



CITY OF WHEATLAND

CITY COUNCIL MEETING STAFF REPORT

February 9, 2021

SUBJECT: Update on South Yuba Transportation Authority (SYTIA)

PREPARED BY: Jim Goodwin, City Manager

Recommendation

Information only. No action required.

Background/Discussion

On August 8, 2017, the City Council adopted Resolution 12-2017 approving formation of the South Yuba Transportation Improvement Authority (SYTIA). Formation of SYTIA created a means for ongoing collaboration between Yuba County and the City of Wheatland regarding key transportation improvements in south Yuba County.

The SYTIA Board is comprised of two members of the Yuba County Board of Supervisors (currently Supervisors Bradford and Vasquez) and two members of the Wheatland City Council (currently Mayor West and Councilmember Pendergraph).

SYTIA has retained Dokken Engineering to complete a Comprehensive Implementation Strategy (CIS) for the SYTIA projects. A preliminary report was shared at the February 2, 2021 SYTIA Board meeting. That report is attached for your review. The final CIS report is expected to come before the SYTIA Board for adoption in June.

Fiscal Impact

Information only. No fiscal impact.

Attachments

1. Dokken Engineering Presentation to SYTIA Board of Directors



**SOUTH YUBA TRANSPORTATION IMPROVEMENT AUTHORITY
 COMPREHENSIVE IMPLEMENTATION STRATEGY
 BOARD PRESENTATION
 FEBRUARY 2, 2021**



CIS Progress



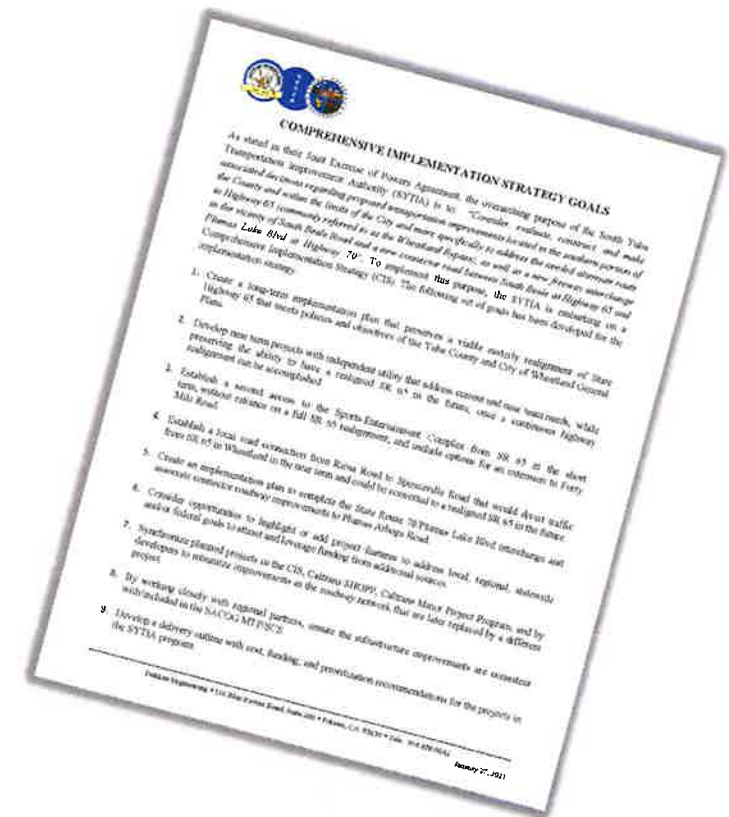
- ✓ Developed Goals for CIS
- ✓ Develop Exhibits for CIS projects
- ✓ Strategized Project Delivery
 - Preserve ability to Realign SR 65
 - Develop near term projects with independent utility
 - Timing for SR 65 Realignment Route Adoption
- ✓ Caltrans Meeting – November 18th
- ✓ Informal discussion with PCTPA staff - December 14th
- ✓ Beale AFB Meeting - December 17th



CIS Goals Summary



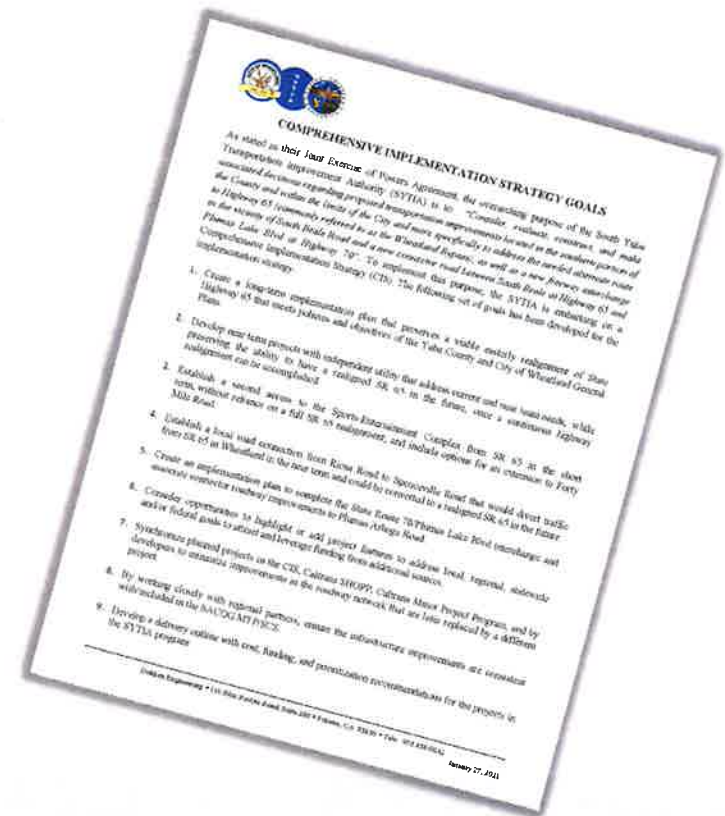
- Create a long-term implementation plan that preserves a viable easterly realignment of State Highway 65
- Develop near term projects with independent utility
- Establish a second access to the Sports-Entertainment Complex from SR 65
- Establish a local road connection from Riosa Road to Spenceville Road – diverting traffic from SR 65 in Wheatland
- Create an implementation plan to complete the State Route 70/Plumas Lake Blvd interchange and connection to Plumas Arboga Road

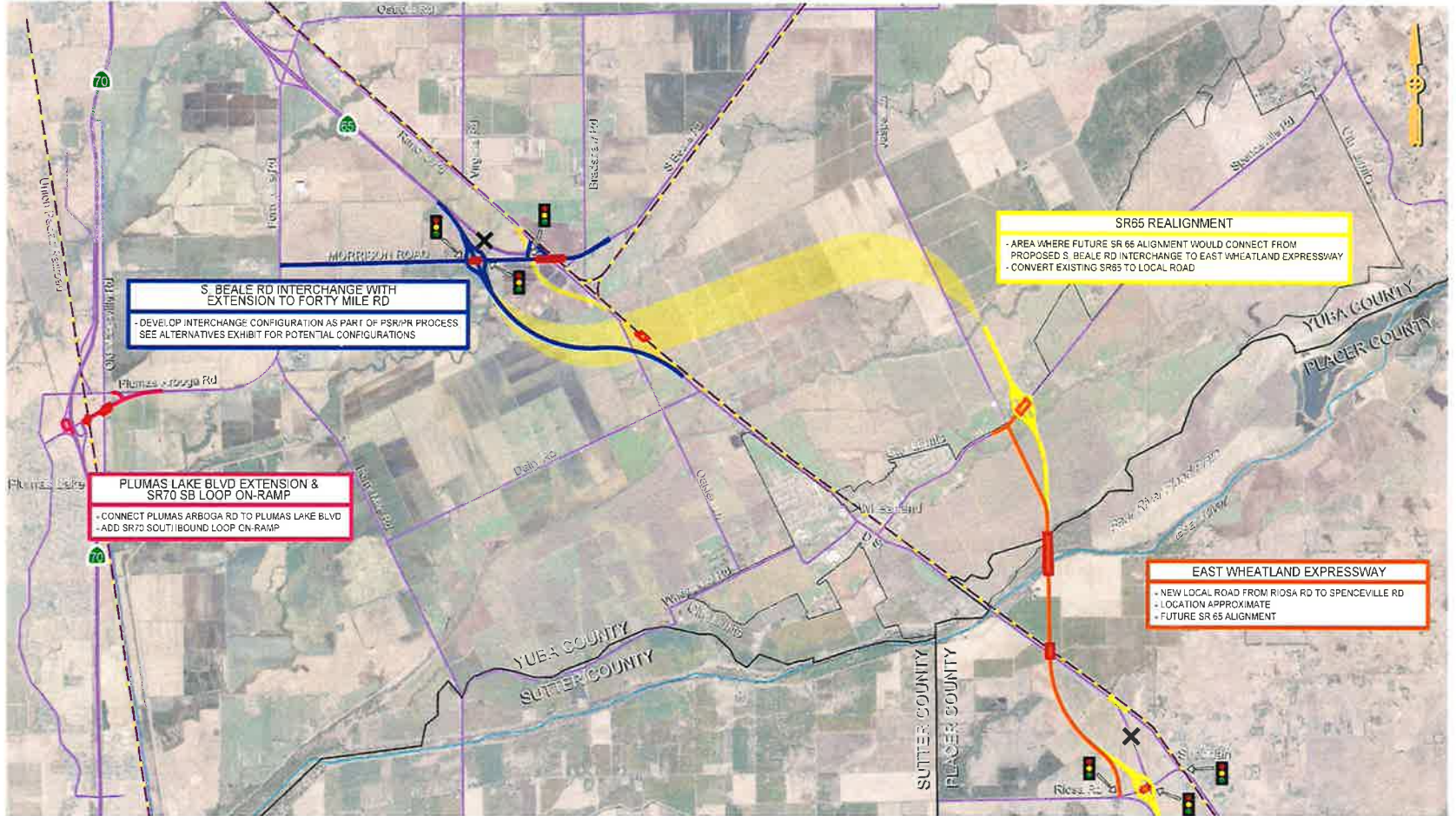


CIS Goals Summary – cont.



- Consider opportunities to highlight or add project features to attract and leverage funding from additional sources
- Synchronize planned projects in the CIS, Caltrans SHOPP, Caltrans Minor Project Program, and by developers
- Work closely with regional partners to ensure infrastructure improvements are consistent with/included in the SACOG MTP/SCS
- Develop a delivery outline with cost, funding, and prioritization recommendations for the projects in the SYTIA program





S. BEALE RD INTERCHANGE WITH EXTENSION TO FORTY MILE RD
 - DEVELOP INTERCHANGE CONFIGURATION AS PART OF PSR/PR PROCESS
 - SEE ALTERNATIVES EXHIBIT FOR POTENTIAL CONFIGURATIONS

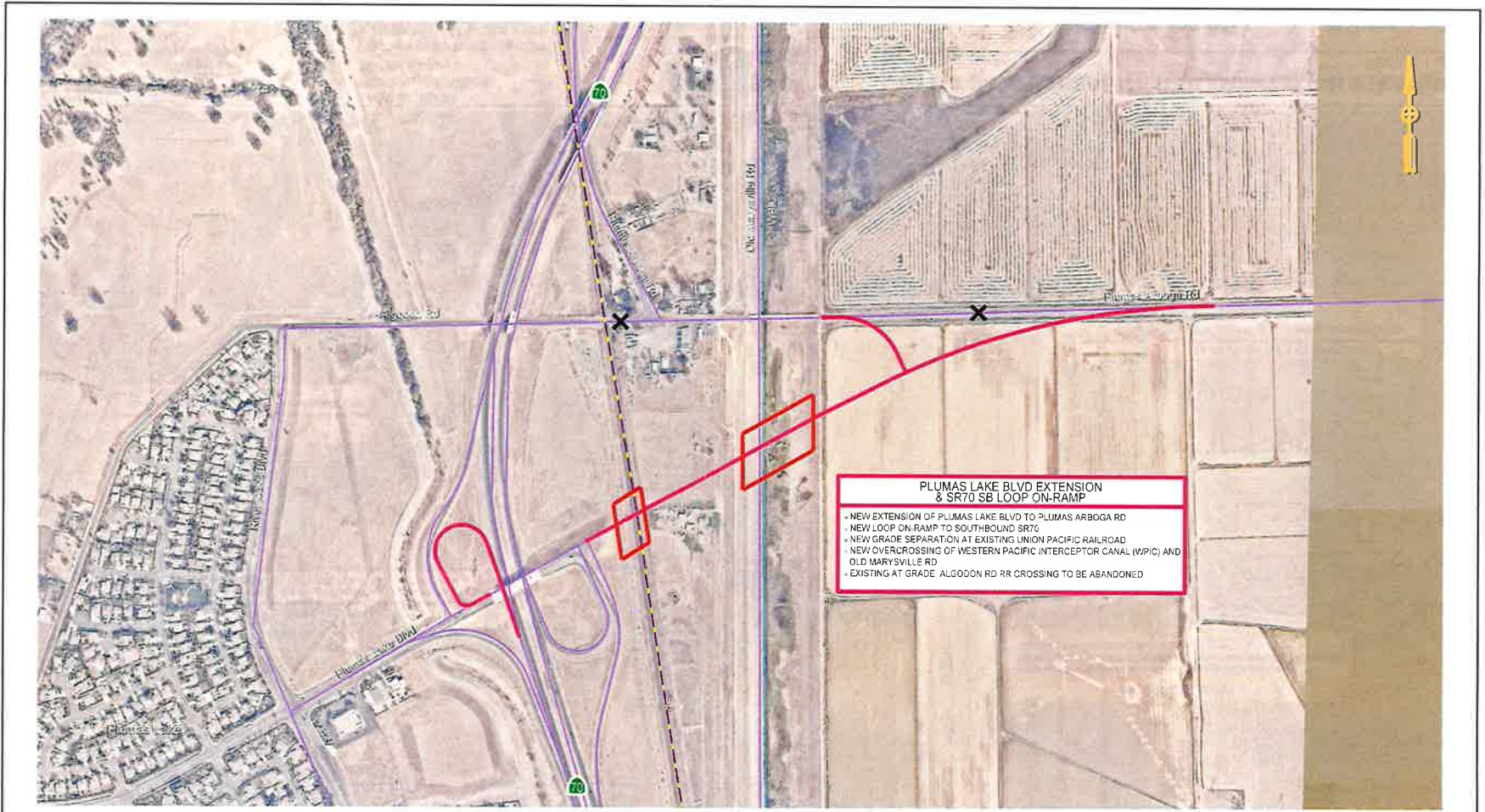
PLUMAS LAKE BLVD EXTENSION & SR70 SB LOOP ON-RAMP
 - CONNECT PLUMAS ARBOGA RD TO PLUMAS LAKE BLVD
 - ADD SR70 SOUTHBOUND LOOP ON-RAMP

SR65 REALIGNMENT
 - AREA WHERE FUTURE SR 66 ALIGNMENT WOULD CONNECT FROM PROPOSED S. BEALE RD INTERCHANGE TO EAST WHEATLAND EXPRESSWAY
 - CONVERT EXISTING SR65 TO LOCAL ROAD

EAST WHEATLAND EXPRESSWAY
 - NEW LOCAL ROAD FROM RIOSA RD TO SPENCEVILLE RD
 - LOCATION APPROXIMATE
 - FUTURE SR 65 ALIGNMENT

- PLUMAS LAKE BLVD EXTENSION & SR70 SB LOOP ON-RAMP
- S. BEALE RD INTERCHANGE WITH EXTENSION TO FORTY MILE RD
- EAST WHEATLAND EXPRESSWAY
- SR65 REALIGNMENT
- - - EXISTING RAILROAD
- PSR/PR
- EXISTING ROADS
- BRIDGES / OVERHEADS
- TRAFFIC SIGNALS
- EXISTING ROAD TO BE ABANDONED
- STATE ROUTE 65, MINIMUM CURVE RADIUS = 5,000 FT
- INTERCHANGE, MINIMUM RAMP CURVE RADIUS = 350 FT
- LOCAL ROADS, MINIMUM CURVE RADIUS = 2,000 FT





**PLUMAS LAKE BLVD EXTENSION
& SR70 SB LOOP ON-RAMP**

- NEW EXTENSION OF PLUMAS LAKE BLVD TO PLUMAS ARBOGA RD
- NEW LOOP ON-RAMP TO SOUTHBOUND SR70
- NEW GRADE SEPARATION AT EXISTING UNION PACIFIC RAILROAD
- NEW OVERCROSSING OF WESTERN PACIFIC INTERCEPTOR CANAL (WPIC) AND OLD MARYVILLE RD
- EXISTING AT GRADE ALGODON RD RR CROSSING TO BE ABANDONED

- PLUMAS LAKE BLVD EXTENSION & SR70 SB LOOP ON-RAMP
- S. BEALE RD INTERCHANGE WITH EXTENSION TO FORTY MILE RD
- EAST WHEATLAND EXPRESSWAY
- SR65 REALIGNMENT
- EXISTING RAILROAD
- PSR/PR PROJECT STUDY REPORT/PROJECT REPORT
- EXISTING ROADS
- BRIDGES / OVERHEADS
- TRAFFIC SIGNALS
- EXISTING ROAD TO BE ABANDONED
- STATE ROUTE 65, MINIMUM CURVE RADIUS = 5,000 FT
- INTERCHANGE, MINIMUM RAMP CURVE RADIUS = 350 FT
- LOCAL ROADS, MINIMUM CURVE RADIUS = 2,000 FT



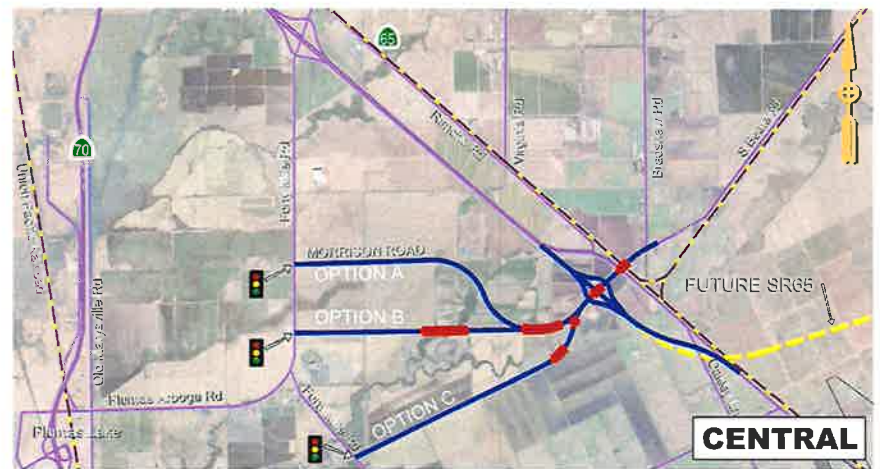
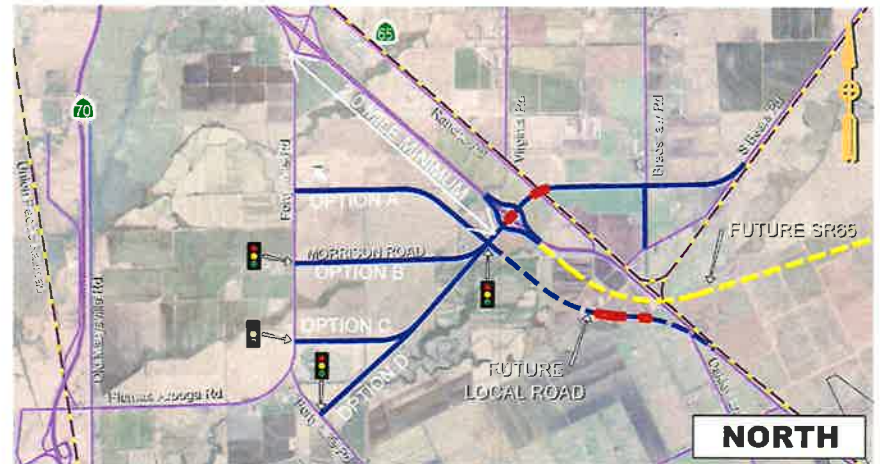
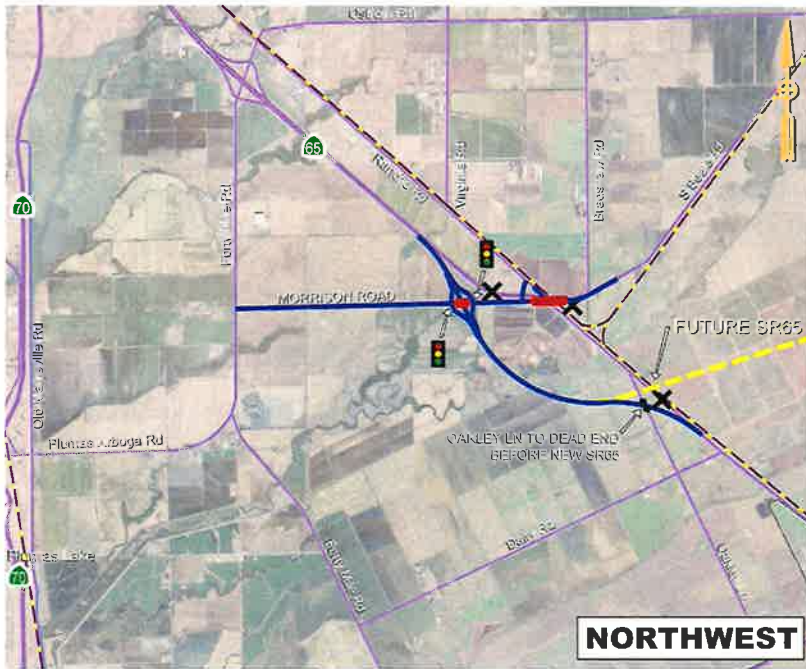
SYTIA COMPREHENSIVE IMPLEMENTATION STRATEGY

EXHIBIT 2 OF 5

PLUMAS LAKE BLVD EXTENSION & SR70 SB LOOP ON-RAMP

EXHIBIT

JANUARY 27, 2020



S. BEALE RD INTERCHANGE WITH EXTENSION TO FORTY MILE RD

- INTERCHANGE CONFIGURATION TO BE DETERMINED AS PART OF CALTRANS PROJECT STUDY REPORT PROGRESS
 - ALTERNATIVES FOR CONSIDERATION INCLUDE (BUT NOT LIMITED TO) NORTHWEST, NORTH, CENTRAL
 - LOCATION AND CROSS SECTION OF S. BEALE RD EXTENSION TO FORTY MILE RD TO BE DETERMINED AS PART OF INTERCHANGE STUDIES

- | | |
|--|--|
| <ul style="list-style-type: none"> — PLUMAS LAKE BLVD EXTENSION & SR70 SB LOOP ON-RAMP — S. BEALE RD INTERCHANGE WITH EXTENSION TO FORTY MILE RD — EAST WHEATLAND EXPRESSWAY — SR65 REALIGNMENT — EXISTING RAILROAD — PSR/PR | <ul style="list-style-type: none"> — EXISTING ROADS BRIDGES / OVERHEADS TRAFFIC SIGNALS EXISTING ROAD TO BE ABANDONED STATE ROUTE 65, MINIMUM CURVE RADIUS = 5,000 FT INTERCHANGE, MINIMUM RAMP CURVE RADIUS = 350 FT LOCAL ROADS, MINIMUM CURVE RADIUS = 2,000 FT |
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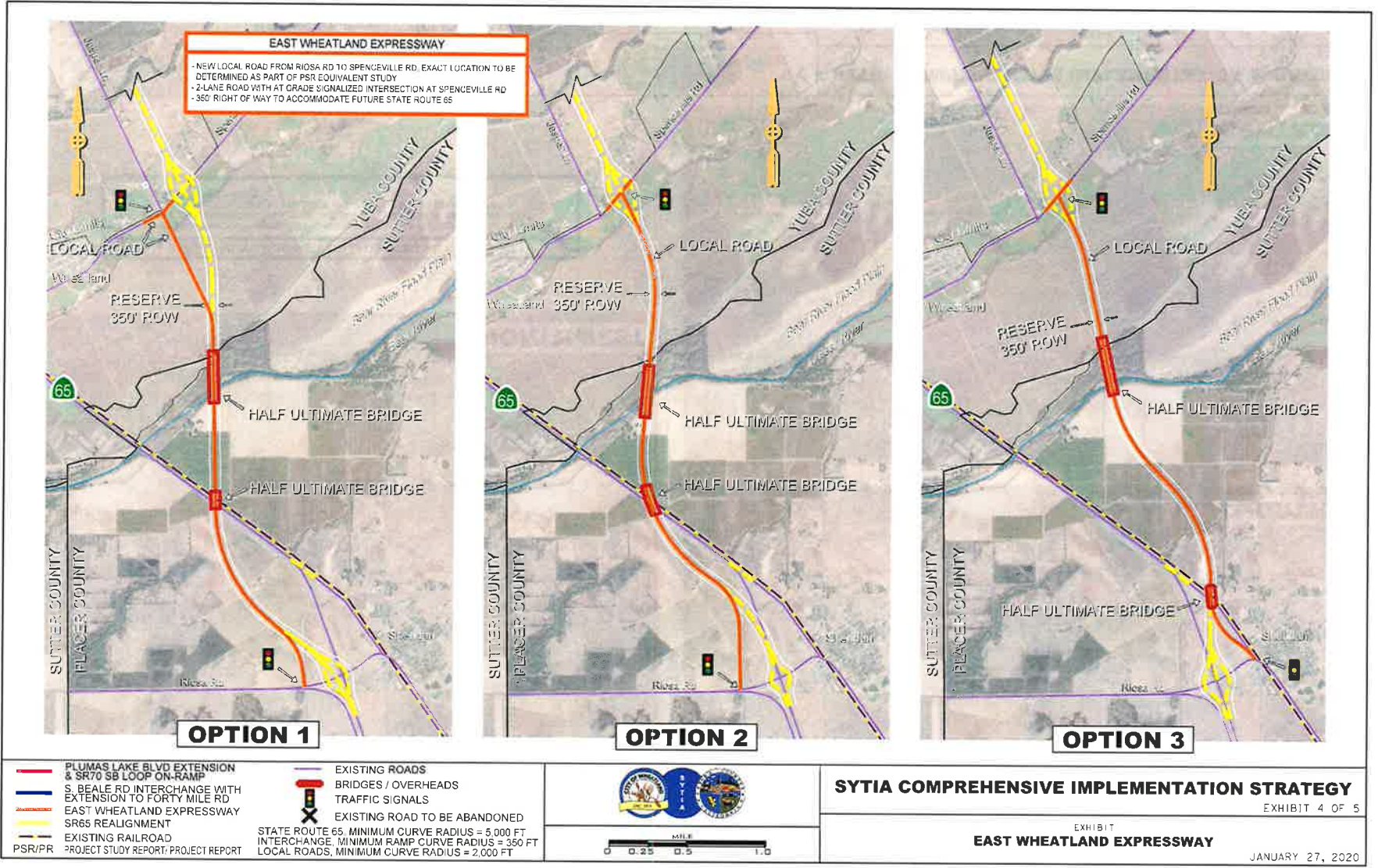


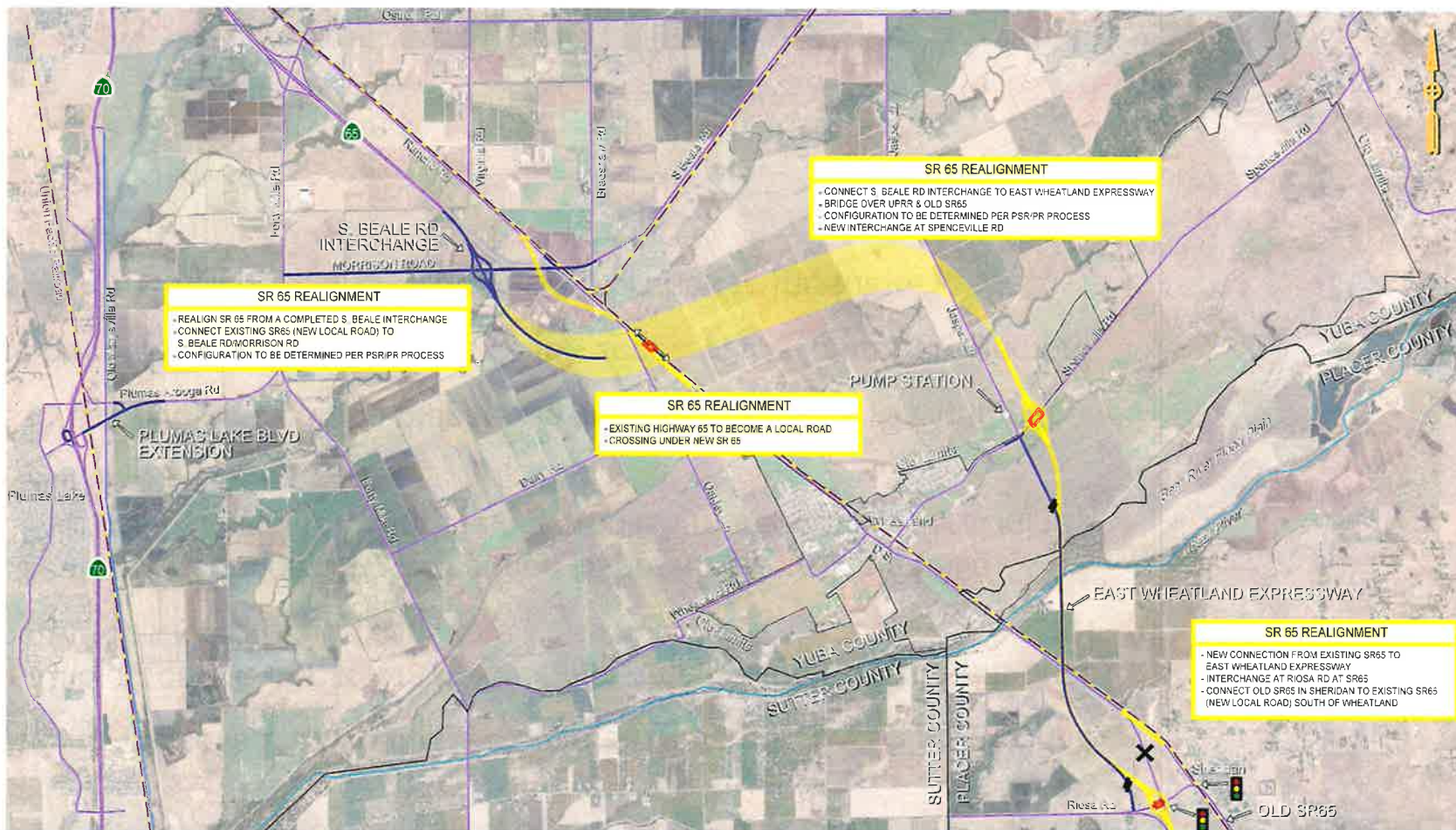
SYTIA COMPREHENSIVE IMPLEMENTATION STRATEGY

EXHIBIT 3 OF 5

EXHIBIT
ALTERNATIVES FOR S. BEALE RD INTERCHANGE WITH EXTENSION TO FORTY MILE RD

JANUARY 27, 2020





SR 65 REALIGNMENT

- REALIGN SR 65 FROM A COMPLETED S. BEALE INTERCHANGE
- CONNECT EXISTING SR65 (NEW LOCAL ROAD) TO S. BEALE RD/MORRISON RD
- CONFIGURATION TO BE DETERMINED PER PSR/PR PROCESS

SR 65 REALIGNMENT

- CONNECT S. BEALE RD INTERCHANGE TO EAST WHEATLAND EXPRESSWAY
- BRIDGE OVER UPRR & OLD SR65
- CONFIGURATION TO BE DETERMINED PER PSR/PR PROCESS
- NEW INTERCHANGE AT SPENCEVILLE RD

SR 65 REALIGNMENT

- EXISTING HIGHWAY 65 TO BECOME A LOCAL ROAD
- CROSSING UNDER NEW SR 65

SR 65 REALIGNMENT

- NEW CONNECTION FROM EXISTING SR65 TO EAST WHEATLAND EXPRESSWAY
- INTERCHANGE AT ROSA RD AT SR65
- CONNECT OLD SR65 IN SHERIDAN TO EXISTING SR65 (NEW LOCAL ROAD) SOUTH OF WHEATLAND

	PROPOSED TO BE BUILT BEFORE SR 65 REALIGNMENT		EXISTING ROADS
	SR65 REALIGNMENT		BRIDGES / OVERHEADS
	EXISTING RAILROAD		TRAFFIC SIGNALS
	EXISTING ROAD		EXISTING ROAD TO BE ABANDONED
PSR/PR	PROJECT STUDY REPORT/PROJECT REPORT	STATE ROUTE 65, MINIMUM CURVE RADIUS = 5,000 FT INTERCHANGE, MINIMUM RAMP CURVE RADIUS = 350 FT LOCAL ROADS, MINIMUM CURVE RADIUS = 2,000 FT	



Why Defer SR 65 Route Adoption?



- Complex process that would take several years and cost about \$2 million
- No funding on the horizon that would accomplish the realignment once Route Adoption process complete
- S. Beale Interchange and Wheatland Expressway projects have independent utility and could be accomplish more feasibly, providing benefit sooner than later.
- Near term projects can be planned to work with a future realignment
- The near term projects will reduce the scope of the future realignment
- A realignment project can still be accomplished in the future

Next Steps



- Finalize the scope/assumptions of the 4 SYTIA projects for estimating purposes
- Estimate Construction Costs and related delivery costs
 - Preliminary Engineering, Environmental Studies, Project Approval, Final Design, Construction, Construction Support
- Conduct traffic sensitivity analysis for Beale Interchange and East Wheatland Expressway to determine/demonstrate benefit of these as projects, independent of the full SR 65 realignment
- Reach out to Placer County and their Sheridan Municipal Advisory Committee (MAC) for input related to the SYTIA projects and their implementation
- Develop a delivery steps outline for each project
- Develop Pro's/Con's for S. Beale Interchange and Wheatland Expressway alternatives
- Develop funding information/strategy for the four projects
- Draft Implementation Strategy Report that encompasses the components outlined above





Questions

