



# Metropolitan Transportation Plan *for 2025*



FINAL DRAFT  
MAY 15, 2002

SACOG-02-009

## SACOG Mission

*“Delivering transportation projects, providing public information and serving as a dynamic forum for regional planning and collaboration in the greater Sacramento Metropolitan Area.”*

The Sacramento Area Council of Governments (SACOG) is an association of local governments formed by six counties and eighteen cities. SACOG serves the Counties of El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba and the Cities of Auburn, Citrus Heights, Davis, Elk Grove, Folsom, Galt, Isleton, Lincoln, Live Oak, Marysville, Rocklin, Roseville, Sacramento, West Sacramento, Wheatland, Winters, Woodland and Yuba City.

SACOG is governed by a Board of Directors composed of County Supervisors or City Councilpersons, appointed by the member jurisdictions. The Board is advised by several policy and technical committees. A full time staff is employed to implement Council policies and work programs as well as coordinate the efforts of consultants who are retained to augment the staff’s efforts.

SACOG serves as an advisory agency to local government on matters of interjurisdictional concern, and has developed a comprehensive planning program in transportation and has been designated to fulfill mandates in airport land use planning and air quality.

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FINAL DRAFT

# Metropolitan Transportation Plan for 2025

## A New Plan for the Region

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The six-county Sacramento region has changed significantly in many ways since 1975, and can expect equally dramatic changes looking forward to 2025. By the mid-1970s, the region's population had reached about 1.1 million. Downtown Sacramento comprised the only major job center. The transportation system, focused on radial access between suburbs and downtown Sacramento, consisted of freeways designed in the 1960s with twenty years of spare capacity. By the mid-1980s two new radial light rail lines were added. Surrounding communities of that time—Elk Grove, Davis, Woodland, Yuba City, Marysville, Roseville, and Folsom—enjoyed easy access to and from Sacramento, even on two-lane roads. Recurring traffic congestion was essentially non-existent.

The region has evolved in ways unforeseen even ten years ago. The population, now 1.8 million, has spread out to bring Elk Grove, Roseville, Rocklin, and Folsom into the urban area. Rancho Cordova has emerged as a second major job center rivaling downtown Sacramento, and Roseville is not far behind. Two-worker households have become the norm, with extensive commuting from one community to another. Low-density suburban patterns mean people travel overwhelmingly by automobile: driving alone accounts for 50 percent of trips, 43 percent of trips go by auto with two or more occupants, 6 percent are bicycle or walk trips, and 1 percent of trips are by transit (with peak transit use at 14 percent into downtown Sacramento during commute hours). The radial transportation system no longer serves the region's needs well. The U.S. 50 freeway serves as the region's core corridor, carrying a full load of traffic in both directions both morning and afternoon, and increasingly at midday as well. Intermittent congestion is now widespread, since the spare capacity once built into the system has been consumed by growth with little new capacity added since 1980.

Looking forward to 2025, the state forecasts the region's population to reach 2.8 million, a 49 percent increase. With that comes a 54 percent increase in travel—unless land development proceeds differently than it has in the past. The region by 2025 will have three major job centers: downtown Sacramento/West Sacramento, Rancho Cordova/Folsom, and Roseville/Rocklin. The urban edge will expand to encompass El Dorado Hills and Lincoln, as well as areas east and west of Elk Grove, south of Rancho Cordova, west of Roseville, North Natomas and perhaps south Sutter County, and Southport in West Sacramento. Present trends and zoning indicate that residential development and office/industrial development will continue to develop separately. More than a million people will live on each side of the American River.

Like nearly all urban areas around the country, Sacramento is seeing a gradual shift from commuting by carpool and transit to driving alone; in part this reflects the huge increase in two-worker households, which in turn has increased the need for one or more errand stops on the way to or from work. In 2025, however, a larger share of the population will be older than 75 and will have a lower propensity to drive; this will present new challenges for the transportation system. A 54 percent increase in travel means that, even if transit use could be increased tenfold and bicycle/walk trips tripled, the region faces a 40 percent increase in travel by auto. Congestion generally will worsen inside the urban area, because the system has little remaining spare capacity and the region foresees neither the funding nor community will to increase road capacity by 40 percent.

Looking to this future, the region needs a new transportation vision and plan. Even with the high priority given to transit expansion in this plan, transit ridership is expected to only slightly more than double; and even with this plan's commitment of regional funds to bicycle and pedestrian projects, the share of trips made by cycling and walking is not predicted to change much. That leaves the region facing a 40 percent or greater

increase in auto travel. Obviously it makes a difference whether those people will drive alone or ride in carpools, and where on the system they travel. Steps to reduce travel, or change the way people travel, will become imperative. The predominance of low-density suburban development with jobs and shopping separated from residential areas cannot continue indefinitely. While the region cannot reasonably be expected to build its way out of congestion, the investments in this plan do make a difference, lessening congestion in some corridors depending on where the region invests in more transit and road capacity or land use changes.

This plan pursues ten goals, described in more detail below, under an over-arching goal of improving quality of life. Quality of life may mean somewhat different things to different people, but it generally encompasses quiet and safe neighborhoods, affordable housing, job opportunities, good schools, limited environmental pollution, recreational and social activities—and adequate transportation to allow access to places where these activities occur. Toward that end, this plan seeks to promote development that is less dependent on autos, increase transit service and use, control the spread and amount of congestion, attain clean air, and rein in urban sprawl. These five objectives are far easier to describe than to achieve.

The plan foresees \$21.8 billion to work with, on average almost \$1 billion per year. A quarter of these funds goes to operate transit services—not enough to provide the level of transit service needed in a city of 2.8 million—and another quarter goes to maintain streets, roads, and highways—not enough to provide adequate maintenance especially in more rural areas of the region. The remaining half is available for improvements:

- First, \$2.5 billion goes to transit improvements, including light rail extensions in five directions, a 150 percent increase in bus service in urban Sacramento, and increases in bus service in the other counties.
- Second, \$2.5 billion goes to state highway improvements, mainly to complete four-lane highways to connect the northern counties with the rest of the region and add carpool lanes to urban freeways.
- Third, \$4.5 billion goes to local street and road improvements, for example, intersection improvements, safety projects, signal timing, widening in growth areas, and new connections for local access.
- Finally, this plan proposes to use \$1.5 billion for other types of improvements important to achieving regional goals: bicycle and pedestrian improvements, community design incentives, technology improvements, and carpool, clean air and open space preservation programs.

Altogether, about 40 percent of the money for improvements comes from federal and state funds directed to the region, with the rest coming from and directed by cities, counties, transit districts, and Caltrans.

SACOG examined the region's future with its computer model, to help inform decisions about where and when to invest in improvements. The model provided new understanding about travel patterns, in particular, the amount of suburb-to-suburb travel. The need for two new connections stands out:

- The first would connect the business centers in Rancho Cordova and Roseville, and the residential communities in between. This corridor is now served by Watt Avenue, Sunrise Boulevard, and Hazel Avenue/Sierra College Boulevard, all notorious for congestion a lack of adequate transit service.
- The second would connect residential and business areas along an Elk Grove/Rancho Cordova/El Dorado Hills corridor. This corridor is now served by several mostly two-lane roads: Bond, Sheldon, Calvine, Grant Line, Bradshaw, Sunrise, and White Rock Roads, all becoming congested in recent years and served by no direct transit operations at all. In fact, to a significant degree congestion on two freeways—Route 99 and Capital City Freeway—stems from a combination of downtown Sacramento traffic combined with traffic bound for Rancho Cordova by way of U.S. 50, using this route to avoid congestion on more direct arterial roads. Communities along these corridors have in the past rejected a freeway or beltway, so this plan proposes a high-capacity expressway/arterial roadway, along the lines of existing Madison Avenue or 65th Street, but incorporating open-space components in strategic locations to avoid inducing growth in areas not zoned for growth.

The computer model also shows other key economic and commute corridors needing more capacity: along U.S. 50 from Yolo to El Dorado Counties; into downtown Sacramento particularly from the north; between

Roseville and Sacramento/Natomas; between the South area and downtown Sacramento; and across the American River. This plan proposes improvements to all but one of these corridors, by extending light rail, adding freeway carpool lanes, improving parallel arterials and bus service, and constructing the Placer Parkway to offer an alternate route to relieve traffic on I-80.

Most of the improvements proposed in this plan are needed now, or at least in the next few years. However, the funding is spread across all 23 years, and in fact gradually ramps up from \$750 million in the earlier years to \$1.2 billion in later years. Thus some improvements must await funding. The region intends to proceed with environmental studies and engineering for many of the major improvements proposed in this plan; once consensus has been reached to proceed with construction, the region intends to examine financing opportunities that could allow funds to be advanced and needed projects built sooner.

The region, even with \$4.5 billion in funding, cannot by itself fund all regional-scale improvements needed and envisioned in this plan. The plan anticipates federal grants for light rail extensions, and state interregional funds for state highway improvements particularly in the region's smaller five counties. The plan additionally anticipates local funding, from Sacramento's sales tax or development fees or other local sources, to help complete some of the state highway and arterial improvements in urban Sacramento where total cost exceeds regional funds. Inside the urban area, the plan proposes to give priority to the worst congestion points first, using a combination of investment in better transit, road capacity (for carpools on the freeways and for all autos on arterials), new technology, and community design.

The plan recognizes the need to continue good access among all parts of the region—greater urban Sacramento, Davis, Woodland, Yuba City, Marysville, Lincoln, Auburn, Placerville, and smaller communities—to support economic activity and development, as these areas and traffic levels grow. The biggest challenge involves extending four-lane state highway connections northward, via Routes 70, 99, and 65, needing twenty years of funding to complete. Once done, the region will have good interregional connections in all directions: to the Bay Area, into the mountains, up and down the Central Valley, and beyond. The plan proposes transit improvements here too, with new commuter rail service between Davis and Auburn and carpool lanes to speed express bus services into urban Sacramento.

This plan brings forth a regional view, a different perception of the region and its role from the previous 1999 plan. This view is not wholly new: most of the ideas were envisioned in SACOG's 1989 *Metro Study*, but few were implemented, partly because the system functioned adequately back then and the easy choice was to avoid controversial projects and issues. Like the *Metro Study*, this plan again looks at the transportation system from the point of view of the traveler needing to use the whole system, not the jurisdiction managing its piece of the system. It proposes some locally controversial projects, and opens other issues where no regional consensus is yet possible. It recognizes that, if the region is to provide transportation for 1 million more people and rein in urban sprawl, transportation improvements inevitably must go by someone's front door or back yard. This plan makes a start in a new direction. It also puts forth the challenge of implementation, to engage local and regional debate to reach agreement on how transportation is to be fitted into communities and neighborhoods.

Some transportation deficiencies are not ripe for solution; consensus is still not reachable. The American River Parkway is both a marvelous open space and recreational asset, and a huge barrier to transportation. All alternatives to improve access across the American River, from the Capital City Freeway east to Hazel Avenue, where all bridges are congested today, proved too controversial in neighborhoods and communities for this plan to propose any improvements. These problems for the transportation system will not go away, but solutions require more study and planning, and probably added impetus from worsening traffic conditions.

Finally, the plan engages debate on several larger issues fundamental to transportation, on which the region has no consensus:

- How does the region want to handle one million new people by 2025: with continuing development around the urban edge or with infill development at higher than prevailing densities in existing communities?
- Do communities want jobs/housing balance, including housing affordable to all workers, to provide a

better opportunity to travel locally other than by auto, or continued separation of residential and office/ industrial development, which implies continued community-to- community commuting?

- Should transit's primary role be to serve those who cannot drive, or to provide another choice to those who now drive, and how is the 70 percent share of transit's operating costs now coming from public funds to be provided?
- Is encouraging people to use transit or carpools instead of driving alone important enough to warrant increasing the cost of driving, via road tolls, gasoline tax surcharges, or parking fees, and using the money to dramatically increase available transit service?
- Should main-road capacity in major travel corridors be increased to forestall the increasingly common and much-disparaged practice of drivers cutting through neighborhood streets to avoid traffic jams?
- To what extent should the region try to satisfy regionwide travel demand, by trying to limit congestion, so that the opportunity to live where you want to, work anywhere in the region, and do business regionwide is preserved?

This plan aims to engage debate on these larger issues, in the hope and expectation that the next plan update due in 2005 can be more comprehensive and effective at investing the region's limited resources.

## Development of the Plan

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4 Under federal law, SACOG is responsible for long-range transportation planning in a six-county area — Sacramento, Yolo, Yuba, Sutter, El Dorado and Placer Counties (excluding the Tahoe Basin). Most of this area is designated a “federal non-attainment area for ozone,” meaning that the transportation system in our area is required to meet stringent air quality emissions budgets to reduce levels of pollutants that contribute to ozone formation. **Map 1** shows the Sacramento Metropolitan Planning Area. To receive federal or state funding, projects nominated by cities, counties, and agencies must be consistent with the Metropolitan Transportation Plan (MTP).

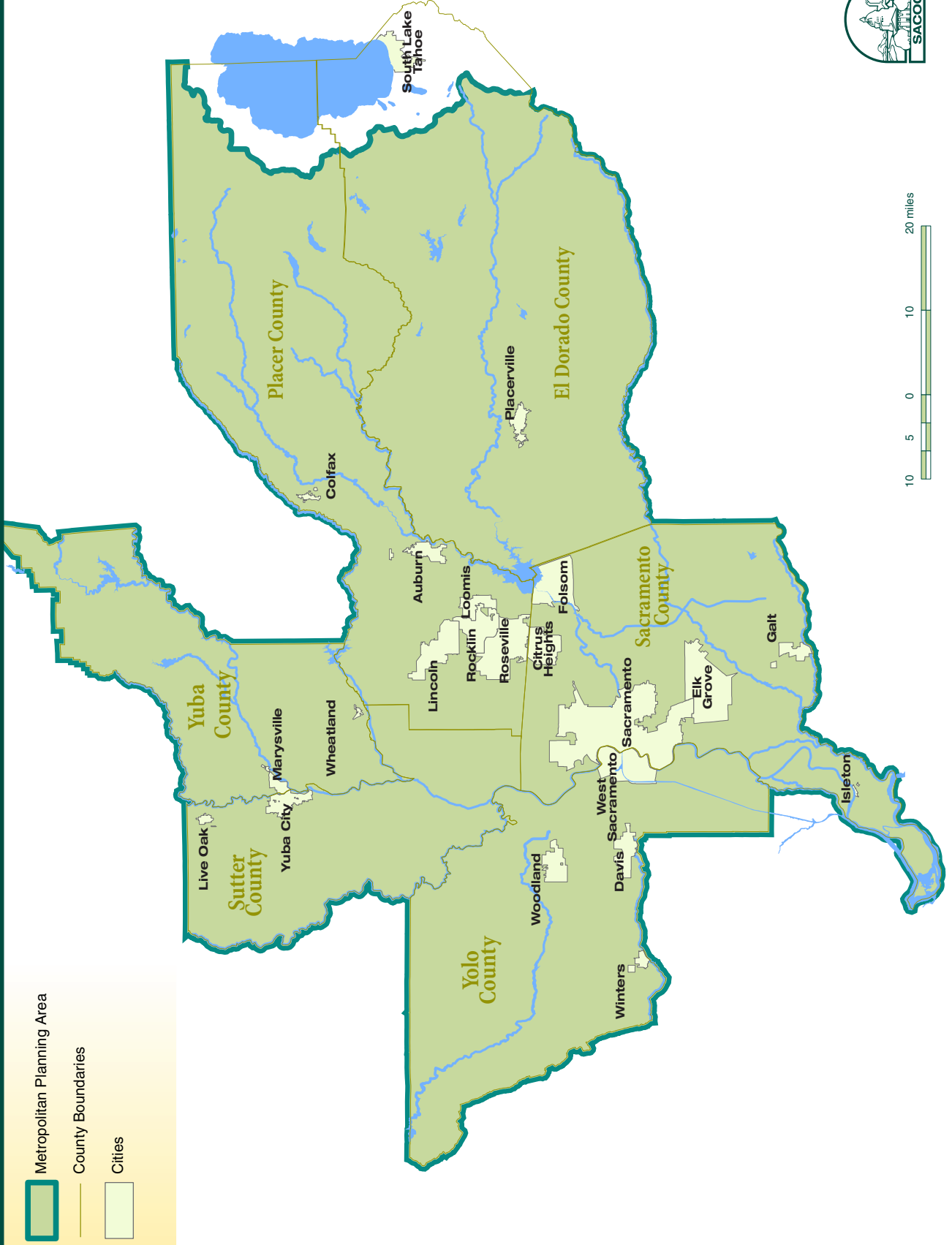
In late 1999, SACOG embarked on a three-year process to revisit and rethink its MTP. The 23-year plan provides the regional vision for all modes of surface transportation, within the constraints of funding that the region can reasonably expect to receive. The update is called the Metropolitan Transportation Plan for 2025 (or MTP for 2025) and is scheduled to be adopted by the SACOG Board of Directors in July 2002. **Appendix A** shows the dates and milestones of the plan update process.

For this effort, SACOG is joined in partnership with Valley Vision, a regional group of leaders primarily from the private sector. The goal of both organizations is to develop a plan that has strong support among the region's residents, that helps maintain and improve our quality of life, and that serves the diversity of needs in our region. Valley Vision has lent its support by providing financial support for regional forums and by making the regional transportation plan a top priority of its members.

The Transportation Roundtable, a group of fifty-five stakeholders from around the region, was assembled in the fall of 1999 to advise the Board of Directors on the MTP for 2025. This group is composed of members from business, environmental groups, disabled and elderly groups, schools and colleges, labor, transit and road advocacy, recreation, development/construction, real estate, walking and biking advocacy groups, major employers, ethnic minority groups, agriculture, economic development, the Port, Air Districts, Caltrans, Transit Districts, and Park Districts (**Appendix B** is a list of members). The Roundtable, which made decisions based on listening to each other and forming a consensus, was tasked to provide policy advice to the Board of Directors on the plan. The Roundtable met thirteen times over the course of 2½ years, forming a consensus on goals, guiding principles, and most of the content of this final draft plan. The group “agreed to disagree” on whether to include new parkways in Sacramento and Placer Counties and a new bridge over the American River between Watt and Sunrise and forwarded these issues on to the SACOG Board of Directors without a recommendation.

# Sacramento Metropolitan Planning Area

## Map 1





In addition to the Roundtable, SACOG's technical committees of local agency staff and others have been instrumental in advising on the plan development. These include MTP Subcommittees associated with the Regional Planning Partnership, the Transit Coordinating Committee, the Bicycle and Pedestrian Advisory Committee, and the Transportation Demand Management Task Force.

The plan has benefitted from extensive public outreach efforts, including a series of town hall meetings in January-February 2000 and a two-month intensive effort to obtain input on the Preliminary Draft Plan in January-February 2002.

## Growth in the Region

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A recent Central Valley Survey, conducted by the Public Policy Institute of California and the Great Valley Center, found that 43 percent of those surveyed in the Sacramento Region rated growth and development as a big problem and 56 percent rated traffic congestion as a big problem. Mark Baldassare, survey director of the Public Policy Institute called the results “stunning,” saying that “It’s the pace of change and also the type of change that’s occurring in the outlying regions of Sacramento right now. The changes are very noticeable and troubling to people.”<sup>1</sup>

Recent assessments tell us that the Sacramento region’s economy is healthy and yet changing in fundamental ways. With the nearby Bay Area running out of land for development, the region has become attractive to coastal residents, new immigrants, employers and developers because of its lower cost of housing and its job opportunities. The number of jobs in electronics manufacturing, information services, health care, agriculture, food processing and tourism — industry clusters that are important to the economic transformation — is rapidly approaching that provided by government, which has long been a cornerstone of the region’s economy, and supplanting the military-related jobs that have left the region due to base closures. Within the next few years, these industry clusters will likely, for the first time, employ more of the region’s residents than the public sector, and will bring with them the potential for faster economic growth but also the potential for more volatility in the local economy.<sup>2</sup>

Population in the SACOG region is expected to grow by almost a million people, an increase of about 50 percent, between 2000 and 2025. Total population in the SACOG region in 2025 is projected to be 2.8 million, nearly six percent of the 2025 population of California as projected by the California Department of Finance.

During the same period, employment is expected to increase by about half a million, a 60 percent increase. This job growth is expected primarily in downtown Sacramento, South Placer County (Roseville and Rocklin), and the U.S. 50 Corridor (West Sacramento, Rancho Cordova, and Folsom/West El Dorado County). **Table 1** shows population, housing, and employment projections for the six counties of the region (excluding the Tahoe Basin) and **Maps 2 and 3** illustrate the geographic location of both housing and job growth. **Table 2** highlights the areas (regional analysis districts, which are roughly equivalent to communities) that are expected to experience the largest absolute growth in the region between 2000 and 2025.

## Sources of Input for the Final Draft Plan

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The Final Draft Plan results from the blending of the following sources of input:

- **Goals and guiding principles.** The Transportation Roundtable developed goals and guiding principles for the plan, which were adopted by the Board of Directors in October 2000. The goals, which address the most important transportation and related issues identified by the Roundtable and shown in **Table 3**, are the starting point for an analysis of the plan that begins in the next section. The guiding principles were used to conduct the planning process itself.

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<sup>1</sup> *Sacramento Bee*, “Growth tops list of worries in the Valley,” April 25, 2002.

<sup>2</sup> Valley Vision, California State University Sacramento, and SACOG, *Sacramento Region Quality-of-Life Index 2000*. January 2002.

## Regional Growth, 2000-2025

Table 1

Counties	2000	2025	Increase 2000-2025	% Increase 2000-2025
<b>Population</b>				
El Dorado	124,910	194,415	69,505	56%
Placer	237,145	415,335	178,190	75%
Sacramento	1,218,860	1,695,498	476,638	39%
Sutter	78,510	134,700	56,190	72%
Yolo	165,220	266,325	101,105	61%
Yuba	61,530	107,950	46,420	75%
<b>6-County TOTAL</b>	<b>1,886,175</b>	<b>2,814,223</b>	<b>928,048</b>	<b>49%</b>
<b>Housing</b>				
El Dorado	51,444	78,620	27,176	53%
Placer	98,730	175,039	76,309	77%
Sacramento	473,211	662,004	188,793	40%
Sutter	29,077	50,096	21,019	72%
Yolo	62,198	100,004	37,806	61%
Yuba	23,340	40,839	17,499	75%
<b>6-County TOTAL</b>	<b>738,000</b>	<b>1,106,602</b>	<b>368,602</b>	<b>50%</b>
<b>Employment</b>				
El Dorado	31,917	63,096	31,179	98%
Placer	114,812	227,510	112,698	98%
Sacramento	561,728	814,220	252,492	45%
Sutter	24,600	45,145	20,545	84%
Yolo	93,367	172,064	78,697	84%
Yuba	23,723	39,241	15,518	65%
<b>6-County TOTAL</b>	<b>850,147</b>	<b>1,361,276</b>	<b>511,129</b>	<b>60%</b>

Data Source: SACOG. Excludes the Tahoe Basin.

## Fastest-Growing Communities, 2000-2025

Table 2

Regional Analysis Districts	2000	2025	Increase 2000-2025	% Increase 2000-2025
<b>Population</b>				
Rancho Cordova	96,108	156,999	60,891	63%
Vineyard	12,125	66,090	53,965	445%
Cosumnes	6,039	52,844	46,805	775%
Lincoln	16,154	62,414	46,260	286%
West Sacramento	31,903	77,520	45,617	143%
<b>Housing</b>				
Laguna	15,663	41,500	25,837	165%
Rancho Cordova	37,811	60,910	23,099	61%
Vineyard	4,666	25,800	21,134	453%
Lincoln	6,541	24,964	18,423	282%
Roseville	33,568	49,674	16,106	48%
<b>Employment</b>				
Roseville	59,591	112,476	52,885	89%
Downtown Sacramento	103,625	154,340	50,715	49%
West Sacramento	34,420	75,826	41,406	120%
Rancho Cordova	94,180	134,012	39,832	42%
Laguna	5,996	32,910	26,914	449%

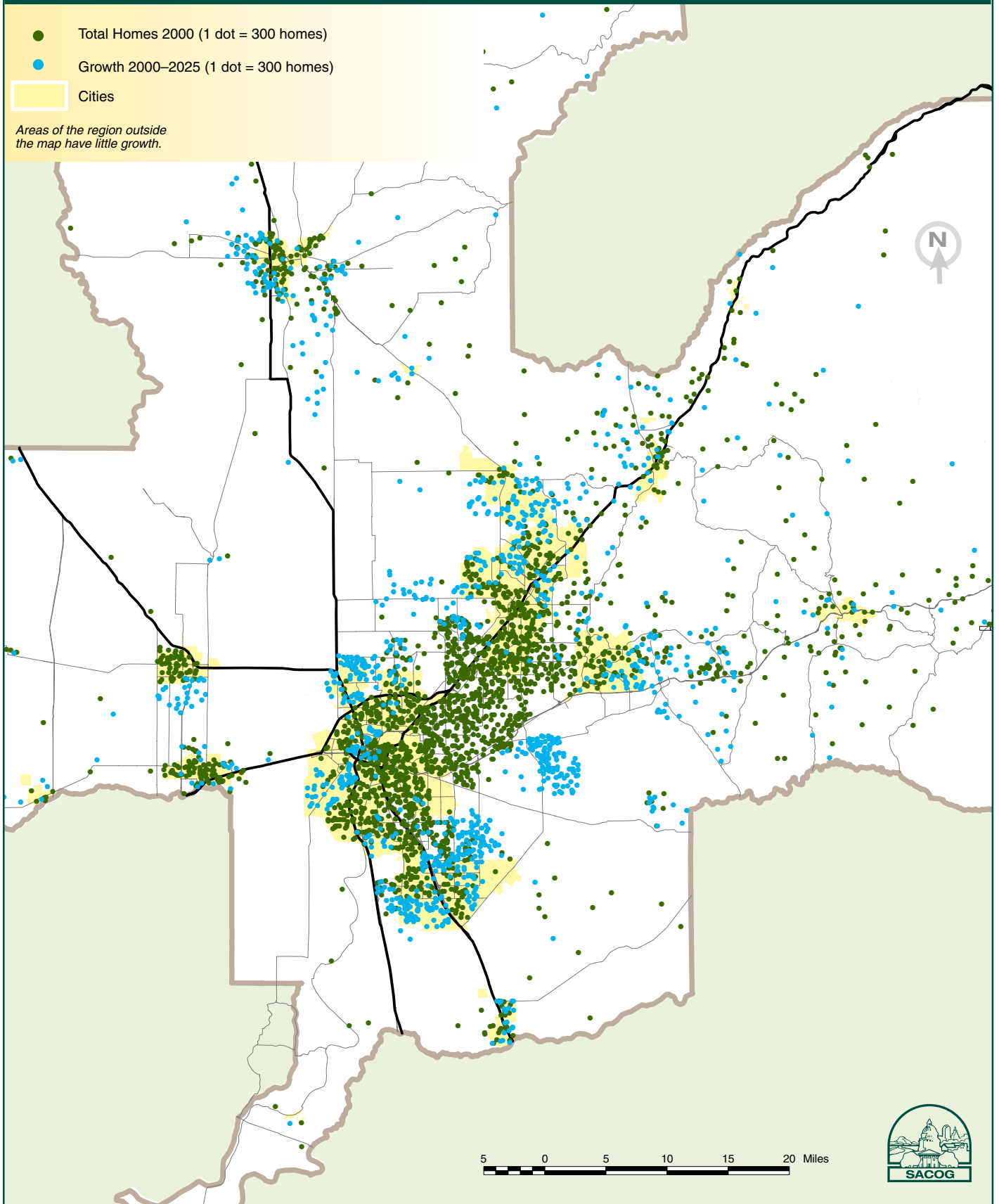
Data Source: SACOG.

# Current and Future Housing by minor zone

Map 2

- Total Homes 2000 (1 dot = 300 homes)
- Growth 2000–2025 (1 dot = 300 homes)
- Cities

Areas of the region outside the map have little growth.

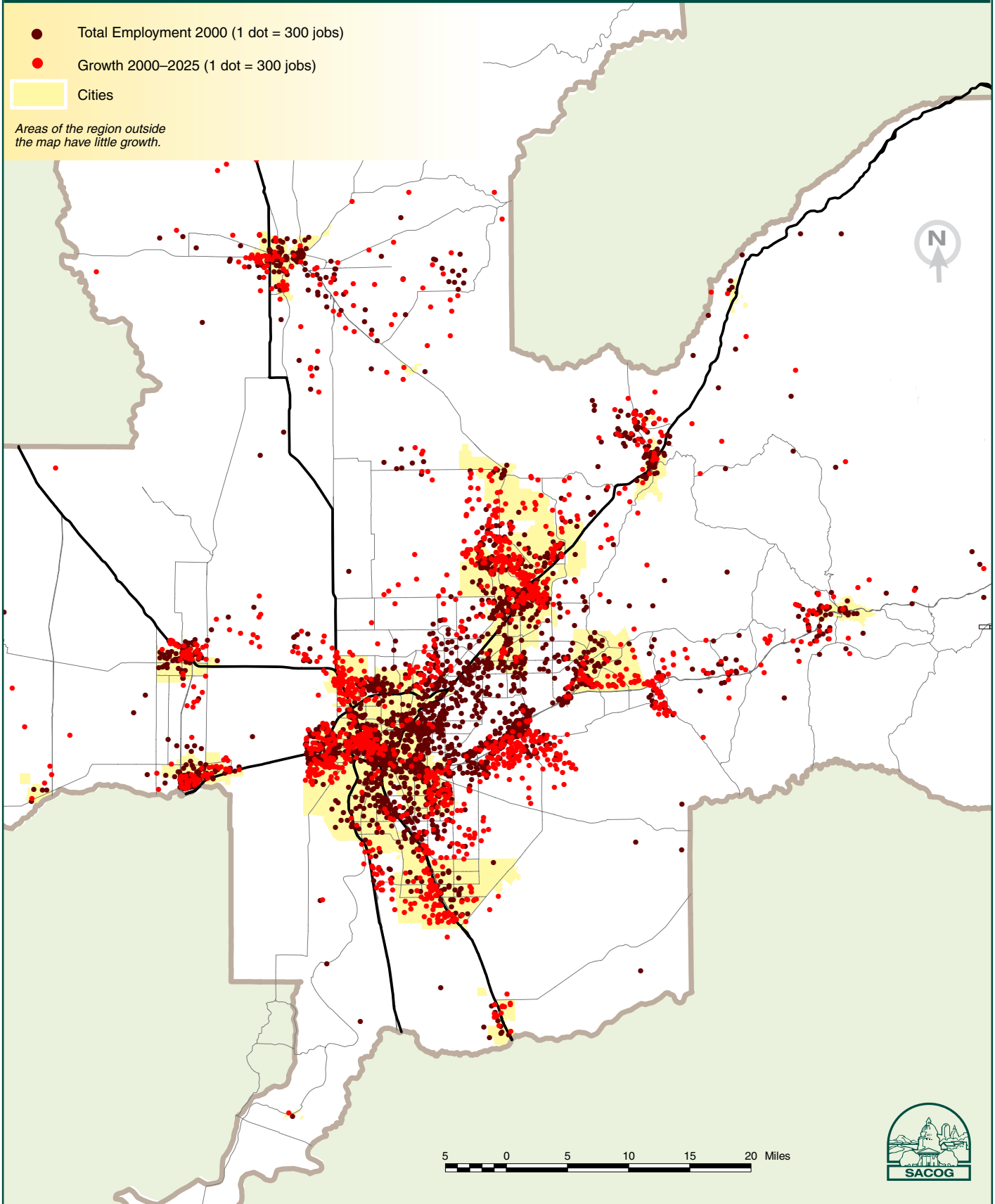


# Current and Future Employment by minor zone

Map 3

- Total Employment 2000 (1 dot = 300 jobs)
- Growth 2000–2025 (1 dot = 300 jobs)
- Cities

*Areas of the region outside  
the map have little growth.*



- **Roundtable recommendations on direction and priorities.** The Roundtable, following discussions on specific topics and a questionnaire about basic issues, produced a number of recommendations on policy direction that shaped the investment emphasis and content of the draft plan. The Roundtable’s key recommendation called for using as much as 30 percent of regional transportation funds to pursue community and environmental objectives, including community design, clean air, and bicycle-pedestrian projects. The Roundtable’s transportation recommendations called for priority to transit and expanding light rail, giving priority to better accessibility to congested locations or corridors, aiming transit service toward commuters and low-income, elderly, young, and disabled persons who cannot drive, providing travel choices so people are not forced or encouraged to drive, and using new technology to improve traffic signal operation. It supported funding to keep up road maintenance but not to the exclusion of improving and expanding the system. When it came down to specific projects to include in the plan, the Roundtable was not always in agreement. Particularly controversial among the Roundtable and others are the concepts of multi-modal connectors between South Placer and the Airport, Rancho Cordova and Elk Grove, and Elk Grove to I-5, a new bridge over the American River between Watt and Sunrise, and the size and funding formula for a renewal of Sacramento County’s Measure A transportation sales tax. These issues were referred to the Board of Directors for resolution.
- **Public input.** After the Preliminary Draft Metropolitan Transportation Plan for 2025 was released for review in January 2002, staff and Roundtable members took to the road to discuss it with the public and with local agencies. Over 90 presentations on the plan were made, to nearly every City Council and County Board of Supervisors, to public works staff, and to numerous community groups. SACOG’s internal advisory committees also made comments on the Preliminary Draft Plan. A complete description of all public outreach activities for this plan is contained in **Appendix C**.
- **Financial forecasts of amounts and types of funds expected to be available between 2002 and 2025.** Federal statutes require that regional transportation plans be limited to improvements that can be afforded with funds “reasonably expected to be available.” Some sources are restricted to capital projects, leaving a funding need for transit operations (particularly in Sacramento County) and road maintenance (mainly in Sutter, Yuba, Yolo, El Dorado and Placer Counties). These restrictions are more fully explained under the goal for funding and revenue.
- **Information from the regional transportation model and other data sources.** SACOG’s population, housing, and employment projections for the region — based on the cities’ and counties’ land use plans and Department of Finance long-range projections — along with its transportation model, allow evaluation of the impacts of changes to the transportation system. **Appendix D** gives the assumptions that are used for demographic, land use, modeling and financial projections.

SACOG used its transportation model to evaluate what four different investment strategies — expanding transit, building more roads, trying to change community design, and making very few changes — would yield for the region (for more information, please refer to Metropolitan Transportation Plan for 2025: Analysis of Study Alternatives. September 2001, available from SACOG). The evaluation found that no strategy made much difference regionwide in travel choices, travel patterns, or congestion. At best, the region can afford to add only about 10 percent to the transportation system already in place today. With the region expecting 50 percent population growth by 2025, traffic congestion worsens regardless of investment strategy and travel choices do not change substantially.

Nevertheless, wherever transit or road investments are made, the local area does receive benefits in the form of better access and relief from congestion. Convenient light rail or bus service shifts some drivers out of autos, and road improvements reduce traffic congestion directly; road improvements affect more trips, but sometimes yield more impacts from pollution, noise, and neighborhood traffic. An emphasis on transit investment can raise ridership to perhaps 3 percent of trips, but auto travel still increases by 50 percent because a healthy economy leads to high auto ownership and most population growth goes to the suburbs where transit, bicycle, and walk opportunities tend to be less favorable. Given high auto

## Goals

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### 1. Overarching Goal: Quality of Life <sup>1</sup>

Develop a fully-integrated, multi-modal transportation system to serve as a catalyst to enhance the quality of life enjoyed by the current and future residents of the Sacramento region.

### 2. Access and Mobility

Improve access to goods, jobs, services, housing, and other destinations; provide mobility for people and goods throughout the region, in a safe, affordable, efficient and convenient manner.

### 3. Air Quality

Develop a transportation system and related strategies that contribute to achieving healthy air in the region.

### 4. Travel Choices

Provide affordable, convenient, safe, and integrated travel choices.

### 5. Economic Vitality

Enhance the economic vitality of our region by efficiently and effectively connecting people to jobs, goods, and services, and by moving goods within our region and beyond with an integrated multi-modal freight system.

### 6. Equity

Pursue a transportation system that addresses the needs of all people in all parts of the region and assure that impacts of transportation projects don't adversely affect particular communities disproportionately.

### 7. Transportation and Land Use

Influence land use policies to improve access to jobs, services and housing to everyone in the region by using market forces and the regulatory process.

### 8. Funding and Revenue

In order to adequately fund the Plan, develop appropriate, innovative, equitable, and stable funding sources (both short- and long-term) and identify cost-reduction measures.

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<sup>1</sup> Some of the characteristics that people consider to be important to quality of life include a healthy, beautiful, natural environment with open space and natural habitat, agricultural areas, affordable housing, adequate employment opportunities, proximity of jobs and housing, recreational opportunities, convenient retail stores and services, a sense of community or "place", stable property values, a sense of personal safety, a low crime rate, good schools, peace and quiet, and a high quality transportation system.

### 9. Health and Safety

Improve the health of our residents by developing systems that would encourage walking and biking, and improve the safety and security of people on all modes in all areas.

### 10. Environmental Sustainability

Develop the transportation system to promote and enhance environmental quality for present and future generations.

## Guiding Principles

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Create a plan that....

- is based on the best available analysis methodologies for all transportation modes.
  - anticipates and can adapt to changing lifestyles, patterns of travel, new technologies, new methods of communication, and other trends.
  - preserves all future transportation options by, for example, preserving land and building bridges to accommodate all modes.
  - minimizes harm to the environment and yields environmental benefit.
  - respects the unique identities and qualities of neighborhoods, communities, and the region as a whole.
  - recognizes that a portion of the trips made on our highways pass through the region, sometimes creating congestion problems.
  - is balanced and invests in all appropriate modes of transportation, maintenance, and new strategies throughout the region.
  - is built upon the cooperation and shared vision of all stakeholders in the region on priorities, and is informed by an extensive public outreach program.
  - is proactive, not merely reactive.
  - considers innovations and proven techniques from other areas.
  - recognizes that we may need to make difficult choices to implement desired long-term changes.
  - analyzes the full spectrum of life-cycle costs and benefits, both public and private.
-

ownership and the present economics of land development, emphasis on transit supports the vitality of the central city office economy by improving access. Emphasis on roads supports a balance of housing and jobs, both office and manufacturing, in suburban areas by improving cross-access, but increases transit use by only half as much.

- **Agency projects, investment priorities, and funding needs.** Much of the funding for the plan's local projects is tax-based but local in origin, or it comes from developer fees. Developers also pay for projects that directly serve their developments.

The cities, counties and transportation agencies in the region prepare their own plans for local transportation, according to the circulation elements of their general plans. Since the regional plan takes into account local funds as well as regional, state, and federal funds, the final draft plan considers the projects cities and counties intend to build. Local agencies submitted projects to SACOG in early 2000 for the purpose of studying plan alternatives. A final call for projects was made in late 2001, when agencies were asked to provide final project scopes, costs, and schedules as well as priorities and information on developer-funded projects. SACOG staff then proceeded to fit as many agency priorities as possible into the plan, given the constraint of reasonably expected revenues.

- **Federal planning factors required for urban transportation plans.** Federal law requires regional plans to consider projects and strategies that would achieve seven federal objectives:
  - support economic vitality of the region,
  - increase safety and security of the system,
  - increase accessibility and mobility options for people and freight,
  - protect and enhance the environment and quality of life,
  - improve integration and connection among modes for people and freight,
  - promote efficient system management and operations, and
  - emphasize preservation of the existing system.

All of these seven federal objectives coincide with the adopted goals in the plan, and thus have been considered in defining the strategies and projects for the plan.

- **The plans of other agencies, corridor investment strategies, and congestion management system.** This plan considers and is consistent with the California Transportation Plan, the regional transportation plans of adjacent regions, short-range transit plans of the transit operators, air quality plans, land use plans, airport plans, and plans for intelligent transportation systems (ITS). It is consistent with county-wide planning documents developed by the Placer County Transportation Planning Agency, the El Dorado County Transportation Commission, under a Memorandum of Understanding between those agencies and SACOG. Finally, it incorporates the U.S. 50 Corridor and the I-80 Corridor Investment Strategies and The Yolo County Transportation and Expenditure Plan.

Inter-regional transportation systems, such as airports and aviation, intercity rail (both freight and passenger), and water ports, use funding that is not included in this plan. A discussion of these systems and how they affect and can be enhanced by the regional surface transportation system is included in **Appendix E**. **Appendices F and G** provide detail on the Regional Aviation System and the Aviation Capital Improvement Program.

Finally, the elements of the federally-required congestion management system in SACOG's planning and programming processes is included in **Appendix H**.

- **Decisions made by the SACOG Board of Directors.** After consideration of the Transportation Roundtable, staff, and Work Program Committee recommendations for a final draft plan, the Board of Directors on April 18, 2002 unanimously approved a list of projects and programs that compose the Final Draft Metropolitan Transportation Plan for 2025 as well as funding assumptions. This final draft plan document contains an evaluation of that list of projects and programs.



## Goals, Issues, and Content of the Final Draft Plan

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Based on an analysis of issues in the region, the Roundtable developed goals and guiding principles, both of which were adopted by the SACOG Board of Directors in October 2000. Below is a restatement of each of the goals, along with an analysis of the issues lying behind that goal and the actions called for in the plan that address the goal. A list summarizing the projects and programs of the Final Draft Plan is found in **Table 4**. A complete listing of the details of projects on the Metropolitan Transportation System (MTS)<sup>3</sup> is found in **Appendix I** (organized by jurisdiction, agency, funding tier and type of funding, and including the definition of the MTS) and a list of carryover projects (those that are already funded but will be completed during the plan period) is found in **Appendix J**. **Map 4** shows the major projects in this final draft plan.

### 1. Overarching Goal: Quality Of Life:

*Develop a fully-integrated, multi-modal transportation system to serve as a catalyst to enhance the quality of life enjoyed by the current and future residents of the Sacramento region.*

**Issues:** The growth in our region will bring major challenges as well as opportunities to do things better. While some areas will experience economic development that brings jobs and housing and enhances services and amenities, older areas are likely to suffer from disinvestment as growth moves outward. The issue is how do we grow in a quality manner, and what role does the transportation plan play in maintaining and enhancing quality of life for all parts of the region?

**What's in the Plan:** The goals and contents of this plan are all intended to contribute to the quality of life that is experienced and will be experienced by the residents of the Sacramento region. The plan is designed to meet the needs of everyday travel for all types of purposes as well as for large regional movements over the long term. The Roundtable recognized that transportation is closely connected with many other issues, such as air quality, the environment, and land use, health, safety, and economic vitality and developed goals and actions in the plan to address these issues.

### 2. Access And Mobility:

*Improve access to goods, jobs, services, housing, and other destinations; provide mobility for people and goods throughout the region, in a safe, affordable, efficient and convenient manner.*

**Issues:** Access — the ability to reach — and mobility — the ability to move easily and quickly — are interrelated concepts that are key to the functioning of our regional transportation system. (A corollary issue is land use: the urban form can be designed to minimize travel distances, which in turn can enhance access and mobility. The goal on transportation and land use addresses this issue).

In the last twenty or so years, our region has developed a number of job and population centers in addition to central Sacramento that rival it in size and importance. None of the primary modes of transportation (driving, taking transit, biking, or walking) has been able to keep up with this development and the consequence has been growing congestion on freeways, arterials and rural roads, poor transit access and inconvenient service for many people, lack of convenient routes, and a concern for the safety of bicyclists and pedestrians.

*Access:* Specifically, access to newly developing areas is limited by lack of alternatives to driving and by a lack of acceptable routes. If you are elderly or disabled or live in a remote suburban or rural location, the lack of transit or other alternatives when you need to get to jobs, shopping, and services, is daunting. As the elderly become a larger proportion of the population and as growth continues farther from central Sacramento, access becomes a larger issue. Access to Downtown Sacramento, other urban core areas, and older suburbs is important too, if infill development is to be attractive and if jobs are going to continue to expand in these areas. Access is also affected by barriers such as rivers, railroads, and freeways themselves that have a limited number of crossings. The American River is a particularly

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<sup>3</sup> The Metropolitan Transportation System, defined in Appendix I, is the primary focus of SACOG's long-range transportation planning efforts. Some projects in the plan aren't considered to be part of the Metropolitan Transportation System, but we include them to provide state and federal funding eligibility for them.

**TIER 1**

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Total Cost: \$21.9 billion

Tier 1 is the plan that is constrained by reasonably expected revenues; it will be analyzed for conformity to air quality laws.

**Regional Programs — \$1.0 billion**

- Clean Air (\$180 million + \$32 million from existing SECAT program)
- Bicycle and Pedestrian projects that are regional priorities (\$248 million)
- Community Design plans and projects to support smart growth (\$500 million)
- Transportation demand management (\$44 million)
- Landscaping and other enhancements (\$20 million)

**Public Transit — \$7.3 billion**

(Assumes Measure A in Sacramento County is renewed at 2/3 percent in 2009, with half allocated to public transit)

- Continued expansion of the Capitol Corridor train service to 16 daily trains to the Bay Area.
- Commuter rail service between Davis/Dixon and Auburn using the UP/Amtrak facilities (\$135 million).
- Light rail extended to Natomas Town Center and Sacramento Airport, from Meadowview to Cosumnes River College and Elk Grove, from Watt to Antelope, and from Downtown Sacramento to West Sacramento.
- Bus service significantly increased in Sacramento County to 400 buses in service compared to 190 today.
- Bus rapid transit in three commute corridors including Stockton, Watt, and Sunrise.
- Expansion of bus and van service regionwide, including a large increase in service for elderly and disabled persons.
- Community circulator vans that serve neighborhoods, commercial areas, and job centers.

**Roads, Highways and Bridges — \$7.4 billion**

- A Rancho Cordova to South Placer Multi-modal Connector.
- A Placer Parkway connecting Roseville at Route 65 to Routes 99/70 near Sacramento Airport, incorporating conservation easements.
- Multi-modal connectors between El Dorado County, Rancho Cordova, Elk Grove and I-5, with protected open space components.
- A replacement bridge over the American River for the Folsom Dam Road.

- Highway projects as detailed on the project list, including bypasses, interchanges and carpool lanes on I-5, I-80, and U.S. 50.
- Intelligent Transportation Systems projects including “smart corridors” on Arden Way, Watt Avenue, and Greenback/Sunrise Boulevard.
- Local road projects as detailed in the project list, including developer-paid projects.

### **Road Maintenance — \$5.8 billion**

- Catch up on local road maintenance in Sacramento County, but \$860 million in maintenance and rehabilitation need remains in all other counties.
- State highway maintenance keeps up with need.

### **Local Bicycle and Pedestrian — \$281 million**

- Projects or programs, or can be used to match the regional program.

### **Undefined Projects — \$250 million**

- \$80 million of flexible funds for access across the American River between Howe and Hazel.
- \$170 million from federal discretionary programs.

## **TIER 2**

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### **Local Road, Bicycle and Pedestrian Priorities Not Funded in Tier 1**

#### **Transit Expansion in Sacramento County**

Another 50 buses in the fleet, expanded paratransit, light rail extension from Antelope to Roseville and on the South Line to Laguna.

#### **Road Rehabilitation and Maintenance**









Catch up on road maintenance and rehabilitation in all counties except for \$143 million in Yuba County.

#### **Port of Sacramento Projects**

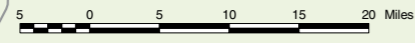
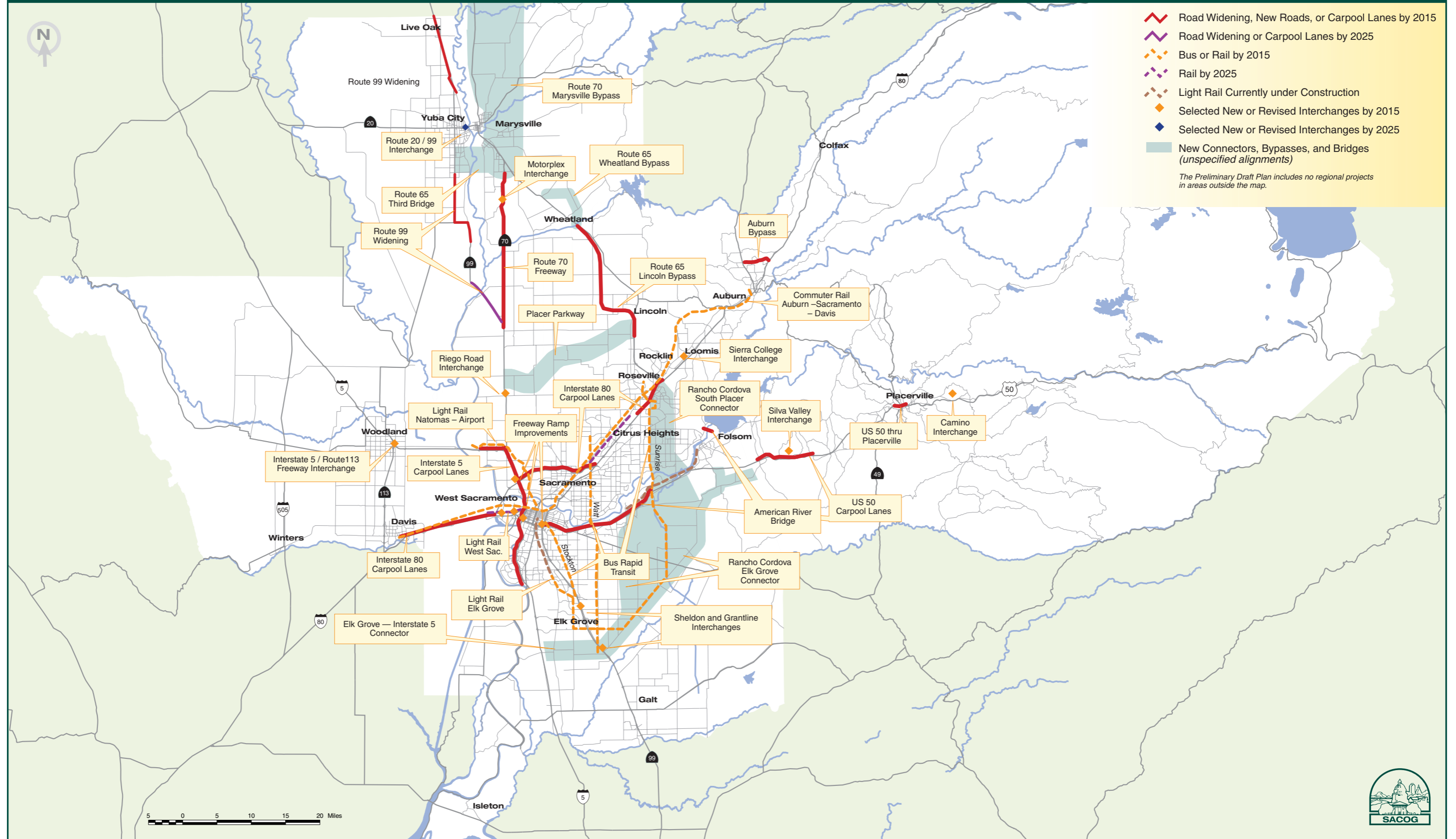
Channel deepening and railroad relocation projects

# Preliminary Draft Metropolitan Transportation Plan for 2025

## Major Tier 1 Projects

-  Road Widening, New Roads, or Carpool Lanes by 2015
-  Road Widening or Carpool Lanes by 2025
-  Bus or Rail by 2015
-  Rail by 2025
-  Light Rail Currently under Construction
-  Selected New or Revised Interchanges by 2015
-  Selected New or Revised Interchanges by 2025
-  New Connectors, Bypasses, and Bridges (unspecified alignments)

*The Preliminary Draft Plan includes no regional projects in areas outside the map.*



problematic barrier, since a large amount of development in Sacramento County exists and is planned on both sides of the river and there are few bridges. Finally, at the local scale, access inside communities can be difficult if development patterns employ cul-de-sacs, gated communities, discontinuous streets, and shopping centered in commercial strips on busy arterials. All of these create inconvenient or unsafe access for bicycling and walking.

*Mobility:* The freeway system, which was developed in a hub-and-spoke pattern centering on downtown Sacramento, is congested during commute hours not only by those who are driving downtown but also by those who are using it in both directions for shorter trips along job-rich corridors such as U.S. 50, the Capital City Freeway, I-80, and Route 99. Another source of congestion is travel between job/housing centers such as Roseville and Rocklin in South Placer County and Rancho Cordova in Sacramento County. With a radial-only freeway network, travel between these and other job/housing centers is forced to use surface arterials, exacerbating congestion at key intersections and near freeway interchanges.

Congestion shortens the distance people can travel to work and elsewhere in a reasonable time, and increases the costs of businesses that involve trucking. Eventually, congestion lengthens travel time so much that the choices of where to live and work are limited. The locations of today's worst congestion are Route 99, I-80, U.S. 50, the Capital City Freeway, the freeway interchanges near downtown Sacramento, Sunrise, Watt, Power Inn/Howe, J Street, Florin, Fruitridge, Bradshaw, Hazel/Sierra College, Douglas Boulevard, and Route 65 through Lincoln. Congestion today adds six minutes to the average peak-hour trip and the travel model shows that the time lost to congestion will double by 2025 without major improvements. At a few locations — Sunrise, Howe, I-80 through Roseville, and the downtown Sacramento freeway interchanges — severe congestion is expected to extend throughout the day.

Map 5 shows the major peak-hour travel movements within and between communities that are rich in jobs and housing in 2000 and what is projected by the travel model in 2025.

**What's in the Plan:** The plan proposes many strategies to address both access and mobility and acknowledges that certain major corridors, including I-80 and U.S. 50, will need major investments in all modes of transportation to maintain and improve both access and mobility for the growth in travel that is occurring.

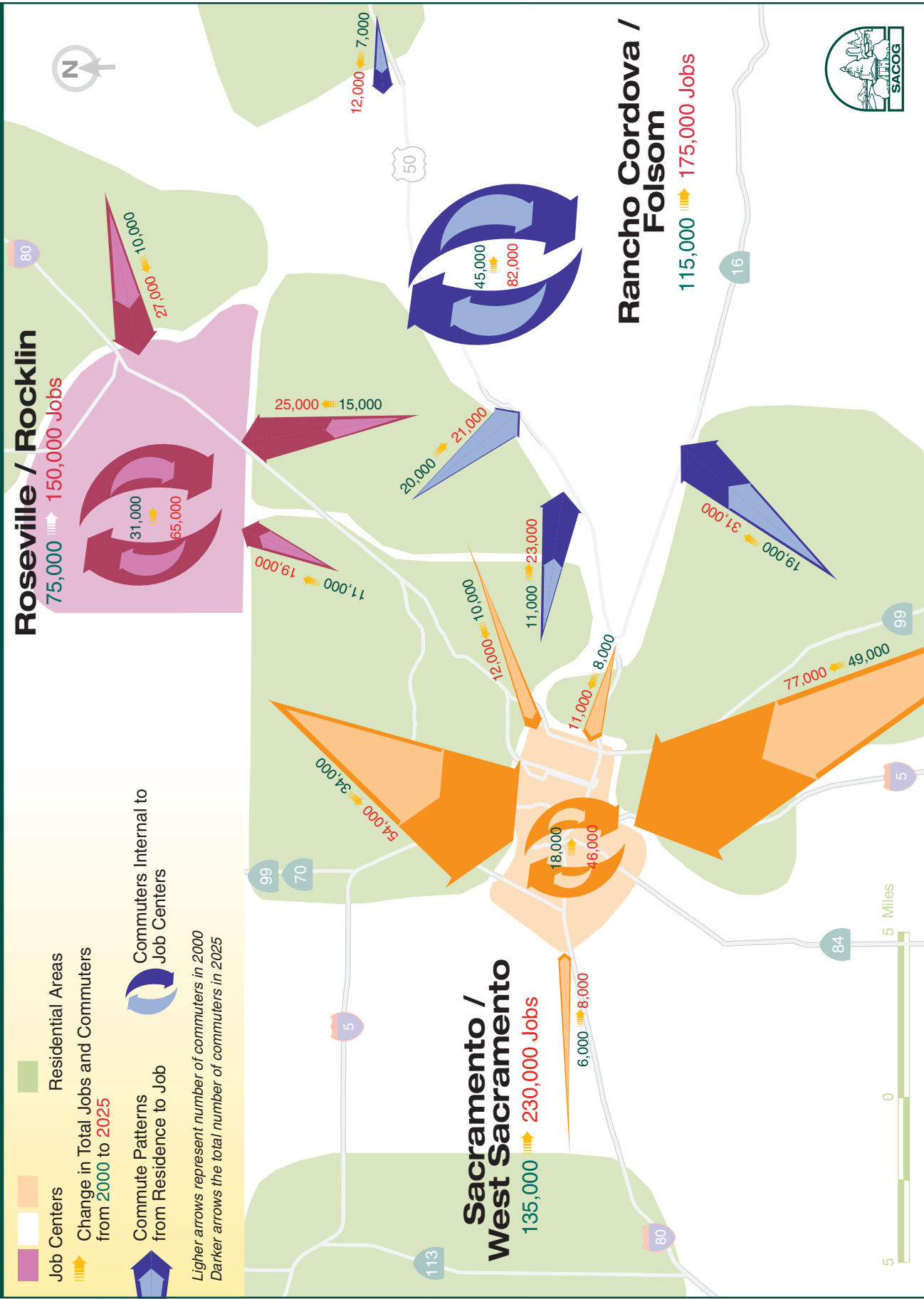
*Access:* Significant increases are proposed for the transit system — continued expansion of the Capitol Corridor train service to the Bay Area; commuter rail service between Davis/Dixon and Auburn using the UP/Amtrak facilities; light rail extensions to Natomas and Sacramento International Airport, Cosumnes River College/Elk Grove, from Watt to Antelope, and to West Sacramento; expansion of bus and van service regionwide, including a large increase in service for elderly and disabled persons; community circulator vans that serve neighborhoods, commercial areas and job centers; and bus rapid transit systems in the Stockton, Watt, and Sunrise commute corridors. The expansions of bus service include more commuter buses that can take advantage of carpool lanes that are proposed for the freeways.

Access improvements by road include a series of connectors — a Placer Parkway connecting Roseville at Route 65 to Routes 99/70 near the Sacramento Airport (bordered by conservation easements), improved connections between Rancho Cordova, Elk Grove, and I-5 (with protected open space components in unpopulated areas), and a Rancho Cordova to South Placer multi-modal connector. The connector projects, particularly the Rancho Cordova-Elk Grove-I-5 projects, are conceptual at this time and must undergo extensive planning and analysis processes with community involvement. Table 5 is a listing of the projects in Appendix I that are associated with these connectors, showing their total cost. Barrier improvements include a replacement bridge for the Folsom Dam Road, a third bridge over the Feather River near Marysville, and a study of access improvements across the American River between Howe and Hazel (with flexible funding reserved for a full range of eventual solutions).

Bicycle and pedestrian access improvements in the plan are not yet specified, pending a Regional Bicycle, Pedestrian and Trails Master Plan to be developed in the next couple of years; however,

# Home-to-Work Commute Patterns 2000 → 2025

Map 5



substantial funding is reserved in the plan for projects that will be prioritized in that plan.

*Mobility:* The plan proposes a slate of projects aimed at reducing the most critical areas of congestion from a regionwide viewpoint. In addition to expanded transit service, which will reduce congestion in particular corridors, mobility projects include carpool lanes on U.S. 50, I-80, and I-5 to complete the freeway carpool lane network and provide uncongested routes for express buses; highway bypasses around Lincoln, Marysville, and Wheatland, improvements to Routes 70 and 99 in Yuba and Sutter Counties, freeway-to-freeway ramp improvements in or near downtown Sacramento, and new or revised highway interchanges throughout the region.

Also included are Intelligent Transportation Systems (or ITS) - “smart corridors” that can smooth the flow of traffic on Watt, Greenback/Sunrise, and Arden, signal pre-emption systems for transit and emergency vehicles, freeway ramp meters, message signs, and cameras, and freeway service patrols to clear accidents and vehicle breakdowns quickly off of the freeways. **Appendix K** includes more information about ITS plans and projects.

The plan also proposes funding for transportation demand management programs such as the regional rideshare program, marketing of alternative modes of transportation, and incentive programs for bicycles, telecommuting, transit use, and carsharing.

Local road improvements, including road widenings, intersection improvements, and roads serving new developments, have been included in the plan by local jurisdictions. Many of these projects are funded wholly or in part by local developers or development fee programs.

### 3. Air Quality:

*Develop a transportation system and related strategies that contribute to achieving healthy air in the region.*

**Issues:** The Sacramento Region’s air quality is among the worse in the United States; only six metropolitan regions, including Los Angeles and Houston, have air that is worse. Air quality has been identified in many local surveys as a problem of major concern to the residents of this region.

By 2005, the Sacramento region must attain federal health-based air quality standards for ozone or face additional planning requirements and possibly sanctions. Projections of the levels of air pollutants resulting from the implementation of the transportation plan must conform to the emissions budgets for both Reactive Organic Gases (ROG) and Oxides of Nitrogen (NO<sub>x</sub>), as contained in the 1994 State Implementation Plan for the Sacramento region, if the region is going to show attainment by 2005. Failure to meet the federal ozone standard by 2005 will inhibit the region’s ability to expand its transportation system.

**What’s in the Plan:** The plan includes continued regional funding for a regional air quality grant program (SECAT, SACOG’s existing program and successor programs) that will provide incentives for implementing clean air technology, travel reduction, and other effective air quality strategies, until the region is in attainment. These programs can include continuation of the annual “Spare the Air” campaign conducted by the Air Districts. The plan also funds significant increases in alternative modes of transportation — public transit, bicycle, pedestrian projects and community design projects — that will make alternative modes of transportation more attractive.

### 4. Travel Choices:

*Provide affordable, convenient, safe, and integrated travel choices.*

**Issues:** The residents of this region overwhelmingly travel by auto: 50 percent of all trips are taken driving alone, 43 percent travel two or more to a car, 6 percent travel by bicycle or walking, and only about 1 percent ride public transit (although this is higher during commute periods). Historical data on mode choice show that the percentage of commuters who drive alone has been increasing over the past ten years, at least partially due to lack of mode choice in developing areas. Driving is often more a necessity than a choice for many people. Even if there are choices other than driving, many times they are not feasible because of the travel time, route, safety, or cost.

**Placer Parkway**

**Tier 1**

- **Placer Parkway**—Study a new transportation facility between Route 65 to Route 99; \$4,700,000; 2005 (PLA20720)
- **Placer Parkway Phase 1**—In Placer County, construct new 2 lane roadway between Route 65 and Route 99; \$140,000,000 ; 2016 (PLA20721). This project includes Route 99, New interchange — Sutter County, north of Sacramento: along Route 99 between Riego Road and Sankey Road, construct new interchange;\$22,000,000; 2016 (CAL18590). The Placer Co. portion of the entire project is \$90,000,000; the Sutter Co. Portion is \$50,000,000.
- **Placer Parkway**—Protect open space to north and south of Placer Parkway, in western Placer County; \$30,000,000; 2016 (New\*)

**Total \$174,000,000**

**Tier 2**

- **Placer Parkway Phase 2**— In Placer County, Placer Parkway, from Route 65 to Route 99, widen from 2 to 4 lanes; \$118,000,000; 2025 (PLA20722). The Placer County Portion of the project is \$80,000,000; the Sutter County portion is \$38,000,000.

**Total \$118,000,000**

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**Rancho Cordova - South Placer Connector**

**Tier 1**

- **I-80**—Widen existing Sierra College Blvd Interchange from 2 to 4 lanes, including the on- and off-ramps and loops; \$27,798,000; 2006 (PLA19490)
- **Sierra College Boulevard**—In Rocklin, Sierra College Boulevard from Eldon to Nightwatch: widen from 2 to 4 lanes; \$950,000; 2005 (PLA20460.)
- **Sierra College Boulevard**—Widen Sierra College Blvd. from 2 to 4 lanes from I-80 interchange to Rocklin Rd; \$1,100,000; 2006 (PLA20470)
- **Sierra College Boulevard**—Widen Sierra College Blvd. from 4 to 6 lanes from I-80 to Roseville city limits; \$2,000,000; 2019 (PLA20500)
- **Eureka Boulevard**—Widen from 2 to 4 lanes, from Sierra College to City Limits; \$339,000; 2012 (PLA15720)
- **I-80 Interchange at Douglas Boulevard Interchange**—Modify interchange to revise on- and off-ramps, provide new flyover ramp from EB Douglas to SB Sunrise and new underpass ramp from NB Sunrise to EB I-80; \$27,000,000; 2004 (PLA15711)
- **Roseville Parkway**—Extend Roseville Parkway over UPRR tracks; \$4,900,000; 2010 (PLA20970)
- **Sierra College Boulevard**—Widen Sierra College Blvd from Olympus Dr to north city limits from 2 to 4 lanes; \$1,000,000; 2005 (PLA20250)
- **Sunrise Avenue**—Widen from 4 to 6 lanes, from Sacramento County line to Madden Ln. \$2,220,983; 2014 (PLA15890)

*\*For the purpose of modeling and costing, placeholder projects without sponsoring agencies have been created. Studies will determine the final projects.*



- Sierra College Boulevard—South Rocklin City Limits to Douglas, widen road from 2 to 4 lanes; \$3,700,000; 2010. (PLA15600)
- Sierra College Boulevard—Widen from 4 to 6 lanes from Roseville City limits to Sacramento County Line; \$5,000,000; 2016 (PLA20710)
- Sierra College Boulevard—Widen to 6 lanes from the Interstate to south Rocklin City Limits; \$3,600,000; 2010 (PLA15400)
- Sunrise Boulevard at U.S. 50—Rancho Cordova - upgrade interchange; \$12,701,540; 2003 (SAC19360)
- Sunrise Boulevard—Widen Sunrise Blvd. from 4 to 6 lanes including a raised median from Antelope Rd. to Placer County; \$6,200,000; 2022 (SAC16910)
- Sunrise Boulevard—Widen from 4 to 6 lanes including raised median from Oak Ave. to Antelope Rd.; \$7,634,906; 2016 (SAC16920)
- Sunrise Boulevard—Widen from 4 to 6 lanes, Arcada Dr. to Oak Ave., including bike lanes, landscaping, and pedestrian facilities; \$8,750,000; 2019 (SAC22440)
- Greenback and Hazel—Build tunnels to underground the intersection of Greenback and Hazel; \$20,000,000; 2025 (SAC23300)
- Hazel Avenue—Widen American River bridge and approaches from 4 to 6 lanes and widen Hazel from American River bridge to Madison from 4 to 6 lanes with bike lanes and signals; \$43,000,000; 2007 (SAC21500)
- Hazel Avenue—Widen from Oak Ave. to Old Auburn Rd in Placer County from 2 to 4 lanes; \$7,852,067; 2003 (SAC15360)
- Hazel Avenue—Widen from 4 to 6 lanes from Madison to Sacramento/Placer County line; \$51,786,000; 2015 (SAC23080)
- Sunrise Boulevard Bus Rapid Transit—In Sacramento County, implement bus rapid transit on the Sunrise Boulevard corridor; \$20,000,000; 2009 (REG17430)
- Hazel Avenue—Add carpool and transit capacity between Madison Ave. and U.S. 50; \$30,000,000; 2019. (New\*)
- Hazel Avenue—Add grade separation, ramps, and frontage connections at Gold River Rd.; \$20,000,000; 2018 (New\*)
- Hazel Avenue—Add under crossing, turn ramps, and community enhancements at Greenback Ln.; \$20,000,000; 2021 (New\*)
- Hazel Avenue—Improve Madison Ave. intersection; \$20,000,000; 2017 (New\*)
- Sierra College Boulevard—Improve Douglas Blvd. intersection; \$10,000,000; 2023. (New\*)
- Sierra College Boulevard—Improve Roseville Parkway intersection; \$10,000,000; 2019. (New\*)

**Total \$367,532,496**

*\*For the purpose of modeling and costing, placeholder projects without sponsoring agencies have been created. Studies will determine the final projects.*

**Rancho Cordova - El Dorado Connector**

**Tier 1**

- **Latrobe Road**—Signal installation at U.S. 50 eastbound ramps; \$220,000; 2006 (ELD15660)
- **White Rock Road Realignment**—In El Dorado County, White Rock Road from Manchester Drive to Latrobe Road: realign and construct improved 2 lane roadway; \$2,226,356; 2003 (ELD10100. )
- **White Rock Road**—Widen White Rock Road from the Sacramento/El Dorado County line to Latrobe Rd from 2 to 4 lanes; \$1,708,000; 2006 (ELD10090)
- **Route 99**—Reconstruct the Grant Line Road / Route 99 interchange; \$31,000,000; 2010 (CAL18430)
- **Alta Sunrise Boulevard**—Construct a 6-lane roadway from U.S.50 to International Drive extension. This includes a south-only interchange with U.S. 50 and pedestrian and bicycle facilities; \$45,000,000; 2015 (SAC22980)
- **Grant Line Road**—Widen from Bond Road to Sloughhouse Road from 2 to 4 lanes; \$11,000,000; 2008 (SAC19670)
- **Grant Line Road**—Widen from Sloughhouse Road to Sunrise Boulevard from 2 to 4 lanes; \$4,000,000; 2000 (SAC19660)
- **Sunrise Boulevard** —Widen from north of Douglas Road to Grant Line Road from 2 to 4 lanes; \$10,000,000; 2009 (SAC19710)
- **Sunrise Boulevard**—Widen from Route 16 to north of Douglas Road from 2 to 4 lanes; \$9,053,430; 2006 (SAC19711)
- **Grant Line Road**—Add frontage roads to connect various local access roads that intersect Grantline Road between Elk Grove Blvd. and Sloughhouse Rd.; \$25,000,000; 2012 (New\*)
- **Grant Line Road**—Widen from 2 to 4 lanes, Route 99 to Bond Road; \$12,000,000; 2008 (New\*)
- **Sunrise Boulevard**—Add overcrossing and ramps at Route 16; \$20,000,000; 2014 (New\*)
- **White Rock Road**—Realign and widen with shoulders from Sunrise Park Drive to El Dorado County Line; \$20,000,000; 2017 (New\*)
- **Kammerer Road**—Construct a 4 lane roadway from Grant Line/Route 99 interchange to I-5 at Hood Franklin Blvd. Can be changed to widening of existing streets; \$18,443,980; 2015 (SAC22900)
- **4-lane parkway connecting I-5 and Route 99**—(upgrade of Kammerer Road project); \$31,556,020; 2021 (New\*)
- **Open space acquisition; \$15,000,000 (New\*)**

**Total \$275,000,000**

*\*For the purpose of modeling and costing, placeholder projects without sponsoring agencies have been created. Studies will determine the final projects.*

This is a significant issue in rural and suburban areas that are built around the automobile, for children who need to travel to school and activities, for the elderly and disabled, for low-income residents, and for those who prefer not to drive. Providing choices will also be a necessity in the most heavily traveled corridors in the region, where travel demand is rapidly increasing and where we will need as many ways as possible to travel.

**What's in the Plan:** This plan invests significant funding into offering choices of travel mode to future residents. Major increases in rail, bus, bicycle, and pedestrian modes are envisioned, along with promotion of telecommuting and sharing rides. In this plan, the transit systems of the region will become integrated through information technology and universal passes, bicycles will be accommodated on buses and trains, pedestrians will feel more comfortable crossing arterial streets, and kids will feel safer walking to school.

## 5. Economic Vitality:

*Enhance the economic vitality of our region by efficiently and effectively connecting people to jobs, goods, and services, and by moving goods within our region and beyond with an integrated multi-modal freight system.*

**Issues:** Employers and business owners cite access to jobs for employees and access to businesses by freight carriers, primarily trucks, as important issues for economic prosperity. This would include the need for a comprehensive public transit system for commute trips (including a program for those who are transitioning from welfare to work), other alternatives to driving, congestion-reduction on streets and highways (especially for time-sensitive deliveries), a well-maintained road system, and good access to the port and airports. If these access and mobility issues are ignored in an area, businesses that have a choice will relocate elsewhere, either to the outer edges of the region where these issues are not yet severe, or to other regions.

**What's in the Plan:** The plan includes new corridors that connect areas around the periphery of the urban core, providing better access to the region's three major job centers — downtown Sacramento, Rancho Cordova/Folsom, and South Placer County. It also includes significant new light rail and bus transit, carpool lanes for commuters, and a larger Transportation Demand Management program to help manage demand. Access to Sacramento Airport is provided with the Downtown-Natomas-Airport light rail line and road improvements in the airport vicinity, as well as around the Port of Sacramento and Mather Airport. Finally, \$250 million annual investment in road maintenance and rehabilitation, particularly a problem in rural areas where farm-to-market truck travel is important, is included in this plan.

## 6. Equity:

*Pursue a transportation system that addresses the needs of all people in all parts of the region and assure that impacts of transportation projects don't adversely affect particular communities disproportionately.*

**Issues:** A regional transportation plan must address not only major regional travel needs, but also the needs of particular groups of residents and areas of the region. It is important that any negative impacts of projects proposed in the plan be analyzed for their impacts on communities so that disproportionate impacts can be avoided. Federal statutes related to equity are the Americans with Disabilities Act of 1990 (ADA) and Title VI of the Civil Rights Act of 1964.

**What's in the Plan:** This plan incorporates the priorities of local communities and many of these local projects are paid for from local funds. Major projects of regional concern are located throughout the region as well. The plan will provide alternatives — public transit, bicycle, and pedestrian facilities — for those who can't or don't drive. The plan includes Jobs Access Reverse Commute funding, which is intended to offer convenient transit for entry-level workers, particularly those transitioning from welfare to work. Community circulator van routes will supplement the mainline transit system, offering more convenient travel by transit from neighborhoods, particularly important for elderly and disabled persons. Finally, a large increase in paratransit service (door-to-door wheelchair-equipped van service called for in the ADA) is included for the expected increase in the elderly population over the plan period. The draft Environmental Impact Report that accompanies this plan addresses impacts on low-income and minority communities and a summary of the likely impacts of the plan on these communities (“environmental justice”) is included in the Analysis section.

## 7. Transportation And Land Use:

*Influence land use policies to improve access to jobs, services and housing to everyone in the region by using market forces and the regulatory process.*

**Issues:** There is a growing recognition in this region that transportation system and land use plans should be closely linked if we are to avoid an uncontrollably sprawling region with declining quality of life for many. The region cannot afford to build enough highway capacity or public transit to provide access to jobs, shopping, and service for a 2025 population of 2.8 million living in today's style of suburban development, which many refer to as sprawl. Development patterns in many suburban areas, with cul-de-sacs, gated communities, discontinuous streets, and shopping centered in commercial strips on busy arterials, discourages local travel by bicycle, walking, and public transit. The best opportunity to reduce vehicle miles of travel comes by encouraging development in existing areas (including redevelopment, infill and transit-oriented development), improving jobs/housing balance with different types of housing opportunities, and developing new areas with a greater mix of uses and higher densities.

**What's in the Plan:** A Community Design grant program, which could pay for planning grants to local governments and for bicycle, pedestrian, and streetscape improvements that accompany "smart growth" projects<sup>4</sup>, would encourage local trips and the use of alternative modes of transportation. **Appendix L** gives examples of what could be included in this grant program. Also included in the plan is open space in the form of land easements accompanying regional connector roads. Investment in the transportation system near the urban edge offers opportunities to set aside open space and direct development to areas that can get good access.

In addition to the Community Design program, SACOG has recently initiated a 3-year Transportation-Land Use Study. This project, which will develop information for the next update of the MTP, concerns the application of smart growth planning in the Sacramento Region. It will evaluate the opportunities for smart growth strategies for each participating jurisdiction in the region.

## 8. Funding And Revenue:

*In order to adequately fund the Plan, develop appropriate, innovative, equitable, and stable funding sources (both short- and long-term) and identify cost-reduction measures.*

**Issues:** Federal statutes (Transportation Equity Act for the 21st Century, or TEA-21) require urban transportation plans to be financially constrained, limiting improvements proposed to revenues "reasonably expected to be available." The financial forecasts for this plan define opportunities for the region and highlight limits on what the plan can propose to do. The region and local agencies cannot always satisfy their most critical needs or highest priorities, because various sources of funding come with restrictions.

The array of available funding leaves two critical funding squeezes, the first for transit operations in Sacramento County. Sacramento Regional Transit (RT) forecasts a need for \$3.1 billion to continue operating the bus and light rail system it has now through 2025. Fare revenues provide only 30 percent of this amount. Without renewal of Sacramento County's 1/2-percent sales tax for transportation (one-third of which supports RT operations) beyond its expiration in 2009, RT comes up \$500 million short of the needed operating subsidy, and faces a one-third service cut after 2008, from which it could recover gradually over the succeeding fifteen years. Any new rail or bus service would add to the need. Even with renewal of the sales tax at its current 1/2-percent level, RT could afford to build and operate only two light rail extensions and expand its bus service by about 50 percent. This falls far short of RT's 20-Year Vision Plan — with which RT's operating cost rises to nearly \$5 billion. It takes an increase in the sales tax, to 2/3 percent, with half of that for transit, to realize a meaningful increase in transit service.

The second critical funding squeeze falls on road maintenance in El Dorado, Placer, Sutter, Yolo, and Yuba Counties. Caltrans and the region's six counties and twenty cities report \$6.6 billion in road and highway

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<sup>4</sup> The term smart growth is defined by the Urban land institute as "about ensuring that neighborhoods, towns, and regions accommodate growth in ways that are economically sound, environmentally responsible, and supportive of community livability—growth that enhances the quality of life." Features of smart growth are collaborative solutions, mixing land uses, encouraging infill development and redevelopment, building master-planned communities, conserving open space, providing transportation choices, providing housing opportunities, lowering barriers to and providing incentives for smart development, and using high quality design techniques. (from ULI's *The Smart Growth Toolkit*, 2000)

maintenance and rehabilitation needs, including an \$800 million backlog of deferred maintenance as of 2002. Caltrans expects to get enough funding to take care of state highway maintenance, and Sacramento County jurisdictions can catch up on road maintenance needs by about 2020 with extension of the current 1/2-percent sales tax for transportation beyond 2009. However, the other five counties face more than \$2 billion in road maintenance and rehabilitation needs, including a \$475 million backlog of deferred maintenance as of 2002, with only about \$1.2 billion in local funds available. Thus the region confronts a difficult choice: use regional capital funds for road rehabilitation and forego improvements to support regional economic vitality and development, or seek more local funding to take care of the road rehabilitation need, in small counties with limited tax base.

The funding available presents opportunities as well. The region stands to receive \$3.5 billion in federal and state funds for capital improvements, plus another \$1.2 billion in federal funds for transit. These funds directed to the region represent about half of \$9.3 billion in funds that can only be used for capital improvements regionwide in the 23 years covered by the plan. The region has made few improvements to the capacity of the regional-scale system — freeways, light rail, and major arterials — in the past twenty years, during which time most extra capacity built into the system in the 1960s and 1970s has been consumed by growth in travel and traffic. This plan presents an opportunity to begin those long-overdue investments.

**What's in the Plan:** The plan shows revenues available from all sources — federal, state, and local — totaling \$21.8 billion during the 23 years, 2003-2025. In addition, \$800 million worth of roads are expected to be built by developers and added to the system. Within this total, the plan presumes extension of the transportation sales tax in Sacramento County (Measure A) at 2/3 percent beyond 2009, and periodic increases in transit fares and federal and state revenues (gas taxes) in line with historical trends. The plan also shows, for illustrative purposes only, \$3.7 billion in additional revenues that could be accrued from new sales tax and gasoline tax sources.

The region receives \$3.5 billion in federal and state funding to program projects, mainly from federal local assistance funds and the county shares of the State Transportation Improvement Program, plus another \$1.2 billion in federal transit funds to be passed through to local transit agencies. The region has been passing all these funds through to local agencies for local projects, but this plan proposes that regional funds be used for regional-scale projects in the future: to fund clean air programs, community design initiatives, connections serving downtown Sacramento and suburban job centers, more capacity in high-demand corridors, light-rail system extensions, ramp improvements at congested freeway interchanges, improvements to promote bicycle travel, and use of new technologies for better system operations.

The plan proposes that street and road maintenance and operation of transit services be local responsibilities, with limited regional support so that regional funds can be used for regional needs. The plan shows \$3.1 billion available to local agencies for street and road maintenance and rehabilitation, enough to meet about 80 percent of the expected need of \$3.8 billion (beyond the local funds, Caltrans expects to spend \$2.8 billion in state funds for state highway maintenance and rehabilitation). The plan shows \$5.0 billion for operation of transit services regionwide, with the \$4.3 billion available in Sacramento comprising a cap on the level of service that can be provided.

The plan contains \$10.9 billion for various improvements — state highways, rail extensions and new rail service, interchanges, local streets and roads, traffic operations improvements, bus and rail equipment and facilities, bicycle and pedestrian facilities, community design — funded for the most part with federal, state, and local funds that can be used only for capital improvements (not for maintenance and operations). This \$10.9 billion consists of \$1.6 billion available to Caltrans for state highways and intercity rail, \$4.5 billion available to the region for regional-scale improvements, and \$4.8 billion available to local agencies for local improvements.

Overall, this plan proposes to spend \$7.6 billion for transit operations and improvements, \$6.8 billion for highway, street and road improvements, \$5.9 billion for highway, street and road maintenance and rehabilitation, and \$1.6 billion for other kinds of improvements (bicycle, pedestrian, community design, demand management, clean air programs). More detail about revenue sources and expenditures can be found in the charts in the Funding section of this plan.

## 9. Health And Safety:

*Improve the health of our residents by developing systems that would encourage walking and biking, and improve the safety and security of people on all modes in all areas.*

**Issues:** Obesity has recently been declared an epidemic in this country, and the predominant use of the automobile has been blamed as at least part of the problem. Many cite lack of walking- and biking-friendly cities and suburbs as a root cause. Another issue is the need for safe and secure transportation modes, whether it be roads, transit, or biking and walking paths.

**What's in the Plan:** Pedestrian and bicycle plans and projects are specifically allocated \$529 million in the plan, both to develop local and regional systems. This funding is supplemented by the amount allocated for Community Design programs, which will include pedestrian and bicycle improvements associated with smart growth developments. Local road and state highway safety-related improvements are included, such as those slated for Routes 70 and 99 in Sutter and Yuba Counties. Freeway service patrols are also funded in this plan. These programs help remove traffic accidents and obstacles from the roadway. Freeway message signs are likewise a safety measure since they warn motorists of upcoming travel conditions such as fog or heavy traffic. Public transit security, both for passengers and their parked cars, is a priority because people will be much more likely to use transit if they feel safe doing so. Finally, a replacement of the Folsom Dam Road with a separate bridge downriver from the Folsom Dam is a national security issue and a high priority in this plan, with most of the funding expected to come from the Federal Bureau of Reclamation.

## 10. Environmental Sustainability:

*Develop the transportation system to promote and enhance environmental quality for present and future generations.*

**Issues:** Air quality, open space, and habitat protection are all issues in our rapidly developing region.

**What's in the Plan:** This plan includes a number of projects and programs that mitigate environmental issues. The air quality program, a continuation of SECAT, will help the region to attain air quality standards. Open space is attached to some of the regional connector projects in the form of conservation easements and is intended to protect agricultural areas and other open space from development in areas that are not zoned for development. In the Tier 2 vision, explained below, more funding could be available for open space, not necessarily attached to transportation projects. This final draft of the plan is accompanied by an Environmental Impact Report that evaluates the plan in terms of its likely environmental impacts as well.

## The Second Tier Vision

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Tier 2 is a funding tier included in the Metropolitan Transportation Plan for the purpose of illustrating how much revenue could be raised and possible uses of this funding. The sources that have been analyzed, which total \$3.7 billion and would begin in 2015, are as follows:

- a. An additional  $\frac{1}{3}$  percent sales tax in Sacramento County (Measure B). This could raise \$1.9 billion in the County during the plan period. If enacted, Sacramento County residents would pay a total of 1 percent sales tax for transportation and related projects.
- b. A  $\frac{1}{2}$  percent sales tax in El Dorado, Placer, Sutter, Yolo, and Yuba Counties that could raise \$957 million during the plan period.
- c. A regional gas tax, in all six counties, of 5 cents per gallon, that could raise \$821 million during the plan period.

Projects and programs that could be funded with these sources are included in **Appendix I** and could also include local road, bicycle and pedestrian priorities, transit expansion in Sacramento County, road rehabilitation and maintenance, Port of Sacramento projects, and open space.

## Funding

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The plan is backed by projections of revenues available from all current sources. Revenue assumptions are shown in detail in **Appendix D**. The projections have been made from a base of 2002 funding levels, projected to 2025, adjusted for changes that would expand or diminish the revenue stream, de-escalated to current (2002) dollars, and spread by county. The plan assumes Sacramento County's Measure A  $\frac{1}{2}$  percent sales tax to be extended at a  $\frac{2}{3}$  percent rate beyond its current expiration in 2009, a policy direction provided by SACOG's Board to provide additional operating funds to expand Sacramento Regional Transit's light rail and bus system; the extension will require  $\frac{2}{3}$  voter approval (which has been attained in other urban counties recently). The revenue stream changes taken into account include: increased fare revenues from expanding light rail and bus rapid transit service, decreased gasoline consumption (and thus state gasoline taxes) due to energy efficient vehicles, expansion of sales tax revenues with economic growth, crowding out of state capital programs by increasing state highway maintenance and rehabilitation needs, census changes in population-based formulas, and continuing revenues from development impact fees proportional to growth projections. The projections include revenue increases: three 10 percent increases in transit fares in Sacramento (2010, 2015, and 2020), a 20 percent increase in federal highway funding levels with each reauthorization of the federal surface transportation act (2004, 2010, 2016, and 2022), 5 percent annual increases in federal transit funding levels, and two 5 percent increases in state gasoline tax rates (2011 and 2021); each of these increases falls conservatively within the historic trend of increases in these funding sources. The revenue projections presume that federal revenues now going to discretionary programs will continue to be collected and flow to the region for transportation purposes, amounting to more than \$1.5 billion over 23 years, at historic rates or in an amount proportional to regional population, without attachment to current programs or specific projects.

Revenue projections by year and then by county are shown on **Tables 6 and 7**.

The plan, to meet the federal financial constraint requirement, then assigned total revenues to a pattern of expenditures in each county, as shown on **Table 8**. The expenditures used regional funds for regional priorities, and local funds for uses to which they are restricted or in line with typical expenditure patterns in recent years in those counties. In Sacramento County, unrestricted transit funds were used as a priority for operating support, and in the other counties unrestricted road funds were used as a priority for maintenance and rehabilitation. Those funds used for capital projects were spread by year, and capital projects spread across the period 2003 to 2025 as funds were projected to be available; the spread of funds was done on a programmatic basis, not fine-tuned for cash flow.

## Analysis

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The section above on "Goals, Issues, and Content of the Final Draft Plan" serves the purpose of analyzing how the plan meets the policy goals that have been established. The following sections provide a technical analysis of the plan in terms of transportation and air quality performance indicators and social equity.

### Technical Analysis

The technical analysis relies on travel demand forecasting models to project the travel conditions and system performance of the various options. Two separate models are used. The SACMET model covers the Sacramento metropolitan non-attainment area for ozone pollution, which excludes Yuba County and most of Sutter County. The Yuba-Sutter model covers those two counties. These models are mathematical tools that estimate the general travel choices people will make, based on the primary social, demographic and physical conditions that affect such choices.

To develop these forecasting models, information on the characteristics of the transportation system is collected. Roadway and public-transit systems were studied to collect accurate technical descriptions of how these systems operate, and the conditions in which they operate. Data also were collected by conducting surveys of

# Revenue Estimates Summary by year — MTP for 2003-2025

Table 6

(millions of current dollars de-escalated to 2002)

	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	GRAND TOTAL
STIP - interregional share	45.0	44.2	48.7	47.8	46.9	46.0	45.1	55.7	60.9	64.8	64.0	63.3	62.6	61.9	67.5	66.8	66.1	65.4	64.8	71.4	77.5	76.6	75.7	74.8	\$1,463.49
SHOPP - Caltrans program	50.0	50.0	50.0	50.0	50.0	125.0	125.0	50.0	100.0	50.0	75.0	75.0	50.0	50.0	100.0	100.0	50.0	75.0	75.0	50.0	50.0	75.0	75.0	50.0	\$1,600.00
St. Hwy. Maint - Caltrans program	40.0	40.9	41.8	42.7	43.6	44.6	45.6	46.6	47.6	48.7	49.7	50.8	51.9	53.1	54.2	55.4	56.7	57.9	59.2	60.5	61.8	63.2	64.6	66.0	\$1,207.02
Intercity rail																									\$355.00
<b>TOTAL</b>	<b>135.0</b>	<b>135.1</b>	<b>140.4</b>	<b>140.5</b>	<b>140.6</b>	<b>215.6</b>	<b>215.7</b>	<b>152.3</b>	<b>208.5</b>	<b>163.5</b>	<b>188.8</b>	<b>189.1</b>	<b>164.5</b>	<b>165.0</b>	<b>221.8</b>	<b>222.2</b>	<b>172.8</b>	<b>198.3</b>	<b>198.9</b>	<b>181.9</b>	<b>189.3</b>	<b>214.7</b>	<b>215.2</b>	<b>190.8</b>	<b>\$4,625.51</b>

## Funds to the State (Caltrans)

STIP - federal to region	18.7	18.4	21.9	21.6	21.3	21.0	20.8	20.5	24.3	25.4	25.1	24.8	24.5	24.2	28.6	28.3	27.9	27.6	27.2	28.4	33.6	33.2	32.8	32.4	\$593.76
STIP - federal to region	17.7	17.4	20.3	20.5	20.2	19.8	19.5	19.2	22.4	24.0	23.7	23.3	22.9	22.6	26.3	26.5	26.1	25.7	25.3	26.4	30.7	31.0	30.5	30.0	\$554.28
TEA - federal to region	2.1	2.6	3.1	3.1	3.0	3.0	3.0	2.9	3.5	3.6	3.5	3.5	3.4	3.4	4.0	4.0	3.9	3.9	3.8	3.9	4.7	4.6	4.6	4.5	\$83.72
STIP - county share to region	80.0	77.8	83.2	80.8	78.4	75.9	73.5	92.3	99.1	112.6	109.7	102.6	99.9	97.1	104.3	101.5	98.7	103.5	100.5	98.9	107.5	104.3	101.1	98.1	\$2,201.42
New rail starts 5309 - federal to region	0.0	0.0	15.0	15.0	18.0	19.0	33.0	34.0	34.0	34.0	16.0	17.0	17.0	22.0	23.0	23.0	36.0	36.0	36.0	36.0	37.0	25.0	25.0	26.0	\$564.00
Rail modernization 5309 - federal to region	3.0	3.1	3.1	3.2	3.2	3.2	3.3	3.3	3.4	3.4	3.4	3.5	3.6	3.6	3.7	3.7	3.8	3.8	3.9	4.0	4.0	4.1	4.1	4.2	\$85.75
Bus replacement 5309 - federal to region	2.2	2.2	2.2	2.3	2.3	2.4	2.4	2.5	2.5	2.5	2.6	2.7	2.7	2.7	2.8	2.9	2.9	3.0	3.0	3.1	3.2	3.2	3.3	3.4	\$62.90
E&H transit 5310 - federal to region	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4	1.5	1.5	\$27.79
Transit formula 5307 - federal to region	17.0	17.2	17.4	17.7	17.9	18.2	18.4	18.7	19.0	19.2	19.5	19.8	20.1	20.4	20.6	20.9	21.2	21.5	21.8	22.1	22.5	22.8	23.1	23.4	\$463.65
Rural transit asst. 5311b - federal to region	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$14.04
<b>TOTAL</b>	<b>142.1</b>	<b>140.2</b>	<b>167.7</b>	<b>165.6</b>	<b>165.9</b>	<b>164.2</b>	<b>175.5</b>	<b>195.1</b>	<b>209.8</b>	<b>226.6</b>	<b>205.3</b>	<b>199.0</b>	<b>195.9</b>	<b>197.9</b>	<b>215.2</b>	<b>212.7</b>	<b>209.6</b>	<b>227.0</b>	<b>223.7</b>	<b>225.0</b>	<b>245.2</b>	<b>230.3</b>	<b>226.7</b>	<b>224.2</b>	<b>\$4,651.32</b>

## Funds to the Region

CMAQ - federal to region	18.7	18.4	21.9	21.6	21.3	21.0	20.8	20.5	24.3	25.4	25.1	24.8	24.5	24.2	28.6	28.3	27.9	27.6	27.2	28.4	33.6	33.2	32.8	32.4	\$593.76
STIP - federal to region	17.7	17.4	20.3	20.5	20.2	19.8	19.5	19.2	22.4	24.0	23.7	23.3	22.9	22.6	26.3	26.5	26.1	25.7	25.3	26.4	30.7	31.0	30.5	30.0	\$554.28
TEA - federal to region	2.1	2.6	3.1	3.1	3.0	3.0	3.0	2.9	3.5	3.6	3.5	3.5	3.4	3.4	4.0	4.0	3.9	3.9	3.8	3.9	4.7	4.6	4.6	4.5	\$83.72
STIP - county share to region	80.0	77.8	83.2	80.8	78.4	75.9	73.5	92.3	99.1	112.6	109.7	102.6	99.9	97.1	104.3	101.5	98.7	103.5	100.5	98.9	107.5	104.3	101.1	98.1	\$2,201.42
New rail starts 5309 - federal to region	0.0	0.0	15.0	15.0	18.0	19.0	33.0	34.0	34.0	34.0	16.0	17.0	17.0	22.0	23.0	23.0	36.0	36.0	36.0	36.0	37.0	25.0	25.0	26.0	\$564.00
Rail modernization 5309 - federal to region	3.0	3.1	3.1	3.2	3.2	3.2	3.3	3.3	3.4	3.4	3.4	3.5	3.6	3.6	3.7	3.7	3.8	3.8	3.9	4.0	4.0	4.1	4.1	4.2	\$85.75
Bus replacement 5309 - federal to region	2.2	2.2	2.2	2.3	2.3	2.4	2.4	2.5	2.5	2.5	2.6	2.7	2.7	2.7	2.8	2.9	2.9	3.0	3.0	3.1	3.2	3.2	3.3	3.4	\$62.90
E&H transit 5310 - federal to region	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.2	1.2	1.2	1.2	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4	1.5	1.5	\$27.79
Transit formula 5307 - federal to region	17.0	17.2	17.4	17.7	17.9	18.2	18.4	18.7	19.0	19.2	19.5	19.8	20.1	20.4	20.6	20.9	21.2	21.5	21.8	22.1	22.5	22.8	23.1	23.4	\$463.65
Rural transit asst. 5311b - federal to region	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	\$14.04
<b>TOTAL</b>	<b>142.1</b>	<b>140.2</b>	<b>167.7</b>	<b>165.6</b>	<b>165.9</b>	<b>164.2</b>	<b>175.5</b>	<b>195.1</b>	<b>209.8</b>	<b>226.6</b>	<b>205.3</b>	<b>199.0</b>	<b>195.9</b>	<b>197.9</b>	<b>215.2</b>	<b>212.7</b>	<b>209.6</b>	<b>227.0</b>	<b>223.7</b>	<b>225.0</b>	<b>245.2</b>	<b>230.3</b>	<b>226.7</b>	<b>224.2</b>	<b>\$4,651.32</b>

## Funds to Local Agencies

STIP (for FAS) - federal to region to local	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	\$29.05
Bridge & safety - federal to state to local	13.3	13.1	15.1	14.8	14.6	14.4	14.2	14.0	16.1	15.9	15.6	15.4	15.2	15.0	17.3	17.0	16.7	16.5	16.3	16.0	18.5	18.2	17.9	17.7	\$365.38
Federal discretionary programs - to local	14.0	14.0	15.4	85.4	15.4	15.4	15.4	15.4	16.9	16.9	16.9	16.9	16.9	17.0	18.6	18.6	18.6	18.6	18.7	18.7	20.5	20.5	20.5	20.5	\$471.84
Traffic Congestion Relief Pgm - to local	44.0	19.0	36.0	16.0	28.0	70.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	\$169.00
State Transit Asst. (STA) - state to local	4.8	4.8	4.7	4.7	4.6	4.6	4.7	4.7	9.9	9.8	7.5	7.4	7.4	7.3	7.2	7.2	7.2	7.2	7.2	7.2	6.9	6.8	6.7	6.6	\$164.1
Transport'n Development Act(TDA) - local	68.0	69.6	71.4	73.2	75.0	76.9	78.8	83.4	95.7	98.1	100.6	103.1	105.7	108.4	111.1	113.9	116.8	119.7	122.8	125.9	129.1	132.4	135.8	139.2	\$2,396.54
Gas tax subventions - local	67.5	66.7	65.8	64.9	64.0	57.5	56.3	79.4	78.4	100.3	98.7	97.3	95.9	94.3	92.8	91.4	90.0	88.5	87.0	100.2	98.4	96.5	94.6	92.9	\$1,951.84
Sales tax (Measure A) at 2/3% - local	86.0	88.2	90.5	92.9	95.3	97.8	100.4	128.7	140.5	144.2	148.0	151.8	155.8	159.8	164.0	168.3	172.7	177.2	181.8	186.5	191.4	196.4	201.5	206.8	\$3,440.75
Transit fares - local	32.4	36.7	41.5	42.3	42.8	43.3	46.5	47.1	52.1	52.8	55.8	57.6	58.4	64.9	65.9	66.8	67.8	70.7	78.3	79.5	80.7	85.0	86.3	87.7	\$1,410.40
Impact fees from development - local	43.9	45.6	45.6	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	48.9	\$1,118.19
General district funds - local	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	13.4	\$307.74
Special funds and other - local	26.0	25.7	35.4	25.2	24.9	24.7	24.5	24.2	24.0	23.8	23.6	23.4	23.2	23.0	22.9	22.7	22.5	22.4	22.2	22.1	21.9	21.8	21.7	21.5	\$547.37
Private developer in-kind projects - local	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	35.2	\$810.06
<b>TOTAL</b>	<b>449.7</b>	<b>433.3</b>	<b>471.3</b>	<b>518.2</b>	<b>463.4</b>	<b>503.3</b>	<b>442.4</b>	<b>510.9</b>	<b>532.5</b>	<b>558.3</b>	<b>565.5</b>	<b>571.7</b>	<b>588.4</b>	<b>598.4</b>	<b>615.2</b>	<b>619.3</b>	<b>632.6</b>	<b>654.4</b>	<b>666.0</b>	<b>676.1</b>	<b>683.6</b>	<b>691.5</b>	<b>\$13,182.28</b>		
<b>TOTAL - All funds</b>	<b>726.7</b>	<b>708.6</b>	<b>779.5</b>	<b>824.2</b>	<b>769.9</b>	<b>883.1</b>	<b>833.6</b>	<b>858.3</b>	<b>950.7</b>	<b>948.4</b>	<b>959.6</b>	<b>959.8</b>	<b>937.6</b>	<b>951.3</b>	<b>1,035.4</b>	<b>1,043.8</b>	<b>997.5</b>	<b>1,044.6</b>	<						



# Summary of Funding Available in the Region, 2000-2025

Table 7

(millions of current dollars de-escalated to 2002)

	Regional Total	El Dorado	Placer	Sacramento	Sutter	Yolo	Yuba
<b>Funds to the State (Caltrans)</b>							
STIP - interregional share	\$1,464	\$40	\$225	\$377	\$256	\$85	\$481
SHOPP - Caltrans program	\$1,600	\$185	\$525	\$500	\$90	\$230	\$70
St. Hwy. Maint - Caltrans program	\$1,210	\$185	\$225	\$410	\$90	\$230	\$70
Intercity rail	\$355	\$0	\$69	\$138	\$0	\$148	\$0
<b>TOTAL</b>	<b>\$4,629</b>	<b>\$410</b>	<b>\$1,044</b>	<b>\$1,425</b>	<b>\$436</b>	<b>\$693</b>	<b>\$621</b>
<b>Funds to the Region (SACOG, PCTPA &amp; EDCTC)</b>							
CMAQ - federal to region	\$594	\$40	\$67	\$428	\$2	\$58	\$0
STP - federal to region	\$554	\$34	\$66	\$372	\$19	\$46	\$18
TEA - federal to region	\$84	\$5	\$9	\$56	\$3	\$8	\$3
STIP - county share to region	\$2,204	\$178	\$253	"\$1,303"	\$117	\$253	\$99
New rail starts 5309 - federal to region	\$564	\$0	\$0	\$507	\$0	\$57	\$0
Rail modernization 5309- federal to region	\$86	\$0	\$0	\$86	\$0	\$0	\$0
Bus replacement 5309- federal to region	\$63	\$4	\$5	\$41	\$4	\$9	\$0
E&H transit 5310 - federal to region	\$28	\$1	\$4	\$19	\$1	\$2	\$0
Transit formula 5307 - federal to region	\$464	\$0	\$12	\$401	\$26	\$26	\$0
Rural transit asst. 5311b - federal to region	\$14	\$4	\$4	\$2	\$1	\$3	\$1
<b>TOTAL</b>	<b>\$4,654</b>	<b>\$266</b>	<b>\$419</b>	<b>\$3,215</b>	<b>\$173</b>	<b>\$461</b>	<b>\$121</b>
<b>Funds to Local Agencies</b>							
STP (for FAS) - federal to region to local	\$29	\$5	\$5	\$7	\$4	\$5	\$3
Bridge & safety - federal to state to local	\$366	\$30	\$42	\$216	\$19	\$42	\$16
Federal discretionary programs - federal to local	\$472	\$26	\$41	\$348	\$14	\$35	\$9
Traffic Congestion Relief Pgm - state to local	\$169	\$3	\$5	\$153	\$0	\$8	\$0
State Transit Asst. (STA) - state to local	\$164	\$7	\$17	\$114	\$7	\$15	\$5
Transportation Development Act (TDA) - local	\$2,397	\$94	\$418	\$1,571	\$79	\$208	\$28
Gas tax subventions - local	\$1,952	\$193	\$330	\$1,079	\$94	\$197	\$59
Sales tax (Measure A) at 2/3% - local	\$3,441	\$0	\$0	\$3,441	\$0	\$0	\$0
Transit fares - local	\$1,407	\$13	\$65	\$1,251	\$9	\$65	\$3
Impact fees from development - local	\$1,118	\$223	\$138	\$613	\$43	\$83	\$18
Special district funds - local	\$313	\$5	\$18	\$248	\$2	\$35	\$5
General funds and other - local	\$547	\$53	\$53	\$400	\$8	\$30	\$4
Private developer in-kind projects - local	\$810	\$110	\$176	\$360	\$57	\$64	\$43
<b>TOTAL</b>	<b>\$13,185</b>	<b>\$761</b>	<b>\$1,306</b>	<b>\$9,801</b>	<b>\$337</b>	<b>\$786</b>	<b>\$194</b>
<b>TOTAL - All funds</b>	<b>\$22,468</b>	<b>\$1,437</b>	<b>\$2,769</b>	<b>\$14,441</b>	<b>\$945</b>	<b>\$1,940</b>	<b>\$936</b>

## Summary of Funding & Expenditures in SACOG Region, 2000-2025

Table 8

(all funds in millions of current dollars de-escalated to 2002)

	County Total	State Hwy. Capital	Local Road Capital	Transit Capital	Other*	State Hwy. Rehab/Maint	Local Road Rehab/Maint	Transit Opns/Maint
<b>El Dorado County</b>	<b>\$1,437</b>	<b>\$142</b>	<b>\$496</b>	<b>\$35</b>	<b>\$66</b>	<b>\$370</b>	<b>\$254</b>	<b>\$74</b>
Rehab/maint. backlog 2002							\$80	
Road rehab/maint. 2003-25							\$335	
Rehab/maint. backlog 2025							\$161	
<b>Placer County</b>	<b>\$2,769</b>	<b>\$317</b>	<b>\$719</b>	<b>\$133</b>	<b>\$114</b>	<b>\$750</b>	<b>\$474</b>	<b>\$262</b>
Rehab/maint. backlog 2002							\$125	
Road rehab/maint. 2003-25							\$535	
Rehab/maint. backlog 2025							\$186	
<b>Sacramento County</b>	<b>\$14,441</b>	<b>\$892</b>	<b>\$3,307</b>	<b>\$2,097</b>	<b>\$1,199</b>	<b>\$910</b>	<b>\$1,731</b>	<b>\$4,305</b>
Rehab/maint. backlog 2002							\$305	
Road rehab/maint. 2003-25							\$1,427	
Rehab/maint. backlog 2025							\$1	
<b>Sutter County</b>	<b>\$945</b>	<b>\$343</b>	<b>\$164</b>	<b>\$19</b>	<b>\$26</b>	<b>\$180</b>	<b>\$159</b>	<b>\$54</b>
Rehab/maint. backlog 2002							\$35	
Road rehab/maint. 2003-25							\$200	
Rehab/maint. backlog 2025							\$76	
<b>Yolo County</b>	<b>\$1,940</b>	<b>\$216</b>	<b>\$328</b>	<b>\$247</b>	<b>\$120</b>	<b>\$460</b>	<b>\$254</b>	<b>\$312</b>
Rehab/maint. backlog 2002							\$155	
Road rehab/maint. 2003-25							\$310	
Rehab/maint. backlog 2025							\$211	
<b>Yuba County</b>	<b>\$936</b>	<b>\$570</b>	<b>\$92</b>	<b>\$2</b>	<b>\$21</b>	<b>\$140</b>	<b>\$92</b>	<b>\$18</b>
Rehab/maint. backlog 2002							\$80	
Road rehab/maint. 2003-25							\$215	
Rehab/maint. backlog 2025							\$203	
<b>Regional TOTAL</b>	<b>\$22,468</b>	<b>\$2,480</b>	<b>\$5,106</b>	<b>\$2,533</b>	<b>\$1,547</b>	<b>\$2,810</b>	<b>\$2,964</b>	<b>\$5,025</b>
Rehab/maint. backlog 2002							\$780	
Rehab/maint. backlog 2025							\$838	

\*Other includes community design, clean air, bicycle/pedestrian, demand management/carpool match, and undefined projects (e.g. American River access improvements)

the regions residents, to determine the types of trips being made and the factors that affect those trips — demographic characteristics and the constraints of the transportation system, for example. Using all this information, mathematical models of travel behavior were developed, relating to the types of trips made, frequency of trips, length of trips, time of day that trips are made, and the mode of travel used for the trip. When these relationships are applied to the entire region, traffic volumes and public-transit ridership can be estimated for a base year, meaning the current year or a very recent year. Estimates to actual data are prepared from the base year, to determine the accuracy of the model. When the model is judged to be accurate within acceptable standards, it then can be used to forecast travel patterns for a future year, given some assumptions about the size of the population in that future year, the places where new housing and businesses are built, the size of the employment base in that year, and the transportation improvements we expect to take place by that year.

### *Limits Of Forecasting Models*

The forecasting model is developed within the limits of available data and within the limits of our understanding about how people make their travel choices. All of the various choices that people make every day cannot be replicated or forecasted with exact precision. We attempt to understand the major travel choices, and the primary factors that affect these choices.

Also, we cannot replicate all the travel conditions that occur on the roadways and on the public-transit system. We limit our analysis and forecasts to the average weekday, including peak and off-peak travel periods. Traditionally, roadway design decisions are made to accommodate average conditions, not to accommodate extreme traffic loads like Friday afternoon traffic before Christmas near a shopping mall. Another reason we limit the process to average conditions is that it is more difficult, time-consuming, and costly to collect the necessary data for unusual or peak conditions.

Another limitation of the model is that it assumes no traffic accidents, breakdowns, spilled loads, lanes closed for maintenance, or other temporary bottlenecks. The timing, severity, duration, and location of these incidents makes them too difficult to analyze within the constraints of a large-scale regional model, but we do know that as traffic levels near roadway capacity, incidents become far more disruptive for longer periods of time.

Many researchers and practitioners contend that increases in the roadway system causes, or induces, additional vehicle travel. Our analysis shows that more road capacity may change travel patterns and increase overall vehicle miles of travel, but do not necessarily “induce” people to make extra trips just because driving is easier. Our analysis does address many of the relationships of vehicle travel demand. However, the effect of transportation improvements on the amount and location of residential and commercial development is not included because the future land uses are assumed to remain constant across all options.

For more information on demographic, land use, and modeling assumptions used in this plan, see **Appendix D**.

### *Performance Measures*

Four sets of performance measures were developed to gauge the performance of the options — conditions in the year 2000, conditions in 2025 with the projects in the 1999 MTP, and conditions in 2025 with the MTP for 2025. Some performance measures were more effective than others in illustrating the differences between options. Listed below are all the characteristics of the four sets of measures. The key performance indicators are listed in **Table 9**.

*Roadway measures* relate to travel in vehicles on the roadway system. These measures include the number of vehicle trips made on a typical weekday, vehicle miles of travel (VMT), and vehicles hours of travel (VHT). Both the total amount of VMT and VHT are reported as well as travel under highly congested conditions. Levels of service (or LOS), a widely used measure, is designated “A” through “F”. LOS A is uncongested, free-flow conditions and F is the most congested conditions. Roadways at LOS F means roadways are forecasted to have traffic volumes at or above their capacity. The use of this

# Key Performance Indicators

Table 9

Performance Indicator	Conditions in 2000	1999 MTP Conditions in 2025	Final Draft MTP for 2025 Conditions in 2025
<b>Congestion index for peak and off-peak periods</b> <i>(100 = the peak period congestion conditions faced by the average resident of the region on an average weekday in 2000; 10 = off-peak in 2000)</i>	Peak 100 Off-peak 10	Peak 173 Off-peak 22	Peak 155 Off-peak 16
<b>Percent of vehicle hours of travel at LOS E and F</b> <i>(LOS E and F are highly congested conditions)</i>	15%	29%	24%
<b>Vehicle emissions (tons/day)</b>			
NOx	110.3	14.9	15.0
ROG	55.0	12.3	12.2
PM-10	3.1	3.9	3.9
CO2	25,760	38,910	38,360
<b>Daily mode shares</b> <i>(person-trips, all trip purposes, average 24-hour weekday)</i>	Carpool 43.2% Transit 0.8% Bike/ped 5.9% SOV 50.1%	Carpool 43.4% Transit 0.9% Bike/ped 5.8% SOV 49.9%	Carpool 43.4% Transit 1.2% Bike/ped 5.6% SOV 49.9%
<b>Peak period mode shares</b> <i>(person-trips, all trip purposes, average weekday peak periods)</i>	Carpool 45.7% Transit 1.0% Bike/ped 6.9% SOV 46.4%	Carpool 46.0% Transit 1.1% Bike/ped 6.8% SOV 46.0%	Carpool 46.1% Transit 1.2% Bike/ped 6.6% SOV 46.1%
<b>Percent of travel time lost to congestion</b> <i>(total daily travel time in on roads—no transit - in LOS E or F conditions)</i>	12%	21%	19%
<b>Accessibility index (transit)</b> <i>(regional average of number of regional job centers accessible within a 45-minute transit trip)</i>	0.9	0.8	0.8
<b>Accessibility index (drive)</b> <i>(regional average of number of regional job centers accessible within a 20-minute drive)</i>	2.4	1.6	1.8
<b>Per capita vehicle-miles-traveled (VMT)</b> <i>(Average over 24-hour period,)</i>	22.9	24.1	24.4

performance measure is a way of indicating how much travel will occur in congested conditions.

A second category of congested travel is reported. The Congestion Index is measure of the amount of peak period roadway travel under LOS E or F conditions experienced by the region's residents. The difference from roadway measures is that the Congestion Index measures a person's travel conditions on their entire trip rather than the conditions on any particular road or street. The Index is scaled so that the year 2000 peak period regional average is 100. The Index is calculated for the various communities throughout the region in the present and future forecasts. Each community can be evaluated in several ways: a) against the regional average, b) against other communities, and c) from the present to the future years.

*Mode choice measures* relate to the mode of travel chosen for a trip. Modes include solo driving, ridesharing, public transit, and non-motorized modes (bicycling and walking).

*Accessibility measures* combine changes in growth patterns and transportation into one type of measure, and attempt to estimate how accessible the region's job base is to each community. Ten job centers were identified. The measures used are 1) the number employment centers within 20 minutes drive time, and 2) the number of employment centers within 45 minutes time on public transit. The number of centers within this time period not only represent accessibility to employment; they also serve as proxies for accessibility to shopping and services, since many of the jobs are in the retail and service sector. Accessibility can be increased in two ways: by increasing the number of work, shopping, or other opportunities within a given travel time, or by improving transportation to expand the area reachable within that travel time. As with the Congestion Index mentioned above, a regional average is calculated as well as each communities' average.

*Emissions measures* are estimates of the total regional emissions from on-road mobile sources. Emissions estimates are provided for four pollutants — oxides of nitrogen (NO<sub>x</sub>), reactive organic gases (ROG), particulate matter (PM-10), and carbon dioxide (CO<sub>2</sub>). Ozone is formed from NO<sub>x</sub> and ROG, PM-10 is small dust particles that can have respiratory effects, and CO<sub>2</sub> is a major greenhouse gas related to global warming.

The Air Resources Board's emission model EMFAC2001 was used to calculate the emissions, using SACOG's travel forecasts. EMFAC2001 is the newest on-road emissions model from the Air Resources Board, and includes the latest available data on a range of issues such the trends in vehicle ownership. It also includes the latest research on the technological and climatic impacts on emissions.

### ***Roadways and Congestion***

On a region-wide basis, the number of miles traveled forecasted with the MTP for 2025 in place will increase from 43.2 million VMT to 68.6 million VMT, a 58 percent increase between 2000 and 2025. This compares to the population increase of 49 percent. Another way to compare travel increases to population growth is by looking at per capita VMT. In 2000 there was 22.9 miles traveled per day versus the 2025 forecast of 24.4 vehicle miles per day. (The 1999 MTP transportation system was modeled with the latest population projections to calculate 24.1 vehicle-miles per day.)

Two roadway congestion measures are included that show an increase in roadway congestion, but less increase than the 1999 MTP. The percent of vehicle-hours traveled (VHT) at LOS E or F (i.e., high congestion) is expected to increase from 15 percent to 24 percent of total VHT by 2025. The 1999 MTP, however, would have increased this measure to 29 percent of VHT. A similar measure is the percent of all travel time lost to congestion. This measure also increases significantly but less so than the 1999 MTP.

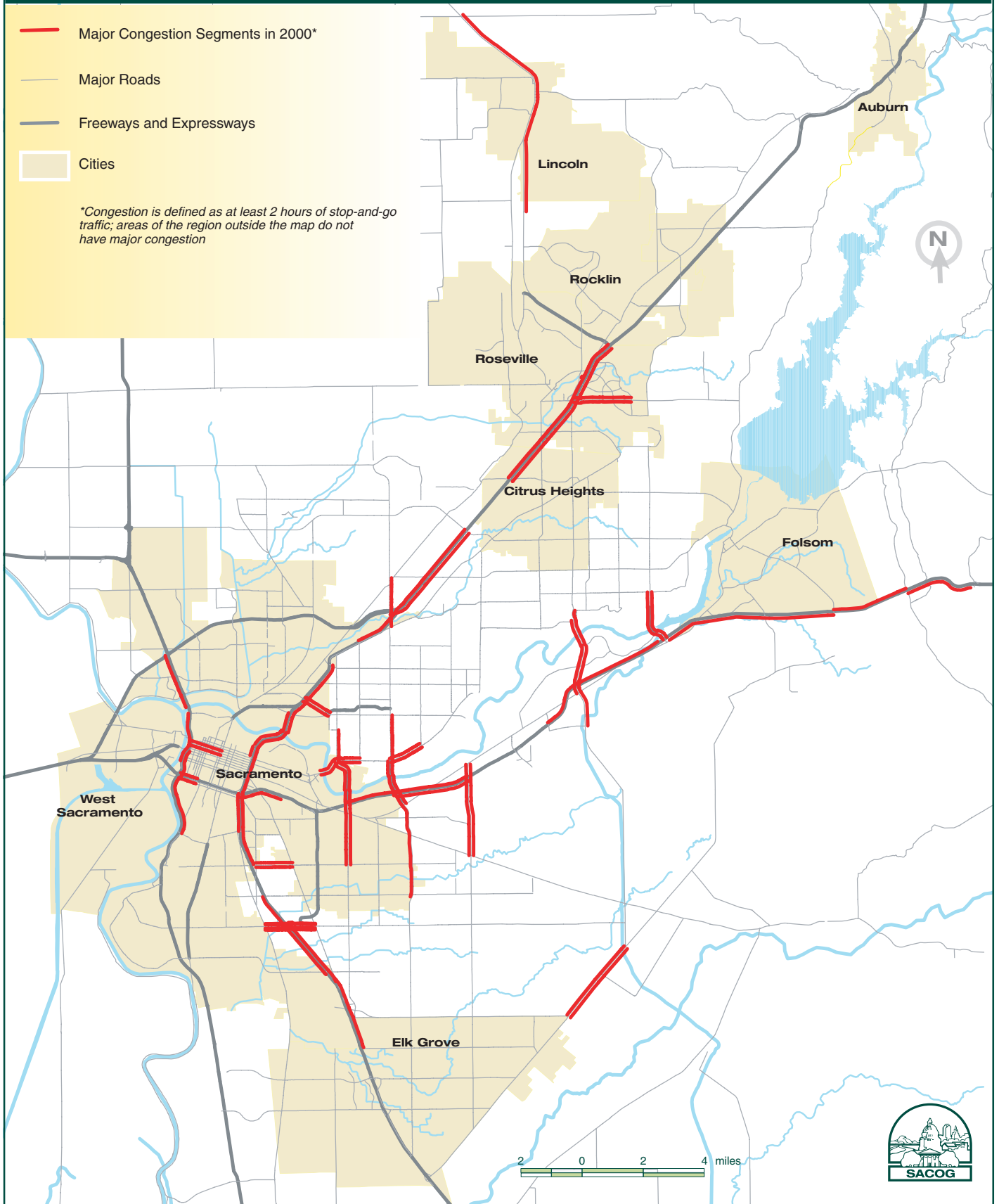
**Maps 6 and 7** show the locations of high congestion in 2000 and 2025, respectively. "High Congestion" is assumed to be two or more hours of stop-and-go traffic. Four types of impacts are apparent from comparing the maps: 1) these maps show that some freeways that have high congestion now have some reductions due to carpool lanes and other transportation projects; 2) some arterials show

# Traffic Congestion in 2000

Map 6

- Major Congestion Segments in 2000\*
- Major Roads
- Freeways and Expressways
- Cities

\*Congestion is defined as at least 2 hours of stop-and-go traffic; areas of the region outside the map do not have major congestion



# Traffic Congestion in 2025

## Map 7

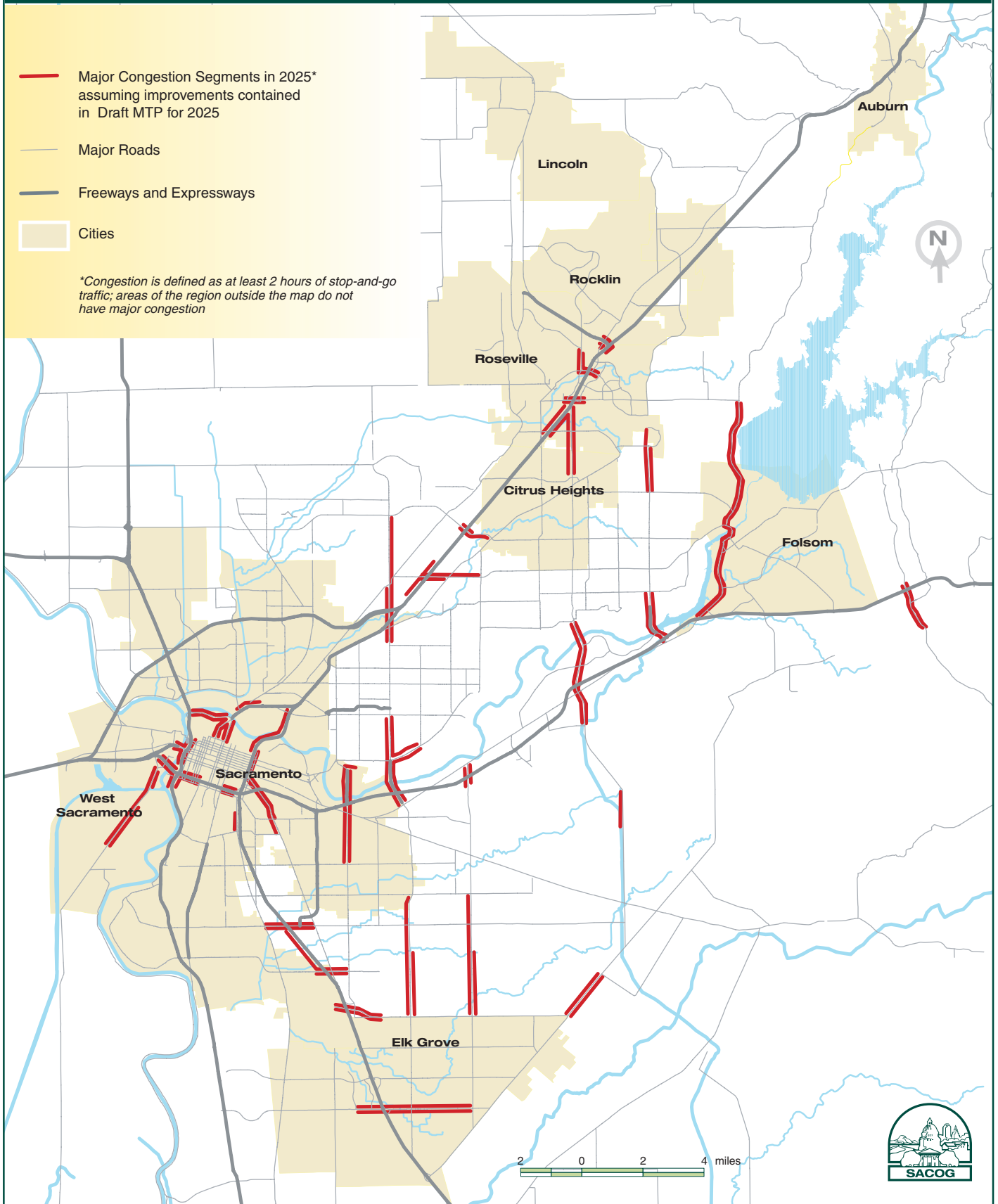
— Major Congestion Segments in 2025\*  
assuming improvements contained  
in Draft MTP for 2025

— Major Roads

— Freeways and Expressways

— Cities

*\*Congestion is defined as at least 2 hours of stop-and-go traffic; areas of the region outside the map do not have major congestion*



reductions in congestion, such as South Watt Avenue and Bradshaw Road; 3) other arterials are expected to have increases in congestion due to large population and employment growth and due to diverted traffic from other nearby routes; and 4) bridges crossing the American River continue to have high congestion, even increasing in the Folsom area.

The Congestion Index increased by 55 percent, from 100 (its base value in 2000) to 155 in 2025. The change in the Index, however, varied across the region. Some areas like eastern Sacramento County that had a higher than average index in 2000 increased only moderately, reflecting modest population and job growth combined with a significant amount of transportation investment. Other areas like Lincoln, Roseville, and southern Sacramento County had significant increases moving those areas well above the regional average, despite the significant amount of transportation investment in the areas. This indicates that road and transit investment does not keep pace with growth. Two of the major employment areas, the Sacramento central business district and Rancho Cordova, have congestion levels slightly above the regional average now and while increases are seen, they remain only a little over the regional average in the future. Most of Yuba and Sutter counties and the rural parts of the other counties have low congestion levels now and are expected to change only moderately.

By comparison, the 1999 MTP's forecast produced a higher Congestion Index of 173, with higher values in almost all areas.

### *Mode Choice*

The projections show that no significant change will occur in the overall distribution of trips between different modes of transportation. The private automobile will continue to be the dominant mode of travel, garnering an estimated 93 percent of all trips on a typical weekday in the year 2025. This is unchanged from the mode share estimated for the base year, 2000.

Even though the number of public-transit passengers is expected to increase by 110 percent, they are such a small number of people within the six-county population that transit still will account for barely more than 1 percent of all trips. The overall mode share for public transit would be larger if the analysis was confined to the Sacramento urban area, and it would be much larger if it was confined to trips coming into downtown Sacramento during the peak commute period. By analyzing a six-county region that includes much rural and low-density suburban land, the analysis includes many areas where public transit is not available or operates infrequently, thereby diminishing the regional mode share for transit.

The same is true for non-motorized travel, where a 47 percent increase in bicycle and pedestrian trips brings only a shift of 0.3 percentage point (downward) in the overall mode share for these trips. This decline in mode share for non-motorized trips is about matched by an 0.2 percent gain in ridesharing trips. These findings indicate that, although there will be many more people using public transit, bicycling, and walking than there are today, there also will be many more people using private automobiles. There are several types of projects in the MTP for 2025 that were not analyzed in the forecasts that should increase the non-motorized mode share. The funding of future bikeway and pedestrian projects is included, but the specific projects have not yet been identified. These projects will make walking and biking more attractive and increase the amount of these trips. Similarly the Community Design program is funded and included in the MTP, but specific projects remain undefined. When these projects are included in future forecasts we expect more non-motorized (and transit) trips, largely by reducing the number of auto trips.

### *Accessibility*

The number of job centers that are accessible within the plan period will decline by both travel modes. There is a significant decline in the accessibility to jobs by car, but only a modest decline in the accessibility to jobs via public transit, which should be judged as successful transit investment in the face of rising congestion. The auto accessibility value decreased from an average of 2.4 job centers (out of a total of 10 centers) to 1.8 centers by 2025. The general increase in congestion will move many commute trips above the 20-minute threshold.



Transit accessibility changed from 0.9 to 0.8 centers. There is a wide variation in the transit scores depending on the availability of transit service. If an area has no service, then obviously its score is zero. Within the Regional Transit and Yolobus service areas the scores ranged from 1.2 to almost 4.

### *Emissions*

There are two different trends apparent in the vehicle emissions results. The ozone precursors, NOx and ROG, show significant decreases. The technological advances in controlling auto and truck emissions is greater than the increases in vehicles and vehicular travel over the 25-year period.

The other two pollutants, however, indicate increases. The production of PM-10 and CO2 are more a function of the amount of travel rather than engine and tail pipe control technologies. PM-10 increases from 3.1 to 3.9 tons per day, a 26 percent increase which is less than the overall travel increase. The current analysis of the PM-10 issue indicates that on-road travel is a small part of the overall problem. The production of CO2 is almost entirely a function of the amount of gasoline and diesel consumed. The forecasts indicate a 49 percent increase in CO2 which is slightly less than the 58 percent VMT increase. A modest improvement in fuel efficiency would account for the difference.

### *Meeting Air Quality Standards*

The plan is required to meet both federal and state air quality mandates. The federal requirements — through air quality “conformity” analysis — have to do with keeping projected emissions within certain allowable levels in specific future years. Because there are so many forecasts required in this analysis, it is published in a separate report. The analysis, available from SACOG, will determine whether the plan meets federal conformity requirements. The requirements are that emissions stay within the allowable levels in each of the future milestone years.

The state requirements — through the California Clean Air Act — call for reducing the rate of growth in vehicle trips and vehicle miles traveled, particularly in comparison with the projected population growth rate. The information below shows how the plan performs in meeting the standards of the California Clean Air Act.

Plan Performance Relating to the California Clean Air Act Requirements:

Growth in daily vehicle trips, 2000-2025	54%
Growth in daily vehicle miles of travel, 2000-2025	58%
Growth in population, 2000-2025	49%

The plan does not succeed in keeping the growth in vehicle trips (54 percent) to a lower rate than the population growth (49 percent). Vehicle miles traveled is projected to grow even faster than population and vehicle trips over the 25-year planning period, indicating the lengthening of trips that results from the pattern of growth projected for the region and the choices people are projected to make about their trip destinations and routes. It appears that increasing suburbanization is one major factor leading to more driving. In the suburbs, there are fewer travel options and longer distances to travel due to lower building densities.

## **Social Analysis<sup>5</sup>**

Every federally funded organization must include an analysis of the effects of the planning or programming process on minority and low-income populations (also called “environmental justice”). To the degree possible, the Draft Environmental Impact Report that accompanies this plan evaluates the physical changes to the environment that may result from the implementation of the transportation projects and programs in the

<sup>5</sup> A detailed explanation and analysis of impacts to low income and minority communities can be found in the SACOG Draft Environmental Report (EIR) on this final draft plan.

MTP. As local agencies begin to implement projects and programs, the planned projects will attain precise location, size, and design. Afterward, project-specific studies can be more explicit in their evaluation of environmental justice.

A common negative impact of road improvements is that they can often bisect a community, impede pedestrian travel, and increase the capacity for auto traffic and its potential detrimental effects. Before a set of alternatives can be drawn up, and specific alignments examined, the MTP cannot assess these project-specific effects. Accordingly, this analysis is focused on the question of whether or not the MTP for 2025 provides enough good access and services to minority communities.

For instance, in the case of the Marysville Bypass, there is potential for detrimental impacts to the minority communities living near the proposed bypass, however the alignment has not been chosen. Almost certainly, the alignment will go mostly through open land. Similarly, the Feather River Bridge and expressway may be a beneficial transportation project, because they could provide access for minority communities living at the west end of the project to travel eastward from Route 99 to Route 65. On the other hand, this bridge and expressway project could also bisect and negatively impact the communities living in the locations where the bridge will be constructed. Again, since the alignment for the Feather River Bridge is currently being reviewed, the impacts, whether negative or positive, of the Feather River Bridge project are unknown.

The following is a broad-brush analysis of major projects contained in the MTP for 2025 that may have an effect, either positive or negative, on these federally protected groups.

### *Impacts on Low-Income Populations*

A Regional Transit South Line light rail extension from Meadowview Road to Cosumnes River College and on to Elk Grove Blvd. would provide rail access to a group of low-income and minority populations in the Meadowview area, while an extension to Laguna West would serve mainly higher-income, newer suburban areas. The Stockton Boulevard Bus Rapid Transit (BRT) system would greatly benefit the low-income communities that live along that corridor. Improved commuter rail between Auburn and Davis would serve low-income communities in Davis, but Davis is a unique community because of the low-income student population there. The light rail extension planned to extend to West Sacramento from downtown Sacramento would provide transit access to low-income populations in both cities. The other light rail extensions and transit improvements neither directly benefit nor negatively impact low-income populations.

The small-bus community circulators would serve both low-income and non low-income populations in the region. These circulators could be very beneficial to low-income communities, if designed properly. The most effective routes would target local trips to grocery stores, medical facilities, and other public services to meet the basic needs of low-income populations. The community circulators would also be important to improving service or connecting to regular bus lines. The rural areas of the region (specifically Yuba and Sutter Counties and South and Northeast Sacramento County) would continue to have relatively poor transit access for low-income populations.

The Feather River Bridge and expressway, Wheatland Bypass and Lincoln Bypass may cut through sections of the low-income communities and have the potential to disrupt these communities and also to improve external access to jobs and other opportunities. The Marysville Bypass, depending on the alignment, could also bisect a low-income population. The other roadway projects would not appear to have a direct negative impact on particular low-income groups.

### *Impacts on Minority Populations*

The Stockton Boulevard Bus Rapid Transit (BRT) would serve minority populations directly, but the Watt and Sunrise Boulevard BRT systems would mainly offer improved service connections to jobs in those corridors from other transit lines that run through lower-income areas. Generally, light rail extensions could move people to suburban job centers from the inner city. Light rail service to the airport could prove very beneficial to minority communities that need access to jobs at the airport and

to reach the airport itself. The South Line light rail extension from Meadowview Road to Cosumnes River College and on to Elk Grove Blvd. would serve minority groups. Few minority communities, indeed few communities of any type, in rural areas are well served by transit. As with low-income communities, community circulators are important because they serve households on a local scale. The proposed community circulators serve both minority and non-minority populations, but priority for early implementation could be given to minority or low-income areas.

Many of the road projects are not specifically targeted at benefiting minority communities. Most importantly, road improvements do not appear to bisect any minority communities. In the case of the Marysville Bypass, the alignment has not been chosen. Depending on the alignment of the facility, there is potential for detrimental impacts to the minority communities living near the proposed bypass, although the alignment will probably go mostly through open land. The Feather River Bridge and expressway may be a beneficial transportation project, because it provides access for minority communities living at the west end of the project to travel eastward from Route 99 to Route 65. On the other hand, this bridge and expressway project could also bisect and negatively impact the communities living in the locations where the bridge will be constructed. Since the alignment for the Feather River Bridge is currently being reviewed, the impacts, whether negative or positive, of the Feather River Bridge project are unknown.

Generally, in our region, the concern is not so much that we are physically impacting and bisecting communities, it is more of a question of whether or not we are providing enough good access and services to minority communities.

## The Programming Process

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Implementation of a long-range plan is carried out gradually through shorter-term decisions made on which particular projects should receive state or federal funds, in periodic funding or programming cycles.

This plan guides these short-term funding decisions by setting priorities. One way the plan sets priorities is by the years in which individual projects are scheduled to occur; obviously a project scheduled for the year 2005 in a given city is a higher priority than a project scheduled for 2015.

Specific funding decisions often are included in documents called transportation improvement programs, or TIPs. As a regional planning agency, SACOG leads a funding or programming process to select specific projects for state-directed funding, which are submitted to the state every other year in a document called the Regional Transportation Improvement Program, or RTIP. This document is an application for state-directed funds for the projects included. The California Transportation Commission must either accept or reject the RTIP in its entirety.

SACOG also allocates other federal funding. In the next few years we will be making funding decisions to implement the next update of the federal funding authorization, the successor Act to the Transportation Equity Act for the 21st Century (or TEA-21), which expires in October 2003. Federal funding programs available to the region include Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Enhancement Activity (TEA) funds. Federal funding under the next Act is scheduled to become available sometime after October 2003.

The federal regulations require all federally-funded and all regionally significant projects to be included in a document called the federal Transportation Improvement Program; SACOG refers to this document as the Metropolitan Transportation Improvement Program or MTIP. Caltrans consolidates these TIPs from all over the state into a statewide TIP which is submitted to the U.S. Department of Transportation for approval. A project must be included in a TIP in order to be eligible for federal funding or federal permits, if needed.

This plan will guide the next project programming process in two ways — first, by the requirement that projects must be consistent with this plan to be eligible for funding through the MTIP process, and second, by virtue of the fact that this plan will directly identify candidate projects for funding in the upcoming state and

federal funding cycles. In essence, the first three years of the plan make up the MTIP.

The Metropolitan Transportation Plan and the MTIP form a two-step plan and implementation process. To ensure that both are realistic in their approach to achieving the plan's goals, each must be based on reasonable financial plans, and SACOG must demonstrate that transportation-related emissions of air pollution will not exceed emissions budgets contained in the State Implementation Plan for Air Quality, for both this plan and the MTIP.

In adopting this Metropolitan Transportation Plan, the region is not only agreeing on transportation system needs over the next 23 years, but also is setting the stage for the short-term strategy for implementing the plan. Local jurisdictions and agencies, SACOG, Caltrans, and federal agencies carry out the plan by using available resources to implement the projects and a new program contained in the MTIP. Although the MTIP includes funding for projects over the next three years, a new MTIP must be adopted every two years. A new long-range plan must be adopted every three years. Through this repetition of the long-term planning process and short-term programming process, the region gradually implements its long-range transportation and air quality plans.

SACOG staff coordinates the updates of the plan and the MTIP to ensure that we maintain our eligibility for federal funds. The MTP for 2025 and the 2003/05 MTIP are scheduled to be adopted at the same time by the SACOG Board of Directors. It is expected that the federal approvals will take place in July 2002 for the MTP and October 2002 for the MTIP. Major MTIP updates will be accompanied with an amendment to the plan. These actions are necessary to ensure that SACOG prepares and maintains the necessary air-quality conformity findings for both the plan and program, a basic requirement for maintaining federal eligibility for our transportation programs and projects.

When SACOG staff embarks upon an update of the plan or MTIP, we ask project sponsors (generally local agencies and Caltrans) for information on the current status of project implementation, such as funding sources and expected start dates for various phases of project delivery (such as preliminary engineering, right-of-way acquisition, and construction for MTIP purposes), and expected project completion dates (for both plan and MTIP purposes). Based on the information provided by project sponsors, SACOG staff will ensure that the project is listed appropriately in both the plan and the MTIP and that the necessary analyses are conducted.

## Comment Opportunities

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Please feel free to comment to SACOG directly about the contents of this plan by June 27, 2002:

**E-mail:** nkays@sacog.org

**Phone:** 916-457-2264

**Address:** Nancy Kays, Metropolitan Transportation Plan Project Manager,  
3000 "S" Street, Suite 300, Sacramento, CA 95816

The SACOG Board is scheduled to adopt this plan on July 18, 2002.

Please see SACOG's web page, [www.sacog.org](http://www.sacog.org) for more information on the Metropolitan Transportation Plan.

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## MTP Dates and Milestones

DATE	MILESTONE	STATUS
<b>1999</b>		
May 20	SACOG Board approves approach and schedule	✓
September 9	SACOG Board selects members of the Transportation Roundtable; presentations made by SACOG liaisons to Boards of regional transportation agencies	✓
October 21	SACOG Board completes selection of members of the Transportation Roundtable	✓
November 5	Regional Forum for elected officials and community leaders on November 5th to officially kick off the MTP	✓
November 30	First Roundtable meeting	✓
<b>2000</b>		
January 18	Roundtable meeting.	✓
January/February	Town hall meetings on transportation held around the region to educate the public and take input on transportation issues.	✓
February 29	Roundtable meeting	✓
April 20	Roundtable presents draft goals to the SACOG Board for adoption	✓
May 25	Roundtable meeting on goals, guiding principles, and objectives	✓
July 13	Roundtable meeting on goals, guiding principles, and study alternatives	✓
September 19	Roundtable meeting on study alternatives	✓
<b>2001</b>		
January 11	Roundtable meeting on final study alternatives	✓
January - October	Staff analysis of study alternatives	✓
July 12	Roundtable meeting on study alternatives	✓
September 20	Roundtable meeting on study alternatives report	✓
October 24	Roundtable meeting to develop Preliminary Draft Plan	✓
November 8	Roundtable meeting to develop Preliminary Draft Plan	✓
November 15	Board workshop on the Analysis of Study Alternatives report	✓
December 13	Board approval of the Preliminary Draft Plan.	✓
<b>2002</b>		
January - February	Public outreach on the Preliminary Draft Plan, including SACOG public hearings on Feb. 4 and Feb. 21.	✓
February 8	Release Environmental Impact Report Notice of Preparation for 30-day review (comments due by March 11)	✓
March 14, 21	Roundtable meetings to make recommendations for the Final Draft Plan.	✓
April 18	Board approves final project list for analysis purposes (transportation, air quality conformity, EIR).	✓
May 15	Final Draft MTP, Environmental Impact Report, and air quality conformity finding are released for public review (comments on conformity finding due on June 14; comments on EIR due June 27).	✓
June 20	Board reviews Final Draft Plan, Draft EIR, and air quality conformity finding; public hearing held.	
July 18	Adoption of Final Draft Plan, Final Draft EIR, and air quality conformity finding by the SACOG Board of Directors.	

## Members of the Transportation Roundtable

**Christopher Cabaldon\***, SACOG Board Member  
(Chair)

**Sal Arrigo**, Cordova Senior Center  
(resigned Dec. 2000, replaced by Brian Holloway)

**Joe Coomes\***, Valley Vision

**Guadalupe M. Alonzo**, Children's Advocacy Institute

**Kay Backer**, KB International

**Steve Baker**, Folsom Traffic Safety Commission

**Peter Bridges**, Whitney Oaks

**Mary Brill**, Sacramento County Alliance of  
Neighborhoods

**David Butler**, Sacramento Metropolitan Chamber of  
Commerce (since Aug. 2001)

**John Carlson**, *Comstock's Magazine*  
(passed away Feb. 2001)

**Bill Center**, Lotus Resort

**Ed Cox**, Boulevard Park Neighborhood Association

**Joe Cruz**, Citizen's Alliance for Transportation  
Solutions (since Aug. 2001)

**Warren Cushman**, disabled advocate  
(since March 2002)

**Gary Davis**, California State University Sacramento  
student

**Manuel De Aquino**, American River Conservancy

**Dain Domich**, Separovich Domich Real Estate

**Steve Epler\***, Yuba Community College District

**Anne Geraghty**, WalkSacramento

**Larry Greene**, Yolo-Solano Air Quality Management  
District (replaced by Karen Wilson, Aug. 2000)

**Sheela Gunn-Cushman**, disabled advocate (resigned  
March 2002, replaced by Warren Cushman)

**Efren M. Gutierrez**, Chicano Consortium

**Jane Hagedorn\***, American Lung Association

**Brodie Hamilton**, UC Davis (resigned Dec. 2000)

**Alan Hirsch**, Sacramento Transportation Equity  
Network

**Warren Hoemann**, California Trucking Association  
(since Sept. 2000)

**Brian Holloway**, Sacramento Association of Realtors  
(since March 2000)

**Irene Itamura**, Caltrans District 3  
(resigned Jan. 2001, replaced by Jody Lonergan)

**Ilene Jacobs**, California Rural Legal Assistance, Inc.

**Anita Johnson**, Sacramento Black Chamber of  
Commerce (resigned Dec. 1999,  
replaced by Lorenda Sanchez)

**Collette Johnson-Shulke**, Sutter Health

**Jeffrey Jones**, Dobbins/Oregon House Action  
Committee (resigned March 2000,  
replaced by David Wilson)

**Gary Kikumoto**, Sacramento Japanese American  
Citizens League

**Steve Kroes**, California Taxpayers Association (re-  
signed June 2001)

**Dwight Ku**, American Automobile Association

**Judith Lamare**, Cleaner Air Partnership

**Roger Levy**, No Way LA Steering Committee

**Jody Lonergan**, Caltrans District 3  
(since Jan. 2001)

**Donna Lott**, League of Women Voters

**Mimi Mathews\***, rice grower

**David Mogavero**, ECOS

**Bill Mueller**, Intel

**Wayne Nader**, North Auburn Municipal  
Advisory Committee

**Mark Nelson**, Hewlett Packard

**Pat Perez**, Regional Transit daily rider

**Carol Prince**, Pacific Bell (resigned Aug. 2000)

**Mark Quisenberry**, Sutter County Agricultural Commission

**Ray Resler**, at large (since March 2000)

**Pilka Robinson**, Sacramento Regional Transit District

**Susan Rohan**, Placer County Economic Development Board

**Peter Rooney**, at large

**Lorenda Sanchez**, California Indian Manpower Consortium (since March 2000)

**Bert Sandman**, at large

**Walt Seifert**, Sacramento Area Bicycle Advocates

**Bob Shattuck**, Lennar Communities

**David L. Soto**, Area 4 Agency on Aging

**Samuel Starks**, at large

**John Sulpizio**, Port of Sacramento

**Laura Svendsgaard**, parks consultant

**Ida Sydnor**, NAACP

**Angela Torrens**, Franklin/Laguna Community PAC

**Dennis Trinidad**, Sacramento Hispanic Chamber of Commerce (resigned Feb. 2000, replaced by Ray Resler)

**Cindy Tuttle\***, Operating Engineers, Local 3

**David Wilson**, Dobbins/Oregon House Action Committee (since March 2000)

**Karen Wilson**, Sacramento Air District (since Aug. 2000)

**William Wong**, Yuba City Unified School District (resigned June 2001)

*\* Member of the Executive Committee*



## Public Outreach

Public outreach on the plan kicked off on November 5, 1999 with a major forum on regional transportation, “Traveling into our Future,” co-sponsored by SACOG and Valley Vision. The forum was held at the Sacramento Convention Center and was attended by over 400 leaders from around the region. It featured a video “50 years of Growth, 50 years of Choices,” nationally prominent keynote speakers, a panel of experts, and a facilitated discussion with the audience. The report on this forum is available from SACOG.

Outreach continued with the formation of the Transportation Roundtable, a diverse group of 55 community leaders from around the region who joined through an application process. The Roundtable met for 2½ years, providing policy advice to the SACOG Board of Directors on the Metropolitan Transportation Plan for 2025. Appendix X shows the membership of the Roundtable. A special effort was made, through hiring an outside recruiter, to invite individuals to serve on the Roundtable who represent ethnic and minority groups that are traditionally under-represented in the transportation planning process.

In January and February, 2000, a series of evening town hall meetings was held in five locations around the region. These meetings featured presentations of information about the region and its transportation system, and a professionally-facilitated discussion. The results of the town hall meetings are summarized in a report made by the project consultants, Accord Associates, *2025 Metropolitan Transportation Plan Update: Report on the Town Hall Meetings Held January 24 February 2, 2000*.

As the MTP planning process unfolded, new developments were reported in SACOG’s monthly newsletter, Regional Report, as well as on the website, [www.sacog.org](http://www.sacog.org).

In September 2000, SACOG released *Innovative Transportation Strategies: A Resource Guide*, to inform the Roundtable, the Board of Directors, and the public about new ideas that have been tried in other locations in the U.S. and around the world. This report also features comparisons of key transportation and related characteristics between Sacramento and several other “peer regions” of similar size and character.

In December 2001, a *Preliminary Draft Metropolitan Transportation Plan for 2025* was approved by the Board of Directors for the purpose of hearing from the public, and in January 2002 a two month period of outreach commenced. Two versions of a professionally-produced video on the plan (a 5-minute version and a 9-minute version) were created and shown at well over 90 meetings held around the region during this period. These meetings included City Councils, Boards of Supervisors, public works departments, SACOG’s advisory committees, and many community groups where staff and Roundtable members were invited to speak. Publicity on the plan was provided by SACOG’s public affairs staff and by coverage in the *Sacramento Bee* and other local newspapers, on television and on the radio. The results of the meetings was presented in memos to the Roundtable on March 14, 2002 and to the SACOG Board on March 21. Correspondence (letters and e-mail) received during this period of time has been compiled in several compendia available from SACOG — Public Comments Regarding the Metropolitan Transportation Plan for 2025 as of April 10, 2002, and from April 11, 2002 through April 17, 2002. To date, hundreds of letters, e-mails, postcards, petitions, and phone calls have been received by SACOG expressing views on the plan.

A public telephone poll conducted on the Preliminary Plan was conducted by Godbe Research & Analysis, focusing on some of its more controversial aspects. The results are available in *Survey of Residents Conducted for Sacramento Area Council of Governments, March 14, 2002*. Several Roundtable members worked with staff and consultants to develop the wording of this survey.

Throughout the process, SACOG staff have consulted with Indian tribal leaders from the region. Presentations on SACOG’s planning and programming process have been made at Caltrans District 3 tribal meetings held in Marysville and at Northern California meetings of tribal leaders held at the Jackson Rancheria, organized by the California Transportation Commission. In February, 2002, staff also met with the leaders of the Shingle Springs Rancheria to discuss their upcoming plans and projects. These leaders have also attended meetings of SACOG’s

Regional Planning Partnership and the Transportation Roundtable. A project sponsored by the Rancheria, the U.S. 50/Shingle Springs Rancheria Interchange, is included in this plan. A representative of the Indian Manpower Consortium, Lorenda Sanchez, served on the Roundtable.

For more information on outreach on the MTP, see *Sacramento Area Council of Governments, Metropolitan Transportation Plan for 2025: Community Input Plan. November 2000.*

## Demographic/Land Use, Modeling, and Financial Assumptions

### Demographic Projections and Land Use Assumptions

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SACOG uses population, housing and employment projections through the year 2025 in travel demand forecasts. The major assumption of these projections is that adopted general and specific plans from area jurisdictions provide an accurate depiction of future growth. In these Plans residential land is almost completely consumed by 2025. The supply of commercial land, on the other hand, is much larger than demand over this time period. Therefore the projections are but one interpretation of how the demand is allocated throughout the region. This interpretation is, however, based on the numerous discussions between SACOG staff and the various planning departments.

Several important demographic and economic factors that are important to travel are assumed to remain fixed unless specifically modified as part of a scenario forecast. For example, the real (inflation adjusted) prices of gasoline, parking, and transit passes are assumed to remain unchanged.

Household characteristics such as the relative distribution of persons per household, workers per household, and income levels in the various districts of the region are assumed to remain unchanged, as are daily household trip purposes. What this means is that, even though a jurisdiction or community may grow, the overall profile of the households in that area will remain the same.

### Travel Modeling Assumptions

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The household travel survey SACOG conducted in 2000 is a major source of travel behavior data that is used in the travel demand model. The travel data and related demographic data from the survey is used in the estimation of the model components. Modification of the survey data is made in the estimation process to match the model to known travel characteristics, such as traffic counts and transit boardings. Commercial vehicle demand is estimated as a separate sub-model and incorporated into the overall model. Similarly, external travel (both passenger vehicle and commercial vehicles) that passes through the region is also estimated and incorporated into the model.

The travel demand model contains the following elements that are used to produce forecasts of person and vehicle trips, traffic demand and congestion, and transit demand.

**Trip Purposes**—Home based Work, Home based Shop, Home based School, Home based Other, Work based Other, Other based Other, Commercial Vehicles, External to External Vehicles.

**Travel modes**—Drive alone, Shared ride-2 persons, Shared ride-3+ persons, Transit- walk access, Transit- drive access, Walk, Bicycle

**Time of day**—AM Peak (7 a.m. to 10 a.m.), mid-day (10 a.m. to 3 p.m.), PM Peak (3 p.m. to 6 p.m.), evening (6 p.m. to 7 a.m.)

#### Major Data Sources:

- SACOG Household Travel Survey, 2000
- Commercial Vehicle Survey and Model Development, 1998
- Traffic counts from Caltrans, cities and counties
- Transit ridership counts from Regional Transit and other operators

## Reference Documents:

- SACMET01 Model Update and Validation Report, March 2002
- Pre-Census Travel Behavior Report: Analysis of the 2000 SACOG Household Travel Survey, July 2001

## Financial Assumptions

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### Federal and state program structure

Federal program structure and basic formulas from Transportation Equity Act for the 21st Century (TEA-21), and state basic program structure and formulas from SB 45, remain in place through 2025.

### Federal funding level

*History:* Congress increased federal gasoline tax by 5 cents (+125 percent) in 1982, by 5 cents (+55 percent) in 1990, by 4.3 cents for general fund in 1993, and then 4.2 cents transferred from general purposes to transportation (+30 percent) in 1997, current level is 18.2 cents. Congress has increased gas tax rate for policy purposes to support transportation investment. Congress has also increased federal transit program funding by an average of 5 percent per year since the Intermodal Surface Transportation Equity Act (ISTEA) in 1991.

*Assumption:* increase federal highway program funding levels by 20 percent in 2004, 2010, 2016, and 2022, and federal transit program funding levels by 5 percent per year through 2025.

### Federal Transit Administration program grants

*History:* Sacramento has consistently worked with 50 percent-match federal funding for light rail construction and extensions, one project at a time, since 1980, has through the 1990s received 0.6 percent average of rail modernization funds nationwide, and has received 0.4 percent average of bus replacement funds nationwide over a 20-year time frame.

*Assumption:* continue to receive 50 percent-match federal funding for one rail extension at a time through 2025, 0.6 percent of nationwide rail modernization funds, and 0.4 percent of nationwide bus replacement funds.

### Federal Transit Administration formula grants

*History:* Congress has provided transit formula grants since 1965, from general funds, decreasing amounts intermittently from 1982 to 1991, then increasing amounts in ISTEA and TEA-21 but with restrictions against use for operating subsidy for urban operators.

*Assumption:* continue to get population-based formula grants, with funding level increasing as described above, restrictions continue.

### State funding level

*History:* Legislature increased state gasoline tax by 2 cents (29 percent) in 1982, by 5 cents (55 percent) in 1990, by one cent per year for 1991-1994 (total 29 percent), current level is 18 cents. Legislature has increased gas tax rate in arrears in response to loss of purchasing power.

*Assumption:* increase state funding level by 5 cents (28 percent) in 2011 and 5 cents (22 percent) in 2022.

### State Transit Assistance (STA)

*History:* STA is currently funded with 50 percent of state Public Transit Account revenues, which come from sales tax on gasoline via two formulas (one directly per Proposition 42 of 2002 and one indirectly from a

spillover formula dating from the 1970s). These revenue streams tend to be very volatile with marginal gas price changes, but gasoline prices have increased irregularly over time at 4 percent above Consumer Price Index with additional temporary windfalls from spikes in gas prices about every 8 years.

*Assumption:* increase STA funding by 4 percent per year, with 30 percent spikes in 2011-2012 and 2019-2020.

### **Sales tax for transit (Transportation Development Act - TDA)**

*History:* Sales tax revenues in Sacramento County, a high-growth county, increased by 8 percent per year compounded from 1975 through 2000, with the rate gradually declining (in line with California's average sustained Gross Domestic Product growth rate of 7.2 percent per year since 1980); the rate of increase has been 4-5 percent in smaller, less urban counties and in fully urbanized counties.

*Assumption:* increase sales tax revenues by 8 percent per year in Placer County (which is entering a high-growth period), by 6 percent per year in Sacramento County (with continuing above-average population growth), and by 5 percent per year in the four other counties.

### **County sales taxes for transportation**

*History:* California's 11 largest counties (including Sacramento) all have transportation sales taxes, with six at a rate of 1 percent (with  $\frac{1}{2}$  percent of that for transit only) and the other five (including Sacramento) at a rate of  $\frac{1}{2}$  percent; all six with a 1 percent rate enacted two separate measures anywhere from 4 to 25 years apart. Only 3 of 28 rural counties now have transportation sales taxes. State law now requires  $\frac{2}{3}$  voter approval to enact or extend a transportation sales tax. Alameda and Santa Clara both met this requirement for extensions in 2000.

*Assumption:* extend Sacramento's sales tax at  $\frac{2}{3}$  percent from 2009 through 2025, split 50 percent for road maintenance and improvements (including road, bicycle and pedestrian) and 50 percent for transit, a political policy call within Sacramento County. All five other counties have asked that the plan not presume a transportation sales tax enacted by 2025.

D-3

### **Transit fares**

*History:* Sacramento Regional Transit District and other transit operators have increased fares periodically over the years, generally in response to inflation in operating costs. Operators provided forecasts based on present and proposed service levels and fare rates.

*Assumption:* increase fare revenues 5.5 percent annually for increases in bus fleet size and service and mode shift as shown in travel model, with overlay increases (1 percent for new Bus Rapid Transit services, up to 10 percent for new LRT lines) for new services; increase fare revenues by 10 percent from fare increases in 2010, 2015, and 2020.

### **Local general funds**

*History:* Use of local general funds for transportation has declined gradually since Proposition 13 in 1978, with differences due to individual jurisdiction policy.

*Assumption:* hold 2002 general funding levels for roads and transit amount constant in real terms through 2025, jurisdiction by jurisdiction.

### **Impact fees**

*History:* Counties and cities have imposed areawide fees per housing unit, now typically in the range \$1000-10,000 per house, and collect environmental impact fees for specific large developments (both commercial and residential).

*Assumption:* apply present fee levels to number of housing units projected to meet population growth targets,

and include a modest additional amount for jurisdictions expecting above-average office, commercial, and industrial growth.

### **Direct developer construction**

*History:* Developer-constructed roads are added to the public stock in an amount directly proportional to housing and office/manufacturing development.

*Assumption:* include in the plan all known arterial projects proposed for direct developer construction, from existing development agreements or areas planned and zoned for residential growth or proposed for urban services.

### **Inflation**

*History:* Consumer Price Index (CPI) has increased by 86 percent (about 3.1 percent per year), and Construction Cost Index (CCI) has increased by 93 percent (about 3.4 percent per year) since 1982.

*Assumption:* de-escalate all revenues to current (2002) values (so projects can be shifted among years without escalating and de-escalating cost), using deflation rates of 2.7 percent for revenues used for road maintenance (public employee labor cost), 2.9 percent for revenues used for transit equipment (same as current CPI forecast), 3.4 percent for revenues used for construction (CCI), and 3.5 percent for revenues used for transit operations (transit labor cost with strike-avoidance policy).

### **Alternate Fuel Vehicles**

*History:* Alternate fuels are partly or wholly tax-exempt, but the number of vehicles using them is insignificant to date.

*Assumption:* reduce gasoline tax revenues to account for significant numbers of alternate fuel vehicles entering and comprising an increasing portion of the fleet after 2009, proportional to Air Resources Board projections for alternate fuel vehicle fleet penetration, which by 2025 results in a 37 percent reduction in expected gasoline tax revenues.

### **Caltrans' state highway maintenance and rehabilitation**

*History:* The California Transportation Commission funds both Caltrans' highway maintenance program and highway rehabilitation through the State Highway Operation Protection Plan (SHOPP), off the top in the fund estimate, currently at about \$1 billion per year for each, a level adequate to keep the state highways in acceptable shape.

*Assumption:* continue funding at the current level in real terms, purported by the state to be adequate, with a 2.2 percent annual increase in maintenance funding to match growth in traffic and lane miles, and with an additional \$400 million inserted between 2007 and 2024 into the SHOPP to deal with two very-high-cost exception projects: Placer I-80 and downtown Sacramento Route I-5. The gradual increases in maintenance and SHOPP funding cut into funding available for the region's share of the STIP.

### **Caltrans' ITIP**

*History:* The Interregional Transportation Improvement Program (ITIP) receives 25 percent of STIP funds, usable statewide without geographic restriction; the Sacramento region has been getting about 5 percent of the statewide total, and in fact has a greater-than-average number of high-cost projects in the project delivery pipeline to be built in the time frame 2010-2020.

*Assumption:* continue the flow of ITIP funding at 5 percent of the statewide total, to specific large projects already in the pipeline plus smaller projects not yet defined (such as auxiliary lanes, ramp meters, traffic improvements), generally at a 50 percent RTIP/50 percent ITIP rate.

## Inter-Regional Transportation

A number of transportation systems in our region serve inter-regional travel needs, both by persons and by freight.

### The Port of Sacramento

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The Port, located in West Sacramento, is a relatively small facility specializing in bulk-loaded agricultural, forestry, fertilizer, and mineral exports. Recent statistics show that 85 percent of the Port's business travels to and from the port by truck, the rest is handled by Union Pacific rail lines. There are two primary access points to the Port, Harbor Boulevard and Enterprise Boulevard, which connect with U.S. 50 and I-80, respectively. Both of these interchanges are either in the process of improvement or have planned improvements. The Port has recently announced plans to develop its 280-acre Seaway International Trade Center, an industrial park that will diversify the Port's operations and revenues. The plan's Tier 2 Vision Plan, which includes possible new revenues for Yolo County, could fund a project connect the Port's rail yard to this property. It could also fund a project to deepen the Port's channel to San Francisco Bay from 30 to 35 feet. This would allow more ships with bigger loads to use the Port and further diversify its operations.

### The Union Pacific Roseville Railyard

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Union Pacific has recently expanded the Roseville Railyard to a state-of-the-art rail cargo hub for Northern California. It will ultimately handle nearly twice as many rail cars per day as before the expansion, up to about 75 trains per day. Although many more trains are passing through the Railyard, intermodal transfers to and from trucks have been moved to a new facility in Lathrop, near Stockton. This decision has actually decreased truck congestion in the area compared to recent levels.

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### Airports

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Sacramento County operates four airports — Sacramento International, Mather, Executive, and Franklin Field. These are the subject of a System Policy Plan, not yet complete, that will develop policies on the role each of airport in accommodating passenger and freight operations. Meanwhile, according to Sacramento International Airport plans, by 2020 there are expected to be 8 million annual passenger boardings, more than double the 1999 boardings of 3.9 million. This represents 65 percent more operations, much with larger aircraft. By this date, there will be new domestic service to the East Coast and Southwest along with the introduction of international flights. Cargo handling at International is still significant, even though much is now handled through Mather Airport. Air cargo projected to grow from 134 million pounds in 1999 to 419 million pounds by 2020. Proximity to major highways and major business communities makes this airport attractive for time-sensitive overnight shipments. There is also expected to be a modest growth in general aviation and existing levels of military operations. The study alternatives include projects that would serve the growth in activity that is expected at International Airport — transportation demand management programs for employees, light rail service or bus rapid transit service from downtown Sacramento, carpool lanes on I-5, new access roadways around airport, and a Placer Parkway that would connect Route 65 in Roseville to Routes 70/99 near the airport.

Mather Airport, a converted military air base, is located near U.S. 50 in Rancho Cordova, and is operated by Sacramento County. This airport handles freight operations and general aviation only, and has been growing its operations over the past several years. Its future Master Plan will guide the role it will play, but it will likely continue to expand its freight operations. In the study alternatives, there are numerous projects in the U.S. 50 corridor that would serve Mather Airport needs — carpool lanes and light rail to expand travel

capacity, intelligent transportation systems and transportation demand management programs to help manage traffic, and connector roads to link U.S. 50 to I-80 and I-5.

McClellan Airport, another former military air base, is owned but not operated by Sacramento County. It is conceptually planned to support aircraft maintenance and U.S. Coast Guard Operations. Through economic development agencies, McClellan has been attracting a variety of private businesses to its facilities. These businesses replace the military activities that formerly took place at McClellan and have not created a larger “trip attraction” than was previously the case.

There are a number of other general aviation airports in the SACOG region, however none qualify as “major attractors.”

SACOG is involved in aviation planning in three ways. The first involves land-use planning for the areas around public-use airports. In this function, SACOG is known as the Airport Land Use Commission (ALUC). The second type of involvement is in regional aviation system planning activities which result in a Regional Aviation System Plan. The third activity involves working with the airports throughout the region to develop a program of airport improvement projects. The result is the Regional Airport Capital Improvement Program, which is submitted to the Caltrans Aeronautics Program for use in developing its airport project funding proposals.

SACOG is responsible for aviation planning for Sacramento, Sutter, Yolo and Yuba Counties. Within these counties, there exists one major commercial passenger airport, one air force base and thirteen general aviation airports as follows:

### **Sacramento County Airports**

Franklin Field Airport  
Mather Airport  
McClellan Field  
Rancho Murieta Airport  
Rio Linda Airport  
Sacramento Executive Airport  
Sacramento International Airport  
Sunset Sky ranch Airport

### **Sutter County Airports**

Sutter County Airport  
Borges-Clarksburg Airport  
University Airport (Davis)  
Watts-Woodland Airport  
Yolo County Airport

### **Yuba County Airports**

Beale Air Force Base  
Brownsville AeroPines Airport

### **Airport Land Use Planning**

In its role as the Airport Land Use Commission for Sacramento, Sutter, Yolo, and Yuba Counties, SACOG has two primary functions. The first is the protection of public health, safety, and welfare through the adoption of land-use standards that minimize the public’s exposure to safety hazards and excessive noise from nearby airports. The second function is to prevent the encroachment of incompatible land uses around airports, thereby preserving the utility of these airports into the future.



To carry out these functions, the Airport Land Use Commission develops Comprehensive Land Use Plans (CLUPs), which establish planning boundaries around airports for safe building heights, noise levels, and safety. Land-use compatibility standards also are adopted, establishing the compatibility of individual land uses within each planning boundary. The Airport Land Use Commission works with local city and county governments to assure compatibility between local plans and the Comprehensive Land Use Plans for airport areas.

Individual Comprehensive Land Use Plans have been adopted for all of the airports located within the region, and for Beale Air Force Base, with the exception of the Rancho Murieta and University airports. Planning boundaries and land use compatibility standards for these two airports are established by the Airport Land Use Commission Policy Plan.

Under the provisions of ALUC law, Comprehensive Land Use Plans are required to be based upon airport master plans, or, in the absence of a master plan, an airport layout plan. Sacramento County is currently in the process of updating its Master Plan for the Sacramento International Airport, and is also preparing a Master Plan for the Mather Airport (an Airport Layout Plan currently exists). It is currently anticipated that the Sacramento International Airport Master Plan will be completed around July of 2003, while the Mather Airport Master Plan is looking at a January 2003 completion date. Adoption of these two master plans by Sacramento County will trigger ALUC updates of the Comprehensive Land Use Plans currently adopted for these two airports. Any significant airport changes, such as plans for new runways, runway extensions or changes in planned instrumentation of existing runways, could result in significant changes to the airport planning boundaries established by the existing Comprehensive Land Use Plans for these airports.

### **Regional Aviation System Plan**

The Regional Aviation System Plan provides a comprehensive look at the region's aviation system. It includes a description of individual public-use and military airports, discusses the major issues affecting aviation, examines the status of aviation funding programs, reviews future forecasts of aviation activity at individual airports, and analyzes the capability of the region's airports to accommodate the forecast future demand. The plan also includes a series of goals, objectives and policies that are intended to help guide SACOG in its ongoing aviation activities. The Executive Summary of this plan is included in **Appendix F**.

SACOG periodically updates this plan, working both with local airports in the region and the Caltrans Aeronautics Program. The most recent update was adopted in May of 1998. Information from SACOG's Regional Aviation System Plan is also incorporated by the Aeronautics Program into the California Aviation System Plan.

### **Regional Airport Capital Improvement Program**

SACOG is responsible for updating the Regional Airport Capital Improvement Program (CIP) every other year. The Regional Airport CIP consists of a comprehensive list of the capital needs of the region's public-use airports. Projects typically included in the CIP are such things as runway repair, construction of airport maintenance facilities, hangars, terminal areas, lighting improvements, fencing and signage.

SACOG works with the airports to develop the Regional Airport CIP, which is then submitted to the Caltrans Aeronautics Program for incorporation into the biennial update of the Capital Improvement Program Element of the California Aviation System Plan. The State's CIP Element serves as a guide for current and future airport development in the state, and provides the basis for the development of the Aeronautics Capital Program adopted by the California Transportation Commission (CTC). SACOG generally initiates updates to the Regional Aviation CIP beginning in the fall of even-numbered years.

The State CIP Element became a required element of the California Aviation System Plan (CASP) following enactment of Public Utilities Code Section 21702 (SB 707) in 1990, and consists of a ten-year list of aviation projects by region divided into two five-year phases. Projects in the first five-year phase of the CIP identify sources of funding (State, Federal or both) and the requested funding year. The second five-year phase is a compilation of projects, without funding source having to be identified.

The CIP process was first implemented in 1993, with the first biennial update occurring in 1995. Updates have occurred biennially since 1995, with the 2001 update being the most recent. Projects not included in the adopted State CIP will not be eligible for funding from the State Aeronautics Account, including the State portion of the local match for Federal Aviation Administration (FAA) Airport Improvement Program (AIP) funding.

The CIP is intended to identify projects eligible for two sources of State funding, the Acquisition and Development Program and the AIP Matching Grant Program. The AIP Matching Grant Program assists airports in meeting the local match requirement for AIP grants from the FAA, providing up to a 5 percent match. AIP Matching Grant funds cannot be allocated by the State until an AIP grant has been offered by the FAA and accepted by the airport.

The airport projects submitted to SACOG for inclusion in the 2001 State CIP Element are attached as **Appendix G**. These projects constitute SACOG's Regional Aviation CIP.

### **Airport Ground Access Program**

The region's major airport is the Sacramento International Airport, located in Sacramento County north of I-5 and west of Route 70/99. Road access to the airport is provided by state highways (I-5 and Routes 70/99), and by the internal circulation system within the airport. The planning, funding, and construction of internal improvements is undertaken by the airport, outside of SACOG's planning process. Outside access via I-5 and Routes 70/99 may become more difficult over time as congestion grows in that part of the region.

The MTP for 2025 includes proposals to increase accessibility to the airport, and includes light rail connecting downtown Sacramento to Natomas, and Natomas to the airport. The Airport Loop Road project calls for construction of a two lane, 3 mile roadway with the following alignment: Elkhorn Boulevard at Lone Tree Road, Elkhorn southwest towards Power Line Road, along the north side of I-5, and loop into the airport, merging with Airport Boulevard. The Placer Parkway will also, indirectly, help to provide more direct access to the airport to South Placer County residents.

Transit and Rail Connections: A key ground access issue prior to 1997 was the lack of any public transportation to Sacramento International Airport. YoloBus initiated public transit service between downtown Sacramento, West Sacramento, Davis, Woodland, and the airport in July 1997. Buses currently leave the airport twice each hour, once in each direction, making 13-stop loops through the above communities. The service operates weekdays and Saturdays from 5 a.m. to 10 p.m., with a reduced Sunday and holiday schedule.

In addition to YoloBus service, airport access within the region is provided by private carriers such as shuttle services and taxicabs. Scheduled commercial van service also provides airport service from outlying communities as far away as Chico and the Lake Tahoe Area. The vans stop at commuter rail stations and provide commuter rail passengers with continuing service to the airport.

### **Capitol Corridor Intercity Rail Service**

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Funded by the State and passenger fares, administered by the Capitol Corridor Joint Powers Board (CCJPB), and operated by Amtrak on Union Pacific Railroad tracks, this rail service is currently operating nine round trips between the Sacramento region and the Bay Area. Stops in the region are at Auburn, Rocklin, Roseville, Sacramento, and Davis, with connecting Amtrak bus service to many more locations. The most recent business plan update calls for 11 round trip trains of this service by October 2001 and 13 round trip trains by October 2002. The ultimate expansion goal is 16 round trips per day by 2009. The CCJPB's vision is for bi-directional hourly service from 6:00 a.m. to 10:00 p.m. and ultimately the extension of service to Reno/Sparks (via Truckee). The focus of the CCJPB is to deliver safe, reliable, frequent, high-quality passenger rail service that is a viable transportation alternative to the congested I-80 highway corridor.

Since the addition of the seventh train in February 2000, the Capitol Corridor became the fourth busiest intercity passenger rail corridor in the U.S. In fiscal year 2001/2002, ridership is expected to be 1.1 million passengers (1.4 million with 13 trains). Over the past 12 months, ridership has increased at an annual rate of 52 percent and is now 2,750 riders/day. Over one-third of the cost is covered by fares.

The CCJPB has many near-term and future plans for capital projects to upgrade the tracks, reduce travel times, improve schedule reliability, and upgrade stations and parking. In addition, the CCJPB is evaluating the 65-mile corridor between Auburn and Davis for commuter rail service integrated with the Capitol Corridor intercity trains. This would provide a greater level of service to business travelers who live and work in this corridor.

## **High-Speed Rail**

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The California High-Speed Rail Authority has begun the environmental process, to be completed in June 2003, for a high-speed link between the San Francisco Bay Area, Los Angeles and San Diego, with a spur line to Sacramento. The purpose of such a rail line is to serve increasing intercity travel in California and link all of the major metropolitan centers in the State. The 700-mile system would use a fully-grade-separated, electrified, dedicated double-track rail line with trains capable of speeds in excess of 200 m.p.h. The travel time between Sacramento and Los Angeles would be a little over two hours, for an approximate fare of \$41. The system is estimated to cost \$25 to \$30 billion to build and as of now has no identified funding source, but if one is found it could be open by 2020. The Authority states that 35 percent of the estimated 61 million trips made in the corridor could be on this rail system by 2020. In 1997, 1 percent of trips were made by rail (Amtrak), 36 percent by air, and 63 percent by auto. In our region, the only stop would be in Sacramento, and several possible locations are currently under evaluation. If it were to be at the Sacramento Amtrak Station, it could link with light rail, Capitol Corridor rail, and bus systems. There is no preferred specific route at this time.

## SACOG Regional Aviation System Plan

[This appendix reprints the Executive Summary of SACOG's Regional Aviation System Plan].

### 1. Background and Introduction Element

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The Background and Introduction Element is comprised of four major sections, which include a Regional Setting; Aviation Issues; Inventory; and Goals, Objectives and Policies section. These sections are described as follows:

#### Regional Setting

The Regional Setting establishes the context for subsequent portions of the Plan by providing an overview of the geographic, physical and socioeconomic characteristics of the region in which the airports are located. Existing and projected population and employment characteristics of the region are discussed. This section also highlights regional land use characteristics and provides a broad overview of the regional transportation system.

#### Aviation Issues

The Aviation Issues section looks at the significant issues affecting aviation at the federal, state and local level, and categorizes these issues under the following subsections:

**Environmental:** The discussion of environmental issues looks at airport noise problems and the federal, state and local programs which have been established to address them. The water quality and air quality impact of airports, and the programs established to address these issues, are also discussed.

**Safety, Navigation and New Technology:** The discussion of safety, navigation and new technology looks at the federal, state and local programs which regulate the safety of the aviation system. The use of airspace and the existing airspace control system are examined, as is the status of navigational aids used by the aviation industry. Current aviation research and development programs are also highlighted.

**Air Access to the Region:** The discussion of air access highlights commercial and general aviation service in the region, and examines the rapid growth in regional air cargo volumes. Issues related to helicopter use are looked at, as are federal, state and local programs to regulate helicopter use. The missions of the two Air Force bases located within the region, Beale Air Force Base and McClellan Air Force Base, are discussed, as is the decision to close McClellan Air Force Base and convert it to civilian use.

**Aviation System Requirements:** This subsection examines the capacity and expansion capabilities of airports located within the region, and also discusses the State Capital Improvement Program process as it relates to the airports.

**Planning:** The discussion of planning starts with an overview of the regional transportation planning process in general, and goes on to specifically highlight the aviation system planning process. This subsection also examines airport ground access issues and transportation system management measures established for Sacramento International Airport. The airport comprehensive land use planning process is discussed, as is SACOG's role as the designated Airport Land Use Commission for the region.

**Economics:** This subsection examines the considerable economic role airports play as a stimulus to both the State and local economies. Airport funding programs at the federal, state and local levels are explored, and the issue of financing ground access to airports is also discussed.

**Partnerships:** The partnerships discussion looks at the relationship of the varied local, regional, state and federal entities which participate in the aviation planning process. Also addressed are the opportunities for public participation in the planning process, existing aviation awareness and education programs, and programs in place to provide local assistance.

## Inventory

This section provides information about each of the region's public use airports, military airports and heliports. Airport-specific information includes the facilities and services available at each airport, based aircraft and annual operation estimates, and landing and navigational aids. Information regarding the location of private heliports is included, as is the number of helicopters based at public use airports. The recent reclassification of the airspace system is discussed, along with how the region's airports fit into the new system. The rapid growth in air regional cargo volumes is highlighted, with air cargo tonnages presented for both Sacramento International and Mather Airports. The status of existing airport land use plans and airport planning documents are discussed, and the section ends with series of maps showing the adopted city and county general plan land use designations surrounding each public use airport.

## Goals, Objectives and Policies

The Element concludes with a series of goals, objectives and policies that are intended to guide SACOG in its ongoing aviation system planning process. These goals, objectives and policies are grouped into the following categories: aviation safety, aviation noise, aviation system planning, aviation facilities, airport access and mobility, air quality, military airport conversion, aviation funding, and public participation.

## 2. Financial Element

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The Financial Element describes the history and current status of Federal and State funding programs, and identifies funding support from these programs that airports within the Region have received in the past. Also identified are future aviation projects submitted by the airports for inclusion in the State Capital Improvement Program.

The Financial Element examines the various local funding programs used to fund services and projects at the Region's airports. Some of the more innovative approaches to airport financing through private and nontraditional sources are also discussed. The Element ends with an analysis of future airport needs, as identified in the State Capital Improvement Program, compared to future Federal and State funding resources assumed to be available to meet these needs.

A major conclusion of the Element is that Federal and State funding programs do not have sufficient resources to meet the future funding needs of the Region's public-use airports. While federal AIP funding appropriations for aviation projects have increased over the past two years, after experiencing a declining trend for the preceding five years, this increase will likely result in only marginal increases in the AIP funding levels which have gone to the region's airports in the past.

At the State level, expenditures for State aviation funding programs have averaged approximately \$6.2 million per year during the period between fiscal years 1990/91 and 1996/97. In recent years the State has been unable to balance the budget with existing revenues, however, and the legislature has borrowed funds from non-General Fund sources such as the State Highway and Aeronautics accounts in order to make up the difference. Given the current nature of the State economy, it is unlikely that significant aviation funding level increases will occur.

Given the gap between Federal and State funding resources and the funding needs of airports, many airports will have to become increasingly self-sufficient in order to continue operating successfully. This could result in such actions as increasing airport user fees and lease fees, provided such increases do not put an individual airport at a disadvantage compared to fees charged at other airports within the local aviation market. Public-private partnership arrangements may also offer opportunities for providing funds for the development and operation of airport facilities. In addition, an increasing trend which some airports may want to investigate is the privatization of various functions at publicly-owned airports, in which public authorities and private contractors enter into agreements for the operation of airport services and concessions.

Airports will need to explore a broader range of innovative and nontraditional funding opportunities than in the past as traditional funding sources diminish. The next few years are likely to prove challenging for Federal and State aviation programs, airport operators, and aviation users alike in the effort to maintain airports as effective and efficient components of the nation's transportation network.

### 3. Forecast Element

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The Forecast Element discusses aviation forecasts through the year 2020 for the region's public-use airports. Included are forecasts for based aircraft, aircraft operations, pilots, registered aircraft, and hours flown at general aviation airports. Passenger enplanement and operations forecasts are also presented for Sacramento International Airport, the region's air carrier airport. Forecasts of regional air cargo tonnage are also included.

The aviation forecasts contained in the Forecast Element were developed by the consulting firm of ICF Kaiser. The Caltrans Aeronautics Program contracted with ICF Kaiser to develop forecasts for all public-use airports within the State. Two reports were prepared as a result of the consultants' work: the Central California Aviation System Plan: Interim Forecasts, Caltrans Aeronautics Program, October 1996; and the California Aviation System Plan: Interim Statewide Forecasts, Caltrans Aeronautics Program, October 1996. The first report focuses on the CCASP area, and is the source of the data used in the Forecast Element.

The region, as a whole, is forecast to experience a gradual increase in based aircraft, for a 31 percent increase between 1995 and the year 2020. Total annual operations within the region are also forecast to increase between 1995 and the year 2020 by some 36 percent. While the number of operations at the county level is forecast to increase during each five-year increment between 1995 and 2020, some fluctuations in this trend are forecast for individual airports.

Forecasts for student and private pilots show that this group comprised the largest pilot segment in 1995, being nearly three times as large as the commercial pilot segment. This pilot group, however, shows very little growth over time. By the year 2020, student and private pilots are forecast to increase by only 8 percent over 1995 levels.

The commercial pilot group, on the other hand, is forecast to grow significantly, for a 156 percent increase by 2020. By 2020, commercial pilots will comprise 45 percent of total pilots, compared to only 25 percent in 1995. Much of this increase will likely be due to increased commercial operations at Sacramento International Airport, as well as increased air cargo and corporate operations at Mather Airport.

Annual air carrier passenger enplanements were forecast for Sacramento International Airport. Both a low and a high enplanement forecast were developed, with the high forecast reflecting a significant hubbing operation at Sacramento International. The forecasts range from 3,250,000 enplanements in 1995 to 10,898,100 by the year 2020 under the low forecast and 15,908,100 under the high forecast. This amounts to a 235 and a 389 percent increase, respectively.

Subsequent to the preparation of the consultants forecasts, Sacramento International Airport prepared an update to their own forecasts. The airports forecasts go only as far as the year 2005. The airports forecasts do, however, assume a much slower rate of growth than even the consultants low forecast figures during the same period of time.

Commercial airline operations, consisting of both air carrier and commuter operations, were also forecast for Sacramento International Airport. As with enplanements, both a low and a high operations forecast was developed. Starting with a 1995 level of 116,568 operations, the low forecast for 2020 is 306,268 annual operations, while the high forecast is for 447,080 operations. This represents an increase of 163 percent for the low forecast and 284 percent for the high forecast. Since the operations forecasts were based primarily upon the passenger enplanement forecasts, they may be on the high side in light of the airport's more recent enplanement forecasts.

Forecasts were also made for air cargo. In 1995, air cargo amounted to 57,600 tons. By the year 2020 cargo is forecast to be at a level of 149,523 tons, representing a growth in air cargo of 160 percent during the forecast period. It should be noted that the forecasts assumed that all future air cargo operations would occur at Sacramento International Airport, and do not take into account the fact that a significant number of air cargo companies now operate out of Mather Airport.

## 4. Systems Requirements Element

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The purpose of the Systems Requirements Element is to determine the capability of the region's public-use airports to accommodate the future forecast aviation demand identified in the Forecast Element. Included is an examination of existing aircraft operational capacity compared to future operational levels forecast at each airport. Forecast based aircraft are also compared to the existing and planned aircraft parking capacity of each airport. The ability of the region's air cargo facilities to accommodate future forecast levels of air cargo is examined. Potential constraints impacting the future operational and aircraft parking capacities of airports are also discussed.

The analysis of the capability of airports to accommodate forecast aircraft operations was performed by comparing the current estimated annual operational capacity of each airport to the year 2020 operations forecasts. Where the existing operational capacity of an airport exceeded forecast operations levels at an airport, a capacity surplus was assumed. Conversely, where year 2020 operations forecasts exceeded existing airport operational capacities, a capacity shortfall was noted.

Based upon the level of operations forecast at the region's general aviation airports by the year 2020, it is not anticipated that the operational capacity limit of any airport will be reached. Moreover, the region's airports are expected to have significant excess capacity, as evidenced by the fact that the most any single airport's individual capacity used was 58 percent, with most airports expected to be operating at less than 40 percent of capacity. With respect to aircraft parking capacity, the majority of the airports are expected to be able to accommodate the forecast levels of based aircraft.

While it was assumed that Sacramento International Airport would be operating at below capacity under the low operations forecast, under the high forecast scenario its existing capacity would be exceeded. Also, according to the consultants' passenger forecasts for Sacramento International, the airport's passenger capacity may be reached well before the year 2020. Fortunately, the airport has a much greater ability than do the general aviation airports to secure funding necessary for the construction of capacity enhancing facilities. The difficulty general aviation airports have in being able to secure the funding necessary to maintain existing facilities, and to construct additional facilities necessary to increase parking capacity, was the single most significant constraint identified. In addition, land use incompatibilities were also identified as having the potential to constrain airport capacity.

## 5. Action Plan

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The intent of the Action Plan is to identify actions both SACOG and individual airports should undertake to both maintain and enhance the existing regional aviation system. The Action Plan is comprised of two sections. The first section consists of those actions which SACOG can undertake in fulfilling its role as both Airport Land Use Commission and Regional Transportation Planning Agency for the Counties of Sacramento, Sutter, Yolo and Yuba. These SACOG actions are derived from the goals, objectives and policies contained in the earlier Introduction and Background Element. The second section of the Action Plan is comprised of specific actions recommended for implementation by the regions public use airports.

## Aviation Capital Improvement Program

The Regional Aviation Capital Improvement Program (CIP) consists of the following airport projects which have been submitted by individual airports for State funding. These projects are included in the California Department of Transportation's 2001 Capital Improvement Program, which is a component of the California Aviation System Plan. Aviation projects must be included in the State CIP in order to be eligible for state funding. The following tables provide a brief description of each project, and include information on estimated project cost, source of primary funding, and the year for which funding is being requested. When the FAA is listed as the primary funding source for a project, the airport is seeking the 5 percent State match for projects funded primarily with federal Airport Improvement Program funds. Some airports list both the State and the FAA as primary funding sources in order to obtain funding from either source if it becomes available.

The column headings on the project lists are identified as follows:

PROJECT DESCRIPTION - An abbreviated project description.

COST - Estimated project construction costs, usually in current dollars. Each airport prepares its own cost estimates which, generally, are not reviewed by Caltrans. When the project is programmed the cost is reviewed by the Caltrans Aeronautics Program.

PRIMARY FUNDING - Boxes are checked indicating the funding source anticipated by the sponsor.

REQUESTED YEAR - The year that is requested by the sponsor that the project be funded.

### AIRPORT: Franklin Field

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: General Aviation - NPIAS

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	Apron reconstruction and expansion and midfield taxiway	\$1,549,500	X	X		2002
2	TW A Overlay and Pavement Study	\$200,000		X		2002
3	Apron Rehabilitation and Security Upgrade	\$300,000		X		2002
4	RW 18/36 Overlay	\$240,000		X		2003
5	RW 09/27 Overlay	\$230,000		X		2004
6	TW B Overlay	\$140,000		X		2005
7	TW C Overlay	\$160,000		X		2005
8	Master Plan	\$100,000		X		2006

**TOTAL \$2,919,500**



## AIRPORT: McClellan Airfield

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: General Aviation - Non-NPIAS

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	CLUP	\$30,000	X	X		2002
2	Pavement Condition Assessment	\$75,000		X		2002
3	Airfield Vault Repair & Circuits Upgrade	\$5,500,000		X		2003
4	Replace VOR	\$150,000		X		2003
5	Replace RW lights & Circuits	\$1,600,000		X		2004
6	Replace ILS & RVR	\$360,000		X		2004
7	Master Plan	\$125,000		X		2005
8	TW/ RW Pavement Rehabilitation	\$2,000,000		X		2007
9	RW Storm Drain System Upgrade	\$4,000,000		X		2008
10	Ramp Lighting Installation & Upgrade	\$150,000		X		2008
11	Install ASOS	\$100,000		X		2010

TOTAL \$14,090,000

G-2

## AIRPORT: Sacramento Executive

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: Reliever

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	Airfield Lighting Electrical Improvements	\$600,000		X		2002
2	RW 12/ 30 Pavement Rehabilitation	\$720,000		X		2002
3	South tiedown apron rehabilitation	\$350,000		X		2002
4	TW "E" Rehabilitation	\$350,000		X		2002
5	TW "H" Pavment Rehabilitation	\$220,000		X		2002
6	South T Hangar apron rehabilitation	\$480,000		X		2003
7	TW "D" Overlay	\$110,000		X		2004
8	Overlay Terminal and FBO Aprons	\$1,100,000		X		2005
9	Overlay Terminal and FBO Aprons	\$1,100,000		X		2006

TOTAL \$4,180,000

## AIRPORT: Sacramento International

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: Primary

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	Install Global Positioning System equipment	\$200,000		X		2002
2	Surface Movement Guidance and Control Plan	\$327,000		X		2002
3	ARFF 568 Replacement (Fire Truck)	\$200,000		X		2002
4	Taxiway "A" Rehabilitation	\$200,000		X		2002
5	Terminal A Apron Expansion, Phase I	\$200,000		X		2002
6	Terminal A Apron Expansion, Phase II	\$200,000		X		2002
7	Terminal A Apron Expansion, Phase III	\$200,000		X		2002
8	Terminal B Apron Lighting Replacement	\$200,000		X		2002
9	Upgrade Airfield Lighting Computer Control System	\$200,000		X		2002
10	SMUD feeder from Powerline Road substation	\$339,125		X		2003
11	Overlay R/ W 16R- 34L & associated taxiways	\$6,000,000		X		2003
12	Terminal B Apron Reconstruction	\$200,000		X		2003

TOTAL \$8,466,125

G-3

## AIRPORT: Sacramento Mather

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: General Aviation - NPIAS

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	GA apron rehabilitation	\$477,800		X		2002
2	TW "D" MITL	\$200,000		X		2002
3	Overlay TW "D"	\$300,000		X		2002
4	Perimeter Rd. Reconstruction (Air Cargo Access Rd.)	\$1,400,000		X		2002
5	Apron Flood Lighting, Phase I and II	\$638,500		X		2002
6	Master Plan	\$400,000		X		2002
7	NPDES washrack, GA	\$183,000		X		2002
8	RW 4R- 22L Asphalt Rehabilitation	\$2,444,000		X		2002
9	Replace ILS and install DME & RVR	\$800,000		X		2003
10	Apron Flood Lighting, Phase III	\$500,000		X		2003
11	Maintenance Apron Rehabilitation	\$300,000		X		2003
12	RW 22L PCC rehabilitation	\$1,250,000		X		2003
13	TW "A", "A!", "G" MITL installation	\$400,000		X		2003

14	Air cargo feeder ramp	\$1,000,000	X	2004
15	RW 22L TDZ and centerline lights	\$2,500,000	X	2004
16	Runway 4L- 22R Medium intensity runway lights	\$400,000	X	2004
17	Runway 4R PCC pavement rehabilitation	\$1,250,000	X	2004
18	Air cargo ramp PCC rehab	\$2,000,000	X	2005
19	Alert ramp and TW "Z" rehab	\$500,000	X	2005
20	TW "D" (North) PCC rehab, MITL and signs	\$1,500,000	X	2005
21	TW "E" (North) PCC rehab, MITL and signs	\$1,500,000	X	2005
22	TW "A", "A!", "G" PCC rehab	\$1,500,000	X	2006

TOTAL \$21,443,300

## AIRPORT: Sutter County

Planning Agency: Sacramento Area Council of Governments

Type of Airport: General Aviation - NPIAS

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	Overlay RW	\$202,000	X			2002
2	Overlay apron, TWs 17 and 18	\$270,000		X		2002
3	Hangar area lighting, security fence, Parking lot	\$100,000		X		2002
4	Runway and taxiway lighting	\$200,000		X		2002
5	Master Plan	\$50,000		X		2003
6	Overlay Tiedown Area	\$300,000		X		2003
7	New hangar area drainage improvement	\$200,000		X		2003
8	Hangar Construction	\$250,000		X	X	2004
9	RW extension	\$360,000		X		2005

TOTAL \$1,932,000

## AIRPORT: University

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: General Aviation - NPIAS

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	Prune Trees at Approaches	\$7,139		X		2003
2	Tree Clearance Mitigation at Main R/ W	\$10,383		X		2003
3	Perimeter Fencing	\$246,605		X		2003
4	AC directional signage (lighted or self reflective signage)	\$28,554		X		2003
5	Runway Lighting Improvements	\$111,621		X		2003
6	Concrete Pad for Fueling Area	\$17,652		X		2003
7	Access Road Realignment, North end of Runway	\$65,594		X		2003
8	North Safety Zone Bike Path Relocation	\$107,987		X		2004
9	Runway & Taxiway drainage improvements	\$80,133		X		2004
10	Site Security Lighting Improvements	\$87,739		X		2004
11	Pedestrian Safety Improvements	\$39,415		X		2004
12	Site Improvements for apron expansion	\$166,637		X		2004
13	Underground High Voltage Electrical aboveground line, north end of RW	\$36,446		X		2004
14	Dress- up shoulders of taxiways, & over- runs	\$17,548		X		2005
15	Fire Protection Systems Improvements	\$75,807		X		2005
16	Upgrade power airport (new transformer & generators)	\$115,114		X		2005
17	Airport Entrance Road Realignment	\$84,230		X		2005
18	Restroom Upgrade (ADA compliance)	\$84,230		X		2005
19	Pilot activated lighting (on runways)	\$7,019		X		2005
20	Overlay tie down area	\$299,297		X		2006
21	Upgrade tie downs	\$39,420		X		2006
22	Center line strobe lighting, on approaches	\$51,099		X		2006
23	Directional Signing	\$7,300		X		2006
24	Parking Lot Improvements	\$328,496		X		2006
15	New Administration Building	\$583,993		X		2006
26	GPS Approach Qualification	\$7,868		X		2006
27	Extend utilities for apron expansion (i. e. underground power, storm drain, water)	\$40,518		X		2006

TOTAL \$2,755,929

## AIRPORT: Yolo County - Davis/Woodland/Winters

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: General Aviation - NPIAS

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	Install VASI/ PAPI	\$83,000		X		2002
2	Rehabilitate TW	\$276,000		X		2002
3	County apron expansion	\$745,000		X		2002
4	T- hangar development	\$1,037,000			X	2002
5	Rehabilitate Hardstand TW	\$112,000		X		2002
6	Equipment storage area fencing and improvements	\$11,000		X		2002
7	Woodland Aviation apron expansion	\$521,000		X		2002
8	Prestar apron expansion	\$516,000		X		2002
9	Instrument RW marking/ HIRL upgrade	\$222,000		X		2002
10	Hangars, 20 max	\$716,000			X	2002
11	Resurface RW	\$756,000		X		2002
12	Leasehold site infrastructure (E. Woodland Aviation)	\$58,000		X		2002
13	Well	\$350,000			X	2002
14	Aviation Weather Observing System	\$165,000			X	2002
15	Helipad	\$60,000		X		2007
16	Future FBO site infrastructure 149,000	\$149,000		X		2007
17	EAA apron development	\$18,000		X		2007
18	County apron expansion	\$456,000		X		2007
19	Perimeter fence/ gates	\$347,000		X		2007
20	Additional county apron	\$385,000		X		2007
21	Terminal building	\$565,000			X	2007
22	Hangar site development	\$232,000			X	2007
23	Hangars, 20 max	\$722,000			X	2007
24	Future FBO site development (N. Woodland Aviation)	\$86,000		X		2007
25	Slurry seal existing County apron	\$16,000		X		2007
26	West Side site preparation/ development	\$255,000		X		2007
27	MALS Approach lighting	\$168,000		X		200

TOTAL \$9,027,000

## AIRPORT: Yuba County

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: General Aviation - NPIAS

NO.	Project Description	Cost	PRIMARY FUNDING			Requested Year
			State	FAA	Local	
1	Construct and pave service road	\$83,000	X	X		2002
2	Seal Coat & Mark RW	\$263,000	X	X		2003
3	Apron Drainage Improvement - Ph. 1	\$300,000	X	X		2003
4	Medium intensity lights; TW to crosswind	\$150,000	X	X		2004
5	Crosswind RW 5/ 23 lighting	\$85,000	X	X		2004
6	Construct airport terminal facilities	\$1,350,000		X		2004
7	Rehabilitate control tower	\$200,000	X	X		2004
8	Apron Drainage Improvement - Ph. 2	\$300,000	X	X		2004
9	Acquire land for RPZ for Runway 5/23	\$		X		2005
10	Maintenance facility	\$275,000	X	X		2005
11	Construct (2) helipads	\$		X		2005
12	Construct parallel TW	\$150,000	X	X		2005
13	Construct 3000' runway 14/32 extension	\$3,235,000		X		2007
14	Construct new 9500 lineal foot parallel taxiway	\$2,150,000		X		2008

TOTAL \$8,541,000

G-7

## Ground Access Projects

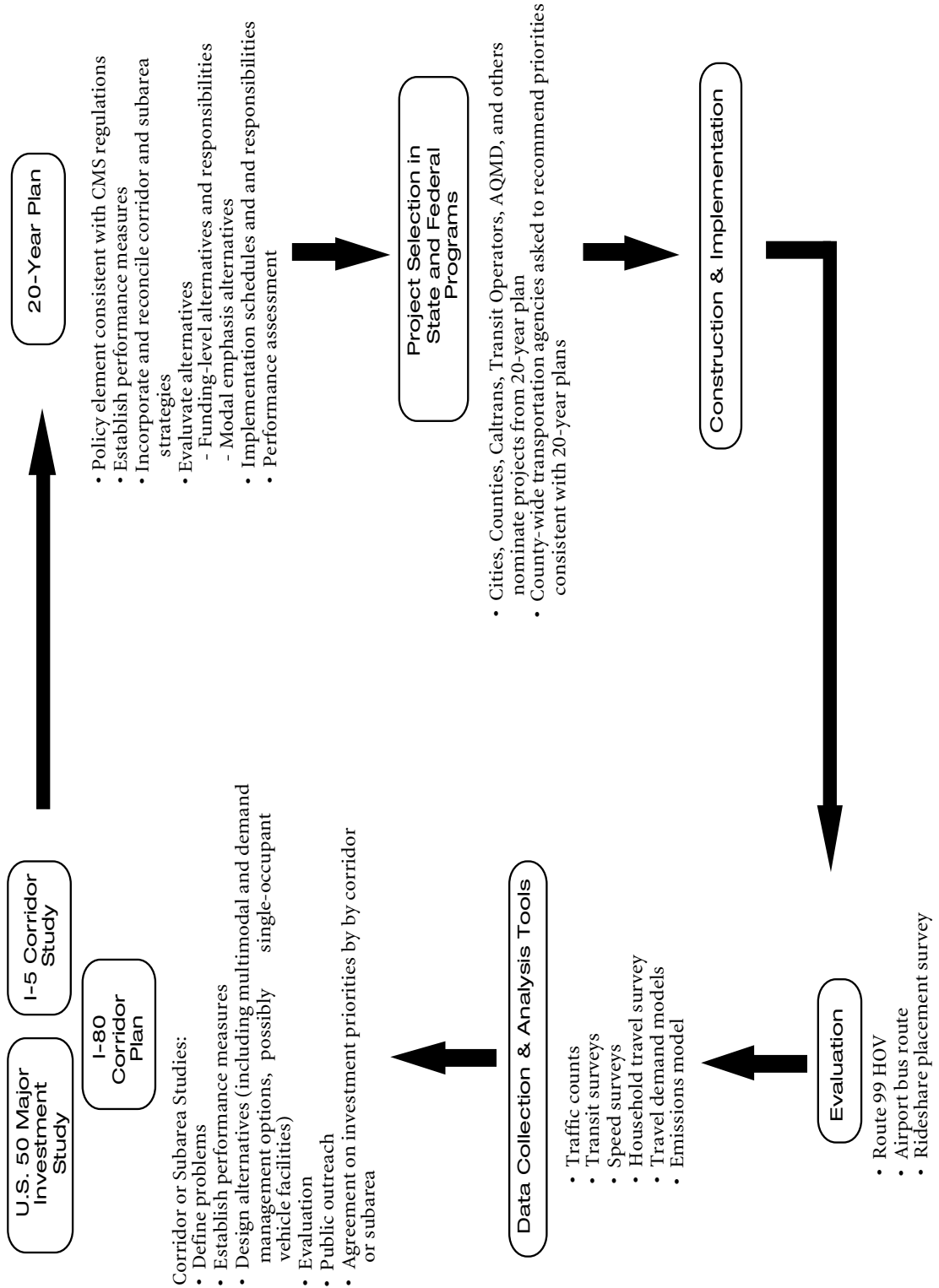
### AIRPORT: Yuba County

Planning Agency: Sacramento Area Council of Governments  
 Type of Airport: General Aviation - NPIAS

NO.	Project Description	Cost	Requested Year
1	Construct corporate area access road	\$150,000	2002
2	Construct new airport main entrance from a new highway off-ramp		2005

TOTAL \$150,000

# Elements of the Congestion Management System in SACOG'S Planning and Programming Processes



## Capital Projects

The attached list includes capital projects included in this plan, organized by county, then by funding agency, then by funding category (Tier 1: Publicly Funded, Tier 1: Developer or Partially Developer Funded, and Tier 2), and then alphabetically by street location.

The list does not include projects that have been “lump-summed” including bicycle/pedestrian, bridge repair, road rehabilitation, landscaping, and small projects that are not regionally significant, nor does it include transit operations, which are also lump-summed.

### **The Metropolitan Transportation System**

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The system described here will continue to be the major focus of the Metropolitan Transportation Plan. It consists of the following components, which are listed alphabetically.

*Bicycle and pedestrian ways* — Metropolitan Transportation System includes bicycle ways that are regionally significant, using criteria developed by SACOG’s Bicycle Task Force in 1993. Criteria for have not yet been developed for regionally significant pedestrian ways but will be included in the next update of the plan.

*Community connectors* — these are roads or transit services that serve as the primary connections between communities. They are critical to the region’s economy and mobility.

*Freight distribution routes* — in addition to roadways already covered, this category includes the Port of Sacramento’s Deep Water Channel into the Sacramento River and the freight rail network.

*Ports and airports* — these intermodal facilities are a critical element in the movement of freight and long-distance passenger travel.

*Public-transit routes, including bus, light rail, heavy rail passenger lines, and associated facilities such as stations or terminals and their grounds* — public transit is an important element in mobility, air-quality and congestion-relief strategies.

*River crossings and approaches* — river crossings are vital links across natural barriers. Since the number of available river crossings is limited, these facilities often are congested.

*Roads with projected traffic volumes over 25,000 vehicles per day by the year 2025* — this criterion was developed to address that portion of the road system that accommodates the greatest travel demand.

*Six-lane roadways* — same as the previous criterion.

*State highways, and interchanges* — State routes and interchanges play a major role in the transportation system and are required as part of the system by federal and state legislation.

*Transportation management facilities and services, including demand-, system-, and operations-management* — this category includes such things as park-and-ride lots, ramp meters, ridesharing services, and other strategies aimed at improving the efficiency of the transportation system, or increasing the use of alternative modes of travel. By improving efficiency, these facilities and services contribute to the overall performance of the system.



SACOG #	Location	Description	Total Cost	Year
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(in current year dollars)

### El Dorado County Projects

#### Caltrans District 3 / Tier 1: Publicly Funded

CALI18110	Hangtown Creek at U.S. 50	Remove abandoned eastbound off-ramp at Main St. and re-establish riparian vegetation.	\$405,000	2007
CALI16161	U.S. 50	Placerville Drive to Bedford Avenue - operational improvements.	\$27,454,000	2006
CALI17690	U.S. 50	Add HOV lanes from El Dorado Hills Blvd. to S. Shingle Springs/Ponderosa Rd.	\$39,299,000	2010
CALI18190	U.S. 50	Upgrade section of U.S. 50 to full freeway, with one interchange and one overpass between Smith Flat and Cedar Grove and eliminate all at-grade access to U.S. 50.	\$54,900,000	2017

#### Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded

ELD15610	U.S. 50	New interchange at Silva Valley Rd.	\$18,000,000	2008
CALI18230	U.S. 50 Shingle Springs Rancheria	In El Dorado County on U.S. 50 between existing Shingle Springs Drive and Greenstone Road Interchanges, construct new interchange.	\$16,740,000	2004
CALI16781	U.S. 50	El Dorado Hills - Scott Road to El Dorado Hills Boulevard — high occupancy vehicle lanes.	\$2,608,000	2003

#### Caltrans District 3 / Tier 2

ELD16030	Route 49	Relocate Route 49 north and south of U.S. 50 to point(s) west of the existing location.	\$50,000,000	2015
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#### City of Placerville Dept of Public Works / Tier 1: Publicly Funded

ELD15890	Main Street	Realign to provide two one-way roadways from Washington St. to Broadway at U.S. 50 westbound off ramp.	\$2,400,000	2017
ELD16070	Mosquito Road/ Clay Street	Phase II — Construct an additional 90-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility	\$750,000	2005
ELD16060	U.S. 50	U.S. 50 Western Placerville Interchanges Project. Widen Forni Road and ramps and new auxiliary lane.	\$19,508,000	2012
ELD15900	Washington Street	Widen and realign to Turner Street from Cedar Ravine Road to Main Street. At a minimum, add curb, gutter, bike lanes, turn pockets, and a widened travel way.	\$1,300,000	2015

#### El Dorado County Dept of Trans / Tier 1: Publicly Funded

ELD15980	Latrobe Road	Widen from 4 to 6 lanes from U.S. 50 to White Rock Rd.	\$2,000,000	2018
ELD15670	U.S. 50	Install signals on U.S. 50 ramps at Ponderosa Road, South Shingle Springs, and North Shingle Road.	\$1,889,300	2003

#### El Dorado County Dept of Trans / Tier 1: Developer- or Partially Developer-Funded

ELD15540	Cambridge Road	Widen from U.S. 50 to Country Club Rd from 2 to 4 lanes.	\$1,488,000	2014
ELD15930	Cameron Park Drive	Widen Cameron Park to provide a consistent 4 lane divided road from Robin Lane to Palmer Dr.	\$3,000,000	2006
ELD15040	Cameron Park Drive	Widen from 2 to 4 lanes, Meder Rd. to Green Valley Rd. (4 segments).	\$9,700,000	2010
ELD15050	Cameron Park Drive	Widen from Palmer Dr to Meder Rd from 2 to 4 lanes (Phase 1).	\$6,631,000	2006
ELD15950	Country Club Drive	Construct a new 2 lane road parallel to U.S. 50. from Bass Lake Road to Silva Valley Parkway.	\$5,800,000	2022
ELD15940	Country Club Drive	Construct a new two lane road from Bass Lake Rd. to Merrychase Dr. to replace an existing 2-lane road located parallel to U.S. 50.	\$4,300,000	2022
ELD15080	Durock Road	Widen 2 to 4 lanes, Shingle Lime Rd. to Rodeo Rd.	\$5,500,000	2010
ELD15960	El Dorado Hills Boulevard	Widen from U.S. 50 to Serrano Parkway from 5 to 6 lanes and provide a bicycle/pedestrian pathway.	\$1,800,000	2021
ELD15130	El Dorado Hills Boulevard	Widen from 2 to 4 lanes from Green Valley Rd to Harvard Way.	\$10,000,000	2008

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
ELD15160	Green Valley Road	Widen from 2 to 4 lanes from Francisco Dr. to Salmon Falls Rd.	\$1,900,000	2015
ELD15170	Green Valley Road	Widen from 2 to 4 lanes from Salmon Falls Rd. to Silva Valley Rd.	\$1,100,000	2015
ELD15970	Green Valley Road	Widen Green Valley Road from 2 to 4 lanes from Silva Valley Parkway and Deer Valley Road (west).	\$12,600,000	2016
ELD15150	Green Valley Road	Widen from the Sacramento/El Dorado County line to San Francisco Dr from 2 to 4 lanes (includes intersection improvements with signals at various intersections).	\$17,139,000	2004
ELD15660	Latrobe Road	Signal installation at U.S. 50 eastbound ramps.	\$220,000	2006
ELD15220	Latrobe Road	Widen from 2 to 4 lanes from White Rock Rd. to Golden Foothill Pkwy.	\$2,000,000	2003
ELD15230	Latrobe Road	Widen from White Rock Rd to the southern entrance to Valley View from 2 to 4 lanes.	\$17,779,000	2004
ELD15250	Missouri Flat Road	Widen from 2 to 4 lanes from Headington Rd. to U.S. 50.	\$2,400,000	2007
ELD15990	Missouri Flat Road / Pleasant Valley Road	Construct a new 2 lane divided roadway from Missouri Flat, north of China Garden, to Pleasant Valley Road / Route 49 at Fowler Lane. Involves realignment of Missouri Flat and Route 49 north of Pleasant Valley Road.	\$13,100,000	2020
ELD15260	Mother Lode Drive	Widen from 2 to 4 lanes from French Creek Rd. to Pleasant Valley Rd.	\$20,100,000	2025
ELD15270	Mother Lode Drive	Widen from 2 to 4 lanes from South Shingle Rd. to French Creek Rd.	\$3,000,000	2009
ELD15550	North Shingle Road	Widen from 2 to 4 lanes from U.S. 50 to Ponderosa Rd.	\$300,000	2005
ELD15570	Palmer Drive	Construct new two-lane road between Wild Chaparral Dr. and Palmer Dr.	\$9,700,000	2010
ELD15680	Pleasant Valley Road	Intersection improvements at Buck's Bar Rd.	\$5,900,000	2019
ELD16000	Pleasant Valley Road	Widen from El Dorado Rd. to Route 49 (south) to provide a divided roadway. No additional travel lanes.	\$1,800,000	2019
ELD16010	Saratoga Way	Construct a new 4 lane undivided road from the county line to Arrowhead Dr. Includes a Class 1 bicycle/pedestrian pathway.	\$6,200,000	2018
ELD15580	Serrano Road	Construct new two-lane road from Country Club Dr. to Bass Lake Road.	\$2,400,000	2009
ELD15360	Silva Valley Parkway	Construct new two-lane road from Serrano to U.S. 50.	\$1,800,000	2003
ELD10080	Silva Valley Parkway	Widen from 2 to 4 lanes from Harvard Way to Green Valley Rd.	\$8,000,000	2020
ELD16110	Sophia Parkway	Construct a new 4 lane divided road connecting Green Valley Road to Russell Ranch Road in Folsom. Includes a Class 1 bicycle path.	\$18,900,000	2006
<b>El Dorado County Dept of Trans /Tier 1: Developer- or Partially Developer-Funded</b>				
ELD15560	South Shingle Road	Widen from 2 to 4 lanes from U.S. 50 to Durock Rd.	\$1,800,000	2006
CAL18180	U.S. 50	Perform operational improvements to existing U.S. 50 Ponderosa Road interchange, with possible future interchange reconstruction.	\$2,000,000	2016
ELD15630	U.S. 50 at El Dorado Hills Boulevard	El Dorado Hills Blvd. interchange. Build eastbound off-ramp and widen westbound off-ramp. Construct new 2-lane extension of Saratoga Rd. from Arrowhead to Park Dr.; Phase 1.	\$18,985,500	2007
ELD15690	U.S. 50 Missouri Flat Road Interchange	Reconstruct interchange at U.S. 50 (Phase 1) including construction of auxiliary lanes over Weber Creek Bridge and seismic retrofit of bridge.	\$29,694,000	2008
ELD15370	White Rock Road	Widen from 2 to 4 lanes Latrobe Rd. to U.S. 50.	\$12,400,000	2006
ELD10100	White Rock Road	From Manchester Drive to Latrobe Road: realign and construct improved 2 lane roadway.	\$2,226,356	2003
ELD10090	White Rock Road	Widen from the Sacramento/El Dorado County line to Latrobe Rd from 2 to 4 lanes.	\$1,708,000	2006
<b>El Dorado County Transit / Tier 1: Publicly Funded</b>				
ELD15730	Cambridge Road	Construct Cambridge Road Park and Ride Facility at Cambridge Road and U.S. 50.	\$287,000	2005
ELD15650	Commuter Bus	El Dorado Transit - Purchase two commuter buses.	\$510,000	2004
ELD15740	Diamond Springs	Construction of Central Park and Ride Facility.	\$205,000	2005
ELD16080	Commuter Bus	Purchase an additional 40 buses (10 buses every 4 years) to provide commuter services. Cost estimate includes Capital and Operational costs.	\$20,300,000	2025
ELD16090	Park and Ride lots	Acquisition and build-out of public park and ride facilities adjacent to U.S. 50: 4 Lots at \$1 million each.	\$4,000,000	2025

SACOG #	Location	Description	Total Cost	Year
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(in current year dollars)

### Multi-County Projects

#### Caltrans District 3 / Tier 1: Publicly Funded

CAL17250	Feather River Bridge on Route 65	Construct 2-lane Third Feather River Bridge, with right-of-way for ultimate 4 lanes, from Route 70 in Yuba County to Route 99 in Sutter County.	\$232,500,000	2016
CAL16780	U.S. 50	Sacramento to El Dorado Hills - Sunrise Boulevard to El Dorado Hills Boulevard - construct high occupancy vehicle lanes	\$27,207,000	2003
CAL17900	U.S. 50	Construct Traffic Operations System (TOS) on U.S. 50 from Scott Rd. to Cameron Park	\$5,000,000	2006
CAL16800	Various Locations	Caltrans District 3 TOS projects. Includes ramp meters, HOV on-ramp lanes, traffic monitoring stations, closed circuit television cameras, changeable message signs, highway advisory radio, weather monitoring systems, loop detectors, etc.	\$70,000,000	2025
CAL18280	Wheatland Bypass	Construct a new 4 lane expressway from the future north end of Route 65 Lincoln Bypass to the existing Route 65, near South Beale Road, with access control.	\$184,000,000	2020

#### Capitol Corridor Joint Powers Board / Tier 1: Publicly Funded

CAL18290	Intercity Rail	Add three modern trainsets with a locomotive to the Capitol Corridor passenger rail service with the proposed increased service frequencies.	\$48,000,000	2010
CAL18320	Roseville Third Track	Design and construct track capacity improvements on the UP mainline between Elvas Tower in Sacramento County and Roseville Station in Placer County.	\$6,980,000	2004
CAL18330	Roseville Third Track	Construct a third track on the UP mainline between Elvas Tower in Sacramento County and Roseville Station in Placer County.	\$19,000,000	2008
CAL17290	Yolo Causeway — Union Pacific RR ROW	Construct second main track between Davis and Sacramento.	\$22,800,000	2006

#### Various Agencies / Tier 1: Publicly Funded

PLA20723	Placer Parkway	Protect open space to north and south of Placer Parkway, in western Placer County.	\$30,000,000	2016
PLA20720	Placer Parkway	Study a new transportation facility between Route 65 to Route 99.	\$4,700,000	2005
PLA20721	Placer Parkway Phase 1	In Placer County, construct new 2 lane roadway between SR 65 and SR 99. (The Placer County portion is \$90,000,000 and the Sutter County portion is \$50,000,000.)	\$140,000,000	2016
REG17710	Regional Commuter Rail	Sacramento Metropolitan Area: construct improvements and purchase equipment to implement commuter rail between Davis and Auburn.	\$70,000,000	2007
CAL18590	Route 99	Sutter County, north of Sacramento: along Route 99 between Riego Road and Sankey Road, construct new interchange. (\$22,000,000 cost included in Placer Parkway Phase 1, PLA20721)		2016

#### Tier 2

PLA20722	Placer Parkway Phase 2	In Placer County, Placer Parkway, from SR 65 to SR 99, widen from 2 to 4 lanes. (The Placer County portion is \$80,000,000 and the Sutter County portion is \$38,000,000)	\$118,000,000	2025
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**SACOG # Location Description Total Cost Year**

(in current year dollars)

**Yuba Sutter Transit / Tier 1: Publicly Funded**

YST10240	Commuter Bus	Purchase three commuter buses.	\$750,000	2021
YST10340	Commuter Bus	Purchase five commuter buses.	\$1,250,000	2014
YST10360	Commuter Bus	Purchase five commuter buses.	\$1,250,000	2025
YST10220	Commuter Bus	Purchase six commuter buses.	\$1,500,000	2016
YST10260	Commuter Bus	Purchase four commuter buses.	\$1,000,000	2004
YST10180	Commuter Bus	Purchase three commuter buses.	\$750,000	2009
YST10400	Demand Response Vehicle	Purchase nine demand response/rural route vehicles.	\$540,000	2021
YST10390	Demand Response Vehicle	Purchase seven demand response/rural route vehicles.	\$420,000	2012
YST10210	Demand Response Vehicle	Purchase ten demand response/rural route vehicles	\$600,000	2017
YST10350	Demand Response Vehicle	Purchase ten demand response/rural route vehicles.	\$600,000	2025
YST10190	Demand Response Vehicle	Purchase ten demand response/rural route replacement vehicles.	\$600,000	2008
YST10410	Operations and Maintenance Facility	Expand the capacity of the existing maintenance, operations and administration facility.	\$500,000	2005
YST10170	Fixed Route Fleet	Purchase ten buses for fleet replacement.	\$2,500,000	2007
YST10200	Fixed Route Vehicles	Purchase eight fixed route buses.	\$2,200,000	2012
YST10370	Fixed Route Vehicles	Purchase ten fixed route buses.	\$2,750,000	2023
YST10230	Fixed Route Vehicles	Purchase twelve fixed route buses.	\$3,000,000	2019
YST10330	Fixed Route Vehicles	Purchase 2 buses for fleet replacement.	\$600,000	2022
YST10320	Fixed-Route Vehicles	Purchase 2 buses for fleet replacement and minor fleet expansion.	\$600,000	2007
YST10380	Demmand Response Vehicles	Replace five vehicles.	\$300,000	2003

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				

### Placer County Projects

#### Caltrans District 3 / Tier 1: Publicly or Developer-Funded

CALI18200	I-80	From east of Route 65 to west of the Sacramento County line: construct capacity/operational improvements which may include HOV lanes.	\$110,000,000	2007
CALI6390	I-80	Ramp metering at all interchanges from Foresthill Road to the Sacramento County line.	\$4,210,195	2005
CALI0641	Route 193	In Lincoln, Route 193 from SR 65 to Sierra College Blvd.: on-site mitigation planting and on SR 65 offsite mitigation bank.	\$733,000	2006
CALI6470	Route 49	Auburn — I-80 to Dry Creek Road —operational improvements.	\$11,835,000	2007
PLA19610	Route 65	Construct interchange at Whitney Blvd.	\$9,200,000	2022
CALI7240	Route 65 Lincoln Bypass	Near Lincoln - Industrial Boulevard to south of Yuba County line - construct new 4 lane expressway/freeway on new alignment.	\$193,391,000	2007

#### City of Auburn Dept. of Public Works / Tier 1: Publicly or Developer-Funded

PLA25003	Buses	Purchase two CNG-fueled replacement buses; SECAT funding.	\$276,000	2003
PLA20270	Auburn Rail Station	Design and construct rail platform, station improvements, parking improvements and transit transfer center.	\$3,078,918	2003
PLA21000	Replacement & Expansion Buses	Replace existing transit fleet as useful life is reached for each existing vehicle and add vehicles as needed.	\$1,000,000	2025
PLA20310	Transit Shelters	Construct transit shelters at transit stops throughout Auburn.	\$11,300	2002

#### City of Lincoln Dept of Public Works / Tier 1: Publicly or Developer-Funded

PLA18630	Aviation Blvd	Construct new 2-4 lane road from Nicolaus Rd to Wise Rd	\$1,266,640	2003
PLA18650	Aviation Boulevard	Widen from 2 to 4 lanes from Venture to Airpark Drive.	\$300,000	2010
PLA18965	G Street	From Westlake Blvd. to Industrial Blvd.: widen from 4 to 6 lanes.	\$3,100,000	2020
PLA18960	G Street	Widen from 2 to 4 lanes with left-turn pockets from Westlake Blvd. to Industrial Blvd.	\$3,100,000	2015
PLA20780	Gladding Parkway	Construct a new 4 lane roadway from Route 65 to East Avenue.	\$2,000,000	2005
PLA20785	Gladding Parkway	From Route 65 to East Avenue: construct new 4 lane road.	\$5,000,000	2006
PLA18720	Industrial Boulevard	Widen from 2 to 4 lanes from 12 Bridges Dr. to Athens Blvd.	\$741,000	2010
PLA18710	Industrial Boulevard	Widen from 2 to 4 lanes from Route 65 to 12 Bridges Dr.	\$926,250	2010
PLA20800	Ingram Parkway	Construct a new 4-lane parkway from Sun City Blvd. to Ferrari Ranch Road.	\$500,000	2006
PLA18880	Joiner Parkway	Widen from 2 to 4 lanes from First St. to Moore Rd. and construct new bridge.	\$864,500	2005
PLA18730	Lakeside Drive	Widen from 2 to 4 lanes from Nicolaus Rd. to Airpark Dr.	\$307,000	2010
PLA18860	Lincoln Parkway	From Route 65 to Westlake Boulevard: construct 2 lane road including UPRR overcrossing.	\$3,801,000	2003
PLA18890	Lincoln Parkway	Construct new 4 lane road from Moore Rd to Westlake Blvd.	\$337,000	2003

#### City of Lincoln Dept of Public Works / Tier 1: Publicly or Developer-Funded

PLA18810	Lincoln Parkway	Widen from 2 to 4 lanes from 12 Bridges Dr. to city limits.	\$450,000	2010
PLA18790	Lincoln Parkway	Widen from 2 to 4 lanes from Del Webb Blvd. to Twelve Bridges	\$260,000	2010
PLA18770	Lincoln Parkway	Widen from 2 to 4 lanes road from Sterling Pkwy connector to Del Webb Blvd.	\$174,400	2005
PLA18760	Lincoln Parkway	Widen from 4 to 6 lanes from realigned SR 65 to Del Webb Blvd.	\$400,000	2010
PLA18870	Lincoln Parkway	Widen from 4 to 6 lanes from SP overcrossing to realigned to Route 65.	\$450,000	2010

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
PLA20210	Lincoln Transit Buses	Purchase 8 buses.	\$1,900,000	2025
PLA20320	Lincoln Transit Shelters	Construct transit shelters at transit stops throughout Lincoln.	\$11,300	2002
PLA18910	Nicolaus Road	Widen from 2 to 4 lanes from Joiner Pkwy. to Joiner Park	\$800,000	2003
PLA18930	Road F	Widen from 2 to 4 lanes from Lincoln Pkwy. to 8 Mile Dr.	\$419,500	2015
PLA18950	Route 193	Widen from 2 to 4 lanes from Ferrari Ranch Rd. to Sierra College Blvd.	\$190,000	2008
PLA18970	Route 65	Widen from 2 to 4 lanes from Ingram Slough Bridge to Industrial Blvd.	\$2,500,000	2003
PLA19000	Twelve Bridges Drive	Widen from 2 to 4 lanes from Sierra College Blvd. to Route 65.	\$1,500,000	2007
PLA20760	Venture Drive	Construct a new 4 lane roadway to connect Nicolaus Road to Lakeside Drive.	\$1,750,000	2004
PLA19020	West 12 Bridges Drive	Widen from 2 to 4 lanes from Route 65 to Industrial.	\$204,758	2015
PLA18820	Westlake Blvd / Westwood	Construct new 2 lane road from Route 65 Bypass to Lincoln Pkwy.	\$400,000	2003
PLA19040	Westlake Boulevard	Construct new 4 lane road from Lincoln Pkwy to Route 65.	\$255,937	2003
PLA19030	Westlake Boulevard	Construct new 4 lane road from Route 65 Bypass to Lincoln Parkway.	\$712,530	2010
PLA19050	Westlake Boulevard	Construct new 4 lane road from South Lincoln Crossing to Route 65 Bypass.	\$300,000	2010
<b>City of Lincoln Dept of Public Works / Tier 2</b>				
PLA18600	12th Street	Widen from 2 to 4 lanes from East Ave. to Harrison Ave.	\$400,000	2003
PLA15970	Nicolaus Road	Widen from 2 to 4 lanes from Airport Rd. to Aviation Blvd.	\$2,000,000	2010
<b>City of Loomis Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
PLA15290	Boyington Road	Extend 3 lanes from Horseshoe Bar Road to King Road.	\$2,000,000	2017
PLA15250	King Road	Add turn lane from Sierra College Boulevard to Boyington Road.	\$800,000	2006
PLA19100	Loomis Intercity Rail Station	Design and construct pedestrian and landscaping improvements at the multimodal center.	\$572,000	2003
PLA19771	Loomis Rail Station	Design and construct park-n-ride lot at multimodal center.	\$452,000	2003
Improvements				
PLA20330	Loomis Transit Shelters	Construct transit shelters at transit stops throughout Loomis	\$30,508	2003
PLA15350	Rocklin Road	From Barton Road to west town limits: widen from 2 to 4 lanes.	\$1,200,000	2012
PLA20890	Sierra College Boulevard	From Bankhead Rd. to north town limits: widen from 2 to 4 lanes.	\$5,400,000	2006
PLA20960	Sierra College Boulevard	From Granite Dr. to Bankhead Rd.: widen from 2 to 6 lanes.	\$4,000,000	2010
PLA15260	Switzer Road	Extend 3 lanes from King Road to Sierra College Boulevard.	\$3,500,000	2021
PLA15940	Taylor Road	Widen from 2 to 4 lanes from Horseshoe Bar Rd. to King Rd.	\$450,000	2014
<b>City of Loomis Dept of Public Works / Tier 2</b>				
PLA16350	Horseshoe Bar Road at I-80	Widen overcrossing 2 to 4 lanes and improve ramps.	\$11,000,000	2010
PLA20510	UPRR Crossing at Sierra College Boulevard	Build over/undercrossing at Sierra College Blvd. at UPRR.	\$30,000,000	2025
<b>City of Rocklin Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
PLA19250	Glover Valley Parkway	Construct 4 lanes from Park Drive to Sierra College Blvd.	\$3,500,000	2003
PLA19490	I-80/Sierra College Boulevard Interchange	Widen existing Sierra College Blvd. interchange from 2 to 4 lanes, including the on- and off-ramps and loops.	\$27,798,000	2006

SACOG #	Location	Description	Total Cost	Year
PLA19270	Lone Tree Boulevard	Widen from 2 to 4 lanes from Sandhill Dr. to West Oaks Boulevard.	\$200,000	2006
PLA19290	North Whitney Boulevard	Construct North Whitney Blvd from Route 65 to Park Dr as a 4-lane facility.	\$6,255,587	2003
PLA15500	Pacific Street	Widen from 2 to 4 lanes from Roseville City Limit to Sunset Blvd.	\$1,250,000	2003
PLA15530	Pacific Street	Widen to 4 lanes from Sierra Meadows to Loomis Town Limits.	\$1,900,000	2005
PLA20930	Pacific Street	From Midas to Sierra Meadows: widen to 4 lanes.	\$900,000	2003
PLA19320	Park Drive	Widen from 4 to 6 lanes from Roseville City Limits to Sunset Blvd.	\$1,000,000	2006
PLA19310	Park Drive	Widen from 4 to 6 lanes from Sunset Blvd. to Farrier.	\$1,300,000	2010
PLA17780	Rocklin Intercity Rail Station	Design and construct platform, station improvements, and parking improvements.	\$1,902,881	2003
PLA19400	Rocklin Road	Widen to 6 lanes from Granite Drive to Sierra College Boulevard and reconstruct and widen I-80 ramps.	\$14,000,000	2023
PLA20460	Sierra College Boulevard	From Eldon to Nightwatch: widen from 2 to 4 lanes.	\$950,000	2005
PLA20470	Sierra College Boulevard	Widen from 2 to 4 lanes from I-80 interchange to Rocklin Rd.	\$1,100,000	2006
PLA20500	Sierra College Boulevard	Widen from 4 to 6 lanes from I-80 to Roseville city limits.	\$2,000,000	2019
PLA19330	Sierra College Boulevard	Widen to 4 lanes from intersection with Clover Valley Parkway to Loomis town limits.	\$2,500,000	2010
PLA19340	Sierra College Boulevard	Widen to 6 lanes from Loomis town limits to I-80.	\$1,400,000	2006
PLA19350	Sioux Street	Construct 4 lanes from Stanford Ranch Road to North Whitney Boulevard.	\$1,700,000	2003
PLA17910	Sunset Boulevard	Widen bridge at SPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St.	\$1,300,000	2014
PLA19360	Sunset Boulevard	Widen from 4 to 6 lanes from Stanford Ranch Rd. to South Whitney Blvd.	\$2,000,000	2012
PLA15620	Sunset Boulevard	Widen from 4 to 6 lanes, from Topaz to S. Whitney Blvd.	\$1,900,000	2012
PLA19410	West Oaks Boulevard	Widen from 2 to 4 lanes from Sunset Blvd to Lone tree Blvd.	\$1,248,000	2005
<b>City of Roseville Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
PLA20220	Atkinson Street Bridge	Replace existing 2 lane Atkinson St Bridge at Dry Creek with a 4-lane bridge.	\$2,116,440	2003
PLA19810	Atkinson Street/PFE Road	Widen to four lanes from Foothills Blvd to City Limits.	\$5,000,000	2006
PLA15660	Baseline Road	Widen from 2 to 4 lanes, from City Limits to west of Foothills Blvd.	\$3,307,000	2010
PLA15680	Cirby Way	Widen from Foothills Blvd to Riverside Ave from 4 to 6 lanes	\$3,854,002	2003
PLA20850	Darling Way Bridge	Reconstruct embankments to deter loitering under the bridge.	\$125,000	2003
<b>Embankment</b>				
PLA15720	Eureka Boulevard	Widen from 2 to 4 lanes, from Sierra College to City Limits.	\$339,000	2012
PLA19590	Fairway Drive	From Stanford Ranch Rd. to Blue Oaks Blvd.: widen from 2 to 4 lanes.	\$3,000,000	2005
PLA15730	Foothills Boulevard	Widen from 4 to 6 lanes, from Cirby to Pleasant Grove Blvd.	\$100,000	2019
PLA15740	Harding Blvd	Widen from 4 to 6 lanes, from Berry to Roseville Pkwy.	\$200,000	2018
PLA19842	Hilltop Circle	Upgrade existing CNG Fueling facility at City of Roseville Corporation Yard (2005 Hilltop Circle). This will increase existing storage from 60,000 scf to 120,000 scf.	\$175,000	2003
PLA19841	Hilltop Circle	Upgrade existing Vehicle Maintenance facility, at City of Roseville Corporation Yard (2005 Hilltop Circle). Upgrade will include installation of CNG monitors and automatic venting equipment.	\$100,000	2003
PLA15711	I-80 Interchange at Douglas Boulevard	Modify interchange to revise on- and off-ramps, provide new flyover ramp from eastbound Douglas to southbound Sunrise and new underpass ramp from northbound Sunrise to eastbound I-80.	\$27,000,000	2004
PLA15760	Pleasant Grove Boulevard	Widen from Foothills Blvd to Wood Creek Oaks from 4 to 6 lanes	\$600,000	2006
PLA15790	Pleasant Grove Boulevard	Widen from Woodcreek Oaks Blvd to Sun City Blvd from 2 to 4 lanes.	\$1,700,000	2006
PLA25005	Roseville Transit Buses	Purchase expansion commuter buses: 4 replacement dial-a-ride buses, 1 expansion DAR bus, and CNG fueling facility upgrades.	\$830,000	2003

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
PLA20290	Roseville Intercity Rail Station	Design and construct park and ride lot at Church and Grant Streets.	\$300,000	2003
PLA20970	Roseville Parkway	Extend Roseville Parkway over UPRR tracks.	\$4,900,000	2010
PLA15810	Roseville Parkway	Construct 4 lane segment from Washington Blvd. to Foothills Blvd.	\$380,000	2010
PLA15830	Roseville Parkway	Widen from 2 to 4 lanes from City Limits to Sierra College Blvd.	\$535,000	2022
PLA15820	Roseville Parkway	Widen from 2 to 4 lanes from Pleasant Grove to Washington.	\$1,440,000	2002
PLA15850	Roseville Road	Widen from 2 to 4 lanes from City Limits to Kirby Way.	\$2,056,680	2010
PCT10280	Roseville Transit Buses	Fleet replacement of 12 fixed route buses.	\$4,611,600	2011
PCT10310	Roseville Transit Buses	Fleet replacement of 6 DAR buses	\$508,200	2011
PCT10320	Roseville Transit Buses	Fleet replacement of 6 DAR buses.	\$518,364	2012
PCT10300	Roseville Transit Buses	Fleet replacement of 6 DAR buses.	\$471,240	2007
PCT10290	Roseville Transit Buses	Fleet replacement of 6 DAR buses.	\$462,000	2006
PCT10270	Roseville Transit Buses	Fleet replacement of 9 commuter buses.	\$4,017,600	2012
<b>City of Roseville Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
PCT10260	Roseville Transit Buses	Purchase, install, and operate automatic fleet vehicle location systems for transit fleet.	\$800,000	2004
PLA20980	Roseville Transit Buses	Replace fleet as useful life is reached for each existing vehicle and add vehicles as needed.	\$20,000,000	2025
PCT10150	Roseville Transit Buses	Purchase 2 dial-a-ride replacement buses and 1 fixed route bus for Roseville Transit.	\$453,660	2003
PCT10250	Roseville Transit Buses	Purchase 3 expansion fixed-route CNG buses for Roseville Transit.	\$950,000	2003
PLA20250	Sierra College Boulevard	Widen from Olympus Dr to north city limits from 2 to 4 lanes.	\$1,000,000	2005
PLA15890	Sunrise Avenue	Widen from 4 to 6 lanes, from Sacramento County line to Madden Ln.	\$2,220,983	2014
PLA15910	Taylor Road	Widen from 2 to 4 lanes from Roseville Pkwy to I-80.	\$161,639	2016
PLA15911	Taylor Road	Widen from 2 to 4 lanes, I-80 to City Limits.	\$2,019,036	2016
PLA15920	Washington Boulevard	Widen from 2 to 4 lanes, from Sawtell to Blue Oaks, including Andora undercrossing.	\$5,518,500	2008
PLA19800	Woodcreek Oaks	Widen from Junction Blvd to northern city limits from 2 to 4 lanes.	\$2,500,000	2020
<b>City of Roseville Dept of Public Works / Tier 2</b>				
PLA15700	Cirby Way	Widen from 4 to 6 lanes from Regency St to Sunrise Ave.	\$656,885	2010
PLA17950	Cirby Way	Widen from 4 to 5 lanes, from Riverside Ave. to Regency Way.	\$772,569	2010
<b>Placer County Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
PLA25002	Auburn CNG facility	In Auburn, upgrade CNG fueling facilities plus purchase of 10 CNG-fueled replacement buses.	\$3,627,700	2003
PLA15080	Auburn-Folsom Rd	Widen from Sacramento County line to Douglas Bl. from 2 to 4 lanes.	\$7,000,000	2006
PLA15090	Baseline Road	Widen from 2 to 4 lanes from Fiddymnt Rd. to Brady Ln..	\$2,000,000	2008
PLA15100	Baseline Road	Widen from 2 to 4 lanes from Sutter County line to Fiddymnt Rd.	\$12,000,000	2020
PLA20680	Baseline Road	Widen From 2 to 6 lanes from Watt Avenue to Fiddymnt Road.	\$2,000,000	2015
PLA20560	Bell Road	Widen from 3 to 4 lanes (additional eastbound lane) from Professional Drive to Richardson Drive.	\$2,000,000	2010
PLA20550	Bell Road	Widen from 3 to 4 lanes (additional westbound lane) from Route 49 to Professional Drive.	\$540,000	2005
This project has been split from PLA15110 for project phasing purposes.				
PLA15110	Bell Road	Widen from I-80 to Highway 49 from 2 to 4 lanes	\$6,300,000	2003
PLA15120	Bill Francis Drive	Construct 2-lane road from new Airport Rd. to old Airport Rd.	\$373,400	2010



SACOG #	Location	Description	Total Cost	Year
PLA19930	CNG Commuter Bus Demo Project	Lease three CNG buses to provide commuter service between Colfax and Downtown Sacramento for a 2-year demonstration program and pay for operations for the first two years.	\$601,042	2004
<b>Placer County Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
PLA16840	Douglas Road	Widen from 4 to 6 lanes from Cavitt Stallman Road south to Sierra College Boulevard.	\$500,000	2008
PLA20020	Tahoe Regional Transit	Purchase one CNG-fueled bus to be operated between Truckee and Tahoe City on Route 99 as part of the Tahoe Area Regional Transit fleet.	\$330,000	2003
PLA15070	I-80 Auburn Ravine Road Overcrossing	Widen the overcrossing from 2 to 4 lanes.	\$2,243,000	2010
PLA15130	I-80 Bowman Undercrossing	Widen from 2 to 4 lanes from Bowman Rd to Lincoln Way.	\$560,000	2014
PLA18450	Indian Hill Road	Widen from 2 to 4 lanes from Auburn City Limits to Newcastle.	\$3,740,000	2023
PLA20650	Lincoln Way	Widen from 2 to 4 lanes from Russell Road to Ferguson Road.	\$370,000	2019
PLA20730	Nelson Road	Widen from 2 to 4 lanes from Future Route 65 Bypass interchange to Nicolaus Road.	\$1,100,000	2014
PLA15270	North Antelope Road	Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	\$209,700	2012
PLA20690	PFE Road	Widen from 2 to 4 lanes from North Antelope Rd. to Roseville City Limits.	\$410,000	2010
PLA20340	Placer County Transit	Construct transit shelters at Placer County Transit stops.	\$158,192	2003
PLA20010	Placer County Transit	Replace bus fleet as useful life is reached for each existing vehicle and add vehicles as needed.	\$12,000,000	2025
PLA20570	Placer Hills Road	Widen from 2 to 3 lanes to accommodate truck climbing lane from .25 mile north of Sugar Pine Rd. to Meadow Vista Drive. Also add left turn pockets at appropriate intersections.	\$1,000,000	2007
PLA15320	Professional Drive	Construct as 2-lane road from Bell Rd. to Atwood Rd.	\$340,000	2004
PLA15330	Quartz Drive	Construct as a 2 lane road from Route 49 southeast to Bell Rd.	\$404,000	2007
PLA20670	Route 49 Bypass	Construct a 4 lane limited access roadway to provide bypass to Route 49 through Auburn from Bell Rd. (East of New Airport Rd.) to I-80 (Bowman Interchange).	\$30,000,000	2025
PLA19510	Route 65	Construct Sunset Blvd. interchange.	\$9,200,000	2006
PLA18980	Route 65	Widen from 2 to 4 lanes from Gladding to Westlake Blvd.	\$1,000,000	2007
PLA15600	Sierra College Boulevard	South Rocklin City Limits to Douglas, widen road from 2 to 4 lanes.	\$3,700,000	2010
PLA15390	Sierra College Boulevard	Widen from 2 to 4 lanes from Route 193 to Loomis Town Limits.	\$8,000,000	2012
PLA20710	Sierra College Boulevard	Widen from 4 to 6 lanes from Roseville City limits to Sacramento County Line.	\$5,000,000	2016
PLA15400	Sierra College Boulevard	Widen to 6 lanes from the Interstate to south Rocklin City Limits.	\$3,600,000	2010
PLA15410	Sunset Boulevard	Construct a 2-lane road extension from Cincinnati Ave to Fiddymont Rd.	\$1,200,000	2022
PLA19843	Various	Placer County: Newcastle Rd, Lincoln Wy, & Weimar Cross Rd: construct park-n-ride facilities; includes grading, paving, signing and striping of new parking areas and renovation of existing areas.	\$113,000	2003
PLA15420	Walerga Road	Widen and realign from 2 to 4 lanes from Baseline Rd. to Sacramento Co. line.	\$5,300,000	2004
PLA20880	Walerga Road Bridge	In Placer County, Walerga Road at Dry Creek: widen bridge from 2 to 4 lanes.	\$1,450,000	2006
PLA20700	Watt Avenue	Widen from 2 to 4 lanes from Baseline Rd. to Sacramento County Line.	\$4,745,000	2018
<b>Placer County Trans Planning Agency / Tier 1: Publicly or Developer-Funded</b>				
PLA19760	Consolidated Transportation Services Agency Vehicles	Replace fleet as useful life is reached for each existing vehicle and add vehicles as needed.	\$5,000,000	2025

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
PLA19790	Placer Co. Congestion Management Program	Implement trip reduction ordinances and rideshare program in Placer County for 3 years.	\$249,500	2003
PCT10000	Placer County	Commuter rail stations in Bowman, Newcastle, Loomis.	\$2,870,000	2015
PLA25004	Placer County	Placer County Congestion Management Program for FYs 02/03, 03/04, and 04/05.	\$248,503	2005
PLA20100	Robinson Flat near Foresthill	Enhancements to the Robinson Flat Recreation site.	\$274,000	2003
PLA20090	Route 267	From Nevada County line to Northstar: widen from 2 to 4 lanes.	\$10,000,000	2025
<b>SACOG / Tier 1: Publicly Funded</b>				
Placeholder projects for multi-modal connectors for the purpose of modeling. Studies will determine the final projects.				
PLA15590	Sierra College Boulevard	Improve Douglas Blvd. intersection.	\$10,000,000	2023
PLA15610	Sierra College Boulevard	Improve Roseville Parkway intersection.	\$10,000,000	2019

SACOG #	Location	Description	Total Cost	Year
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(in current year dollars)

### Sacramento County Projects

#### Caltrans District 3 / Tier 1: Publicly Funded

SAC20370	Elk Grove Intercity Rail Station	In Elk Grove, San Joaquin Rail Corridor, construct platform, shelter, landscaping and parking for intercity passenger rail station.	\$800,000	2003
CAL17850	I-5	Add HOV lanes from Downtown Sacramento to Sacramento International Airport.	\$150,000,000	2020
CAL17840	I-5	Add HOV lanes from Pocket Rd. to U.S.50.	\$100,000,000	2020
CAL17860	I-5	Construct auxiliary lanes on I-5 from Richards Blvd to Garden Hwy.	\$10,000,000	2006
CAL18370	I-5	Install ramp meters, HOV Bypasses, additional on ramps, traffic monitoring stations and CCTV installation on I-5 from Pocket Rd. to I-80.	\$6,035,000	2005
CAL18410	I-5 and I-80	Add HOV lane connectors between I-5 and I-80.	\$100,000,000	2019
CAL18390	I-5 and U.S. 50	Add HOV lane connectors between I-5 and U.S. 50.	\$50,000,000	2016
CAL17910	I-80	Add third lane to I-80 connector to Route 51 (Capital City Freeway).	\$9,980,000	2003
CAL18380	I-80	Install ramp metering, traffic monitoring stations, CCTV installation, message signs, and upgrade count stations to TMS on I-80 from Yolo Co. line to SR 244 (Longview Dr.).	\$5,621,000	2005
CAL15135	I-80	From Longview to the Placer County line add HOV lanes.	\$28,507,000	2005
CAL18450	I-80	Construct HOV lanes from Longview Drive to Interstate 5.	\$75,000,000	2018
CAL18570	I-80/West El Camino Avenue Interchange	Reconstruct interchange.	\$20,000,000	2010
CAL18220	I-80/I-5 Interchange	Revise existing interchange.	\$35,000,000	2016
CAL18400	Route 99 and U.S. 50	Add HOV lane connectors between Route 99 and U.S. 50.	\$50,000,000	2014
CAL18560	Route 99/Elkhorn Boulevard Interchange	Reconstruct interchange.	\$15,000,000	2010
CAL15510	Route 99/Elverta Road Interchange	Construct new interchange.	\$25,000,000	2012
SAC19360	Sunrise Blvd at U.S. 50	Upgrade interchange.	\$12,701,540	2003
CAL16790	U.S. 50	Construct HOV lanes and community enhancements on U.S. 50 from Downtown Sacramento to Sunrise Boulevard.	\$96,500,000	2010
CAL17800	U.S. 50 at I-5	Construct TOS (Junction of U.S. 50 and I-5).	\$3,000,000	2006

#### Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded

CAL18580	I-5 Metro Air Park Interchange	Construct new interchange for future Metro Air Park.	\$25,000,000	2010
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#### Caltrans District 3 / Tier 2

CAL17845	I-5	Add HOV Lanes from Pocket Rd. to Elk Grove Blvd.	\$40,000,000	2014
CAL18540	Route 99, Galt interchange	Revise interchange.	\$40,000,000	2015

#### City of Citrus Heights / Tier 1: Publicly Funded

SAC19000	Antelope Road	Widen from I-80 to Auburn Blvd. construction of sidewalks, Class 2 Bike lanes, sound walls, landscaping and installation of new traffic signals.	\$8,880,000	2005
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SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
SAC15030	Antelope Road	Widen from Roseville Rd to I-80 from 4 to 6 lanes.	\$8,050,000	2005
SAC223010	Fountain Square Drive	Extend from the existing terminus to Stock Ranch Road.	\$600,000	2005
SAC15300	Greenback Lane	Widen from Auburn Blvd to Dewey Dr from 4 to 6 lanes.	\$9,900,000	2005
SAC16880	Old Auburn Road	Widen from Fair Oaks Blvd. to northern City Limits from 2 to 3 lanes with class 1 bike lane.	\$8,730,000	2006
SAC16910	Sunrise Boulevard	Widen from 4 to 6 lanes including a raised median from Antelope Rd. to Placer County.	\$6,200,000	2022
SAC16920	Sunrise Boulevard	Widen from 4 to 6 lanes including raised median from Oak Ave. to Antelope Rd.	\$7,634,906	2016
SAC22440	Sunrise Boulevard	Widen from 4 to 6 lanes, Arcada Dr. to Oak Ave., including bike lanes, landscaping, and pedestrian facilities.	\$8,750,000	2019
<b>City of Elk Grove / Tier 1: Developer- or Partially Developer-Funded</b>				
SAC20280	Big Horn Boulevard	From Poppy Ridge Road to Elk Grove Boulevard: construct new road to 4 lanes.	\$3,002,950	2007
SAC19035	Bond Road	From east of UPRR to Waterman: widen from 2 to 4 lanes.	\$1,034,000	2008
SAC19020	Bond Road	From Waterman Road to Bradshaw Road: widen from 2 to 4 lanes.	\$3,030,200	2008
SAC19030	Bond Road	From Elk Grove-Florin Rd. to UPRR from 2 to 4 lanes.	\$784,000	2003
SAC19010	Bruceville Road	From Kammerer Road to Poppy Ridge Road: widen from 2 to 4 lanes.	\$4,000,900	2014
SAC19100	Bruceville Road	From Poppy Ridge Road to Elk Grove Boulevard: widen from 2 to 4 lanes.	\$4,687,950	2008
SAC21640	Elk Grove Boulevard	Design and development of enhancements between Elk Grove-Florin Road and Waterman Road.	\$4,252,000	2004
SAC20340	Franklin Boulevard	From Kammerer Road to Poppy Ridge Road: widen from 2 to 4 lanes.	\$5,542,650	2010
SAC20290	Franklin Boulevard	From Poppy Ridge Road to Elk Grove Boulevard: widen from 2 to 4 lanes.	\$5,926,883	2006
SAC19150	Lewis Stein Road	From Big Horn Blvd. to Sheldon Rd., construct 3 lanes of new road, bridge at Laguna Creek and traffic signals and interconnect at Big Horn and Sheldon.	\$5,927,500	2003
SAC20330	Poppy Ridge Road	From Franklin Boulevard to Bruceville Road, construct new road to 4 lanes.	\$4,851,468	2006
SAC20320	Poppy Ridge Road	From Bruceville Road to West Stockton Boulevard: widen from 2 to 4 lanes.	\$5,328,800	2008
SAC20520	Route 99 / Grant Line Interchange	Reconstruct the interchange.	\$31,000,000	2010
SAC19380	Route 99 /Sheldon Road Interchange	Construct Sheldon Road interchange.	\$31,176,000	2008
SAC15660	Sheldon Road	From Bruceville Rd. to SR 99 and from East Stockton Blvd. to Elk Grove-Florin Rd.: widen from 2 to 4 lanes.	\$3,543,073	2007
SAC17560	Sheldon Road	Widen Sheldon Rd from Bruceville Rd to Route 99 from 4 to 6 lanes	\$1,000,000	2012
SAC19160	Sheldon Road	From Elk Grove-Florin Road to Waterman Road: widen from 2 to 4 lanes.	\$1,264,000	2010
SAC20250	West Stockton Boulevard/ Laguna Creek Bridge	Replace existing bridge with a new structure to provide 2 traffic lanes, an access lane, shoulders and a raised sidewalk on west side of bridge.	\$1,700,000	2006
<b>City of Folsom Dept of Public Works / Tier 1: Publicly Funded</b>				
SAC22340	American River Bridge	In Folsom, construct crossing of the American River below Folsom Dam with approaches. (Replacement of Folsom Dam Road)	\$85,000,000	2010
SAC21250	Blue Ravine Road	Widen westbound approach to Folsom Blvd. to provide dual left-turn lanes and exclusive through and right-turn lanes.	\$1,200,000	2006
SAC18400	East Bidwell Street	From Oak Avenue Parkway to Blue Ravine Road: widen to six lanes.	\$800,000	2010
SAC22060	East Natoma Street	From Fargo Way to Blue Ravine Rd: widen from 2 to 4 lanes.	\$1,100,000	2003
SAC20220	Folsom Historic District	Construct park and ride lot.	\$555,000	2003
SAC20570	Folsom Railroad Block	Redevelopment into a multi-modal transit center.	\$3,000,000	2005
SAC21280	Green Valley Road	From East Natoma to Sacramento/El Dorado County line: widen from 2 to 4 lanes.	\$1,200,000	2010

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
SAC21210	Iron Point Road	From Black Diamond Drive to East Bidwell Street: widen to 6 lanes.	\$3,000,000	2020
SAC22280	Oak Avenue Parkway	From Folsom-Auburn Road to Baldwin Dam Road: widen to 4 to 6 lanes.	\$1,100,000	2006
<b>City of Folsom Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
SAC21220	Broadstone Parkway	Construct 4-lane section from Golf Links Dr. to Empire Ranch Rd.	\$4,000,000	2006
SAC21230	Empire Ranch Road	From El Dorado County line to Iron Point Road: Construct 4-lane section of road.	\$6,200,000	2006
SAC21130	Iron Point Road	Extend with 4-lane intersection from Grover Road east to East Bidwell Street to El Dorado County.	\$6,000,000	2005
SAC19890	U.S. 50 at Empire Ranch Road	Construct 4 lane interchange with U.S. 50 at extension of Empire Ranch Road (formerly Russell Ranch Rd.).	\$15,800,000	2006
<b>City of Folsom Dept of Public Works / Tier 2</b>				
SAC21270	Sibley Street	From Glenn Drive to Blue Ravine Road: widen to 4 lanes.	\$1,500,000	2010
SAC19880	U.S. 50 at Oak Avenue	Construct 4 lane interchange for newly extended Oak Ave.	\$15,000,000	2008
<b>City of Galt Dept of Public Works / Tier 1: Publicly Funded</b>				
SAC20580	Route 99 C Street Interchange	Replace/reconstruct interchange and widen overpass to 4 lanes with bike lanes.	\$17,000,000	2014
<b>City of Galt Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
SAC20590	Route 99 / Twin Cities Road Interchange	Widen overpass to 4 lanes with addition of bike lanes.	\$10,000,000	2009
<b>City of Sac Dept of Public Works / Tier 1: Publicly Funded</b>				
SAC22790	4th Avenue	Extend 4th Ave. from 65th St. to Ramona Ave.	\$10,000,000	2020
SAC18260	5th Street	Extend 5th St. as a 4 lane roadway from H St. to F St.	\$1,300,000	2006
SAC18360	7th Street	Widen 7th St. from 2 to 4 lanes from Richards to Vine St.	\$4,600,000	2005
SAC18230	7th Street	Sacramento - 7th Street from E Street to North B Street - Roadway extension.	\$24,053,975	2004
SAC19560	Arden Way/ Route 51 Interchange	Arden Way underpass improvements to remove restriction caused by columns and widen to 6 lanes.	\$19,529,000	2014
SAC22840	Bell Avenue	Widen from 2 to 4 lanes from Norwood Ave. to Raley Blvd.	\$4,524,000	2016
SAC21390	Central City Two-way Conversion	Implement Central City Two-way conversion and community plan project.	\$1,903,831	2005
SAC15930	Cosumnes River Boulevard	Widen to 4 lanes from Franklin Blvd. to Center Pkwy.	\$1,696,000	2008
SAC15920	Cosumnes River Boulevard	Widen from Center Pkwy. to Bruceville from 2 to 4 lanes	\$970,000	2008
SAC23680	Elder Creek Rd	Between Florin Perkins to South Watt Ave.: widen to four lanes	\$6,100,000	2019
SAC23690	Elder Creek Road	Between Power Inn and Florin Perkins Rd: widen to 4 lanes.	\$6,133,000	2023
SAC16000	Exposition Boulevard	Construct split-diamond interchange at Route 160.	\$34,050,000	2020
SAC22610	Folsom Boulevard	Widen to 4 lanes, Hornet Dr. to 67th St.	\$16,228,000	2009
SAC22110	Fruitridge Road	Streetscape and traffic improvements between 65th Street Expressway and Power Inn Road on Fruitridge Road.	\$869,279	2003
SAC23370	Fruitridge Road	Widen to 6 lanes from Florin Perkins Rd. to S. Watt Ave.	\$6,663,000	2017
SAC17620	Garden Highway	Widen to 4 lanes from the western terminus of the Arden Garden Connector to 300 feet east of I-5 ramps.	\$34,756,000	2025
SAC20800	Howe/Power Inn Road	Widen from College Town Dr. to Folsom Blvd from 4 to 6 lanes with operational improvements and U.S. 50 ramp access improvements	\$7,236,000	2003

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
SAC20670	I-5 / I-80 Interchange	Reconstruct ramp from eastbound to northbound traffic.	\$13,000,000	2016
SAC18670	I-5 at Route 99 Interchange	Add a second southbound on-ramp lane from Route 99 to I-5 at the I-5/Route 99 interchange.	\$216,000	2010
SAC18380	I-5 at Cosumnes River Boulevard	Extend Cosumnes River Boulevard from Franklin to Freeport with an interchange at I-5.	\$50,000,000	2008
SAC22530	I-5 Decking	Provide connection over I-5 between river esplanade and Crocker District, Capitol Ave. to O St.	\$13,800,000	2008
SAC18700	I-80 at Northgate Boulevard Interchange	Extend the existing westbound off-ramp onto Northgate Blvd. for safety reasons, add auxiliary lane to westbound on-ramp.	\$3,732,000	2015
SAC22891	ITS on Arden Way	Operating and Maintenance for Arden Way Smart Corridor from 2010 to 2025.	\$2,100,000	2015
SAC22890	ITS on Arden Way	Smart Corridor on Arden Way from Del Paso to Watt Ave.	\$1,953,910	2015
SAC20811	Jed Smith Drive	Realign and extend as a 2-lane connection between C.S.U.S. and Folsom Blvd.	\$4,000,000	2008
SAC23430	Main Avenue	Widen from 2 to 4 lanes from Norwood Ave. to Rio Linda Blvd.	\$4,524,000	2018
SAC16060	Northgate Boulevard	Route 160 to Garden Highway: elevate existing two lane roadway.	\$1,202,685	2007
<b>City of Sac Dept of Public Works / Tier 1: Publicly Funded</b>				
SAC23820	Northgate Boulevard	From Route 160 to Garden Highway; widen to 4 lanes.	\$8,000,000	2013
SAC16070	Power Inn Road	Widen to 6 lanes from Fruitridge Rd. to 14th.	\$13,931,000	2015
SAC20820	Power Inn Road	Widen from Folsom Blvd to 14th Ave from 4 to 6 lanes with expanded intersection along Power Inn Rd from Folsom Blvd to 14th Ave.	\$6,535,000	2004
SAC20780	Ramona Ave	Extend two-lane roadway and center turn lane from 4th Ave to 14th Ave and from 14th Ave to Folsom Blvd with bike lanes.	\$3,000,000	2008
SAC16092	Richards Boulevard	Widen from north 7th St to North 12th St from 2 to 5 lanes with bike lanes.	\$3,970,049	2003
SAC23530	Roseville Road	Widen from 2 to 4 lanes from Connie Dr. to Sacramento City Limits	\$3,353,000	2021
SAC16040	Route 16 - Jackson Road	Realign as a 4 lane roadway from Power Inn Rd. to South Watt Ave.	\$15,000,000	2015
SAC21540	Route 160 at Northgate Interchange	Add an eastbound on-ramp and a westbound off-ramp.	\$18,000,000	2007
SAC22660	Route 160 at Richards Boulevard	Install signalized intersection.	\$900,000	2003
CAL15660	Route 160 / Richards Boulevard Interchange	Construct interchange with 4 lane overcrossing of Route 160.	\$26,100,000	2008
CAL16900	Route 99	Add a lane in each direction from I-5 to Elkhorn Blvd.	\$1,733,000	2024
SAC18690	Route 99/Elkhorn Boulevard Interchange	Expand the interchange to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	\$2,762,000	2015
SAC23540	S. Watt	Widen to 6 lanes between Elder Creek Road and Fruitridge Rd.	\$18,637,000	2020
SAC20350	Sacramento Intermodal Terminal	Develop intermodal transportation terminal for heavy rail, light rail, and bus services.	\$10,000,000	2009
SAC23860	South Watt Avenue	From Fruitridge Rd. to Folsom Blvd.; widen to 6 lanes.	\$10,000,000	2025
SAC23850	South Watt Avenue	From Jackson Rd. to Elder Creek; Widen to 4 lanes	\$10,000,000	2012
SAC20390	Southern Pacific Depot	Renovate historic SP Depot and undertake public improvements on the surrounding site to redefine the Depot as a true intermodal depot by improving coordination between Amtrak and Capital Corridor service, LRT and bus service.	\$2,180,058	2003
SAC20380	Southern Pacific Depot	Depot acquisition.	\$875,000	2003
SAC22550	Stockton Boulevard	Install streetscaping improvements, Broadway to Fruitridge Rd.	\$2,995,034	2004
SAC21460	Stockton Boulevard	Provide minor curb, gutter and sidewalk improvements, and streetscaping from Fruitridge Rd to El Parisio Ave.	\$749,500	2003

SACOG #	Location	Description	Total Cost	Year
SAC22650	Sutterville Road and 23rd Street	Realign Sutterville Bypass/23rd St. and Sutterville Rd. and install new traffic signal.	\$1,700,000	2006
SAC20763	Traffic Operation Center	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing TOC.	\$11,100,000	2015
SAC20764	Traffic Operation Center	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing TOC.	\$10,000,000	2020
SAC20762	Traffic Operation Center	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing TOC.	\$9,900,000	2010
SAC20761	Traffic Operations Center	In Sacramento, connect 100 traffic signals, including ITS technology that are located outside of the Central City to the City's existing TOC.	\$8,500,000	2006
<b>City of Sac Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
SAC22800	6th Street	Extend between Richards Blvd. and H St. as a 4-lane roadway.	\$8,400,000	2010
SAC22810	7th Street	Widen 7th St. to 4 lanes from E St. to Richards Blvd.	\$20,000,000	2008
SAC18590	Arena Boulevard	Extend as a 6 lane road from current terminus at Duckhorn to I-5 without interchange.	\$883,000	2004
SAC16050	Arena Boulevard	Construct Arena Blvd from current terminus to I-5 as an 8-lane facility.	\$1,727,000	2004
SAC23650	Bruceville Road	Between Sheldon Road and Cosumnes River Blvd; widen to 6 lanes.	\$6,000,000	2010
SAC17590	Bruceville Road	From Sheldon Road, to Cosumnes River Blvd; widen from 2 to 4 lanes.	\$3,800,000	2007
SAC15970	Del Paso Road	From Truxel Rd. to I-5; widen to 6 lanes.	\$2,473,000	2006
SAC18480	Del Paso Road	Widen to 4 lanes from the West City limits to El Centro Rd.	\$1,678,000	2003
SAC22880	Del Paso Road	Widen from 4 to 6 lanes from El Centro to I-5.	\$392,000	2010
SAC23320	Del Paso Road	Widen from 4 to 6 lanes from Truxel Rd. to east city limits.	\$3,361,000	2020
SAC22870	Del Paso Road / I-5 Overcrossing	Widen overcrossing to 6 lanes.	\$1,700,000	2006
SAC18570	East Commerce Way	Extend from Arena Blvd. to the planned Natomas Crossing Drive as a 6 lane road.	\$1,796,000	2008
SAC18440	East Commerce Way	Extend from planned Club Center Rd. to Elkhorn Blvd. as a 4 lane road.	\$3,076,000	2010
SAC18580	East Commerce Way	Extend from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	\$1,895,000	2010
SAC18460	East Commerce Way	From planned Club Center Drive to Del Paso Rd; extend as a 2-lane facility.	\$3,831,000	2008
SAC18470	East Commerce Way	Widen 2 to 6 lanes from Club Center Dr. to Del Paso Rd.	\$8,000,000	2015
SAC18740	El Centro Road	Extend northeasterly over I-5 and east to East Commerce Way.	\$2,167,000	2020
SAC18610	El Centro Road	Widen from 2 to 4 lanes from Del Paso Rd. to Arena Blvd.	\$3,390,000	2011
SAC23330	El Centro Road	Widen to 4 lanes from Arena Blvd. to San Juan Road.	\$4,200,000	2012
SAC18500	Elkhorn Boulevard	Widen to 4 lanes from Route 99 east to the City limits (related interchange widening listed under Route 99).	\$11,367,000	2010
SAC18510	Elkhorn Boulevard	Widen from 4 to 6 lanes from Rt. 99 to East City Limits.	\$7,000,000	2015
SAC23350	F Street	Extend as a 2 lane road from 7th to 3rd Street.	\$350,000	2006
SAC16010	Florin-Perkins Road	Widen to 6 lanes from Folsom Blvd. to Fruitridge Rd.	\$12,148,000	2020
SAC23390	Gateway Boulevard	Construct a new road from N. 12th to N. 7th St. (2 lanes).	\$16,500,000	2008
SAC22080	Gateway Park Boulevard	Widen from Truxel Road to Arena Blvd. from 2 to 4 lanes.	\$1,767,000	2006
SAC18540	Gateway Park Drive	Widen to 4 lanes from Del Paso Rd. to Arena Blvd.	\$3,103,000	2006
SAC18640	I-5	Add a second auxiliary lane on I-5 from I-80 to the Arena Blvd. interchange (formerly North Market Blvd.)	\$1,191,000	2004
SAC20010	I-5	Construct 6-lane Arena Blvd (formerly North Market Blvd.) interchange and single auxiliary lane in each direction on I-5 from I-80 to Del Paso Rd.	\$13,490,000	2004

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
<b>City of Sac Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
SAC18170	I-5 at Richards Blvd interchange	Widen from 5 to 8 lanes and improve I-5 ramp terminals through the interchange; reconstruct the intersections at Jibboom St. and Bercut Dr. to improve capacity.	\$2,918,000	2008
SAC23400	I-5 at West El Camino	Construct a northbound entrance ramp and southbound exit ramp. Modify the northbound I-5 to I-80 ramp to accommodate the proposed interchange ramps.	\$18,263,000	2015
SAC18650	I-80 at West El Camino Interchange	Expand to 4 lanes and modify ramps.	\$5,417,000	2012
SAC23480	Natomas Boulevard	Widen from 2 to 4 lanes, Elkhorn Blvd. to Club Center Dr.	\$2,805,000	2015
SAC23470	Natomas Boulevard	Widen from 2 to 6 lanes from Club Center Dr. to North Park Drive.	\$1,099,000	2012
SAC23460	Natomas Boulevard	Widen to 6 lanes from North Park Drive to Del Paso Road.	\$2,063,000	2015
SAC18560	Natomas Crossing Drive	Build as 4 lane road from I-5 westward to El Centro Rd.	\$3,646,000	2016
SAC18720	Natomas Crossing Drive - I-5	Construct overcrossing of I-5.	\$1,597,000	2016
SAC23520	Rail yards Access Road	Improve Jibboom St. between Richards Blvd. and the rail yards site to provide access to the site from the north.	\$6,407,000	2008
SAC23840	Richards Boulevard	From Route 160 to Bercut Drive; widen to 6 lanes.	\$10,000,000	2008
SAC18600	Snowy Egret Way	Construct Snowy Egret Way south of Del Paso Rd. from El Centro Rd. to Commerce Way as a 4 lane road.	\$2,237,000	2021
SAC18710	Snowy Egret Way at I-5	Construct overcrossing of I-5 for the planned Snowey Egret Way that will run east-west from El Centro Rd. to Commerce Way.	\$2,580,000	2022
SAC23810	Route 99 Meister Way overcrossing	South of Elkhorn Blvd: Meister Way construct freeway overcrossing.	\$1,006,000	2025
SAC16120	West El Camino Avenue	I-5 to I-80: widen from 2 to 4 lanes and add bike lanes.	\$8,700,000	2003
<b>City of Sac Dept of Public Works / Tier 2</b>				
SAC23630	65th Street	From Hwy. 50 to Broadway: widen to 6 lanes.	\$4,000,000	2025
SAC22850	Bell Avenue	Widen from 2 to 4 lanes from Raley Blvd. to Winters St.	\$1,647,000	2010
SAC18660	I-5 road	Between Del Paso Rd. to Route 99: add a northbound auxiliary lane.	\$714,000	2008
SAC23410	Kiefer Boulevard	Widen from 2 to 4 lanes between Florin-Perkins Rd. to S. Watt Ave.	\$3,393,000	2020
SAC19550	Raley Boulevard	Widen to 4 lanes from Santa Ana Ave to Ascot Ave.	\$3,961,000	2008
SAC20000	Route 51 at Exposition Boulevard	Add eastbound on-ramps.	\$3,000,000	2015
SAC16100	Sutter's Landing Parkway (Richards Boulevard)	Construct Sutter's Landing Parkway from its eastern terminus at Route 160 to Route 51 including interchanges at Route 51 (Business 80) and Route 160.	\$50,000,000	2008
SAC22540	Various Locations	Install SMART Traffic Calming in south Midtown area.	\$225,913	2004
SAC16130	West El Camino	I-80 to Natomas Main Drainage Canal: widen from 4 to 6 lanes and add bike lanes.	\$6,000,000	2025
<b>Sac County Dept of Airports / Tier 1: Publicly Funded</b>				
SAC22940	Airport Loop Road	Construct a two lane, 3 mile roadway with the following alignment: Elkhorn Blvd. at Lone Tree Road, Elkhorn southwest towards Power Line Road, along the north side of I-5, and loop into the airport, merging with Airport Blvd.	\$19,327,000	2019
<b>Sac County Dept of Trans / Tier 1: Publicly Funded</b>				
SAC22930	American River Access	Reserve flexible funds for improved access across the American River between Howe Ave. and Hazel Ave.	\$80,000,000	2025
SAC22750	Countywide	Perform Sacramento County Circulation Congestion Relief Study, and follow-up engineering and environmental studies.	\$4,000,000	2004



SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
SAC15230	Elkhorn Boulevard	From Watt Ave. to Don Julio Blvd.; widen from 4 to 6 lanes.	\$3,916,000	2004
SAC19570	Fair Oaks Boulevard	From Sunset Avenue to Madison Avenue; widen from 2 to 4 lanes.	\$3,595,000	2009
SAC20141	Florin Road	Implement Phase 2 of the economic revitalization master plan for the Florin Rd area by improving the safety, infrastructure and appearance of the corridor from Franklin to Stockton.	\$3,520,000	2004
SAC18080	Folsom Blvd and Watt Avenue	Grade separation of Watt Ave. and the light rail tracks south of the Folsom Blvd. intersection.	\$10,456,000	2006
SAC15260	Folsom Boulevard	Between Sunrise Boulevard and Aerojet Road - widen to four or five lanes.	\$6,323,000	2004
SAC21470	Folsom Boulevard	Project development to install landscaping and streetscaping on Folsom Blvd. between Rod Beaudry Dr. and Sunrise Blvd.	\$3,280,000	2005
SAC21480	Franklin Blvd	Project development to provide landscaping and streetscaping between Fruitridge Road and Florin Road, and along Martin Luther King Jr. Blvd., Fruitridge Road, and 47th Ave.	\$4,288,000	2005
SAC22710	Fulton Avenue	Provide aesthetic enhancements for Fulton Ave., Arden Way to Auburn Blvd. (Phase II)	\$6,000,000	2005
SAC21510	Fulton Avenue	Implement Phase 1 of the improvements specified in the Fulton Ave. Conceptual Beautification Master Plan from Arden Way to Auburn Blvd.	\$4,662,025	2003
SAC22300	Greenback and Hazel	Build tunnels underground the intersection of Greenback and Hazel.	\$20,000,000	2025
SAC18070	Greenback Lane at I-80 Interchange	Widen the overcrossing by two lanes (one lane each direction), modify freeway ramps for ramp metering, and add auxiliary lanes	\$14,769,000	2003
SAC22770	Greenback/ Sunrise Boulevard	Smart Corridor.	\$7,600,000	2009
SAC21500	Hazel Avenue	Widen American River bridge and approaches from 4 to 6 lanes and widen Hazel from American River bridge to Madison from 4 to 6 lanes with bike lanes and signals.	\$43,000,000	2007
SAC23080	Hazel Avenue	Widen from 4 to 6 lanes from Madison to Sacramento/Placer County line.	\$51,786,000	2015
SAC16500	Madison Avenue	Widen from Sunrise Blvd. to Hazel Ave. from 4 to 6 lanes.	\$5,650,000	2007
SAC19370	Madison Avenue at I-80	Upgrade interchange.	\$11,989,000	2004
SAC21445	McClellan Commuter Center	Construct a commute center facility at former McClellan Air Force Base.	\$3,000,000	2005
SAC19711	Sunrise Boulevard	From Route 16 to north of Douglas Road; widen from 2 to 4 lanes.	\$9,053,430	2006
SAC20840	Various Locations	Traffic Operations System.	\$16,000,000	2006
VAR10080	Watt Avenue	Watt Corridor — Phase 2 and 3. Traffic signal coordination, transit priority, monitoring equipment and traveler information on a major arterial corridor, plus supporting communications.	\$6,826,000	2005
<b>Sac County Dept of Trans / Tier 1: Publicly Funded</b>				
SAC22200	Watt Avenue	From Capital City Freeway to Route 16, install curbs, gutters, sidewalks, pedestrian signals, street lighting, and landscaping; Phase II of master plan.	\$7,500,000	2007
SAC22720	Watt Avenue	Provide aesthetic enhancements: Antelope Rd. to Capitol City Fwy.	\$3,000,000	2005
SAC22070	Watt Avenue	Watt Avenue Smart Corridor, implement phase 3 priority and mobility enhancement demonstration project. (Phase 3 ITS Project)	\$3,010,000	2004
SAC22100	Watt Avenue	Watt Ave. Transit Priority and Mobility Enhancement Demonstration Phase 1 and 2.	\$3,995,000	2003
SAC21610	Watt Avenue	Provide streetscape enhancements from Route 51 to State Route 16.	\$3,096,000	2004
SAC19350	Watt/Folsom / U.S. 50 Interchange	Modify the freeway interchange.	\$15,402,000	2006
<b>Sac County Dept of Trans / Tier 1: Developer- or Partially Developer-Funded</b>				
SAC22980	Alta Sunrise Boulevard	Construct a 6-lane roadway from Route 50 to International Drive extension. This includes a south only interchange with Route 50 and pedestrian and bicycle facilities.	\$45,000,000	2015

SACOG #	Location	Description	Total Cost	Year
(in current year dollars)				
SAC22020	Antelope North Road	From Poker Lane to Olive Avenue, widen from 2 to 4 lanes.	\$438,000	2005
SAC19790	Antelope Road	From Don Julio Boulevard to Roseville Road, widen from 4 to 6 lanes.	\$735,000	2010
SAC19310	Bradshaw Road	Widen from Calvine Rd. to Florin Rd. from 2 lanes to 4 lanes.	\$7,162,000	2006
SAC19320	Bradshaw Road	Widen from Florin to Morrison Creek from 2 to 4 lanes.	\$8,705,000	2004
SAC19040	Calvine Road	From 1000 feet east of Kingsbridge Drive to Vineyard Road, widen from 2 to 4 lanes.	\$7,363,000	2004
SAC19060	Don Julio Boulevard	Widen from Antelope Rd. to North Loop Blvd. from 2 to 4 lanes.	\$759,000	2007
SAC22410	Douglas Road	From Excelsior Road to Sunrise Boulevard, widen from 2 to 4 lanes.	\$11,067,000	2006
SAC22420	Douglas Road	From Sunrise Boulevard to Grant Line Road, widen from 2 to 4 lanes.	\$6,320,000	2007
SAC22430	Eagles Nest Road	From Kiefer Boulevard to Douglas Road, widen from 2 to 4 lanes.	\$4,630,050	2018
SAC15170	Elk Grove-Florin Road	From Gerber Road to Florin Road, widen from 2 to 4 lanes.	\$2,210,000	2007
SAC15180	Elkhorn Boulevard	From Rio Linda Boulevard to Route 99, widen from 2 to 4 lanes.	\$14,000,000	2007
SAC15220	Elkhorn Boulevard	Widen from Don Julio Blvd to Diablo Dr from 4 to 6 lanes.	\$7,140,000	2003
SAC22300	Elverta Road	Widen from 2 to 4 lanes from Rio Linda Boulevard to connection to north side of the Sacramento International Airport. Includes bicycle and pedestrian facilities.	\$26,000,000	2017

**Sac County Dept of Trans / Tier 1: Developer- or Partially Developer-Funded**

SAC19620	Elverta Road	Widen from Rio Linda Blvd. to Watt Ave. from 2 to 4 lanes including Dry Creek Bridge to 6 lanes.	\$7,455,000	2008
SAC19630	Fair Oaks Boulevard	From Greenback Lane to Old Auburn Road, widen from 2 to 4 lanes.	\$1,088,000	2020
SAC16800	Fair Oaks Boulevard	Widen from Marconi Ave. to Engle Rd. from 4 to 6 lanes including signal modifications at Marconi, Stanley, Grant, and Engle Rd.	\$5,739,000	2007
SAC15250	Folsom Boulevard	From Mather Field Road to Coloma Road, widen from 4 to 6 lanes.	\$5,000,000	2012
SAC19640	Franklin Boulevard	Widen from Martin Luther King, Jr Blvd. to Florin Rd. from 4 to 6 lanes.	\$4,000,000	2010
SAC19690	Gerber Road	From Elk Grove-Florin Road to Vineyard Road, widen from 2 to 4 lanes.	\$6,688,000	2015
SAC19670	Grant Line Road	Widen from Bond Rd. to Sloughhouse Rd. from 2 to 4 lanes.	\$11,000,000	2008
SAC19660	Grant Line Road	Widen from Sloughhouse Rd. to Sunrise Blvd. from 2 to 4 lanes.	\$4,000,000	2008
SAC19090	Greenback Lane	Widen from Sunrise to Hazel Ave from 4 to 6 lanes.	\$5,000,000	2006
SAC15360	Hazel Avenue	Widen from Oak Ave. to Old Auburn Rd in Placer County from 2 to 4 lanes.	\$7,852,067	2003
SAC22990	International Drive	Construct a 6 lane roadway from current terminus to Alta Sunrise Boulevard. Includes bicycle and pedestrian facilities.	\$6,000,000	2010
SAC22900	Kammerer Road	Construct a 4 lane roadway from Grant Line/ Route 99 interchange to I-5 at Hood Franklin Blvd. Can be changed to widening of existing streets.	\$18,443,980	2015
SAC22905	Kammerer Road	Enhance as a 4 lane parkway connecting I-5 and Route 99. (Upgrade of Kammerer Road project)	\$31,556,020	2021
SAC22320	Kiefer Boulevard	Construct a 4-lane roadway from Bradshaw Road to Sunrise Boulevard. Includes bicycle and pedestrian facilities.	\$10,000,000	2025
SAC16510	Madison Avenue	From Hazel Avenue to Greenback Lane, widen from 4 to 6 lanes.	\$3,445,000	2007
SAC18160	Metro Air Parkway	From I-5 to Elverta Road, construct new road to 4 lanes.	\$6,500,000	2006
SAC23160	New Road	Construct a new 4 lane limited access road from Grant Line Road/ White Rock Road through Aerojet's property to U.S. 50 near Hazel Ave.	\$9,335,000	2015
SAC19120	North Loop Boulevard	Widen from Elverta Rd to Don Julio Blvd from 2 to 4 lanes.	\$1,975,000	2004
SAC19680	Roseville Road	Widen from Watt Ave. to Antelope Road, from 2 to 4 lanes.	\$3,000,000	2015
SAC19170	South Watt Avenue	Widen from Alderson Ave to Route 16 from 2 to 4 lanes with left turn lanes.	\$3,090,000	2006
SAC19290	South Watt Avenue	Widen from Florin Rd. to Route 16 from 2 to 4 lanes.	\$6,530,000	2008
SAC19700	Stockton Boulevard	Widen from Elsie to Florin Rd. from 4 to 6 lanes.	\$3,464,000	2010

SACOG #	Location	Description	Total Cost	Year
<b>(in current year dollars)</b>				
SAC19710	Sunrise Boulevard	Widen from north of Douglas Rd. to Grant Line Rd. from 2 to 4 lanes.	\$10,000,000	2009
SAC15750	Watt Avenue	Widen from Don Julio Blvd. to Elkhorn Blvd. from 4 to 6 lanes.	\$2,674,397	2007
SAC15720	Watt Avenue	Widen Watt Ave from Elkhorn Blvd to Antelope Rd from 4 to 6 lanes.	\$1,080,000	2006
SAC20240	Zinfandel Road	From Douglas Road to south terminus: construct new road to 6 lanes.	\$4,790,000	2006
<b>Sac County Dept of Trans / Tier 2</b>				
SAC19300	Dwight Road	In Elk Grove, from Laguna Boulevard to Franklin Boulevard: construct new road to 4 lanes.	\$1,300,000	2010
SAC20360	McClellan Commuter Rail Station	Construct a rail station at former McClellan Air Force Base.	\$5,000,000	2008
CAL15410	Route 16	Widen from South Watt Ave. to Excelsior Rd. from 2 to 4 lanes and add continuous left turn lane.	\$6,000,000	2008
<b>Sacramento County Planning Department / Tier 1: Publicly Funded</b>				
SAC22310	Elk Grove/I-5 Connector	Construct a 4 lane multi modal and limited access corridor along Hood Franklin Road, Kammerer Road.	\$50,000,000	2021
<b>Sac Regional Transit District / Tier 1: Publicly Funded</b>				
REG15600	29th Street light rail station	Build transit center at 29th St. light rail station.	\$750,000	2015
REG16460	4th Avenue/ Wayne Hultgren Station	South Corridor: construct a light rail station at 4th Avenue.	\$1,080,000	2003
REG15040	Folsom Corridor	Downtown Sacramento Folsom - light rail extension (including vehicle purchase)	\$206,678,000	2005
REG17221	I-80 Corridor	Extend light rail from Watt Ave. to Antelope Road.	\$290,000,000	2023
REG16170	Antelope Road at I-80	Antelope park-and-ride lot.	\$1,000,000	2006
REG17380	Arden/Oxford Crossing	Install automatic crossing gates and related equipment at Arden and Oxford.	\$225,000	2003
REG15900	Bus Passenger Support Facilities	Construct off-street bus transfer facilities, park and ride lots, and related facilities at key locations in the region, including future light rail stations.	\$5,000,000	2025
REG17160	Central Train Tracking	Purchase computerized train tracking system that will provide automatic train locations and a public address system to advise customers of train approaches and service delays.	\$3,036,900	2003
REG15310	CNG Bus Fleet Expansion	Expand the CNG bus fleet by 150 buses by 2010 to provide increased bus service.	\$55,000,000	2010
REG15590	CNG Fueling Facility	Funding supplement for the expansion of the existing CNG fuel facility to install two additional compressors and associated equipment.	\$400,000	2003
REG17120	COPS Payment	Make final certificate of participation payments on the original CNG fleet of 75 buses.	\$2,500,000	2003
REG17320	Downtown-Natomas Light Rail	Light rail extension from Downtown Sacramento to Natomas Town Center.	\$270,000,000	2012
SAC23260	Express Light Rail Service	Run express light rail service with 7.5 minute headways during peak periods.	\$50,000,000	2010
REG17290	Florin Road Light Rail Grade Separation	Intersection of Florin Rd. and future light rail tracks, construct grade separation.	\$6,500,000	2004
REG17350	I-5 / Elk Grove Boulevard	Build a new park-and-ride lot.	\$500,000	2004
REG17340	I-5 / Laguna Boulevard	Build new park-and-ride lots.	\$500,000	2004
REG16470	I-80 Corridor	Double track all existing single track sections of Northeast Corridor light rail and make various improvements to implement express service from Watt/I-80 to Downtown Sacramento.	\$36,100,000	2007
REG15940	ITS	Implement ITS and demand response communication systems.	\$4,200,000	2021
<b>Sac Regional Transit District / Tier 1: Publicly Funded</b>				

SACOG #	Location	Description	Total Cost	Year
<b>(in current year dollars)</b>				
REG17020	Metro Heavy Repair Facility	In Sacramento, design and construct a new LRV heavy repair facility at the existing RT Metro property.	\$10,655,000	2004
REG17060	Midtown Dispatch Facility	Sacramento Regional Transit District: acquire and remodel a facility for light rail operator dispatch near the 13th Street light rail station.	\$1,650,000	2003
REG17325	Natomas-Airport Light Rail	Light rail extension from Natomas Town Center to Sacramento International Airport.	\$101,000,000	2015
SAC21620	Neighborhood Shuttle Project	Implement a neighborhood-based small bus public transit demonstration project in North Sacramento/Del Paso Heights and Carmichael.	\$3,806,090	2004
REG15890	Paratransit Vehicle	Sacramento Regional Transit District: lump sum of rehabilitation and replacement of paratransit vehicles and expansion of the fleet.	\$50,225,000	2025
REG15220	Project Engineering	Sacramento Regional Transit District: Lump Sum of engineering to assess social, economic and environmental effects of projects.	\$7,200,000	2025
REG15303?	Buses	CNG bus purchase for fleet expansion and replacement — 2010 to 2023.	\$45,000,000	2015
REG15411	Bicycle Lockers	Phase 2: Replace damaged bicycle lockers and provide additional lockers throughout the system from 2006 to 2015.	\$250,000	2015
REG17300	Satellite Bus Maintenance Facility	In Sacramento, site and build satellite bus maintenance facility.	\$67,500,000	2008
REG15053	South Line Light Rail	From Meadowview Road to Cosumnes River College. (Phase 2)	\$144,000,000	2009
REG17190	South Line Light Rail	Build a light rail extension from Cosumnes River College to Elk Grove Blvd. via Bruceville Rd. (Phase 3)	\$182,000,000	2019
REG17670	Stockton Boulevard Bus Rapid Transit	Construct bus rapid transit improvements Cosumnes College to Downtown Sacramento.	\$6,070,000	2003
REG17430	Sunrise Boulevard Bus Rapid Transit	Implement bus rapid transit.	\$20,000,000	2009
REG17330	Watt Avenue Bus Rapid Transit	Implement bus rapid transit.	\$20,000,000	2006
<b>Sac Regional Transit District / Tier 2</b>				
REG15304	Bus Capital	CNG Bus acquisition for expansion (89 buses).	\$32,930,000	2025
REG17220	Roseville Light Rail	Extend from Antelope Road to the City of Roseville.	\$130,000,000	2025
REG17230	South Corridor	Build new South light rail line from Meadowview Rd. Laguna West.	\$91,470,000	2019
<b>Sac Trans Authority / Tier 1: Publicly Funded</b>				
SAC16310	Freeway Service Patrol	Sacramento County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on various highways in Sacramento County and a portion of I-80 in Yolo County.	\$3,570,000	2005
<b>SACOG / Tier 1: Publicly Funded</b>				
Placeholder projects for multi-modal connectors for the purpose of modeling. Studies will determine the final projects.				
SAC20510	Grant Line Road	Add frontage roads to connect various local access roads that intersect Grant Line Road between Elk Grove Blvd. and Sloughhouse Rd.	\$25,000,000	2012
SAC20530	Grant Line Road	Widen from 2 to 4 lanes, Route 99 to Bond Rd.	\$12,000,000	2008
SAC15370	Hazel Avenue	Add carpool and transit capacity between Madison Ave. and U.S. 50.	\$30,000,000	2019
SAC15380	Hazel Avenue	Add grade separation, ramps, and frontage connections at Gold River Rd.	\$20,000,000	2018
SAC15390	Hazel Avenue	Add undercrossing, turn ramps, and community enhancements at Greenback Ln.	\$20,000,000	2021
SAC15400	Hazel Avenue	Improve Madison Ave. intersection.	\$20,000,000	2017
SAC19720	Sunrise Boulevard	Add overcrossing and ramps at Route 16.	\$20,000,000	2014
SAC23220	White Rock Road	Realign and widen with shoulders from Sunrise Park Dr. to El Dorado County Line.	\$20,000,000	2017

SACOG #	Location	Description	Total Cost	Year
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(in current year dollars)

## Sutter County Projects

### Caltrans District 3 / Tier 1: Publicly Funded

CAL15770	Route 20	Widen from 4 to 6 lanes from Walton Rd to Rocca Way.	\$2,000,000	2010
CAL15722	Route 70 Expressway	Near East Nicolaus — Route 99 to Cornelius Road —construct 4-lane expressway.	\$44,469,000	2006
CAL17350	Route 70 Expressway	Near Rio Oso —Cornelius Avenue to Bear River Bridge (Yuba County) — construct 4-lane expressway.	\$51,830,000	2006
CAL18150	Route 99	Environmental documents phase of the Route 99 widening project from the 70/99 junction to Sacramento Avenue & from Central Avenue to O'Banion.	\$2,000,000	2002
CAL17280	Route 99	O'Banion to Lincoln Road - Widen to 4 lanes with a continuous left-turn lane.	\$22,970,000	2004
CAL18350	Route 99	Central Ave. to O'Banion Rd.; widen to 4 lanes with a median.	\$43,397,000	2007
CAL17270	Route 99 Garden Hwy — Route 70	Route 70 junction to Garden Highway — widen to 4 lanes with a continuous left-turn lane.	\$11,697,000	2007
CAL17660	Route 99	From Garden Hwy. to Sacramento Ave, widen from 2 to 4 lanes, with a median left-turn lane, new bridge and an undercrossing.	\$47,170,000	2020
CAL16950	Route 99 Riego Road Interchange	Construct new two-lane interchange.	\$28,510,000	2016

### Caltrans District 3 / Tier 2

CAL15780	Route 20	Construct urban interchange at Route 99 and Route 20.	\$16,322,000	2025
CAL18160	Route 99	Widen Route 99 from 2 to 4 lanes from five miles south of Live Oak to the northern-most city limits.	\$37,500,000	2015

### Sutter County Dept of Public Works / Tier 1: Publicly Funded

SUT10390	Butte House Road	Upgrade to 2 lane urban standard, Acacia Ave. to Humphrey Rd.	\$445,000	2010
SUT10320	Garden Highway	Upgrade to 2-lane urban standard, Yuba City City Limits to Route 99.	\$1,569,000	2010
SUT10410	Garden Highway	Upgrade travel lane and shoulder, Sankey Rd. to W. Callett Rd.	\$1,889,000	2010
SUT10370	Lincoln Road	Widen to 2 lanes with a center lane from Jones Rd. to Walton Rd.	\$688,000	2010
SUT10310	Pleasant Grove Road	Widen to 4 lanes, Bear River Dr. to Yuba County.	\$1,070,000	2010
SUT10270	Pleasant Grove Road	Realign South - Howsley Road / Widen to 4 lanes Howsley Rd to Riego Rd.	\$984,000	2010

### Sutter County Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded

SUT10510	Pacific Avenue	Widen from 2 to 4 lanes from Sankey Road to Riego Road.	\$1,500,000	2012
SUT10490	Riego Road	Widen from 2 to 4 lanes from Route 99/70 to 2 miles westward.	\$1,500,000	2010
SUT10340	Riego Rd	Widen to 4 or 6 lanes, Route 99 to Placer Co.	\$3,142,000	2007
SUT10480	Route 99/70 - Sankey Road	Construct a 4 lane interchange.	\$20,000,000	2015
SUT10500	Sankey Road	Widen from 2 to 4 lanes from Pleasant Grove Blvd. to Route 99/70.	\$2,500,000	2025

### Yuba City Dept of Public Works / Tier 1: Publicly Funded

SUT10250	Bridge Street	From Cooper Street to Gray Avenue: widen to 4 lanes.	\$1,150,000	2005
SUT10530	Franklin Avenue	Widen 2 to 4 lanes from Route 99 to Clark Avenue.	\$950,000	2015
SUT10241	Walton Avenue	From Franklin to Lincoln from 2-3 lanes to 5 lanes including upgrades to bike lanes, sidewalks, curbs, gutters, and drainage.	\$1,038,780	2004

SACOG #	Location	Description	Total Cost	Year
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(in current year dollars)

## Yolo County Projects

### Caltrans District 3 / Tier 1: Publicly Funded

CALI5881	I-5/Route 113 Interchange	Phase 2 — Construct northbound I-5 to southbound Route 113 freeway to freeway connection— I-5 NB to 113 southbound	\$36,500,000	2009
CALI5882	I-5/Route 113 Interchange	Phase 3 — Construct northbound Route 113 to southbound I-5 freeway to freeway connection.	\$30,200,000	2015
CALI6890	I-5, various locations	Yolo County portion of Interstate 5 traffic operations system and ramp metering.	\$120,000	2005
CALI6330	I-80 / U.S. 50	Carpool lane from Richards Blvd. in Davis to Route 275 in West Sacramento.	\$110,000,000	2018
YOLI6590	I-80/Mace Boulevard	Landscape interchange, construct park and ride lot.	\$2,194,000	2003
CALI6880	Route 50, various locations	Yolo County portion of U.S. 50 traffic operations system and ramp metering at various locations.	\$4,800,000	2006
CALI6380	Route 84	West Sacramento — Marshall Road to Route 50 - widen to 4 lanes between Stone Blvd and Route 50 a nd various operational improvements (Phase 1).	\$18,889,998	2004
YOLI7530	Route 16	In Esparto and Capay, Route 16: perform traffic studies including traffic calming, pedestrian facilities and infrastructure.	\$5,400,000	2006
CALI0530	U.S. 50	From I-80 to Sacramento County line—install traffic operations system (message signs, ramp metering, cctv).	\$600,000	2015
YOLI5880	U.S. 50 Harbor Blvd Interchange	In West Sacramento, U.S. 50, Harbor Blvd Interchange: widen interchange to 6 lanes, revise ramps and add auxiliary lanes.	\$31,370,000	2007

### City of Davis Dept of Public Works / Tier 1: Publicly Funded

YOLI7140	I-80/Richards Boulevard Interchange	Reconstruct the north side of interchange to remove the loop on and off ramps and replace with new ramp in diamond configuration. Includes traffic signal installation.	\$10,000,000	2015
YOLI7130	Route 113/ Covell Boulevard Interchange	Construct additional width on Covell Blvd. including the overcrossing structure to install adequate turn lanes for access-egress to Route 113.	\$8,000,000	2020

### City of Davis Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded

YOLI7180	Covell Boulevard	Widen from 2 to 4 lanes from Shasta Dr. and Denali Dr. and provide bike lanes and a center median.	\$1,600,000	2015
YOLI7170	Mace Boulevard	Widen Mace from Alhambra Dr. to Alhambra Dr. (Mace curve) from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	\$2,200,000	2015
YOLI7150	Chiles Road	Widen from 2 to 4 lanes from the I-80 eastbound ramp and Enseneda Dr. Includes bike lanes.	\$1,600,000	2015
YOLI7160	Lake Boulevard / Covell Boulevard	Install a traffic signal at Lake Blvd. and Covell Blvd.	\$160,000	2015

### City of West Sac Dept of Public Works / Tier 1: Publicly Funded

YOLI5890	Enterprise Boulevard at I-80 Interchange	Widen interchange from 2 to 4 lanes and add signals.	\$12,339,000	2005
YOLI5130	Harbor Boulevard	From West Capitol Ave. to Industrial, widen from 4 to 6 lanes.	\$10,200,000	2010
YOLI5891	I-80/Enterprise Boulevard Interchange	In West Sacramento, I-80 at Enterprise Boulevard: construct eastbound on-ramp.	\$3,000,000	2013
YOLI5160	Industrial Boulevard	From the Palamidessi Bridge at the Barge Canal to Harbor Boulevard: widen from 4 to 6 lanes.	\$5,000,000	2015
YOLI6491	Route 275	From Tower Bridge to the UPRR underpass: reconfigure road from a controlled access expressway to an arterial roadway with signalized at-grade intersections at 3rd and 5th Streets. Route 275 Modification (Phase 1).	\$6,000,000	2006

SACOG #	Location	Description	Total Cost	Year
<b>(in current year dollars)</b>				
YOL16492	Route 275	From UPRR underpass to west of Riske Lane (future Garden Street) and connection to West Capitol Avenue: reconfigure from a controlled access expressway to an arterial roadway with signalized at-grade intersection. Route 275 Modification (Phase 2).	\$7,000,000	2013
YOL15910	Route 84 (Jefferson Boulevard)	From the Barge Canal to Marshall Road: widen from 2 to 4 lanes including a simple span over the Barge Canal.	\$15,000,000	2006
YOL15680	U.S. 50/South River Road Interchange	Install ramp meters and modify ramp design.	\$4,300,000	2021
YOL15900	U.S. 50	Expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	\$14,150,000	2012
<b>City of West Sac Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
YOL15670	I-80/Reed Avenue Interchange	Widen ramps and install ramp meters.	\$4,900,000	2019
YOL15940	Lake Washington Boulevard	Widen from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal.	\$11,325,000	2010
YOL15950	Lake Washington Boulevard	Widen the Palamidessi Bridge over the barge canal from 3 to 4 lanes.	\$12,000,000	2010
YOL15180	South River Road	Reconstruct and widen to 4 lanes including new 4-lane bridge over barge canal.	\$16,300,000	2024
<b>City of Winters Dept of Public Works / Tier 1: Publicly Funded</b>				
YOL16550	Grant Avenue	Intersection of Grant Ave. (Route 128) and Railroad Ave, install traffic signal.	\$868,000	2003
YOL16670	Grant Avenue/ I-505 Overcrossin	Widen overcrossing.	\$5,000,000	2013
<b>City of Woodland Dept of Public Works / Tier 1: Publicly Funded</b>				
YOL17420	Main Street	Construct South side from Ashley Avenue to Cottonwood Street.	\$240,000	2015
YOL17415	Sycamore Ranch CFD II	In Woodland, Pioneer Avenue from Gibson Road to East Main Street; Gibson Road from East Street to CR 102; and CR 102 from Gibson Road to I-5 southbound ramps: widen from 2 to 4 lanes.	\$10,883,000	2003
<b>City of Woodland Dept of Public Works Tier 1: Developer- or Partially Developer-Funded</b>				
YOL17550	County Road 102	From Gibson Road to County Road 25A: widen from 2 to 4 lanes.	\$6,000,000	2023
YOL17330	County Road 102	Widen from 2 to 4 lanes between Kentucky Avenue to Beamer Street.	\$2,519,000	2015
YOL17310	County Road 102	Widen from 2 to 4 lanes from Beamer Street to East Main Street.	\$2,519,000	2020
YOL17560	East Street	From County Road 24A to south city limits: widen from 2 to 4 lanes.	\$5,000,000	2025
YOL17300	I-5 / County Road 102	Reconstruct interchange including overcrossing of I-5.	\$13,600,000	2010
YOL17290	Kentucky Avenue	Widen from 2 to 4 lanes from College St. to West St.	\$1,846,000	2015
CAL20520	Kentucky Avenue	Widen from 2 to 4 lanes from East Street to College Street.	\$3,100,000	2015
YOL17570	Lemen Avenue / North Street	Realign Lemen Avenue to connect with North Street at East Street.	\$1,900,000	2007
YOL17280	Matmor Road	Extend from Tyler Drive to County Road 24C as a 2 lane road.	\$1,681,000	2018
YOL17350	Parkway Drive	Construct a 2 lane arterial from East Street to College Street.	\$2,540,000	2020
YOL17370	Parkway Drive	Construct a 2-lane arterial from County Road 102 to Pioneer Avenue.	\$3,080,000	2007
YOL17360	Parkway Drive	Construct a 4 lane arterial from Pioneer Ave. to East Street.	\$7,865,000	2025
YOL17430	Pioneer Avenue	Construct 2-lane major arterial between Gibson Road and Parkway Drive.	\$1,848,000	2006
YOL17540	Pioneer Avenue	Construct new 2-lane major arterial between County Road 24C and County Road 25A.	\$3,720,000	2015
YOL17270	Pioneer Avenue	Widen from 2 to 4 lanes between Gibson Road and Parkway Drive.	\$2,903,000	2021

SACOG #	Location	Description	Total Cost	Year
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(in current year dollars)

**Sac Regional Transit District / Tier 1: Publicly Funded**

REG17200	West Sacramento Light Rail	Build a new light rail extension from Downtown Sacramento to West Sacramento (Environmental only).	\$2,500,000	2004
REG17201	West Sacramento Light Rail	Build new light rail extension from Downtown Sacramento to Enterprise Dr. West Sacramento.	\$152,000,000	2025

**University Transport System / Tier 1: Publicly Funded**

UNI10180	Unitrans	20 clean air technology replacement and expansion buses.	\$9,409,254	2002
UNI10200	Unitrans	Purchase 11 new buses.	\$4,000,000	2002
UNI10210	Unitrans	Purchase 21 new buses.	\$11,796,898	2010
UNI10380	Unitrans Capital Assistance	Capital Assistance - Office, shop, operating equipment, and non-revenue vehicles for existing facilities.	\$261,790	2003
UNI10360	Unitrans Capital Assistance	Capital Assistance - Transit Corridor Terminal Improvements.	\$975,000	2003
UNI10330	Unitrans Capital Assistance	Capital Assistance - vehicle replacement/minor fleet expansion/bus rehabilitation.	\$3,958,760	2003

**Yolo County Trans District / Tier 1: Publicly Funded**

YCT10670	Various throughout Yolo County	Implement ITS, Phase I, joint project of YCTD, Unitrans, and Davis Community Transit.	\$451,824	2003
YCT10250	YCTD	Purchase 27 new buses for replacement and expanded service countywide.	\$10,260,000	2010
YCT10650	Yolo County	Purchase of eight CNG buses to replace older diesel buses.	\$3,040,000	2003



SACOG #	Location	Description	Total Cost	Year
<b>Yuba County Projects</b>				
<b>Caltrans District 3 / Tier 1: Publicly Funded</b>				
CAL15941	Marysville Bypass (Phase 1)	Engineering and Right of Way for a new 2 or 4 lane expressway from Route 65/70 split to Route 20, with access control. (Phase 1 also includes construction of Butte County portion.)	\$3,000,000	2007
CAL18240	Marysville Bypass (Phase 2)	Construct a new 2 or 4 lane expressway from Route 65/70 split to Route 20, with access control.	\$158,000,000	2018
CAL18250	Marysville Bypass (Phase 3)	Construct a new 2 or 4 lane expressway from Route 20 to Butte County line, with access control.	\$70,000,000	2015
CAL15920	Route 70	Widen to four-lane expressway from 0.6 mile north of Bear River Bridge to 0.3 mile south of McGowan Pkwy overcrossing.	\$46,501,000	2005
<b>City of Marysville Dept of Public Works / Tier 1: Publicly Funded</b>				
YUB15350	Route 70	Widen B St railroad underpass to safety standards.	\$7,000,000	2010
CAL15960	Route 70	Widen from 4 to 6 lanes from First St to Ninth St. and widen the approaches to the Tenth St. Bridge.	\$3,000,000	2010
<b>City of Wheatland / Tier 1: Publicly Funded</b>				
YUB15710	Route 65 Wheatland Signals	North of 1st St. to S. of Main St.; construct signals and pedestrian improvements.	\$1,200,000	2003
<b>Yuba County Dept of Public Works / Tier 1: Publicly Funded</b>				
YUB15370	Route 70 Motorplex Interchange	Near Marysville — south of Algodon Road, construct new interchange (Phase 1).	\$13,202,000	2006
<b>Yuba County Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
YUB15380	Arterial A	Construct new road as part of Plumas Lake development.	\$11,600,000	2007
YUB15420	Arterial B	Construct new north road as part of Plumas Lake development.	\$6,500,000	2007
YUB15400	McGowan Parkway	Widen from 2 to 4 lanes east from Route 70 to Arboga Rd	\$4,400,000	2010
YUB15580	Route 65/Forty Mile Road Interchange	Construct interchange to accommodate traffic from the Yuba County Motorplex.	\$700,000	2004
YUB15360	Route 70 at Feather River Boulevard Interchange	Construct interchange as part of the Plumas Lake Specific Plan.	\$8,000,000	2010
YUB15375	Route 70 Motorplex Interchange	Near Marysville — south of Algodon Road: construct RR grade separation and bridge for new interchange (Phase 2).	\$9,006,000	2008

## Carryover Projects

The following list of projects are those that have already been funded, but will be completed within the plan period. The list doesn't include the following categories of projects, which are included in the Metropolitan Transportation Improvement Program and incorporated in this MTP by reference:

- Safety
- Pavement resurfacing and/or rehabilitation
- Widening narrow pavements or reconstructing bridges (no additional travel lanes)
- Bicycle and pedestrian facilities
- Mass transit—support equipment, rehabilitation, buildings, equipment for vehicles, shelters, kiosks, rehabilitation, operating assistance
- Studies to assess social, economic, and environmental effects of the proposed action or alternatives to that action
- Plantings and landscaping
- Intersection channelization
- Intersection signalization projects at individual intersections
- Changes in vertical and horizontal alignment

# Carryover

SACOG #	Location	Description	Jurisdiction	Lead Agency	Type	Cost	Year
<b>EI Dorado County</b>							
<b>EI Dorado County</b>							
CAL16781	U.S. 50 Westbond	El Dorado Hills - Scott Road to El Dorado Hills Boulevard —high occupancy vehicle lanes	El Dorado County	Caltrans District 3	Study	\$2,608,000	2003
ELD15650	El Dorado Transit	Purchase two commuter buses	El Dorado County	El Dorado County Transit	Bus LRT Capital	\$510,000	2004
ELD15650	El Dorado Transit	Purchase two commuter buses	El Dorado County	El Dorado County Transit	Bus LRT Capital	\$510,000	2004
ELD15740	Diamond Springs	Acquisition of right-of-way for future construction of Central Park and Ride Facility.	El Dorado County	El Dorado County Transit	TDM	\$205,000	2003
ELD15740	Diamond Springs	Acquisition of right-of-way for future construction of Central Park and Ride Facility.	El Dorado County	El Dorado County Transit	TDM	\$205,000	2003
ELD16110	Sophia Parkway	Construct a new 4 lane divided road connecting Green Valley Road to Russell Ranch Road in Folsom. Includes a Class 1 bicycle path.	El Dorado County	El Dorado County Dept of Transportation	Road New	\$18,900,000	2005
<b>Multi-County</b>							
SAC18060	Various Locations	SMAQMD Heavy Duty Low-Emission Vehicles	Various Counties	Sac. Metro Air Quality Management District	Bus LRT Capital	\$1,470,000	2005
SAC22090	Various Locations	Heavy-Duty NOx control strategies; SECAT program; GIS Transit program (includes bus stop and centralized regional transit information system, and trip planning)	Various Counties	SACOG	Study	\$62,336,462	2005
CAL16780	U.S. 50	Sunrise Boulevard to El Dorado Hills Boulevard —construct high occupancy vehicle lanes	Various Counties	Caltrans District 3	HOV Lanes	“\$27,207,000”	2003
<b>Placer County</b>							
<b>City of Auburn</b>							
PLA25002	Auburn CNG facility	Upgrade CNG fueling facilities plus purchase of 10 CNG-fueled replacement buses	Auburn	Placer County Transit	Bus LRT Capital	\$3,627,700	2003
PLA25003	Auburn	Purchase two CNG-fueled replacement buses; SECAT funding	Auburn	City of Auburn Dept. of Public Works	Bus LRT Capital	\$276,000	2003
<b>City of Lincoln</b>							
PLA18600	12th Street	Widen from 2 to 4 lanes from East Avenue to Harrison Avenue	Lincoln	City of Lincoln Dept of Public Works	Road Widen	\$400,000	2003
PLA18620	Westlake Boulevard / Westwood	Construct new 2 lane road from Route 65 Bypass to Lincoln Parkway	Lincoln	City of Lincoln Dept of Public Works	Road New	\$400,000	2003

SACOG #	Location	Description	Jurisdiction	Lead Agency	Type	Cost	Year
PLA18630	Aviation Boulevard	Construct new 2-4 lane road from Nicolaus Road to Wise Road	Lincoln	City of Lincoln Dept of Public Works	Road New	\$1,266,640	2003
PLA18860	Lincoln Parkway	From SR 65 to Westlake Lincoln Boulevard: construct 2 lane road including UPRR overcrossing.	Lincoln	City of Lincoln Dept of Public Works	Road New	\$3,801,000	2003
PLA18890	Lincoln Parkway	Construct new 4 lane road from Moore Road to Westlake Boulevard	Lincoln	City of Lincoln Dept of Public Works	Road New	\$337,000	2003
PLA18910	Nicholaus Road	Widen from 2 to 4 lanes from Joiner Parkway to Joiner Park	Lincoln	City of Lincoln Dept of Public Works	Road Widen	\$600,000	2003
PLA18970	Route 65	Widen from 2 to 4 lanes from Ingram Slough Bridge to Industrial Boulevard.	Lincoln	City of Lincoln Dept of Public Works	Road Widen	\$2,500,000	2003
PLA19040	Westlake Boulevard	Construct new 4 lane road from Lincoln Pkwy to Route 65	Lincoln	City of Lincoln Dept of Public Works	Road New	\$255,937	2003
<b>City of Rocklin</b>							
PLA15500	Pacific Street	Widen from 2 to 4 lanes from Roseville City Limit to Sunset Boulevard.	Rocklin	City of Rocklin Dept of Public Works	Road Widen	\$1,250,000	2003
PLA20930	Pacific Street	In Rocklin, Pacific Street from Midas to Sierra Meadows: widen to 4 lanes.	Rocklin	City of Rocklin Dept of Public Works	Road Widen	\$900,000	2003
PLA19250	Clover Valley Parkway	Construct 4 lanes from Park Drive to Sierra College Boulevard.	Rocklin	City of Rocklin Dept of Public Works	Road New	\$3,500,000	2003
<b>City of Roseville</b>							
PCT10150	Roseville Transit	Purchase 2 dial-a-ride replacement buses and 1 fixed route bus.	Roseville	City of Roseville Dept of Public Works	Bus LRT Capital	\$453,660	2003
PCT10250	Roseville Transit	Purchase 3 expansion fixed-route CNG buses .	Roseville	City of Roseville Dept of Public Works	Bus LRT Capital	\$950,000	2003
PLA15820	Roseville Parkway	Widen from 2 to 4 lanes from Pleasant Grove to Washington.	Roseville	City of Roseville Dept of Public Works	Road Widen	\$1,440,000	2003
PLA20250	Sierra College Boulevard	Widen from Olympus Drive to north city limits from 2 to 4 lanes	Roseville	City of Roseville Dept of Public Works	Road Widen	\$1,000,000	2005
PLA20290	Roseville Intercity Rail Station	Design and construct park and ride lot at Church and Grant Streets	Roseville	City of Roseville Dept of Public Works	Heavy Rail Capital	\$300,000	2003
PLA25005	Roseville Transit	Roseville Bus Purchase. Expansion commuter buses: 4 replacement dial-a-ride buses, 1 expansion DAR bus, and CNG fueling facility upgrades.	Roseville	City of Roseville Dept of Public Works	Bus LRT Capital	\$830,000	2003
<b>Placer County</b>							
PLA15110	Bell Road	Widen Bell Road from I-80 to Highway 49 from 2 to 4 lanes	Placer County	Placer County Dept of Public Works	Road Widen	\$6,300,000	2003
PLA15340	Quartz Drive	Construct as a 2 lane road to Richardson Dr.	Placer County	Placer County Dept of Public Works	Road New	\$133,000	2005

SACOG #	Location	Description	Jurisdiction	Lead Agency	Type	Cost	Year
PLA19790	Placer County Congestion Management Program	Implement trip reduction ordinances and ridesh are program in Placer County for 3 years	Placer County	Placer County Transportation Planning Agency	TDM	\$249,500	2003
PLA19930	CNG Commuter Bus Demonstration Project	Lease three CNG buses to provide commuter service between Colfax and Downtown Sacramento for a 2-year demonstration program and pay for operations for the first two years.	Placer County	Placer County Transportation Planning Agency	Bus LRT Operating	\$601,042	2004
<b>Sacramento County</b>							
<b>City of Elk Grove</b>							
SAC19150	Lewis Stein Road	From Big Horn Boulevard to Sheldon Road., construct 3 lanes of new road, bridge at Laguna Creek and traffic signals and interconnect at Big Horn and Sheldon.	Elk Grove	City of Elk Grove	Road New	\$5,927,500	2003
<b>City of Folsom</b>							
SAC16190	Folsom-Auburn Road	Widen from Folsom Dam Road to Beals Point Road from 2 to 4 lanes	Folsom	City of Folsom Dept of Public Works	Road Widen	\$2,850,000	2003
<b>City of Sacramento</b>							
CAL18530	Route 51 (Capital City Freeway)	Elvas UP/American River Bridge; soundwall construction project.	Sacramento City	Caltrans District 3	Road Other	\$933,000	2003
SAC18230	7th Street	Sacramento - 7th Street from E Street to North B Street - Roadway extension	Sacramento City	City of Sacramento Dept of Public Works	Road New	\$24,053,975	2004
SAC18480	Del Paso Road	Widen Del Paso Road to 4 lanes from the West City limits to El Centro Road.	Sacramento City	City of Sacramento Dept of Public Works	Road Widen	\$1,678,000	2003
SAC15970	Del Paso Road	From Truxel Road to I-5; widen to 6 lanes.	Sacramento City	City of Sacramento Dept of Public Works	Road Widen	\$2,473,000	2004
SAC20820	Power Inn Road	Widen from Folsom Boulevard to 14th Avenue from 4 to 6 lanes, with expanded intersection along Power Inn Road from Folsom Boulevard to 14th Avenue.	Sacramento City	City of Sacramento Dept of Public Works	Road Other	\$6,535,000	2004
<b>Sacramento County</b>							
CAL15135	I-80	Sacramento County, I-80 from Longview to the Placer County line add HOV lanes.	Sacramento County	Caltrans District 3	HOV Lanes	\$28,507,000	2005
CAL17910	I-80	Add third lane to I-80 connector to Route 51 (Capital City Freeway)	Sacramento County	Caltrans District 3	Interchange	\$9,980,000	2003
SAC15220	Elkhorn Boulevard	Widen Elkhorn Boulevard from Don Julio Boulevard to Diablo Drive from 4 to 6 lanes	Sacramento County	Sacramento County Dept of Transportation	Road Widen	\$7,140,000	2003
SAC15260	Folsom Boulevard	Between Sunrise Boulevard and Aerojet Road—widen to four or five lanes	Sacramento County	Sacramento County Dept of Transportation	Road Widen	\$6,323,000	2003

SACOG #	Location	Description	Jurisdiction	Lead Agency	Type	Cost	Year
SAC15360	Hazel Avenue	Widen from Oak Avenue to Old Auburn Road in Placer County from 2 to 4 lanes	Sacramento County	Sacramento County Dept of Transportation	Road Widen	\$7,852,067	2003
SAC18070	Greenback Lane at I-80 Interchange	Widen the overcrossing by two lanes (one lane each direction), modify freeway ramps for ramp metering, and add auxiliary lanes	Sacramento County	Sacramento County Dept of Transportation	Interchange	\$14,769,000	2003
SAC19310	Bradshaw Road	Widen from Calvine Road. to Florin Road. from 2 lanes to 4 lanes	Sacramento County	Sacramento County Dept of Transportation	Road Widen	\$7,162,000	2006
SAC19360	Sunrise Boulevard at U.S. 50 Interchange	Upgrade interchange	Sacramento County	Caltrans District 3	Interchange	\$12,701,540	2003
SAC19370	Madison Avenue at I-80 Interchange	Upgrade interchange	Sacramento County	Sacramento County Dept of Transportation	Interchange	\$11,989,000	2003
SAC22000	Bradshaw Road	Replace Bradshaw Road bridge at Morrison Creek	Sacramento County	Sacramento County Dept of Transportation	Bridge Repair	\$1,329,000	2003
<b>Sacramento Regional Transit</b>							
REG15052	South Line Extension	Light rail extension—downtown Sacramento to Meadowview	Regional Transit	Sacramento Regional Transit District	Bus LRT Capital	\$222,000,000	2003
REG16460	4th Avenue./ Wayne Hultgren Station	South light rail corridor: construct a light rail station at 4th Avenue.	Regional Transit	Sacramento Regional Transit District	Bus LRT Capital	\$1,080,000	2003
<b>Sutter County</b>							
<b>Sutter County</b>							
CAL17280	Route 99	From O'Banion to Lincoln Road—Widen to 4 lanes with a continuous left-turn lane	Sutter County	Caltrans District 3	Road Widen	\$19,627,000	2004
<b>Yuba Sutter Transit</b>							
YST10380	Yuba Sutter Transit	Replace five demand response/rural route vehicles.	Yuba City Marysville UA	Yuba Sutter Transit	Bus LRT Capital	\$300,000	2003
<b>Yolo County</b>							
<b>City of Davis</b>							
UNI10330	Unitrans	Vehicle replacement/minor fleet expansion/bus rehabilitation	Davis	University Transport System	Bus LRT Capital	\$3,958,760	2003
YOL16590	I-80/Mace Boulevard Interchange	Landscape interchange, construct park and ride lot.	Davis	Caltrans District 3	TDM	\$2,194,000	2003
<b>City of Woodland</b>							
YOL17240	Intersection of Court and College Street	Construct 150 space downtown fringe parking lot and related improvements	Woodland	City of Woodland Dept of Public Works	Road Other	\$693,000	2003

SACOG #	Location	Description	Jurisdiction	Lead Agency	Type	Cost	Year
YOL17415	Sycamore Ranch CFD II	Pioneer Avenue from Gibson Road to East Main Street; Gibson Road from East Street to CR 102; and CR 102 from Gibson Road to I-5 southbound ramps: widen from 2 to 4 lanes.	Woodland	City of Woodland Dept of Public Works	Road Widen	\$10,883,000	2003
<b>Yolo County</b>							
CAL16380	Route 84	Marshall Road to Route 50—widen to 4 lanes between Stone Boulevard and Route 50 and various operational improvements (Phase 1)	Yolo County	Caltrans District 3	Road Widen	\$18,889,998	2004
YCT10650	Yolo County Transportation District	Purchase of eight CNG buses to replace older diesel buses	Yolo County	Yolo County	Bus LRT Capital	\$3,040,000	2003
<b>Yuba County</b>							
<b>Yuba County</b>							
CAL15920	Route 70	Widen to four-lane expressway from 0.6 mile north of Bear River Bridge to 0.3 mile south of McGowan Pkwy overcrossing	Yuba County	Caltrans District 3	Road Widen	\$46,501,000	2005
YUB15580	Route 65	Construct interchange on Route 65 at Forty Mile Road. to accommodate traffic from the Yuba County Motorplex.	Yuba County	Yuba County Dept of Public Works	Interchange	\$700,000	2004

## Intelligent Transportation Systems Strategies

Intelligent Transportation Systems (ITS) encompass information and communications technologies that are increasingly being used by traffic and transit managers to improve the operating efficiency of their systems. In an era of funding and environmental constraints for roadway expansion, ITS have been embraced as a means to deal with the increased demands on the region's transportation system resulting from strong population and business growth. ITS are the technologies that will enable a fully integrated, multi-modal transportation system that gives operators the ability to enhance and integrate transit services, smooth traffic flow, improve safety, enhance emergency services, and provide traveler information.

The Transportation Equity Act for the 21st Century (TEA-21) places greater emphasis on the deployment of ITS as an integrated system linking multiple jurisdictions. This approach will enable the sharing of traffic and transit data, as well as systems operations where applicable. As part of the requirements for ITS deployment, an Architecture depicting how agencies are interconnected is needed. As well, ITS must be mainstreamed into the planning and funding process via the Metropolitan Transportation Plan (MTP). SACOG included ITS as a specific element of the 1999 MTP and is expanding the scope of this element for the current plan.

### Planning and Development Activities

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The Sacramento region has made good progress in planning for the deployment of ITS starting with the development of an Early Deployment Plan (EDP) in 1996. The EDP identified "user services" that stakeholders believed would address many regional transportation needs and suggested a list of ITS projects that would meet these needs.

An ad hoc ITS committee had been formed during the EDP process and met informally until 1999 when it was formalized as the Sacramento Region ITS Partnership, an advisory committee to the SACOG Board of Directors. The Partnership has initiated a number of needed planning studies, which have laid the groundwork for a regionally-integrated ITS deployment. Those studies and planning efforts include:

- The development of a regional ITS communication system that links the operations centers in the region. In early 1999, a conceptual report on the Sacramento Transportation Area-wide Network (STARNET) was completed. STARNET soon became a regional priority leading to the completion of a Needs Assessment Study in late 2001, which identifies system improvements needed at each operation center in order link them via STARNET.
- A list of eighteen ITS projects identified as candidates for federal ITS funding. This list was compiled by the Partnership to help prioritize projects, mostly corridor improvements, that support the EDP. The list will continue to be updated as studies are completed and projects advanced.
- The development of a federally-required regional ITS architecture. Through a two-tiered Federal Highway Administration process, the ITS Partnership developed a draft ITS architecture in early 2000. This draft became the basis for the final working architecture completed in June of 2001, which identifies stakeholders, their ITS elements, and the interconnections between systems.

Through continued Partnership effort, the ITS initiative in the Sacramento region has evolved into a more comprehensive deployment strategy. As a result, the EDP is no longer a valid guide for ITS deployment and a new Strategic Deployment Plan (SDP) will be completed by June 2003. The SDP will reflect the changes that have occurring since the 1996 EDP and set direction for future ITS planning efforts. The SDP will first identify the project components that will finalize STARNET, followed by strategic corridor improvements that will enhance traffic and transit operations throughout the region.



## Major ITS Projects in the MTP

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### Projects in El Dorado County

1. Ramp Signals on U.S. 50 Install signals on U.S. 50 ramps at Ponderosa Road, South Shingle Springs, and North Shingle Road. ELD15670
2. Latrobe Rd. Signal installation at U.S. 50 eastbound ramps. ELD15660

### Projects in Placer County

3. I-80 Ramp metering at all interchanges from Foresthill Road to the Sacramento County Line.

### Projects in Sacramento County

4. Various locations Install Smart Traffic Calming in south Midtown area. SAC22540
5. I-5 Install ramp meters, HOV Bypasses, additional on ramps, traffic monitoring stations and Closed Circuit TV installation on I-5 from Pocket Rd. to I-80. CAL18370
6. I-80 Install ramp metering, traffic monitoring stations, Closed Circuit TV installation, message signs, and upgrade count stations to Traffic Management System on I-80 from Yolo Co. line to Route 244 (Longview Dr.). CAL18380
7. U.S. 50 at I-5 Construct Traffic Operation System (Jct. 50 to I-5) CAL17800
8. ITS on Arden Way Operating and Maintenance for Arden Way Smart Corridor from 2010 to 2025. SAC22891
9. ITS on Arden Way Smart Corridor on Arden Way from Del Paso to Watt Ave. SAC22890
10. ITS Watt Ave. Watt Corridor - Phase 2 and 3. Traffic signal coordination, transit priority, monitoring equipment and traveler information on a major arterial corridor, plus supporting communications. VAR10080
11. Traffic Operation Center Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing Traffic Operations Center. SAC20761, SAC20762, SAC20763, SAC20764
12. ITS on Greenback/ Sunrise Blvd. Smart Corridor on Greenback/Sunrise Blvd. SAC22770
13. Various Locations Traffic Operations System SAC20840
14. Fair Oaks Boulevard Widening Widen Fair Oaks Blvd from Marconi Ave. to Engle Rd. from 4 to 6 lanes including signal modifications at Marconi, Stanley, Grant, and Engle Rd. SAC16800
15. Central Train Tracking Sacramento Regional Transit District: purchase computerized train tracking system that will provide automatic train locations and a public address system to advise customers of train approaches and service delays. REG17160

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|---|--|
| 16. Stockton Blvd. Bus Rapid Transit    | In Sacramento: Stockton Boulevard, construct bus rapid transit improvements from Cosumnes College to downtown Sacramento. REG17670   |
| 17. Sunrise Boulevard Bus Rapid Transit | In Sacramento County, implement bus rapid transit on the Sunrise Boulevard corridor. REG17430  |
| 18. Watt Avenue Bus Rapid Transit       | In Sacramento County, implement bus rapid transit on Watt Avenue corridor. REG17330  |
| 19. LRV Communication Kits*             | Sacramento Regional Transit District: retrofit existing communication kits with upgraded audio system and automatic interior/exterior visual signs for stop announcements and train destinations. REG17110 |

**Projects in Yolo County**

- |                                    |   |
|------------------------------------|---|
| 20. U.S. 50, various locations     | Yolo County portion of U.S. 50 traffic operations system and ramp metering at various locations. CAL16880   |
| 21. U.S. 50                        | From I-80 to Sacramento County line—install traffic operations system (message signs, ramp metering, CCTV) CAL10530                                 |
| 22. I-5, various locations         | Yolo County portion of I-5 traffic operations system and ramp metering. CAL16890  |
| 23. U.S. 50                        | Install ramp meters and modify ramp design at South River Rd. interchange. YOL15680   |
| 24. U.S. 50                        | Jefferson Blvd. interchange—expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures. YOL15900 |
| 25. Various throughout Yolo County | Implement ITS, Phase I, joint project of Yolo County Transportation District, Unitrans, and Davis Community Transit. YCT10670                       |

**Projects in Various Counties**

- |                       |  |
|-----------------------|--|
| 26. Various Locations | Caltrans District 3 TOS projects. Includes ramp meters, HOV on-ramp lanes, traffic monitoring stations, closed circuit television cameras, changeable message signs, highway advisory radio, weather monitoring systems, loop detectors, etc. CAL16800 |
| 27. STARNET           | Various traffic and transit operation centers in the region; hardware and software upgrades enabling a wide-area network to share transportation data and operations. Fiber optic and wireless infrastructure is included in the project.              |

*\*Not on MTP project list because it is lump summed.*

## Draft Community Design Program Criteria

*[The following is a working draft developed by SACOG staff to illustrate the possible uses of the regional Community Design funds.]*

The Community Design program would provide funding for transportation improvements that promote a multi-modal transportation system. It would be similar to the successful Transportation for Livable Communities program of the Metropolitan Transportation Commission (which plans for the 9-county San Francisco Bay Area). Program criteria will be prepared with active input from SACOG members. SACOG will develop the program criteria through consultation with its members and other stakeholders. For illustrative purposes (these examples are not exhaustive) staff has prepared the following information about how the program might possibly be structured.

### Transportation Investments that Can Create Multi-Modal system Benefits

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- Pedestrian linkages (sidewalks, pathways, tunnels, bridges) and amenities (street trees, lighting, benches, plazas).
- Street design and construction, including multi-modal street rights-of-way, traffic calming and grid street patterns.
- Bike paths or on-street lanes.
- Transit service enhancements such as transit stop amenities (shelters, restrooms, benches) and community transit.
- Shared parking systems, parking garages.

L-1

### Planning Actions That can lead to Multi-Modal System Benefit

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- Community or Specific Plans (bus or light rail station areas, infill neighborhoods, redevelopment plans/districts, city center plans, newly developing areas).
- Zoning and development code amendments (transit oriented development standards, mixed use districts, minimum densities, changes to housing mix, parking standards, refined LOS (Level of Service) street standards, multi-modal right-of-way design, street connectivity, design standards for multi-family and other higher density land uses)

### Program Ideas

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- Planning grants to local governments.
- Quick response grants to help (re) design development applications for smart growth.
- Subsidize capital cost of transportation infrastructure improvements (note: certain projects might qualify for funding based on land uses such as providing a certain amount of housing, but the funds would usually be applied to help pay the costs of transportation improvements associated with the project).
- Foster partnerships with community groups.

## Examples

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Theoretical examples to illustrate the types of projects that might be eligible for Community Design Program funding follow.

### **Small Town Downtown Revitalization Mixed Use Project**

Many older downtowns have some two-story buildings that used to have residences or offices on the second floor, have scattered vacant parcels or surface lots, or low density structures that could be converted to two story mixed projects. The economics of retail/residential mixed use projects are often challenging in today's market. The transportation benefits of mixed use projects include higher ratios of walk trips for shopping and employment, and generally adding vitality to a central place in the community. Community Design funds could potentially be awarded based on the number of dwelling units or bedrooms created by the residential component of the project and then applied to pay for transportation improvements like improved sidewalks, pedestrian lighting, better bus stops, parking, etc. This would reduce the developer's costs, helping to make the project economically viable.

### **Multi-Modal Transportation Facilities and Downtown Revitalization**

The City of Woodland currently has a planning grant from SACOG with federal funds that is a good example of the type of project the Community Design program might fund. The City is preparing a neighborhood revitalization plan for a parcel adjacent to the downtown, a major employer, and a lower income residential neighborhood. The Plan will strive to meet several transportation related objectives, including providing facilities and parking for both local and inter city transit service, using a possibly relocated old railroad depot as a tourism oriented historical museum, and providing mixed use housing near employers and downtown retailers. A range of transportation improvements might be eligible, including a transit facility, parking, sidewalks and street furniture, and an internal circulation system.

L-2

### **Light Rail Transit Oriented Development**

The light rail system is being expanded to serve south Sacramento, Rancho Cordova and the City of Folsom. In the future Light Rail or Enhanced Bus Transit service may serve the Airport, West Sacramento, Davis, Elk Grove and other areas. Studies conducted through Regional Transit's Transit for Livability Communities program have itemized a variety of investments that could help stimulate development at these stations, including: sidewalks, pedestrian/bike paths, pedestrian bridges, parking lots and garages, and assistance for the residential component of mixed use projects. Land use plans for over 20 station areas are being prepared, affecting approximately 5,000 acres of land. The types of investments that could beneficially promote transit-oriented development around these stations have been estimated to cost several millions of dollars. For example, a mixed use Civic Center, retail project and associated improvements and parking at the Mather Field/Mills station would require approximately \$1.7 million in assistance to construct at today's rents, and would then serve as a catalyst to increase the economic viability of transit oriented development projects on several surrounding parcels.

## Acknowledgements

### **Executive Staff**

Martin Tuttle, Executive Director  
Peter Hathaway, Deputy Executive Director, Planning and Project Delivery  
Joan Medeiros, Deputy Executive Director, Administration and Public Affairs  
Kenneth Hough, Director of Planning

### **Project Staff**

Nancy Kays, MTP Project Manager  
Liz Baidoo, Communications  
Gillian Biedler, Demographic Data  
Barbara Bechtold, Data Analysis  
Laura Bell, Geographic Information Systems  
Jim Brown, Public Transit  
José Luis Cáceres, MTP Outreach and Technical Analysis  
Matt Carpenter, Public Transit  
Melanie Choy, MTP Outreach and Technical Analysis (through October 2001)  
Joe Concannon, Geographic Information Systems  
Jason Crow, Project Database  
Gordon Garry, Computer Modeling  
Jin Eui Hong-Terrell, Geographic Information Systems  
Robert McCrary, Computer Modeling  
Mike McKeever, Land Use  
Doug Reed, Bicycle/Pedestrian and Demand Management (through March 2001)  
David Shabazian, Intelligent Transportation Systems  
David Young, Air Quality

### **Support Staff**

Darryl Spicer, Web Page  
Kent Giacomozzi, Graphics  
Scott Overton, Reprographics  
Florene Kunder, Database

### **Valley Vision**

Susan Frazier, Executive Director

### **Consultants**

Carolyn Verheyen and Robyn Anderson, MIG Inc., Roundtable Facilitators  
Bruce Griesenbeck, DKS Associates, Computer Modeling

*Grateful acknowledgement is made of the members of the Transportation Roundtable, its Executive Committee, the Regional Planning Partnership, the Transit Coordinating Committee, The Transportation Demand Management TAsk Force, the Bicycle and Pedestrian Advisory Committee, the ITS Partnership, and staff from the jurisdictions and agencies of the Sacramento region, including the El Dorado Transportation Commission and the Placer County Transportation Planning Agency.*

## Attachment B: Proposed Changes to Final Draft MTP Project List

SACOG #	Street Location	Project Description	Total Cost	Year
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### El Dorado County Projects

#### Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded

➤ *Move to El Dorado County Developer Funded*

ELD15610	U.S. 50	New interchange at Silva Valley Rd.	\$18,000,000	2008
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#### El Dorado County Dept of Trans / Tier 1: Developer- or Partially Developer-Funded

➤ *Change scope*

ELD15960	El Dorado Hills Boulevard	Widen from <del>U.S. 50 Park Drive</del> to Serrano Parkway from 5 to 6 lanes and provide a bicycle/pedestrian pathway.	\$1,800,000	2021
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➤ *Change cost*

ELD15220	Latrobe Road	Widen from 2 to 4 lanes from White Rock Rd. to Golden Foothill Pkwy.	\$2,900,000 <del>\$2,000,000</del>	2003
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➤ *Change scope and cost*

ELD15230	Latrobe Road	Widen from <del>White Rock Rd Golden Foothill Parkway</del> to the southern entrance to Valley View from 2 to 4 lanes.	\$17,770,000 <del>\$17,779,000</del>	2004
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➤ *Change scope (and add to MTIP)*

ELD15250	Missouri Flat Road	Widen from 2 to 4 lanes from Headington Rd. to <del>U.S. 50, Prospector Plaza Drive.</del>	\$2,400,000	2007
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➤ *Change scope, year, and wording*

ELD15580	Serrano Road Parkway	Construct new two-lane road from <del>Country Club Dr. Greenview Drive</del> to Bass Lake Road.	\$2,400,000	2006 <del>2009</del>
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➤ *Change scope*

ELD15360	Silva Valley Parkway	Construct new two-lane road from Serrano to <del>U.S. 50 White Rock Road.</del>	\$1,800,000	2003
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➤ *Change scope and year*

ELD15630	U.S. 50 at El Dorado Hills Boulevard	El Dorado Hills Blvd. interchange. Build eastbound off-ramp and widen westbound off-ramp. Construct new 2-lane extension of Saratoga Rd. from Arrowhead to Park Dr.; <b>Widen El Dorado Hills Blvd. 5 to 6 lanes from new Park Ave./Saratoga intersection to U.S. 50 westbound ramps.</b> Phase 1.	\$18,985,500	2006 <del>2007</del>
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➤ *(road rehab lump sum) Change scope--no longer exempt.*

ELD15380	White Rock Road	In El Dorado County, White Rock Road from Latrobe Road to <del>U.S. 50 Silva Valley Parkway</del> , upgrade 2-lane roadway to county standard and extend to connect to Silva Valley Parkway.	\$3,694,940	2004
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➤ *Add new project*

ELD19100	Point View Drive	Extend from 1/4 mile north of Highway 50 to Smith Flat Road.	\$1,500,000	2004
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#### Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded

➤ *Add Asterisk*

CAL18230*	U.S. 50 Shingle Springs Rancheria	In El Dorado County on U.S. 50 between existing Shingle Springs Drive and Greenstone Road interchanges, construct new interchange.	\$16,740,000	2004
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\*The SACOG Board has not endorsed this individual project, but cannot exclude it from analysis. Accordingly, the interchange was included in the modeling analysis as required by federal regulations in light of the fact that the Bureau of Indian Affairs has approved a project-level air quality conformity finding for it, and the project is entirely funded by private funds.

### Multi-County Projects

#### Various Agencies / Tier 1: Publicly Funded

➤ *Add new project*

SAC23175	Sacramento and El Dorado Counties	Protect open space along Elk Grove - Rancho Cordova - El Dorado Connector.	\$15,000,000	2010
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#### Yuba Sutter Transit / Tier 1: Publicly Funded

➤ *Change year*

YST10260	Commuter Bus	Purchase four commuter buses.	\$1,000,000	2005 <del>2004</del>
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YST10410	Operations and Maintenance Facility	Expand the capacity of the existing maintenance, operations and administration facility.	\$500,000	2006 <del>2005</del>
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➤ *Delete*

YST10330	Fixed Route Vehicles	Purchase 2 buses for fleet replacement.	\$600,000	2022
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### Placer County Projects

#### Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded

➤ *change year*

CAL17240	Route 65 Lincoln Bypass	Near Lincoln - Industrial Boulevard to south of Yuba County line - construct new 4 lane expressway/freeway on new alignment.	\$193,391,000	2008 <del>2007</del>
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SACOG #	Street Location	Project Description	Total Cost	Year
<b>City of Auburn Dept. of Public Works / Tier 1: Publicly or Developer-Funded</b>				
➤ Change year				
PLA20310	Transit Shelters	Construct transit shelters at transit stops throughout Auburn.	\$11,300	2003 2002
➤ Delete (completed)				
PLA25003	Buses	Purchase two CNG-fueled replacement buses; SECAT funding.	\$276,000	2003
➤ Change map:				
Remove listing of Auburn Bypass. (Bell Road widening is not the Auburn Bypass)				
<b>City of Roseville Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
➤ Change year				
PLA15711	I-80 Interchange at Douglas Boulevard	Modify interchange to revise on- and off-ramps, provide new flyover ramp from eastbound Douglas to southbound Sunrise and new underpass ramp from northbound Sunrise to eastbound I-80.	\$27,000,000	2005 2004
➤ Change year and cost				
PLA20220	Atkinson Street Bridge	Replace existing 2 lane Atkinson St Bridge at Dry Creek with a 4-lane bridge.	\$3,909,177 \$2,116,440	2004 2003
PLA15711	I-80 Interchange at Douglas Boulevard	Modify interchange to revise on- and off-ramps, provide new flyover ramp from eastbound Douglas to southbound Sunrise and new underpass ramp from northbound Sunrise to eastbound I-80.	\$28,000,000 \$27,000,000	2005 2004
➤ change year				
PLA15820	Roseville Parkway	Widen from 2 to 4 lanes from Pleasant Grove to Washington.	\$1,440,000	2003 2002
<b>Placer County Dept of Public Works / Tier 1: Publicly or Developer-Funded</b>				
➤ Change wording				
PLA15100	Baseline Road	Widen from 2 to 4 lanes from Sutter County line to Fiddymnt Rd.	\$12,000,000	2020
➤ Change year				
PLA19930	CNG Commuter Bus Demo Project	Lease three CNG buses to provide commuter service between Colfax and Downtown Sacramento for a 2-year demonstration program and pay for operations for the first two years.	\$601,042	2005 2004
PLA20020	Tahoe Regional Transit	Purchase one CNG-fueled bus to be operated between Truckee and Tahoe City on Route 99 as part of the Tahoe Area Regional Transit fleet.	\$330,000	2005 2003
PLA20340	Placer County Transit	Construct transit shelters at Placer County Transit stops.	\$158,192	2004 2003
➤ Change year and cost				
PLA20880	Walerga Road Bridge	In Placer County, Walerga Road at Dry Creek: widen bridge from 2 to 4 lanes.	\$6,100,000 \$1,450,000	2009 2006
<b>Placer County Trans Planning Agency / Tier 1: Publicly or Developer-Funded</b>				
➤ Delete (completed)				
PLA19790	Placer Co. Congestion-Management Program	Implement trip reduction ordinances and rideshare program in Placer County for 3 years.	\$249,500	2003
<b>Sacramento County Projects</b>				
<b>Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded</b>				
➤ Change year				
CAL18380	I-80	Install ramp metering, traffic monitoring stations, CCTV installation, message signs, and upgrade count stations to TMS on I-80 from Yolo Co. line to SR 244 (Longview Dr.).	\$5,621,000	2007 2005 2016
CAL18450	I-80	Construct HOV lanes from Longview Drive to Interstate 5.	\$75,000,000	2018
➤ Delete (duplicate)				
GAL18570	I-80, West El Camino-Avenue Interchange	Reconstruct interchange.	\$20,000,000	2010
GAL18560	Route 99, Elkhorn-Boulevard Interchange	Reconstruct interchange.	\$15,000,000	2010
<b>Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded</b>				
➤ Delete (duplicate)				
CAL18580	I-5 Metro Air Park Interchange	Construct new interchange for future Metro Air Park.	\$25,000,000	2010
<b>Caltrans District 3 / Tier 2</b>				
➤ Delete (duplicate)				
CAL18540	Route 99, Galt-interchange	Revise interchange.	\$40,000,000	2015
<b>City of Elk Grove / Tier 1: Developer- or Partially Developer-Funded</b>				
➤ Change cost				
SAC19380	Route 99 - Sheldon Road Interchange	Construct Sheldon Road interchange.	\$39,492,000 \$31,176,000	2008

SAC/OC #	Street Location	Project Description	Total Cost	Year
<b>City of Sac Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
<i>Change cost</i>				
SAC23350	F Street	Extend as a 2 lane road from 7th to 3rd Street.	\$1,400,000 \$350,000	2006
<b>Sac County Dept of Trans / Tier 1: Publicly Funded</b>				
<i>Change year and cost</i>				
SAC20141	Florin Road	Implement Phase 2 of the economic revitalization master plan for the Florin Rd area by improving the safety, infrastructure and appearance of the corridor from Franklin to Stockton.	\$3,804,700 \$3,520,000	2003 2004
SAC21470	Folsom Boulevard	Project development to install landscaping and streetscaping on Folsom Blvd. between Rod Beaudry Dr. and Sunrise Blvd.	\$3,405,000 \$3,280,000	2007 2005
<i>Change year</i>				
SAC21480	Franklin Blvd	Project development to provide landscaping and streetscaping between Fruitridge Road and Florin Road, and along Martin Luther King Jr. Blvd., Fruitridge Road, and 47th Ave.	\$4,288,000	2006 2005
<i>Change cost</i>				
SAC21500	Hazel Avenue	Widen American River bridge and approaches from 4 to 6 lanes and widen Hazel from American River bridge to Madison from 4 to 6 lanes with bike lanes and signals.	\$44,000,000 \$43,000,000	2008 2007
<i>Delete (Duplicate)</i>				
VAR10080	Watt Avenue	Watt Corridor - Phase 2 and 3. Traffic signal coordination, transit priority, monitoring equipment and traveler information on a major arterial corridor, plus supporting communications.	\$6,826,000	2006
<i>Change year</i>				
SAC22720	Watt Avenue	Provide aesthetic enhancements: Antelope Rd. to Capitol City Fwy.	\$3,000,000	2007 2006
SAC21610	Watt Avenue	Provide streetscape enhancements from Route 51 to State Route 16.	\$3,096,000	2006 2004
<i>Add project (previously shown under caltrans)</i>				
SAC18150	Metro Air Parkway Interchange at I-5	Construct new interchange on I-5 at Metro Air Parkway near Sacramento International Airport	\$11,507,000	2006
<i>Delete (duplicate)</i>				
<b>Sacramento County Planning Department / Tier 1: Publicly Funded</b>				
SAC22310	Elk Grove/I-5 Connector	Construct a 4 lane multi modal and limited access corridor along Hood Franklin Road, Kammerer Road.	\$50,000,000	2021
<b>Sac Regional Transit District / Tier 1: Publicly Funded</b>				
<i>Remove (lump summed under transit operations)</i>				
SAC23260	Express Light Rail Service	Run express light rail service with 7.5 minute headways during peak periods.	\$50,000,000	2010
SAC21620	Neighborhood Shuttle Project	Implement a neighborhood-based small bus public transit demonstration project in North Sacramento/Del Paso Heights and Carmichael.	\$3,806,090	2004
<i>Change wording</i>				
REG17190	South Line Light Rail	Build a light rail extension from Cosumnes River College to Elk Grove Blvd. via Bruceville Rd. (Phase 3) Phase 3.	\$182,000,000	2019
<i>Change year</i>				
REG17670	Stockton Boulevard Bus Rapid Transit	Construct bus rapid transit improvements Cosumnes College to Downtown Sacramento.	\$6,070,000	2004 2003
<b>Sutter County Projects</b>				
<b>Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded</b>				
<i>Change cost</i>				
CAL17280	Route 99	O'Banion to Lincoln Road - Widen to 4 lanes with a continuous left-turn lane.	\$19,627,000 \$22,970,000	2004



SAGOC	Street Location	Project Description	Total Cost	Year
<b>Yolo County Projects</b>				
<b>Caltrans District 3 / Tier 1: Developer- or Partially Developer-Funded</b>				
➤ <i>Change cost and year</i>				
CAL16380	Route 84	West Sacramento - Marshall Road to Route 50 - widen to 4 lanes between Stone Blvd and Route 50 and various operational improvements (Phase 1).	\$17,618,000 <del>\$18,889,998</del>	2005 2004
<b>City of West Sac Dept of Public Works / Tier 1: Publicly Funded</b>				
➤ <i>Change cost</i>				
YOL15910	Route 84 (Jefferson Boulevard)	From the Barge Canal to Marshall Road: widen from 2 to 4 lanes including a simple span over the Barge Canal.	\$16,000,000 <del>\$15,000,000</del>	2006
<b>City of Winters Dept of Public Works / Tier 1: Publicly Funded</b>				
➤ <i>Change year</i>				
YOL16550	Grant Avenue	Intersection of Grant Ave. (Route 128) and Railroad Ave, install traffic signal.	\$868,000	2007 <del>2003</del>
<b>City of Woodland Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
➤ <i>Change year</i>				
YOL17290	Kentucky Avenue	Widen from 2 to 4 lanes from College St. to West St.	\$1,846,000	2008 2015
YOL17400	Kentucky Avenue	Widen from 2 to 4 lanes from East Street to College Street.	\$3,100,000	2008 2015
YOL17270	Pioneer Avenue	Widen from 2 to 4 lanes between Gibson Road and Parkway Drive.	\$2,903,000	2025 2024
<b>Yuba County Projects</b>				
<b>City of Wheatland / Tier 1: Publicly Funded</b>				
➤ <i>Change year</i>				
YUB15710	Route 65 Wheatland Signals	North of 1st St. to S. of Main St.; construct signals and pedestrian improvements.	\$1,200,000	2006 2003
<b>Yuba Sutter Transit / Tier 1: Publicly Funded</b>				
➤ <i>Delete (included under YST10170)</i>				
YST10320	Fixed-Route Vehicles	Purchase 2 buses for fleet replacement and minor fleet expansion.	\$600,000	2007
➤ <i>Change cost</i>				
<b>Yuba County Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded</b>				
YUB15375	Route 70 Motorplex Interchange	Near Marysville - south of Algodon Road: construct RR grade separation and bridge for new interchange (Phase 2).	13,202,000 <del>\$9,006,000</del>	2008

**Addition to Attachment B: Proposed Changes to Final Draft MTP Project List.**

The following changes are requested by the City of Galt and recommended by SACOG staff. As with the rest of Attachment B, these changes can be made without adjusting the financial plan or triggering a new air quality conformity finding.

**Sacramento County Projects****City of Galt Dept of Public Works / Tier 1: Publicly Funded***Change wording and year*

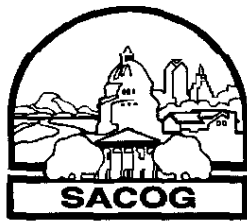
SAC20580	<del>Route 99 C Street</del> <b>Central Galt</b> Interchange	Replace/reconstruct interchange and widen overpass to 4 lanes with bike lanes.	\$17,000,000	<del>2008</del> <b>2014</b>
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*Change year*

SAC20590	Route 99/Twin Cities Road Interchange	Widen overpass to 4 lanes with addition of bike lanes.	\$10,000,000	<del>2009</del> <b>2015</b>
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**City of Galt Dept of Public Works / Tier 1: Developer- or Partially Developer-Funded***Add new projects*

SAC17200	Simmerhorn Road Extension	Construct new road to extend from existing terminus to Carol Drive and Amador Avenue	\$2,800,000	2007
SAC17180	Carillion Boulevard Extension	Extend from Simmerhorn Road to Crystal Way: construct new road.	\$2,500,000	2006



**SACRAMENTO AREA COUNCIL OF GOVERNMENTS  
RESOLUTION NO. 41 - 2002**

**ADOPTION OF THE METROPOLITAN TRANSPORTATION PLAN FOR 2025**

**WHEREAS**, the Sacramento Area Council of Governments has prepared the Metropolitan Transportation Plan for 2025 to meet all applicable federal and state standards; and

**WHEREAS**, the plan includes funding proposals to meet with federal requirements for funding-constrained planning; and

**WHEREAS**, the plan was developed with input and recommendations from the Transportation Roundtable, cities, counties, public agencies, and the general public; and

**WHEREAS**, opportunity was provided for public participation through public meetings, hearings, the SACOG newsletter, media coverage, and on SACOG's web page; and

**WHEREAS**, the plan deals with nine important goals and an overarching goal of Quality of Life; and

**WHEREAS**, the plan reflects the forecasted growth, land use plans and transportation plans of its member agencies and other participants covered by the plan;

**WHEREAS**, the SACOG Board of Directors has certified the Environmental Impact Report on this plan; and

**WHEREAS**, the SACOG Board of Directors has found that the plan conforms to the State Implementation Plan for air quality as required by federal laws and regulations;

**NOW, THEREFORE, BE IT RESOLVED**, that the Sacramento Area Council of Governments adopts the Metropolitan Transportation Plan for 2025.

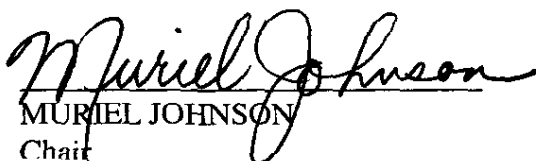
**PASSED AND ADOPTED** this 18<sup>th</sup> day of July 2002, by the following vote of the Board of Directors:

**AYES:** Directors Cabaldon, Cohn, Cooper, Cosgrove, Crabtree (for McNamara), Dickinson, Dupray, Flory, Gaines, Gamar, Hammond, Hilliard, Hughes, Miklos, Niello, Schrader, Silva, Stallard and Chair Johnson

**NOES:** None

**ABSTAIN:** None

**ABSENT:** Director McNamara

  
MURIEL JOHNSON  
Chair

  
MARTIN TUTTLE  
Executive Director