG. Yuba County received approximately \$2.1 million in revenue from ARRA, which was spent on road overlay projects on McGowan Parkway, Challenge Cutoff, LaPorte Road, and Willow Glen Road.

#### Maintained Mileage

The Yuba County Maintained Road System consists of 654.3 miles of roads that include 76 bridges (greater than 20' in length) and numerous culverts and drainage structures. The number of road miles and bridges grew steadily for several years with all of the new housing developments. However, with the current slowdown in the economy, Wheatland annexations, and the Feather River Setback Levee Project, we have actually experienced a slight reduction in maintained mileage since the last Master Plan update. We experienced a net reduction of 3.87 miles in 2009 and 2010. Our roads vary widely in their volume and type of traffic, pavement condition, and geometrics such as pavement width. Broken out into supervisorial districts, the Yuba County Road System is as follows: 51.8 miles (8%) in District 1, 104.8 miles (16%) in District 3, 106.0 miles (16%) in District 4, and 391.7 miles (60%) in District 5. District 2 includes only roads that are maintained by the City of Marysville.

#### Federal Functional Classification

All of the roads within the County are classified under the Federal Functional Classification System. The Federal Functional Classification of all of the County roads was submitted by the County and approved by FHWA utilizing FHWA guidelines in 1992. The County is responsible for initiating any required reclassification of the County roads as well as adding new roads. This process involves providing justification of the change to SACOG. Once approved by SACOG, the reclassification is sent to Caltrans for approval, and then forwarded to FHWA for final approval. The functional classification of rural major collector, urban collector, or higher is eligible for Federal Aid funds. Of the County's 654 miles of roads, only approximately 176 miles (27%) meet these qualifications. The remaining 478 miles are classified as urban or rural local roads which do not qualify for Federal or State Aid funds from programs such as the Regional

Surface Transportation Program (RSTP) and the State Transportation Improvement Program (STIP). Located in the appendix is the federal functional classification road map for the County.

In 2009, Public Works proposed classification changes to six road segments, making them eligible for Federal-Aid funds. Ramirez Road and Mathews Lane were changed from Rural Minor Collectors to Rural Major Collectors because they are major routes connecting State Route 20 with State Routes 70 and also provide a direct connection for inter-regional traffic into Butte County. Plumas Arboga Road and a section of Algodon Road were reclassified from Local Roads to Rural Major Collectors because they connect Rural Major Collector Roads (Feather River Blvd and Arboga Road) to State Route 70 via the new interchange at Plumas lake Blvd. These classification changes were approved by FHWA in January 2010.

### Primary Road Network

Within the Maintained Road System are 124 miles of key roadways that constitute the County's Primary Road Network; located in the appendix is a map of these roads. Roads were chosen to be primary roads based on their importance of interconnecting the County with other counties and cities, Beale AFB, communities within the County, and having a functional classification that qualifies for Federal Aid funds. The primary road network was approved by the Board of Supervisors in December of 1998 and updated in 2009; this network is a planning tool for the County and can be changed as needed to better fit the needs of the County.

The remaining 530 miles of County roads, or secondary roads, either have a lower functional classification on the Federal Aid system or are roads that the County has placed less importance on than the primary network. Of the 530 miles of secondary roads, 102 miles have a gravel surface. All resurfacing of secondary roads is funded through the Public Works maintenance budget consisting primarily of fuel tax or HUTA funds, as they are ineligible for Federal or State Aid (RSTP, STIP). Our best defense against roadway deterioration is a rigorous maintenance program that includes regularly scheduled resurfacing (slurry seals, chip seals, thin overlays and overlays). Resurfacing can add six to twenty years to the life of a road. If done in a timely manner, resurfacing can greatly reduce the need for labor-intensive crack seals, pothole repairs, and for costly reconstruction.

### Pavement Management System

A Pavement Management System (PMS) is a valuable tool used by many agencies in the United States to quantify the overall condition and needs for a road system. An up to date PMS provides us with a means of identifying the needed level of pavement rehabilitation for our various roads. A pavement condition index (PCI) is a numerical index between 0 and 100 and is used to indicate the condition of a roadway. It is a statistical measure widely used in transportation civil engineering and requires manual survey of the pavement. Data collected for the PMS will be used to calculate Yuba County's PCI.

Unfortunately, Yuba County Public Works has operated over the last decade with an outdated Pavement Management System. Because of this we have been unable to calculate an accurate PCI for the Yuba County road network. Fortunately, over this past year we had sufficient budget to purchase a new PMS software program called Micropaver. We started a comprehensive

countywide evaluation of our roads and began entering the data into Micropaver. This update will require an extensive amount of field work, collecting data from all 654 miles of county roads, and we do not anticipate completion until 2012.

A PCI of seventy (70) is a desirable target (100 is a new road built to current standards). As the PCI is lowered, the cost to improve a road to a desirable PCI is exponential. For example improving a road from a PCI of 50 to 70 may cost \$1 per square foot, but to improve a road from a PCI of 30 to 70 may cost \$4 per square foot. Roads below a PCI of thirty (30) warrant reconstruction, since a surface treatment would not increase pavement life significantly enough to justify the expenditure.

### Local Streets and Roads Needs Assessment

In 2009, the League of California Cities and the California State Association of Counties conducted a statewide survey of local road conditions throughout California. The survey included all 58 counties and 478 cities in California. The goal of the study was to educate policymakers at all levels of government about the infrastructure investments needed to provide California with a seamless transportation system. The findings of the study would provide credible and defensible analysis to support a dedicated, stable funding source for maintaining the local road system at an optimum level.

The results of the survey indicate that California's local streets and roads are on the edge of a cliff. The statewide average of road conditions in California on the pavement condition index (PCI) is 68 on a scale from zero (failed) to 100 (excellent). This average is in the "at risk category" for pavement conditions on the PCI scale.

The findings of the survey indicate that \$70 billion dollars of additional investment is needed in California over the next ten years to bring the pavement condition and associated essential components to a level of best management practices. This means that an additional \$7 billion dollars annually, beyond existing funding levels, is required by counties and cities to stop further decline and deterioration of our streets and roads.

Although the study lists Yuba County's PCI as one of the best in the state at 74, this data is skewed because we were unable to provide the consultant performing the study accurate road condition data as our Pavement Management System is outdated. Without accurate data, the consultant's model resulted in extrapolating pavement condition by using data from surrounding counties. We are happy to report, though, that we have embarked on a comprehensive evaluation of the County's pavement condition using our newly acquired PMS program, Micropaver. This update will require an extensive amount of field work, collecting data from all 654 miles of county roads. In 2012, we will have an updated database that will be a powerful tool to help plan future road work, as well as provide a current, accurate, countywide PCI.

### Bridges

According to a recent study from Transportation for America, California ranks 18<sup>th</sup> worst nationally in terms of overall condition of the state's bridges (includes local agency bridges as well as those on the state highway system). Today, one out of every eight bridges that motorists

in California cross each day are likely to be deteriorating to some degree, and 12.8% of bridges statewide are rated “structurally deficient”. According to the study, Yuba County fares much worse as we rank 3<sup>rd</sup> worst of California’s 58 counties in terms of structurally deficient bridges, at 27.6%. Unfortunately, Yuba County’s bridge replacement program was relatively non-existent for many years due to limited funding, limited available staff, and other higher priorities. The bridge on Honcut Road at Honcut Creek is currently being replaced, and it is the first bridge replacement in over a decade.

Public Works is well aware of the dire situation of many County bridges and over the past couple years has ramped up an aggressive effort to replace those most in need. We have many bridges slated for replacement that are working through the Federal Aid process and are currently in various phases (design, environmental, right of way). This will allow us to construct 1 or 2 bridge replacement projects each year for the foreseeable future.

A recent change has taken effect regarding Federal Aid funding through certain programs and allowing the use of State toll credits as a local match. The net result to the County is that the replacement of off-system bridges (bridges on roads that have a Federal Functional Classification of rural minor collector or less) will be 100% funded and will not require a local match. Historically, the local match required for projects funded through the Highway Bridge Program ranged from 11.47% to 20%. That was a sizeable amount of money and directly reduced the amount of funds available for other road projects and maintenance overlays in a given year. This was one of the major factors that contributed to the County falling behind on its bridge replacement program.

### Revenue Trends

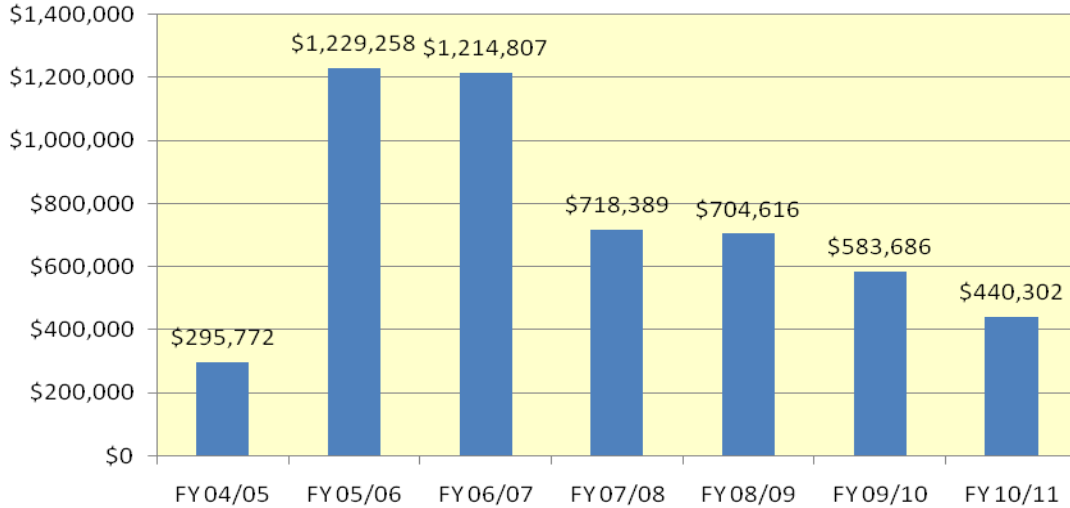
There has not been a single year in memory where gas tax revenues were not in some form of jeopardy by threat of the legislature, whether it be borrowing to help the State’s cash flow, deferring payments, or outright taking the money to shore up an ailing General Fund. Fortunately, through tremendous efforts from CEAC, local governments, and transportation advocates, we have always managed to stave off any outright taking of gas taxes. Albeit, never without a struggle. Local agencies, however, have had to endure operating over the past two years with the state deferring gas tax payments. Fortunately, come the end of each fiscal year, we received all anticipated gas tax revenue. This source of revenue has been relatively stable over the years in terms of the amount we receive annually, and provides for the bulk of the Public Works Department’s operating budget.

Two sources of revenue for the Road Fund, Measure D and LTF, have shown a marked decline from the peak years. The decline is in direct correlation with the downturn in the economy.

Measure D is a voter approved resource depletion tax based on 15 cents/ton of aggregate base and asphalt concrete produced or mined in the County, with the revenue being devoted strictly to transportation projects. The primary focus in this plan with the revenue generated by this tax is to rehabilitate the truck routes in the County. To date, Public Works has rehabilitated portions of Hammonton-Smartsville Road, North Beale Road, Lindhurst Avenue, and Spring Valley Road using Measure D funds. When or if the Measure D revenue is adequate to keep up with the truck route needs, Public Works will look at other roads on which to use this revenue source.

As seen in the chart below, Measure D revenues have declined from a high of \$1,229,258 in fiscal year 05/06 to a low of \$440,302 in the current fiscal year, 10/11.

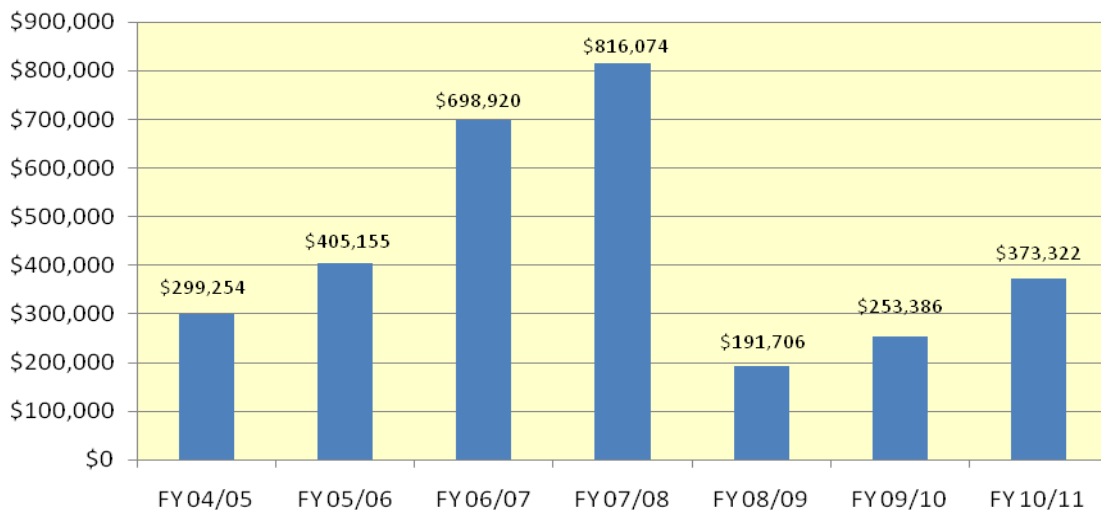
### Measure D (Resource Depletion Tax) Revenue



In 1971, the Transportation Development Act (TDA) was passed, dedicating 0.25% of the state sales tax to public transit to be administered by a Local Transportation Fund (LTF) created in each county. In our case, Yuba Sutter Transit receives this money. However, once Yuba Sutter Transit’s needs are met, any excess LTF revenues can be spent on local streets and roads maintenance. The Yuba-Sutter Joint Powers Agreement specifies how these excess LTF revenues are apportioned to each local agency.

As shown in the chart below, LTF revenues are down quite a bit from the peak year (FY 07/08) of \$816,074, to approximately \$400,000 in the current year (FY 10/11), the result of an overall reduction in sales tax revenues. Fortunately, the last two years have shown a sizeable uptrend. We anticipate FY 11/12 LTF revenues to be on par with FY 10/11.

### LTF Revenue



Note: FY 10/11 dollar amount shown does not include May and June 2011 payments.

## SECONDARY ROAD MAINTENANCE

In addition to routine road maintenance activities (patching, ditch grading, tree trimming, etc.), Public Works resurfaces County roads to prevent deterioration. Overlays, slurry seals, chip seals, and micro-paving are resurfacing methods that can add 5 to 10 years to the life of a pavement surface. Roads to receive maintenance surface treatments are prioritized based on several factors including pavement condition, traffic volume, existing surfacing (AC, road mix, or gravel), roadway width, frequency of surface repairs and various other factors. Typically these surface treatments are performed with County personnel and equipment on secondary roads. The costs shown below and on the following list of projects are for materials and equipment only and County personnel and equipment costs are not included except for slurry seals, which are performed by a private contractor. The roads that are to receive surface treatments from this program are first prepared by performing digout repairs of failed pavement sections and repairing or upgrading the drainage culverts and ditches.

### Types of Surface Treatments:

- Overlay An overlay is the most effective form of surface treatment and involves the placement of a new layer of asphalt concrete (AC) approximately 1 to 3 inches thick on an existing roadway. An overlay is performed by a private contractor or county crews, and the current construction cost to overlay a two lane road is approximately \$100,000 to \$120,000 per mile (22' wide, 2" depth). Optimally, AC overlays are placed on an existing AC road that is in stable condition. An AC overlay should not be confused with, or used as a substitution for, reconstruction of a failed roadway. Properly constructed and maintained, an AC overlay can extend the life of a road for 10 years or more.
- Thin Overlay Thin overlay is a technique that County crews began using approximately 9 years ago. The process involves placing a thin leveling course of AC, typically 1 inch thick, over an existing road with a motorgrader and a tractor with an asphalt float. Placement of thin overlays is typically performed using County crews, and the current construction cost is approximately \$50,000 to \$60,000 per mile. Thin overlays are typically used on existing rural roads that have a stable base and low traffic volume, but are too uneven, narrow or rough to apply a chip seal. Properly placed, thin overlays can extend the life of a road an estimated 5 to 10 years. It is recommended that roads receiving thin overlays have a single chip seal applied within 5 years.
- Chip Seal A chip seal is similar to a slurry seal, except it involves the application of liquid asphalt followed by the placement of rock chips (larger than in a slurry seal) on the existing roadway. Chip seals are sometimes performed by County crews, and the current construction cost is approximately \$30,000 per mile for a single layer of chips and \$50,000 per mile for a double layer of chips. Chip sealing is typically performed on existing AC roads in rural areas. A chip seal should be applied every 5-7 years depending on road condition and traffic volume.
- Micropave Micropaving is a mixture of asphalt emulsion, graded aggregates, mineral filler, water, and other additives, resulting in a free flowing composite material (slurry) that is spread via a spreader box over the existing road surface. Micropaving is a thin

surfacing that can be laid at two to three times the thickness of the largest stone in the grading. It can be used for the same applications as slurry seals, however, it uses higher quality aggregates and a fast setting and curing emulsion of higher stiffness allowing thicker layers to be placed. Micropaving has the following distinct advantages over slurry seals: it is more capable of filling ruts and minor surface irregularities, has a higher durability, and can be opened to traffic a lot quicker due to the speed of the chemical break. This form of treatment typically costs approximately \$30,000 per mile and lasts 4 to 7 years.

- Slurry Seal A slurry seal is a blend of oil, very small rock and sand that is applied to the roadway. A slurry seal is a preventive maintenance procedure to seal small cracks that would otherwise allow surface water to penetrate the road base. Slurry sealing is performed by a private contractor, and the current construction cost to slurry seal a residential street is approximately \$25,000 per mile. Slurry sealing is typically performed on urban secondary roads. A slurry seal should be applied every 3-5 years depending on road conditions and traffic volume.

Over the last 5 years the County has performed numerous overlay and thin overlay projects along with a limited number of slurry seal, chip seal, and micropave projects as part of the maintenance resurfacing program. Although progress is being made, at the proposed rate for the next five years (approximately 30 miles over 5 years) it will take approximately 50 years to cycle through the secondary roads. However, the surfacing techniques being used need follow up work within 5-10 years, which compounds the shortfall, illustrating how woefully inadequate the amount of funding we have for maintaining our secondary roads. We need an approximate tenfold increase in funding for secondary road resurfacing to adequately address the County's surfacing needs.

In addition to pavement resurfacing of the secondary roads, there is a constant demand to maintain the drainage systems (culverts, ditches, pumps, etc.), pavement markings, and signs, as well as patching existing surfaces until a resurfacing project can be performed. County crews are also responsible for maintaining the primary roads until federal, state, or other funds are available to resurface these roads. The funding for this work is primarily from the fuel tax (HUTA) and is carefully shared with the resurfacing projects on the secondary roads. Resurfacing is a necessary component of maintaining our roads, however, so is maintaining adequate drainage, signs, and pavement markings. Public Works strives to strike a reasonable balance between these functions to ensure the safest (and hopefully smoothest) possible roads with our limited funding.

It is the goal of the Public Works Department to best implement a maintenance resurfacing program that will effectively maintain the secondary roads utilizing the limited funds available to us. This program will utilize all of the surface treatment techniques that we have mentioned above in the most cost effective and beneficial manner.

The following list contains proposed secondary roads to receive surface treatment over the next five construction seasons (2011 - 2015). The roads are listed by the most likely year in which the work will be performed and include the road name, location, surface treatment type, length, and estimated cost. The cost is for materials and equipment only except for slurry seals. County personnel costs are not included. This list is based on current and projected revenue and may be increased or decreased based on future revenue or maintenance needs.

## Proposed Maintenance Surfacing Secondary Roads 2011-2015

(Local fuel tax funded, materials cost only)

Road Name	Limits	Surface Treatment	Length (feet)	Quantity (AC, tons )	Cost Estimate
<b>2011</b>					
Johnson Park Area	Virgilia, Twain, Martel, Evelyn, Lever, Elton	Rubber chip	11,300		\$355,000
College View Area	Sutter, College View, Cecilia	Rubber chip	2,150		\$44,000
Joy Cr/Old Knox Rd	La Porte Rd north	Thin overlay	4,000	660	\$53,000
State Street	SR 65 to Whtlnd City Lmt	Thin overlay	1,100	350	\$26,000
Fountain House Rd	Indiana Ranch Rd east	Rubber chip	9,100		\$96,000
Rice's Crossing Rd	Regent Way north	Rubber chip	10,750		\$150,000
		<b>Subtotal:</b>	<b>38,400</b>	<b>(7.3 miles)</b>	<b>\$724,000</b>
<b>2012</b>					
Silverwood Estates	Silverwood, Jason, Lisa, Stephenson, Diane, Short	Rubber chip	6,200		\$155,000
Meadow Way Area	Meadow Wy, Meadow Ct, Georgina, Bomann	Rubber chip	3,400		\$82,000
Cal Heartlands Area	Larry St, part of Deaton	Rubber chip	1,840		\$43,000
Broadway Rd	1300' both sides of Dye	thin overlay	2,600	650	\$49,000
Indiana Ranch Rd	Marysville Rd north	thin overlay	5,000	1000	\$75,000
Erle Rd	Virginia Rd east	thin overlay	6,000	940	\$71,000
Shasta Way	Entire length	thin overlay	940	160	\$12,000
West Ella Rd	FRB west	thin overlay	3,000	500	\$38,000
Plumas School Rd	Forty Mile Rd West	thin overlay	1,000	180	\$14,000
Third Avenue	Western to Chestnut	thin overlay	1,300	330	\$25,000
		<b>Subtotal:</b>	<b>31,280</b>	<b>(5.9 mi)</b>	<b>\$564,000</b>
<b>2013</b>					
Moonshine Rd	Kelley Rd west	thin overlay	3,500	650	\$49,000
Oregon Hill Rd	Indiana Ranch Rd to Fountain House Rd	thin overlay	13,700	2,920	\$233,000
Bradshaw Rd	South Beale Rd to Ostrom	thin overlay	10,300	2,190	\$165,000
Warehouse Rd	Broadway north	thin overlay	1,120	170	\$13,000
Montclair/Dodson	Entire length	thin overlay	2,100	390	\$29,000
		<b>Subtotal:</b>	<b>30,720</b>	<b>(5.8 mi)</b>	<b>\$489,000</b>

## Proposed Maintenance Surfacing Secondary Roads 2011-2015

(Local fuel tax funded, materials cost only)

Road Name	Limits	Surface Treatment	Length (feet)	Quantity (AC, tons )	Cost Estimate
<b>2014</b>					
Beverly Ave	Entire length	Thin overlay	2,500	700	\$53,000
College Way	Entire length	Thin overlay	2,030	450	\$34,000
Cottonwood Ave	Entire length	Thin overlay	1,980	400	\$30,000
Vickie Dr, Pat, Neil, Judy, Colleen	Entire length	Dbl chip seal	6,880		\$60,000
Loop Road	Entire length	Dbl chip seal	7,330		\$65,000
Krosens Road	Entire length	Dbl chip seal	4,700		\$38,000
		<b>Subtotal:</b>	<b>25,420</b>	<b>(4.8 mi)</b>	<b>\$280,000</b>
<b>2015</b>					
Fleming Ave	Seventh to Eleventh Ave	Thin overlay	2,600	530	\$40,000
Pacific Ave (9 <sup>th</sup> , 11 <sup>th</sup> )	Entire length	Thin overlay	3,850	1,070	\$80,000
Sunrise, Sunshine, Sunset	Entire length	Thin overlay	1,780	360	\$27,000
Laurel Lane	Old State Hwy west	Thin overlay	4,400	730	\$55,000
Thome Rd	Laurel Lane north	Thin overlay	2,900	430	\$32,000
West Hallwood Rd	SR 20 to Kimball	Thin overlay	7,920	1,170	\$88,000
		<b>Subtotal:</b>	<b>23,450</b>	<b>(4.4 mi)</b>	<b>\$322,000</b>
<b>2011-2015 Totals:</b>			<b>28.2 miles</b>		<b>\$2,379,000</b>

## CAPITAL IMPROVEMENT PROJECTS

Projects included in this part of the program include roadway reconstruction, pavement rehabilitation, bridge replacement or rehabilitation, safety improvements, traffic, bicycle and pedestrian enhancements, traffic signals, and freeway interchanges. There are numerous funding sources for these projects that can be split into two primary categories, Fuel Tax Funded and Locally Funded. The following two tables list projects that have been separated into these two categories.

### **Fuel Tax Funded**

The main fuel tax source for funding these projects is through the Federal Transportation Act referred to as SAFETEA-LU. The Act, passed in 2005, provides funding for five years and replaces the previous Act, TEA 21. SAFETEA-LU funds are federal funds that support numerous programs such as the Regional Surface Transportation Program (RSTP), Highway Bridge Program (HBP), and Highway Safety Improvement Program (HSIP). They require a local match that varies from 0 to 20%. SAFETEA-LU was originally set to expire in 2009, but Congress has been unable to pass a successor bill, instead passing numerous extensions of SAFETEA-LU.

In addition to the federal fuel tax source, there are several funding opportunities the state provides through a combination of federal and state fuel taxes, the most notable of which is the State Transportation Improvement Program (STIP). The STIP is funded with roughly 88% federal and 12% state fuel tax. The STIP is broken into two pots, regional and interregional. Caltrans recommends how to allocate the interregional (ITIP) funds, which make up 25% of the STIP and the remaining 75% of regional (RTIP) funds are recommended for programming by each region. In our case the region is governed by the Sacramento Area Council of Governments (SACOG). The STIP is typically made available for programming in April of even numbered years. SACOG establishes its recommended list of projects and presents it to the California Transportation Commission (CTC) for approval. Since Caltrans only controls 25% of the STIP, they typically work closely with local jurisdictions to leverage their ITIP funds with RTIP funds to perform work on the State Highways.

A road reconstruction or pavement rehabilitation project on our primary roads has a substantially greater cost per mile than our maintenance resurfacing projects on secondary roads. This is due to several factors including: (1) federal funds require that roads be brought to current standards, (2) federal guidelines have more stringent environmental protocols and construction sampling requirements, (3) these projects are on primary roads which typically have a higher volume of traffic, including higher truck volumes than secondary roads, (4) the primary roads are typically wider than the secondary roads, and (5) the projects are typically designed to have a twenty year life. Meeting these requirements causes the typical pavement rehabilitation project on a rural road to cost approximately \$225,000 per mile and a typical reconstruction project to cost approximately \$350,000 to \$450,000 per mile.

An integral element of the County's transportation infrastructure is our network of bridges designed to carry vehicular, bicycle, and pedestrian traffic across rivers, streams, and canals.

There are 76 bridges (greater than 20' in length) and numerous other culvert and drainage structures owned and maintained by Yuba County. Of these bridge/drainage structures, all are for vehicular traffic except 2 that are pedestrian bridges.

Maintenance tasks are identified through a combination of visual inspections performed by County staff and more formal, in-depth inspections performed by Caltrans. Routine maintenance and minor repairs are performed by County crews using the maintenance budget.

The majority of the County's bridges are constructed of reinforced concrete or steel, which require little maintenance, at a minimal cost. Bridges that are constructed with timber or have exceeded their expected life have been the source of the majority of the routine maintenance problems for the County. The cost for capital improvement projects needed to upgrade or replace these high maintenance or functionally obsolete structures represents a continuing major investment in the County's bridge infrastructure.

Caltrans is responsible for inspecting local agency bridges on an annual (semi-annual in some cases) basis, as long as the structures meet certain criteria, the primary requirement being a total structure length of 20 feet. After each inspection, Caltrans assigns a Sufficiency Rating to the bridge, or a numeric value indicating the sufficiency of a bridge to remain in service. Sufficiency Ratings range from zero to 100, with zero representing an entirely insufficient bridge, and 100 representing an entirely sufficient bridge. Structures which are assigned a Sufficiency Rating of 80 or less, and structures which have been identified as potentially having specific service or functional deficiencies (categorized by Caltrans as either Structurally Deficient or Functionally Obsolete) are considered eligible for funding through the HBP program. Candidate bridge projects are identified by reviewing the established Sufficiency Ratings. Currently the County has 76 bridges that are of sufficient length (>20') to be eligible for Caltrans inspection. Of these, 24 bridges have a SR below 80 and above 50 which qualify for HBP rehabilitation funds, and 17 bridges have a SR below 50 which qualify for HBP replacement funds.

Over the last several years the County has been forced to close three bridges due to safety concerns. These bridges are located on Alleghany Road at Oregon Creek (covered bridge), Timbuctoo Road at Deep Ravine, and Scales Road at Slate Creek. All three bridges are in the queue for replacement, but the process is lengthy because of insufficient funds in the HBP and the painfully slow environmental/permitting process. It currently takes up to a year to simply get authorization from Caltrans for a new phase (preliminary engineering, right of way, or construction) of a bridge project. This has severely impeded progress on the County's bridge replacement program over the last couple years. The Honcut Road Bridge at Honcut Creek has been ready to construct since the middle of 2008, but construction did not start until May 2011 because Caltrans was unable to authorize its construction (resulting from the above-described funding constraints).

In addition to the HBP program, the Department sometimes participates in a funding program that is solely for bridge barrier rail replacement. This program funds approximately 88% of the cost of updating bridge railing and the approach guardrails to current standards. The local match for this program can also be from STIP funds.

## **Locally Funded**

Locally funded capital improvement projects primarily consist of projects specified in either the countywide road fee program or road fee programs within the Plumas Lake Specific Plan or the East Linda Specific Plan. These programs have already identified the projects needed. The purpose of including them in this plan is to simply identify what order and what year projects are anticipated to be constructed and be able to better monitor cash flow and personnel resources for Public Works. The projects included are only those anticipated to be constructed and managed by Public Works. In each of the specific plan areas there may be other projects constructed by developers over this same period of time that will require Public Works plan approval and construction inspection.

Projects proposed using Measure D funds are also shown in the Locally Funded Projects list. Due to the economic down turn, and corresponding reduction in aggregate mined, Public Works has seen this revenue source dwindle over the last couple years. Measure D revenues peaked in FY 05/06 at \$1,229,256, to a low of \$440,302 in FY 10/11.

## Fuel Tax Funded Capital Improvement Projects, 2011-2015

Road Name	Limits Description of Work	Length (miles)	Funding Source	Cost Estimate
<b>2011</b>				
Hmntn-Smrtvl Rd	Install signal at Simpson Ln	N/A	HSIP	\$350,000
Honcut Rd	Replace bridge @ Honcut Creek	0.2	HBP	\$2,000,000
Rose Avenue	Widen west side, install curb/gutter sidewalk and drainage imprvmnts	0.2	HUTA	\$125,000
Powerline Road	Fourteenth Ave to Ninth Ave, curb/gutter/sidewalk & widening, design	N/A	CMAQ	\$120,000
Dairy Road	Hwy 65 to 9,000' west, rubberized overlay	1.7	Prop 1B	\$290,000
Camp Far West Rd	Spenceville Rd to Blackford Rd, rubberized overlay	2.5	Prop 1B	\$350,000
N. Beale Road	Complete Street Design	N/A	RSTP	\$1,000,000
Jack Slough Rd	Kimball Ln to Woodruff Ln, rubberized overlay	2.6	HUTA	\$400,000
La Porte Rd	Aero Way to Pine Meadow, overlay	0.5	HUTA	\$60,000
Algodon Rd	Plumas-Arboga to Bridge 16C-039, rubberized overlay	0.3	HUTA	\$55,000
Spenceville Rd	Curve correction @ Camp Far Wst.	0.2	HR3	\$350,000
	<b>2011 Subtotal:</b>	<b>8.2</b>		<b>\$5,100,000</b>
<b>2012</b>				
Fruitland Road	Loop Rd to Mendosa Way, widening/overlay	1.6	HUTA	\$400,000
Oakley Lane	Wheatland Road to SR 65, fabric and overlay	2.3	Prop 1B, HUTA	\$400,000
La Porte Rd	Replace bridge @ New York Creek	0.5	HBP	\$940,000
Loma Rica Rd	Los Verjeles Rd to Marysville Rd, Shoulder widening, overlay	1.4	HR3, Cnty Cap	\$1,055,000
Woodruff Lane	Curve correction N. of Jack Slough	0.2	HES	\$500,000
Hmntn Smartsville	0.7 miles to 2 miles west of Gold Village, Shoulder widening	1.3	HSIP	\$600,000
N. Beale Rd	Griffith to BAFB, Shoulder widening/overlay	4.7	RSTP, CMAQ	\$1,420,000
N. Beale Rd	Install raised median, FRB to Linda	1.8	HSIP	\$1,100,000
N. Beale Rd	Install sidewalks, Lowe and other	0.1	FTA	\$107,000
	<b>2012 Subtotal:</b>	<b>13.9</b>		<b>\$6,522,000</b>

## Fuel Tax Funded Capital Improvement Projects, 2011-2015

Road Name	Limits Description of Work	Length (miles)	Funding Source	Cost Estimate
<b>2013</b>				
Feather River Blvd	Construct new interchange at Hwy 70	0.2	STIP*	\$8,000,000
Mathews Ln	Woodruff to Ramirez, fabric/overlay	3.5	RSTP	\$800,000
Hamntn Smartsville	Chuck Yeager Rd to Gold Village, widening/digouts/ fabric/overlay	0.9	PLH (D)	\$1,000,000
Powerline Road	Fourteenth Ave to Ninth Ave, curb/ gutter/sidewalk, widening	0.6	CMAQ	\$1,300,000
Olivehurst Ave	Seventh Ave to McGowan, complete street project	1.3	CMAQ	\$1,500,000
Frenchtown Rd	Willow Glen south, fabric/overlay	2.3	HUTA	\$400,000
Jasper Lane	Spenceville to Whtland Canal, overlay	1.5	HUTA	\$260,000
Timbuctoo Rd	Replace bridge @ Deep Ravine	0.2	HBP	\$1,500,000
Chuck Yeager Rd	Replace bridge @ Vineyard Creek	0.2	HBP	\$1,120,000
	<b>2013 Subtotal:</b>	<b>10.7</b>		<b>\$15,880,000</b>
<b>2014</b>				
New York Hse Rd	Replace bridge @ Dry Creek	0.2	HBP	\$1,000,000
Spring Valley Rd	Replace bridge @ Browns Vly Ditch	0.2	HBP	\$500,000
Camp Far West Rd	Blackford Rd to Wichita, fabric/overlay	2.0	HUTA	\$350,000
Blackford Rd	Placer Co. line to Camp Far West, fabric/overlay	0.4	HUTA	\$70,000
Los Verjeles Rd	Replace bridge @ Honcut Creek	0.2	HBP	\$2,000,000
Ramirez Rd	Mathews Rd to Fruitland Rd, overlay	2.6	RSTP	\$600,000
Olivehurst Ave	Roundabout at Powerline	0.2	HSIP, Cnty Cap	\$650,000
	<b>2014 Subtotal:</b>	<b>5.8</b>		<b>\$5,170,000</b>
<b>2015</b>				
Virginia Rd	Erle Rd to Ostrum, fabric/overlay	2.4	HUTA	\$240,000
La Porte Rd	Rd. 100 to Plumas Co, fabric/overlay	4.0	PLH (FH)	\$4,000,000
Woodruff Ln	Hwy 70 to Jack Slough Rd, overlay	2.7	RSTP	\$600,000
N. Beale Road	Complete Street Project—Phase 1	1.0	CMAQ, RSTP	\$2,000,000
Alleghany Rd	Repair/Replace covered wood bridge	0.1	HBP	\$1,320,000
Scales Rd	Replace bridge @ Slate Creek	0.1	HBP	\$2,000,000
Waldo Rd	Replace bridge @ Dry Creek	0.2	HBP	\$1,900,000
	<b>2015 Subtotal:</b>	<b>10.5</b>		<b>\$12,060,000</b>
		<b>2011-2015</b>	<b>49.1 Miles</b>	<b>\$44,732,000</b>

\* This project is also funded with PLSP Road fees (see Locally Funded Capital Projects list).

## Locally Funded Capital Improvement Projects 2011-2015

Road Name	Limits Description of Work	Length (miles)	Funding Source	Cost Estimate
<b>2011</b>				
Rupert Ave	Edgewater to H-S Road, design & r/w	N/A	ELSP Road fee, CDBG	\$550,000
Marysville Road	Peoria Rd to Willow Glen Rd, rubberized overlay	5.5	Measure D	\$650,000
Olivehurst Ave	Seventh Ave to McGowan, complete street design	N/A	Cnty Cap Fee	\$180,000
Feather River Blvd	Left turn pocket at Plumas Arboga Rd	0.3	Developer	\$600,000
	<b>2011 Subtotal:</b>	<b>5.8</b>		<b>\$1,980,000</b>
<b>2012</b>				
Marysville Road	Hwy 20 to Peoria Rd, rubberized overlay	5.5	Measure D	\$650,000
Erle Road	Interchange upgrade, design	N/A	Cnty Cap Fee	\$1,500,000
Rupert Ave	Edgewater to H-S Rd, new street section and drainage improvements,	0.3	ELSP Road Fee	\$1,150,000
Loma Rica Rd	Los Verjeles to Marysville Rd, shoulder widening, overlay	Inc. in fuel tax	Cnty Cap Fee, HR3	\$200,000
Marysville Rd	Left turn pocket at Loma Rica Road	0.2	Cnty Cap Fee	\$300,000
	<b>2012 Subtotal:</b>	<b>6.0</b>		<b>\$3,800,000</b>
<b>2013</b>				
Hamntn Smartsville	Brophy Rd to Hammonton Rd, digouts/fabric/overlay	2.0	Measure D	\$500,000
Loma Rica Rd	Scott Grant Rd to Los Verjeles Rd, widening and overlay	1.4	Cnty Cap Fee	\$1,100,000
Goldfields Prkwy	Orchard Boundary to N. Beale, design	N/A	ELSP Road	\$200,000
Marysville Rd	Left turn pocket at Brwns Vly School	0.2	Cnty Cap Fee	\$300,000
Feather River Blvd	Construct new interchange @ SR 70	0.2	PLSP Road*	\$10,000,000
	<b>2013 Subtotal:</b>	<b>3.8</b>		<b>\$12,100,000</b>

## Locally Funded Capital Improvement Projects 2011-2015

Road Name	Limits	Length	Funding	Cost
	Description of Work	(miles)	Source	Estimate
<b>2014</b>				
River Oaks/Arboga	Ella Rd to Algodon Rd, environmental, design, R/W	N/A	PLSP Road Fee	\$500,000
Marysville Rd	Left turn pocket at Bald Mountain Rd	0.2	Cnty Cap Fee	\$300,000
Hamntn Smartsville	Gold Village to 2 miles west, digouts/fabric/overlay	2.0	Measure D	\$500,000
	<b>2014 Subtotal:</b>	<b>2.2</b>		<b>\$1,300,000</b>
<b>2015</b>				
Hamntn Smartsville	Hammonton Rd to 2 miles east, digouts/fabric/overlay	2.0	Measure D	\$500,000
River Oaks Blvd	Arboga to Algodon Rd, construct 2 lane road	2.0	PLSP Road Fee	\$4,000,000
McGowan Prkwy	Install traffic signal @ Olivehurst Ave.	N/A	PLSP Road Fee	\$250,000
Goldfields Prkwy	Construct 2 lanes from Orchard Boundary to North Beale Rd	0.6	ELSP Road, Developer	\$1,000,000
	<b>2015 Subtotal:</b>	<b>4.6</b>		<b>\$5,750,000</b>
	<b>2011-2015</b>	<b>22.4</b>	<b>miles</b>	<b>\$24,930,000</b>

\*Portion funded with STIP dollars (see Fuel Tax Funded Capital Projects list)

**TRANSPORTATION MASTER PLAN  
FINANCIAL ANALYSIS**

The Financial Analysis of the Public Works Transportation Master Plan is intended to discuss the financial sources and forecasts of transportation revenues necessary to implement the master plan. Funding sources for the plan term are identified in three major categories - State Funding, Federal Funding and Local Funding. Within each category, sources are further identified in greater detail and estimated revenue projections are provided.

It is important to note that all available sources from within the categories of “State Funding and Federal Funding” will be identified as a first call for funding, and all matches necessary to fund the plan will be identified under “Local Funding”. This financial analysis is based upon trends of federal and state funds over the past few years and funds anticipated in the specific plan areas based on the current rate of development. It is also important to note that State, Federal, and Local revenue sources fluctuate yearly based on several variables. Accordingly, the projects proposed in this plan will be adjusted as necessary to accommodate the changing revenue sources. The costs as well as the funding shown for the projects in the plan are in present value dollars.

**Funding Required to Implement Plan  
2011 - 2015**

State Fuel Tax Funding	\$14,757,000
Federal Fuel Tax Funding	\$33,213,000
Local Funding, Impact Fees	\$20,880,000
Local Funding, Measure D	\$2,800,000
<b>TOTAL FUNDING ANTICIPATED</b>	<b>\$71,650,000</b>

**STATE FUNDING SOURCES:**

**Highway Users Taxes (HUTA)** - Apportionments of fuel and other taxes are derived under the Motor Vehicle Fuel License Tax Law. Counties are allocated funds for specific and general purpose road fund activities as defined by the Streets and Highways Code. Some allocations are fixed by purpose, and others are dependent upon factors such as prior year expenditure, number of relative vehicles to total vehicles in the state, and number of miles maintained. Funds are restricted to road purposes. All of this revenue goes toward salaries and benefits for the Road Crew as well as maintenance surfacing projects (revenue shown below is only portion attributed to road projects).

<b>2011 – 2015</b>
<b>\$4,864,000</b>

**State Match** - Provided by Section 182.9 of the Streets and Highways Code, the California Transportation Commission grants \$200,000 to Yuba County annually. These funds are to be used to match federal funds or can be used for any transportation purpose.

<b>2011 – 2015</b>
<b>\$1,000,000</b>

**State Transportation Improvement Program (STIP)** - STIP funds are State and Federal Gas tax dollars that are allocated at the state level by the California Transportation Commission. Projects are nominated by the County and approved by SACOG.

<b>2011 – 2015</b>
<b>\$8,000,000</b>

**Proposition 42** – This proposition was eliminated in 2010 as part of the “Gas Tax Swap”. Replacement revenues to make us “whole” will come through HUTA money due to increased excise taxes associated with the swap.

<b>2011 – 2015</b>
<b>\$0</b>

**Proposition 1B** – This proposition was passed by the voters in November of 2006. The County received approximately \$4 million for maintenance and rehabilitation of local streets and roads. The County has received all anticipated appropriations from this funding source and has expended all but approximately \$900,000 to date on road maintenance projects.

<b>2011 – 2015</b>
<b>\$893,000</b>

**FEDERAL FUNDING SOURCES:**

**Regional Surface Transportation Program (RSTP)** - In 2005, SAFETEA-LU continued the RSTP program that began in 1991 with ISTEA, part of which is allocated at the regional level through a formula for local, statewide, and transportation enhancement activities. RSTP funds can be used for safety projects, road overlays, and bicycle and pedestrian projects, as well as bridge projects. These funds are allocated to projects through SACOG.

<b>2011 – 2015</b>
<b>\$4,836,000</b>

**Congestion Mitigation & Air Quality Improvement (CMAQ)** – Originally created under the Intermodal Surface Transportation Efficiency Act-the ISTEA of 1991, and then reauthorized under TEA-21 and SAFETEA-LU, this program provides funding to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief. This funding is more highly targeted for areas that are not in compliance with air quality conformity standards.

<b>2011 – 2015</b>
<b>\$4,385,000</b>

**Highway Bridge Program (HBP)** - Funds are for repair and replacement of bridges selected jointly by Yuba County and Caltrans based on a bridge rating system. Federal share is 88%, matched by 12% local funds for on-system bridges, and 100% Federal/State share with no local match for off-system bridges.

<b>2011 – 2015</b>
<b>\$14,280,000</b>

**Highway Safety Improvement Program (HSIP)** - Funds are for the elimination of eligible safety hazards on the roadway system. A specific safety problem must be identified for correction and the program is intended to significantly reduce fatalities and severe injuries by focusing resources to the greatest needs that are data and strategically driven. The federal share for this type of project is 90%. The HSIP replaces the Hazard Elimination Safety (HES) Program.

<b>2011 – 2015</b>
<b>\$3,200,000</b>

**High Risk Rural Roads (HR3)** - This program was implemented under SAFETEA-LU and is a funded component of the HSIP. The purpose of this program is to reduce the frequency and severity of collisions on rural roads by correcting or improving hazardous roadway locations or features.

<b>2011 – 2015</b>
<b>\$1,405,000</b>

**Bridge Barrier Rail Replacement (STPLX)** - Funds are for the improvement of bridge barrier rails, minor bridge widening, and approach railing. The federal/local share is 88% federal and 12% local.

<b>2011 – 2015</b>
<b>\$0</b>

**Public Lands Highway (PLH)** – The Public Lands Highways (PLH) Program provides funding for transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities that are within, adjacent to, or provide access to Indian reservations and Federal public lands, including national parks, refuges, forests, recreation areas, and grasslands. In recent years, the County received allocations through this program to fund improvements to Beale AFB access roads, including over \$3 million to improve Smartville Road. The Discretionary (PLH-D) program is a component of PLH to improve access to any of the Federal public lands. The Forest Highways (PLH-FH) program is a component of PLH to improve access to national forests, and is a funding source the County is pursuing to improve the final portion of LaPorte Road (from Road 100 to Plumas County line).

<b>2011 – 2015</b>
<b>\$5,000,000</b>

**Federal Transit Administration’s New Freedom Program (FTA)** - The New Freedom program goals are to provide new public transportation services to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation into society while expanding the transportation mobility options available to persons with disabilities beyond requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101, et seq.).

<b>2011 – 2015</b>
<b>\$107,000</b>

**LOCAL FUNDING SOURCES:**

**Countywide Traffic Mitigation Fee Program** - Used to mitigate the cumulative impacts on the transportation system by land development projects. Funds are earmarked for specific capital improvements identified in the nexus study.

<b>2011 – 2015</b>
<b>\$3,880,000</b>

**PLSP/NASA Road Fee Program** – Road Impact Fees are collected in the Plumas Lake Specific Plan and North Arboga Study areas pursuant to a nexus study which allocates the costs of the needed road improvements to the new development.

<b>2011 – 2015</b>
<b>\$14,500,000</b>

**ELSP Road Fee Program** – Road Impact Fees are collected in the East Linda Specific Plan area pursuant to a nexus study which allocates the costs of the needed road improvements to the new development.

<b>2011 – 2015</b>
<b>\$2,500,000</b>

**Measure D** – In November of 2004 Yuba County voters approved this measure which establishes a 15 cents per ton fee on all aggregate and asphalt concrete produced in the County. Based on previous production rates, Public Works has seen a revenue source between \$400,000 and \$1,200,000 per year for road improvement projects. For planning purposes, we conservatively used the lower range for this 5-year plan because of the depressed economy.

<b>2011 – 2015</b>
<b>\$2,800,000</b>

## COMPLETED PROJECTS

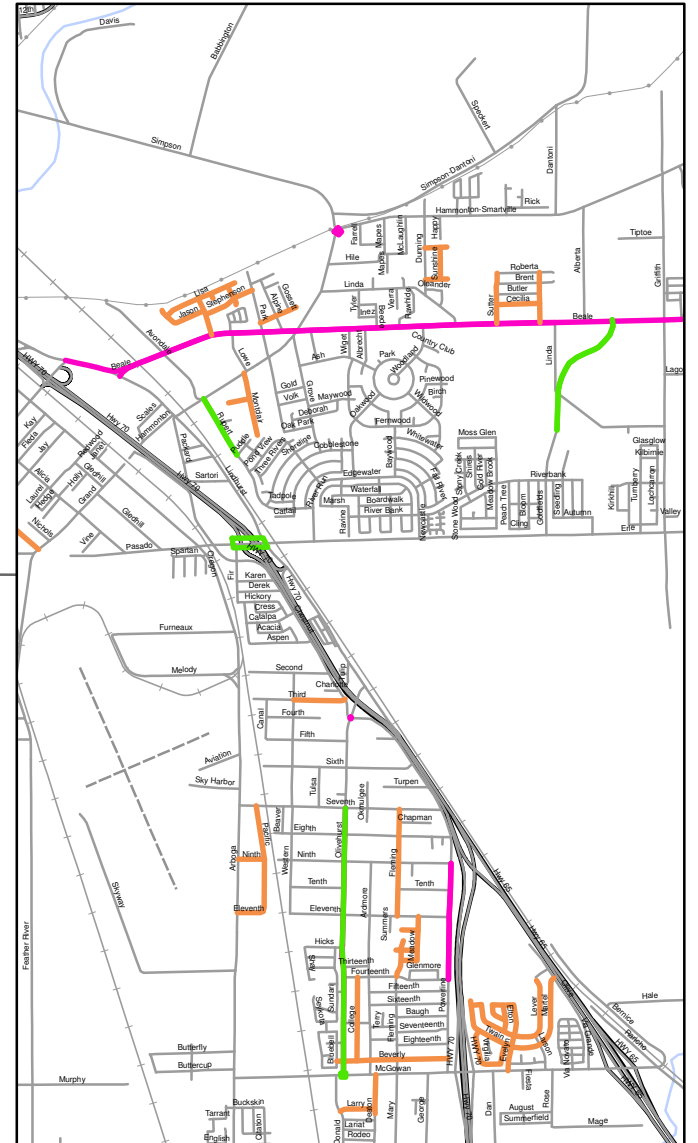
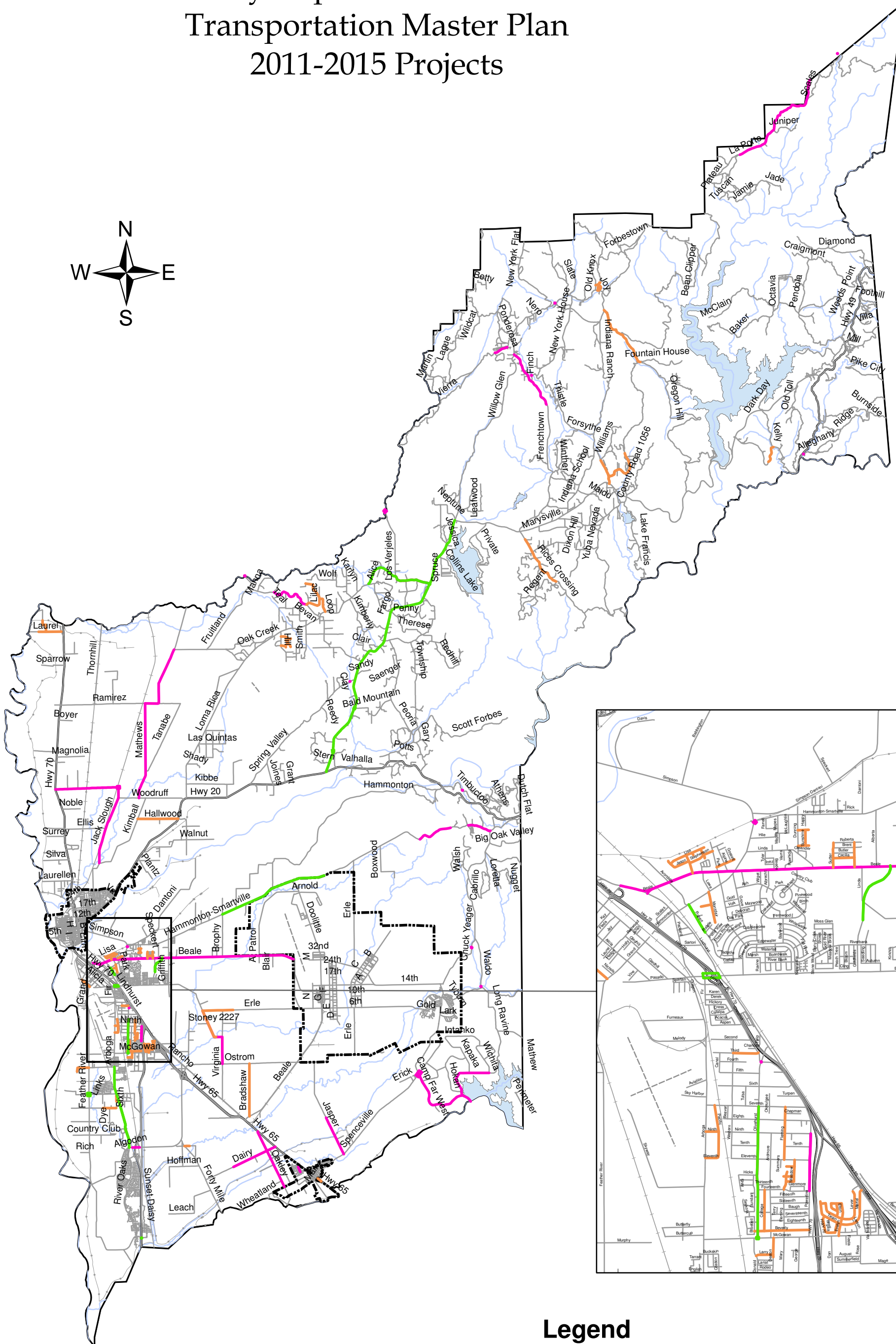
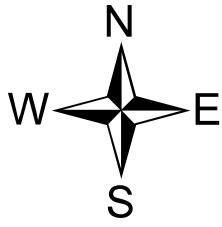
The list below contains all sizeable road projects completed by Public Works beginning with projects completed during the 2005 construction season. The list does not represent all work performed by Public Works, such as minor road, bridge or drainage repairs.

<b>Year</b>	<b>Road Name</b>	<b>Description of Work</b>
2005	Alpine Way	Micropave, North Beale to East Park Ave
2005	Ash Way	Micropave, Fernwood to Grove
2005	Babbington Road	Overlay, Newer pavement to end (donated mix)
2005	Bald Mountain Road	Micropave, Peoria Rd to newer pavement
2005	Farrell Way	Micropave, entire length
2005	Frenchtown Road	Overlay, Marysville Rd to Thousand Trails entrance
2005	Island Avenue	Overlay, Grand Ave to Feather River Blvd.
2005	Los Verjeles Road	Overlay, Butte Co. line south 6,000'
2005	Mapes Way	Micropave, entire length
2005	Walnut Avenue	Overlay, Hallwood Blvd to end (donated mix)
2005	Simpson Lane	Overlay, Hammonton-Smartsville to North Yuba levee
2005	Spenceville Road	Cold Foam Reconst., West of Camp Far West to BAFB
2005	North Beale Road	Rubberized Overlay, Shad Rd to RR Undercrossing
2006	Lewis Road	Micropave, Wheatland Road north
2006	Broadway	Thin overlay, Arboga Road east
2006	Peoria Road	Chip seal, Township to Dolan Harding
2006	Johnson Park Area	Chip seal various locations in subdivision
2006	Township Road	Thin overlay, 7,200' in various locations
2006	Arboga Road	Overlay, Erle Rd to Skyharbor Dr
2006	Loma Rica Road	Overlay, End 2004 Project to Scott Grant Rd
2006	LaPorte Road	Overlay, Willow Glen Rd to Challenge Cut Off Rd
2006	North Beale Road	Pave Shoulders, Griffith Rd East
2006	Hammonton Smartsville Rd	Cold Foam Reconstruction, Alberta to Brophy
2006	Powerline Road	Road widening, curb, gutter, sidewalk, and drainage improvements from McGowan to Fourteenth
2006	Feather River Blvd	Install Signal at SR 70
2007	Feather River Boulevard	Overlay, Grand Avenue to Ella Ave
2007	Ramirez Road	Overlay, RR tracks to Mathews Lane
2007	Woodruff Lane	Overlay, SR 20 to Jack Slough Road
2007	Forty Mile Road	Overlay, Sutter County line to north of Dairy Rd
2007	Brophy Road	Overlay, entire length
2007	Plumas Arboga Road	Cold Foam Reconstruction, RR tracks to 5,000' east

2007	Mountain House Road	Thin overlay, Mill St to pavement end
2007	Fruitland Road	Thin overlay, Loma Rica Rd to Loop Rd
2007	New York House Road	Thin overlay, LaPorte Road to 7,000' south
2007	Indiana Ranch Road	Thin overlay, Williams Rd to Forsythe Rd
2007	Lewis Road	Thin overlay, 2006 project to Levee Rd
2007	Fleming Way	Thin overlay, Fourteenth St to McGowan Parkway
2007	Ardmore Avenue	Thin overlay, Ninth Ave to Fourteenth St
2007	Garden Avenue	Thin overlay, entire length
2007	Redburn Avenue	Thin overlay, N. Beale Rd to Ash Way
2007	Wiget Avenue	Thin overlay, N. Beale Rd to Ash Way
2007	Volk Street	Thin overlay, Park Ave to Grove Ave
2007	Gold Street	Thin overlay, Park Ave to Grove Ave
2007	Grove Avenue	Thin overlay, Hammonton-Smrtville Rd to Deborah Ln
2007	Park Avenue	Thin overlay, Hammonton-Smrtville Rd south to end
2007	Olivehurst residential streets	Chip seal Karen, Derek, Fir, Hickory, Cress, Catalpa, Acacia, Aspen, and Skycrest
2008	Plumas Lake Blvd. Intrchnng	Construct new interchange
2008	Lindhurst Avenue	Install storm drains and bike lanes, Erle to Scales
2008	Lindhurst Avenue	Overlay, Scales Rd to Olivehurst Ave
2008	N. Beale Road	Overlay, Avondale to east of Lowe Ave
2008	Willow Glen Road	Overlay, Msvl. Rd to 1.5 miles south of Frenchtown Rd
2008	Jack Slough Road	Thin overlay, Msvl. City limit to 5,300' north
2008	Hill Road	Thin overlay, entire length
2008	Scott Forbes Road	Thin overlay, Wilson Way to Selby Ranch
2008	Lake Francis Road	Thin overlay, Frank Harding Way to south of Rd 1052
2008	Arboga Road	Reconstruct roadway, Maryclair Dr to Broadway Rd
2008	Eighth Avenue	Thin overlay, Olivehurst Ave to 400' east
2008	Ninth Avenue	Thin overlay, Olivehurst Ave to Powerline Rd
2008	Eleventh Avenue	Thin overlay, Olivehurst Ave to Powerline Rd
2009	Lindhurst Avenue	Install signal at Hammonton Road West in coordination with Hampac LLC (associated w/ new H&HS Bldg.)
2009	McGowan Parkway	Overlay (w/ fabric), Hwy 70 to railroad tracks
2009	LaPorte Road	Overlay (w/ fabric), Challenge Cutoff to Road 100
2009	Feather River Blvd	Install sidewalk, bike lane, and transit stop, from N. Beale to Garden
2009	Marysville Road	Construct left turn lane at Fruitland Road
2009	Marysville Road	Construct left turn lane at Spring Valley Road
2010	Chuck Yeager/Smartville Rd	Cold Foam Reconstruction, curve correction, turn lanes, and drainage improvements
2010	Spring Valley Road	Overlay, Hwy 20 to Sperbeck Quarry
2010	Challenge Cutoff Road	Overlay (w/ fabric), entire length
2010	Willow Glen Road	Overlay (w/ fabric), Frenchtown Rd to 1.5 miles south

2010	Forty Mile Road	Overlay (w/fabric), Dairy Road to Plumas Arboga Rd.
2010	Simpson Dantoni Road	Overlay, Simpson Lane to Dantoni Road
2010	Olive Avenue	Overlay, entire length
2010	Griffith Avenue	Overlay, Linda Avenue to N. Beale Road (includes drainage improvement)
2010	Williams Road	Overlay, entire length
2010	Scott Grant Road	Overlay, Marysville Road to 1 mile west
2010	Ellis Road	Overlay, Hwy 70 to railroad tracks
2010	Vierra Road	Overlay, new pavement to gravel section
2010	McGonnigal Road	Overlay, entire length
2010	Bevan Road	Thin overlay, 2,200 feet of middle section
2010	Skycrest subdivision	Cape seal
2011	Hammonton-Smartsville Rd	Install signal at Simpson Lane
2011	Spenceville Road	Curve correction at Camp Far West Road
2011	Scales Road	Overlay, Lindhurst Ave to Leon Ave

# Yuba County Department of Public Works Transportation Master Plan 2011-2015 Projects

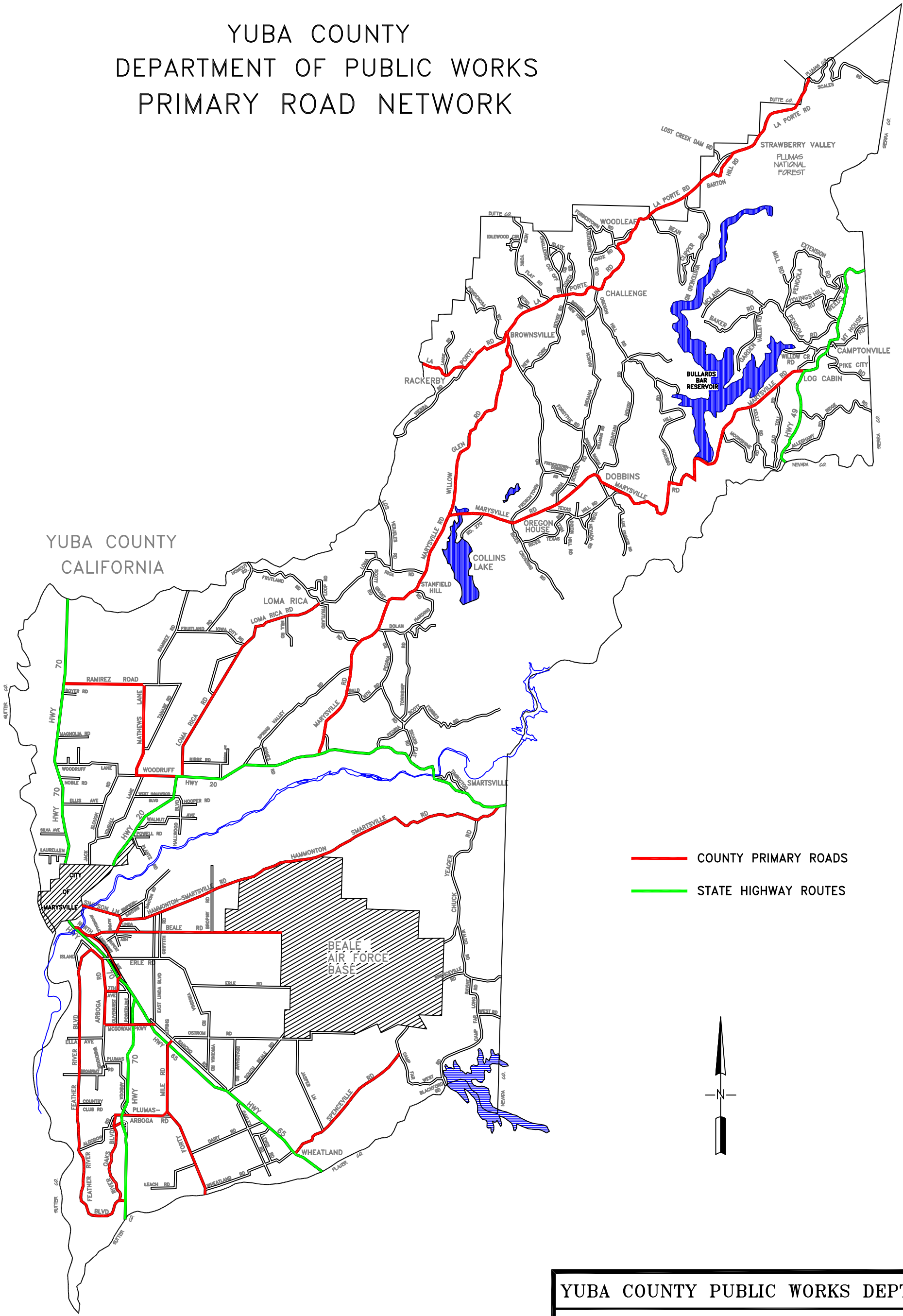


## Legend

- Locally Funded Capital Improvements
- Maintenance Resurfacing
- Fuel Tax Funded Capital Improvements

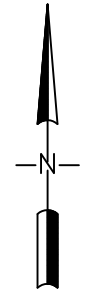


# YUBA COUNTY DEPARTMENT OF PUBLIC WORKS PRIMARY ROAD NETWORK



YUBA COUNTY  
CALIFORNIA

- COUNTY PRIMARY ROADS
- STATE HIGHWAY ROUTES



YUBA COUNTY PUBLIC WORKS DEPT.  
  
PRIMARY ROAD NETWORK

# YUBA COUNTY DEPARTMENT OF PUBLIC WORKS FEDERAL FUNCTIONAL CLASSIFICATION

## Legend

- RURAL PRINCIPAL ARTERIAL
- RURAL MINOR ARTERIAL
- RURAL MAJOR COLLECTOR
- RURAL MINOR COLLECTOR
- URBAN PRINCIPAL ARTERIAL
- URBAN MINOR ARTERIAL
- URBAN COLLECTOR

\* RURAL MINOR COLLECTOR ELIGIBLE FOR ONLY LIMITED FEDERAL AID FUNDS

