MTP/SCS

METROPOLITAN TRANSPORTATION PLAN
SUSTAINABLE COMMUNITIES STRATEGY

NOVEMBER | 2023

SACOG

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Chapter 1:
The Promise and Peril of 2044

The Sacramento region needs to be bold and intentional in its planning to ensure success in a rapidly arriving future.

The year is 2044. Since 2020, the Sacramento region has grown by a quarter, boosting its population to three million. The additional 620,000 residents have largely found homes and opportunity in the developed footprint that has defined the region for the last 20 years. Local government leaders, in close partnership with the business and development communities, have doubled down on revitalizing existing communities, investing in postwar suburbs and once rundown commercial corridors. At the same time, they have made concerted efforts to protect the region's agricultural economy and natural resources, increase density in our urban cores, and bring new life to rural towns by rehabilitating historic downtowns.

Generation Zs who started their working lives in some of the new, affordable mini-apartments that became the rage of Sacramento's midtown have now found more space to raise families in the suburbs that ring the region's urban core. In doing so, they brought their appreciation of more compact and connected living with them.

Local governments anticipated their arrival and investments in the 2020s have paid off. What had once been under-used office parking lots and strip malls in places like Rancho Cordova and Woodland now host mid-rise apartment buildings and other missing middle housing types like fourplexes, with shared amenities that promote connections and make it easier for multiple generations to live close to one another. Additionally, start-ups and small business are attracted to new flexible spaces offered in the ground floors of office and apartment buildings in walkable and mixed-use communities like downtown Roseville.

These options have flourished in response to the region's changing demographics. Compared to today, the region has 253,000 more over-65-year-olds, and within that group, 210,000 more over-75-year-olds. Generally, the majority are working longer and want to age in place in their own homes and communities. Local governments have responded by focusing on walkability and adding on-demand, accessible shuttles to help older adults stay active, avoid social isolation, and connect to community resources. These communities have also created places for people with disabilities to live, work, and play.

Housing for seniors has been reimagined, primarily by not thinking of it as housing only for seniors. One of the most notable of these reimaginings is the Sunrise Renaissance, a national award-winning repurposing of the Sunrise Mall. Built in the 1970s, the mall came on hard times in the early 2000s as online retail boomed and more attractive modern malls opened nearby. The City of Citrus Heights, in response to the mall's inevitable decline, responded by working with property owners to turn the site into a new downtown with townhouses and apartments of various sizes, entertainment, office space, and more modern retail. The move worked and the area has attracted young families, seniors, and singles who love its eclectic mix of local retailers, the

extreme mini-golf park, and the driverless electric shuttle that connects the mixed residential and retail areas with recreational features and community gardens.

Our region's collective commitment to a more compact development pattern has mostly spared increasingly vital agricultural and forest lands, concentrated in the rural parts of our six counties, which drive an important portion of the region's thriving economy. Smart investments and partnerships between UC Davis and farming communities have taken advantage of the region's agricultural assets to improve an already thriving food export model. Our agricultural transportation network not only helps to feed our region's residents and communities throughout California but also connects the region's vast farming lands to ports in West Sacramento and Stockton where high value products are shipped to all parts of a world that increasingly values the safe, reliable, high-quality food that is produced in California.

These exports are one of the key ingredients that have helped the region hold onto its identity as a safe and pleasant place to live while at the same time taking advantage of its central location in the Northern California Mega Region that encompasses the Bay Area and stretches east to the world-famous year-round playgrounds of Lake Tahoe and the High Sierra.

Comfortable and speedy trains connect the region to the Bay Area and to the fast-growing valley cities to the south. These connections have taken thousands of vehicles off the roads and transformed the old joke about Sacramento ("Only two hours from San Francisco — four with traffic") into "Only 90 minutes to San Francisco — 60 if you take the train." The improved transportation connection between the Sacramento and Bay Area regions have helped convince many tech companies to co-locate offices in both areas.

Smart and innovative leadership has helped the region escape the fate of other turn of the century economic peers, mid-size cities that were slow to adapt to post-global financial crisis changes and lacked some of the region's advantages — California's allure, a desirable climate, ready access to local food and agriculture, and a stable, highly-skilled, concentration of workers. Strong connections between the region's acclaimed universities (the lower cost of living compared to the high rents in the Bay Area and Los Angeles have attracted top students, increasing the international appeal of UC Davis, Sacramento State, and a collection of top-notch community colleges) and the region's agricultural and high-tech industries have boosted high-paying jobs.

Having understood that the regional economy could not fully thrive without expanding opportunities for all sectors of society, regional leaders have prioritized equity in their transportation and educational investments, making it easier for all people to access training, jobs, and opportunity.

But the region is not all hustle and bustle. We're known nationally as a thriving mid-size metropolitan region that offers a pleasant lifestyle compared to its faster paced and more crowded coastal neighbors. High-tech innovations in the agricultural sector have boosted productive value and allowed towns like Marysville and Isleton to focus on their natural assets, historical significance, and charm. Such gems within the Mega Region have become increasingly valued by residents and tourists alike. Local and Bay Area residents flock to the locally owned restaurants and boutiques that have breathed new life into restored and strengthened historic buildings that also host small businesses that have flourished due to the region's embrace of entrepreneurs.

These rural towns have thrived by defining themselves as distinct from the region's crescent of developed communities that stretches from West Sacramento to Lincoln. They have attracted increasing numbers of remote workers who have taken advantage of improved telecommuting options and more flexible employer policies to seek a strong sense of community and additional elbow room.

Whether the appeal is better access to nature and recreation, or refuge from crowds and traffic, these small-town residents appreciate and defend the farmland, forests, and parks that still make up the clear majority, more than three-quarters, of the region's land. A network of trails connects the region, making nature accessible for all residents, helping provide safe paths for children to get to school, and supporting the agritourism sector that has boosted the profile of rural counties such as Yuba and Sutter.

These rural communities are served by a well-maintained road network after far-sighted communities made innovative use of transportation funds. Yuba County led the way when it worked to fix state regulations so that it could advance SB 1 funds to repair 15 percent of its entire road network in just the summer of 2019, saving its residents $4 million in the process. Using this model and other innovative ways to stretch transportation dollars have paid dividends and rural and suburban communities alike have started to make headway on what once seemed insurmountable backlogs of maintenance and reconstruction needs

The new I Street Bridge, long a landmark gateway between the cities of West Sacramento and Sacramento, is a soaring architectural icon used by drivers, cyclists, and pedestrians traveling between the compact, chic riverside city of West Sacramento and the bustling, entertainment rich downtown Sacramento. The bridge is just one of the highlights of a transportation network that provides plenty of choices for people looking to move about around the region. Self-driving shared cars and clean, electric express buses zip along the region's interstates and arterial roadways providing fast, stress-free travel for commuters, sports fans heading to catch a ballgame at Sutter Health Park or attend an event at the Golden 1 Center, or travelers catching a flight out of Sacramento International Airport.

Micro-mobility options like bike- and scooter-share and fully autonomous shuttles have flourished, making it easy for people to connect to transit, make a quick trip to the store, or meet friends for a night out. Modern light rail trains and on-demand microtransit shuttles offering a quiet, reliable, and productive trip to work have become the commute option of choice for many residents. Our light rail network, as well as the express lanes on the I-80 and State Route 99 payways (that term replaced freeways in the 2030s), have become the backbones of a transportation network that absorbed 20 years of population growth without the massive expense of adding new lanes while at the same time preventing unchecked growth in congestion.

Innovative and cost-effective investments have been increasingly necessary since the early 2020s, as the decline in gas tax revenues became steeper. As the transportation fleet became much more fuel efficient, driven largely by the widespread adoption of electric vehicles, gas tax revenues fell off a cliff.

The Sacramento region, in partnership with other mid-size metropolitan regions, had prepared well for this moment. By having already done pilot tests of variable road pricing as an option for transitioning away from the gas tax, we were able to lead the way in creating a sustainable and flexible funding source for transportation based on mileage-fees rather than fuel purchases. This new system would finally raise enough

revenue to start to make headways on decades worth of deferred maintenance and rehabilitation of our transportation infrastructure.

At the same time, the price signals sent by mileage fees and tolls that change in response to real-time traffic conditions resulted in less rush-hour congestion. The Sacramento region became known as a calm traffic oasis compared to bigger metropolitan areas in other parts of the country that were slower to adapt their transportation systems.

The additional revenue generated by an innovative roadway pricing system has been invested back into the transportation network wisely — maintaining and upgrading farm-to-market routes and existing roads and transit networks rather than an endless cycle of paving new roads and stretching transit services to serve constantly expanding suburbs and worsening traffic.

Drivers and transit riders alike loved the results and their happiness carried over to civic leaders. The City of Woodland even marked the completion of its ambitious maintenance program by adopting a city motto seven years ago: "Pothole Free Since '33."

Our optimistic vision is not risk-free.

The above scenario of the region's future is of course an optimistic one, but it is not a fantasy. Take away some of the whimsical touches and it can be read as the outcome of implementing the priorities recommended in the following plan.

But nor is it a given. It is not the likely outcome of the growth path we are on now, which is why this plan is built around goals that demand change and bold action from partners throughout the region. These goals are:

- Build vibrant places for today's and tomorrow's residents.
- Modernize the way we pay for transportation infrastructure.
- Foster the next generation of mobility solutions.
- Build and maintain a safe, reliable, and multimodal transportation system.

The risks of not proactively taking bold steps to prepare for the dramatic changes we expect in transportation over the next 20 years are dire. Those risks include:

- Sprawl and its side effects: congestion, longer travel times, increased freight costs, and worse health.
- An economy that lags our peers because our stagnating cities fail to attract talented workers and we have not managed to connect existing workers to training and new opportunity.
- A region split between denser areas well served by a high-tech, electric fleet and rural and disadvantaged areas relying on 30-year old internal combustion technology.
- Crumbling transportation infrastructure because we failed to develop a sustainable way to pay for it.
- An economy, land use pattern, and transportation system that leaves vulnerable populations behind.
- Our economy hollows out and the people leave because we lost our competitive advantage.

THINK OF THE PLAN THAT FOLLOWS AS A ROAD MAP TO A BRIGHTER FUTURE.

Chapter 2:
What is the MTP/SCS?

A transportation and land use strategy to support an economically prosperous region

The 2023 update to the MTP/SCS represents a minor update of the plan endorsed by the SACOG Board of Directors in 2019 which lays out a transportation investment and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. In November of 2022, the SACOG Board authorized SACOG staff to pursue state legislation to extend the schedule of a major plan update from Spring 2024 to Fall 2025. Since then, Assemblymember Aguiar-Curry introduced a bill (AB 350) that will provide SACOG with the legislative authorization needed to keep the current SCS in compliance with state law for an additional two years.

As work moves forward on the major update of the regional plan, SACOG is still required to maintain a federally compliant Metropolitan Transportation Plan. To ensure consistency with federal requirements, this plan update makes minor changes to the underlying projects and revenue assumptions to ensure the regional plan continues to be based on the latest planning assumptions and covers a 20-year period.

The plan that follows maintains the major policies, strategies, and other assumptions from the Federal MTP with minor updates to revenue assumptions, interpolation of expected growth between 2040 and 2044, and adjustments to projects included in the 4-year Metropolitan Transportation Improvement Program.

This update also revisits the region's Air Quality Conformity Determination demonstrating the plan's conformity with the State Implementation Plans for air quality, in accordance with the Transportation Conformity Requirements in 40 C.F.R. 51 and 93, as required by the 1990 Clean Air Act Amendments.

Who is SACOG?

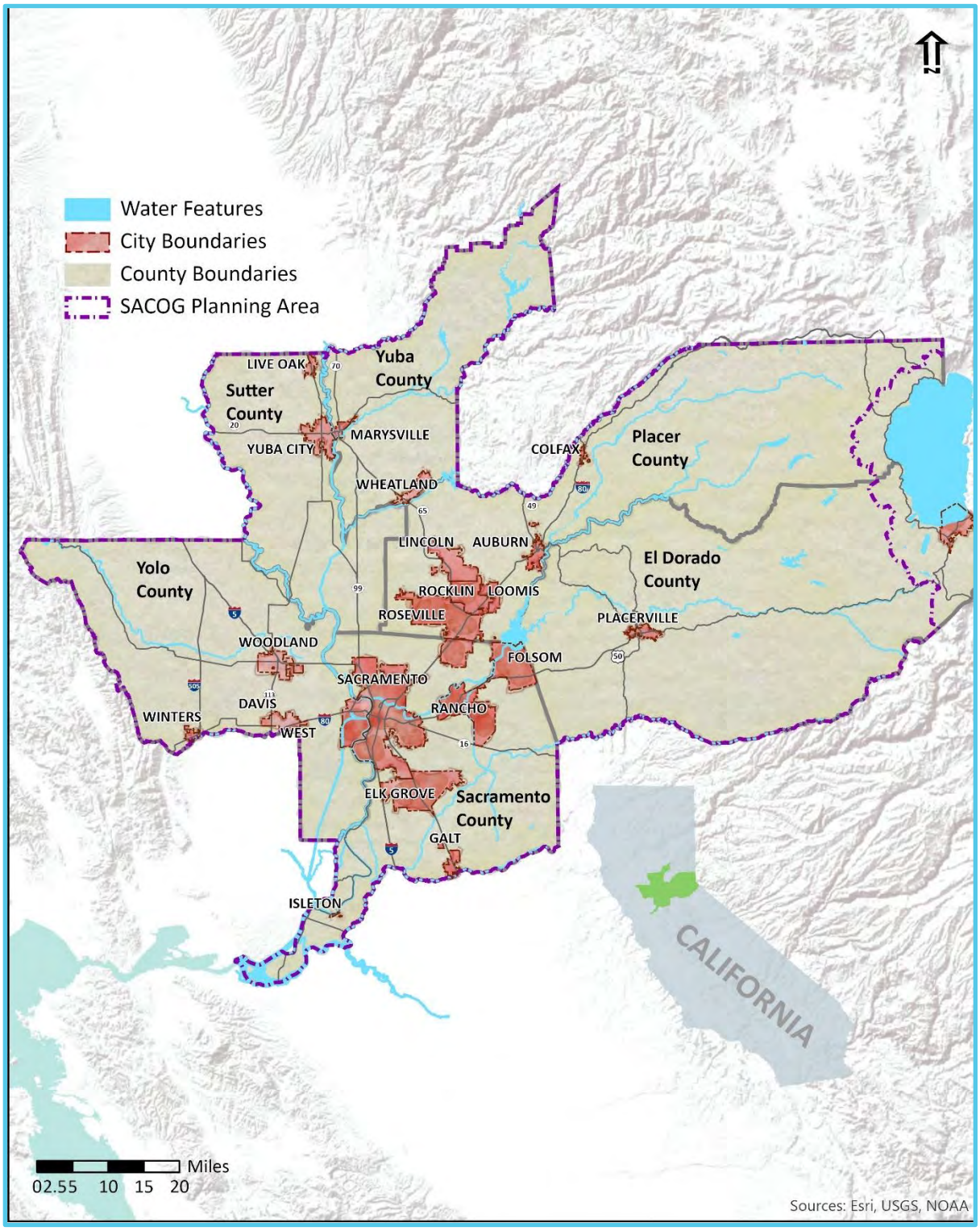
SACOG is where local government leaders in the Sacramento region come together to advance the goals of economic prosperity, connected communities, and vibrant places. SACOG works with its 28 member cities and counties to solve challenges that are too big for any one jurisdiction to solve on its own. A staff of 60 is guided by a board of elected officials from each city and county. SACOG plays a central role in transportation infrastructure planning and funding assistance for cities, counties, transit operators, and other entities responsible for providing for the travel needs of the region's residents.

As the only public agency with members from every jurisdiction in the region, SACOG also serves as a forum for the study, planning, and resolution of other issues facing local governments in a wide variety of topics from protecting our agricultural and natural resources, challenges related to flooding and wildfires, airport planning, and housing affordability. We also help our member agencies and partners find efficiencies by

sharing resources for such things as joint procurements of fuel to keep vehicle fleets running, purchasing software that helps transit operators efficiently manage bus and light rail service, and operating an aerial imagery cooperative.

SACOG is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Sacramento region, which requires SACOG to maintain a regional transportation plan that must be updated every four years in coordination with each local government. Placer and El Dorado counties are unique in this arrangement in that they each have their own state designation as Regional Transportation Planning Agencies (RTPAs) that are responsible for developing their own transportation plans. SACOG is the RTPA for Sacramento, Sutter, Yolo, and Yuba counties. SACOG works in coordination with the Placer County Transportation Planning Agency and the El Dorado County Transportation Commission to ensure consistency between these two county-specific plans and the broader region-wide plan.

Figure 2.1. SACOG Planning Area



The MTP/SCS must address state and federal requirements

The MTP/SCS is required to be a 20-year multimodal transportation plan that is financially feasible, achieves health standards for clean air, and addresses statewide climate goals. Key requirements of the plan are listed below. A fuller description of the plan requirements can be found in Appendix L: Plan Requirements and Regulatory Framework.

The MTP/SCS can't ignore the real-world financial constraints facing investments in transportation infrastructure. The region cannot afford to build and maintain all the transportation infrastructure and services we may want. We must be strategic in the choices we make to expand the transportation system so that we're not saddling future generations with even larger funding shortfalls than we're experiencing today. The revenues assumed in this plan are a reasonable estimate of what the region is likely to capture from existing federal, state, and local sources of transportation funding. Any new sources of funding, such as new sales tax measures in Placer and Sacramento counties, are supported by near-term strategies aimed at making this new money a reality. Appendix A: Project List and Appendix B: Revenue Forecast contain the entire project list and the revenue assumptions.

Provides a general idea of future land use patterns. Our region is growing and changing. How and where this growth occurs over the next two decades is critical to the success of our economy, to our quality of life, and for the environment. The MTP/SCS land-use forecast identifies the general location of different types of land uses, residential densities, employment intensities, and natural resource areas. Knowing what shape our future land-use pattern will take is critical to planning for future transportation needs, improving our air quality, and meeting our climate change goals. Appendices C, D, and F contain additional documentation on the land use forecast.

Meets air quality health standards. Today, air quality in the Sacramento region does not meet federal health standards for harmful elements associated with increased risks of asthma and other health conditions. Much of this problem is related to emissions generated by cars, trucks, and freight vehicles. Under the federal Clean Air Act, our region must demonstrate a steady improvement in air quality for the region to continue to receive federal transportation funding assistance. Appendix E: Plan Performance includes more detail on the performance Indicators of the plan.

Reduces greenhouse gas emissions from passenger vehicles. Passenger vehicles account for roughly 30 percent of greenhouse gas emissions in California. Under a state law, Senate Bill 375 (SB 375), MPOs like SACOG are responsible for conducting land use and transportation planning in a way that reduces greenhouse gases from cars and light duty trucks. Under SB 375, the California Air Resources Board (CARB) is responsible for issuing greenhouse gas targets to MPOs that aim to reduce vehicle emissions, consistent with state climate goals, by 2035 as compared to a 2005 baseline. For the 2020 MTP/SCS, CARB assigned SACOG a target of 19 percent per capita greenhouse gas reduction. With the extension of the region's SCS to the end of 2025 granted by AB350, this update maintains the strategies and projects that facilitate the region's achievement of the 2035 greenhouse gas reduction target. Modifications to the underlying transportation projects included in the plan are limited to near term projects or activities reflecting changes since the current plan's adoption in 2019 and avoid shifting late year projects or the timing of construction of projects to before or after 2035. This

ensures that the updates to the plan do not jeopardize the region's plans for reducing greenhouse gas emissions. Appendix E: Plan Performance includes more detail on the performance Indicators of the plan. CARB's review of the region's latest Sustainable Communities Strategy is available on the state agency's website at https://ww2.arb.ca.gov/our-work/programs/sustainable-communities-program/regional-plans-evaluations/sacramento-area.

Does not discriminate. It is important that this plan does not discriminate or deny equal access to plan benefits to anyone based on race, national origin, citizenship status, ethnic group identification, religion, age, sex, sexual orientation, color, or disability. Furthermore, the plan needs to avoid, minimize, or mitigate disproportionate impacts on communities of color or low-income populations and ensure fair public participation opportunities for all. See Appendix G: Communications and Outreach for more information on outreach and Appendix H: Environmental Justice for more information on environmental justice.

Consults the public and stakeholders. Public participation is a critical part of creating a plan that works for all residents of the Sacramento region. In addition, federal and state laws require that development of this regional transportation plan allows for public participation and engagement with elected officials. Appendix K: Public Participation Plan describes how SACOG includes the public in the development of the MTP/SCS and other work. Appendix G: Communications and Outreach includes additional details for this plan update.

Is consistent with other long-range transportation plans. The MTP/SCS maintains consistency with other planning documents such as the long-range plans for the Bay Area, San Joaquin, Tahoe Basin, and counties to the north, local transit plans, air quality plans, airport plans, and Caltrans' California Transportation Plan. Consistency with these plans is important to avoid conflicting policies or investments and ensure a common understanding of future priorities. It also maintains consistency with a number of other SACOG plans. SACOG's Public Transit and Human Services Transportation Coordinated Plan that was updated in August 2019. See Appendix L: Plan Requirements and Regulatory Framework for more information. See Appendix M: Aviation for more information on Airport Compatibility Land Use Plans. See Appendix J: Congestion Management Process Update Report for Information on the congestion management plan. SACOG's 2015 Bicycle and Pedestrian Trails Master Plan can be found in Appendix N.

Achieves state housing goals. The MTP/SCS must plan for enough housing to meet the needs of the region over the 20 years the plan covers. Additionally, state law requires that we consider state housing goals and identify areas within the region sufficient to meet the regional housing needs allocation (RHNA) for the next eight years (2021-2029). The RHNA is the state-mandated process to identify the total number of housing units (by affordability level) that every city and county must accommodate in Housing Elements.

Consults with other agencies. While SACOG is responsible for developing and maintaining the MTP/SCS, conducting transportation planning must be a collaborative process, as many different entities have responsibility for providing for the mobility needs of our region's residents. SACOG developed this plan in consultation with federal, state, and local agencies, transportation providers throughout the region, facility operators such as airports, transit operators, Native American Tribal Governments, environmental resource agencies, air districts, pedestrian and bicycle representatives, and other MPOs. The Sacramento region also

contains a significant portion of Sacramento-San Joaquin River Delta. The delta is a critical resource for both water supply and wildlife. To ensure the long-term health of the delta ecosystem, under the Delta Reform Act, SACOG coordinates with the Delta Stewardship Council to consider and avoid negative impacts to the delta that would jeopardize this valuable resource. Appendix G: Outreach and Communication describes the consultation and collaboration efforts that informed this plan.

BUILDING BLOCK: THE MTP/SCS AND THE CALIFORNIA TRANSPORTATION PLAN

Caltrans' state-level transportation blueprint, the California Transportation Plan (CTP), articulates the state's vision for an integrated, multimodal transportation system that complements regional transportation plans and land use visions. This plan helps guide the planning and implementation of a low-carbon transportation system that fosters economic vitality, protects the environment and natural resources, and promotes health and well-being equitably for all Californians. The CTP and our regional MTP/SCS both focus on meeting current and emerging trends and challenges affecting transportation, including economic and job growth, air quality and climate impacts, aging infrastructure, new technologies, freight movement, transportation funding, and public health. Caltrans and our region share many of the same goals and have a consistent vision for the future. Working together with local, regional, state, and federal partners will be critical for achieving these shared goals.

BUILDING BLOCK: PERFORMANCE-BASED PLANNING AND STATEWIDE TARGETS

Transportation agencies rely on both monitored and forecasted data to support planning and investment decisions. In 2012, federal government enacted the Moving Ahead for Progress in the 21st Century Act (MAP-21), which placed increased emphasis on performance-based planning for both state and regional governments. The latest federal Infrastructure Investment and Jobs Act (IIJA) enacted in 2021 maintains this emphasis on performance-based planning. The federal requirements hold state departments of transportation (e.g., Caltrans) and MPOs accountable for setting performance targets that will ensure transportation dollars are being used effectively and efficiently. Caltrans is required to set and report on progress towards three sets of annual performance measurement targets:

- Safety Performance Management (PM1): Fatalities and Injuries
- Pavement and Bridge Condition Performance Management (PM2): Infrastructure Conditions
- System Performance Management (PM3): Freight movement, congestion, and reliability

Since this federal process started in 2018, SACOG has supported all of Caltrans statewide targets for all three sets of performance metrics.

Safety Performance Management (PM1: Fatalities and Injuries)

As our economy recovers and vehicle travel increases, more people are likely to be seriously injured or killed in vehicle collisions. To help address recently observed and projected growth in fatal collisions, SACOG supports the state's Strategic Highway Safety Plan goal of reaching zero fatalities on the transportation network by 2050. The MTP/SCS includes nearly $3 billion in projects specifically aimed at addressing safety issues. However, safety is an essential component of planning, building, and maintaining any transportation investment. Chapters three and four highlight some of the ways safety is an integral part of transportation planning and policy at SACOG.

Pavement and Bridge Condition Performance Management (PM2: Infrastructure Conditions)

Nobody likes potholes. But are we making progress fixing them? The latest Caltrans National Highway System data show that the state made some progress on improving highway conditions in the Sacramento region. Our local roads are more of a mixed story. While some cities and counties have made limited progress, largely with the help of new funding from California's Senate Bill 1, our 10-year needs continue to outpace our ability to pay

for them. With nearly $870 million a year in needs over the next decade, current sources of revenue cover roughly half our total maintenance need. This plan dedicates about 30 percent, or $11.6 billion, of the expenditures in the plan to maintaining and rehabilitating the nearly 30,000 lane miles of roads and highways in the region. Some of this funding doesn't exist today and will depend on future solutions including local option sales taxes, introducing the region's first tolled expressways, or other funding options. This plan also calls on the region to lead the state in changing the way we raise money for transportation by replacing fuel taxes that are becoming obsolete due to reduced gasoline consumption and more fuel-efficient vehicles, with per-mile fees that better reflect usage of the transportation system.

System Performance Management (PM3: Freight, emissions and reliability)

Ensuring that our transportation system operates smoothly and reliably is important for the economy and our air quality. Both commuters and freight companies depend on our region's state and local road network to support our regional economy, and the performance of that system can have major implications for the air we all breath. As we cannot afford to build our way out of congestion, all the plan's $35 billion in transportation investments must work together to improve the overall efficiency and reliability of our systems. This is accomplished by providing residents with more opportunities to avoid single-occupancy vehicle trips, improving the safety and operations of our roads to reduce avoidable traffic incidents that lead to congestion, strategically adding capacity where traffic bottlenecks form, and by coordinating how communities develop. By taking a multimodal and coordinated approach in planning our transportation system, the plan accommodates nearly a quarter more people while reducing the amount of time, on average, people spend in congestion, reducing harmful air emissions, and facilitating more bike, walk, and transit trips.

Appendix E includes more information on Plan Performance.

Chapter 3:
The Sacramento region in the year 2044

What is the future we're planning for? People, places, and travel in the year 2044.

PEOPLE

The region's economy and population will continue to grow.

By 2044, we estimate the Sacramento region will have added 620,000 people, as well as the jobs and housing to support them. This growth will come on top of what has been strong growth for the past 20 years, exceeding both California and the rest of the nation. Indeed, between 2000 and 2017 only the San Joaquin Valley could match the Sacramento region's population growth rate within the state.

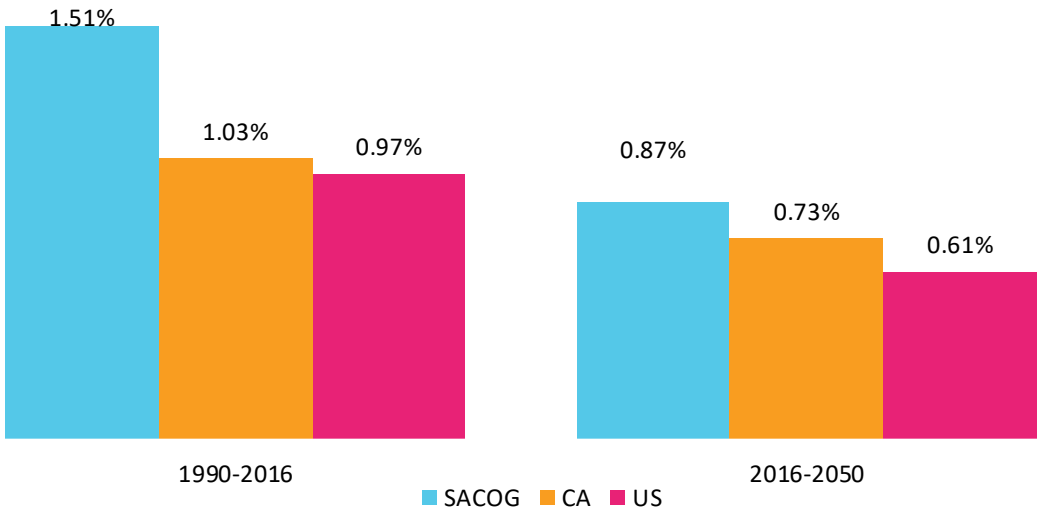
Our region also has above-average worker productivity and higher middle-class earnings than other large metropolitan regions in the nation, which has helped fuel pronounced development over the past few decades.

TABLE 3.1. PEOPLE, JOBS, AND HOUSING: TOTALS AND GROWTH

	2023 MTP/SCS (Forecast Period 2016-2044)			
Year	Employees	Population	Households	Housing Units
2016	1,060,751	2,376,311	881,799	921,123
2035	1,279,016	2,903,090	1,100,474	1,144,694
2044	1,362,152	3,063,961	1,170,697	1,216,558

Our region's projected housing and employment growth reflects changes in the economy and *how* we grow after the Great Recession. Our region is expected to continue to grow jobs at a faster rate than the state and national averages. However, our growth will look different than what we've experienced historically. Like the rest of the nation, it will be a little slower in response to slowing demographic trends. And it will need to be more reflective of the region's increasing demographic diversity to keep our economic competitiveness.

FIGURE 3.1. REGIONAL, STATE, AND NATIONAL GROWTH



Our population will be older than in 2020.

Our region's population is getting older, along with the rest of the nation. By 2044, 22 percent of the region's population will be over 65. That's 253,000 more over-65-year-olds than today. The aging of our population has implications for demands for transportation, housing, community amenities, as well as the region's economic prosperity. Generally, most seniors are working longer and want to age in place in their own homes and communities. However, transportation choices and needs change for older adults. Safe and accessible transportation options and services are key to older adults remaining active, avoiding social isolation, and accessing recreation activities, medical care, shopping, and services. Costs are rising for many transportation services, challenges continue in serving suburban and rural areas, and there is growing need for same-day on-demand transportation. As a result, public transit and community transportation providers are exploring and expanding delivery models beyond traditional paratransit and supplementary services to increase the mobility options for older adults and those with disabilities.

We will continue to become more ethnically and racially diverse.

Our region is one of the most diverse in the nation in terms of race and ethnicity. Today, about 45 percent of our regional population is people of color, and these communities are disproportionately represented in the households that do not earn enough to cover their basic household expenses, including housing, transportation, and child care. Almost half (47 percent) of black families and 42 percent of Hispanic families meet this definition, compared to one-third of all families in the region.

By 2044, people of color will have risen to 51 percent of the population, with most of that growth coming among people who are multiracial (two or more non-Hispanic races) and Hispanic (any race). The multiracial share of the population will grow 60 percent by 2044 (from 4.2 percent in 2016 to 6.7 percent in 2044), and the Hispanic share of the population will grow 14 percent (from 21.7 percent to 24.7 percent).

Chapter 4 includes policies and implementing actions to support access to job training and education, through supportive infrastructure and transportation programs.

This older, more diverse population will have different housing needs and desires than today's population.

Our current housing mix includes mostly single-family, large-lot homes (single-family houses at a density between one and eight homes per acre) and is not meeting consumer demand for multifamily housing, "missing middle" homes and smaller homes on smaller lots. The coming demographic changes will only increase this imbalance unless the region adapts to the change in demand. Already there are signs that this is happening, from the popularity of new "micro" apartments in midtown Sacramento, to very small lot single family developments like Rocklin Trails in Rocklin, to the new subdivisions under construction today that offer accessory dwelling unit options.

Housing permit data from local building departments shows the increased demand for denser housing. In 2017 and 2018, small-lot, single family permits returned to pre-Great Recession levels and multifamily housing permits are now at their highest level of the 21st century.

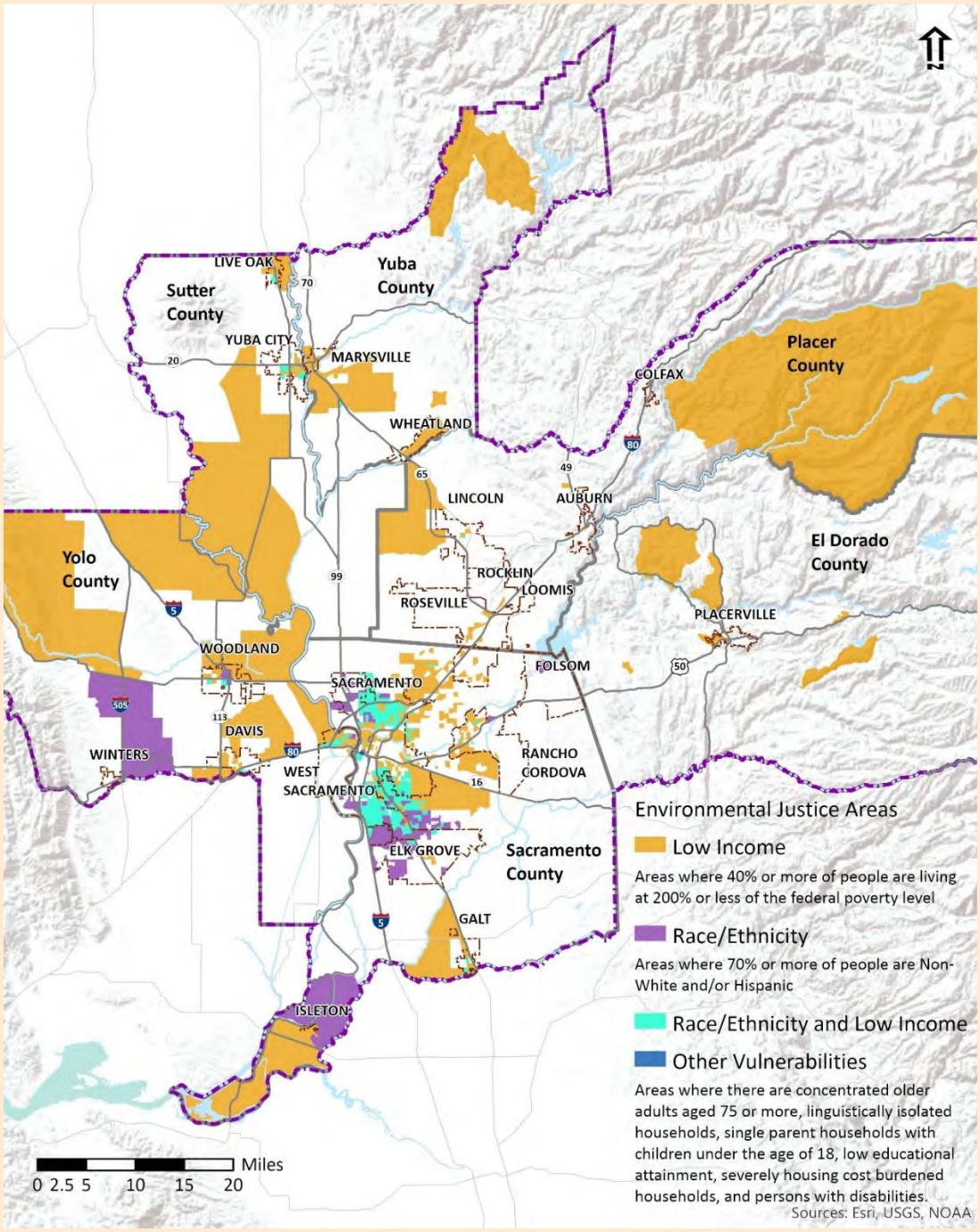
BUILDING BLOCK: ENVIRONMENTAL JUSTICE

Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies.

Environmental Justice (EJ) communities are areas that have concentrated populations of one or more of the following criteria: low-income, communities of color, high pollution burden, or other vulnerable communities such as single-parent households, low educational attainment, linguistic isolation, disabled, burdened by excessive housing costs, or senior populations greater than 75 years old. The definition of EJ does not include the entire population of low-income, non-white, high pollution burdened, or vulnerable households in our region. It is the best framework we have based on available data and is a good foundation for future equity work in our region. As noted throughout this document and supported through the policies, it is critical to our future economy that we address the inequities that EJ communities face. Through the transportation lens, it is important to understand that, on average, residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. How well the existing and future infrastructure supports the transportation needs of these communities is a significant factor in their ability to access jobs, schools, services, as well as impacting their overall health and quality of life.

SACOG is required by law to conduct an environmental justice and Title VI analysis as part of the MTP/SCS, to determine whether the MTP/SCS benefits low-income and communities of color equitably, whether the planned transportation investments have any disproportionate negative effects on EJ populations in the SACOG region, and whether the plan has disparate impacts on the basis of race, color, or national origin. Appendix H seeks to not only fulfill SACOG's legal requirements, but also to understand and compare the benefits and effects of the MTP/SCS for these communities.

FIGURE 3.2. ENVIRONMENTAL JUSTICE AREAS



The region will have more jobs, more diversity of industries, and less reliance on the government sector.

This plan projects 270,000 new jobs by 2044. The 2018 Brookings Institute market assessment notes that strategies and policies that support innovation, workforce and job growth in tradable sectors (jobs that sell products or services outside the region and thus bring new wealth into the region) could strengthen our economy and add additional quality jobs that pay above-average wages. It suggests there are opportunities to accomplish this in the food manufacturing, life sciences, and mobility innovations sectors. The government sector will remain the main employer, but its share of jobs will decline.

Although our region has a strong starting point for economic prosperity and productivity, the Brookings assessment points to challenges the region faces: rapid technological transformation; further global integration; environmental and demographic change; and leadership. These challenges make it essential to promote equitable opportunity to continue our economic prosperity. As stated previously, like many other metro areas, more than one-third of residents in the Sacramento region struggle to make ends meet. The share of struggling families is disproportionately concentrated in communities of color and those with lower levels of education. The market assessment notes that a region cannot be economically prosperous if it fails to provide access to growth and opportunity for all.

Furthermore, *how* and *where* we grow — the location and shape of employment centers, housing, neighborhoods, and transportation infrastructure — plays an integral role in achieving a prosperous economy. Chapter 4 identifies policies and implementing actions for how development and transportation can support a prosperous future.

BUILDING BLOCK: PROSPERITY PLAN

In 2018, the Greater Sacramento Economic Council, Sacramento Metropolitan Chamber of Commerce, Valley Vision, and SACOG formed the Regional Prosperity Partnership to engage the nationally recognized Brookings Institute Metropolitan Policy Program to conduct a market assessment of the region. The findings show that the region can take advantage of changing market, technology, and demographic trends for broad-based economic growth, but to do so must focus on the core drivers and enablers of regional competitiveness and prosperity. In response, the Regional Prosperity Partnership is developing the Prosperity Strategy, a strategic framework to champion a pathway for inclusive economic prosperity.

The Prosperity Strategy translates the long-range vision of this plan into near-term steps to advance regional economic growth, prosperity, and inclusion. The strategy recognizes that maintaining the economic recovery we've experience since the end of the Great Recession will take a renewed focus on the key factors of regional competitiveness, and a shared commitment for targeted, near-term action that responds to the strengths, weaknesses, and vulnerabilities identified in recent regional assessments. To orient around near-term action, the Prosperity Strategy will prioritize near term implementation actions in three market drivers (tradable sectors, innovation, and human capital), and two supporting systems (transportation infrastructure and regional governance).

PLACES

The region will have to develop more compactly over the next 20 years.

In order to improve our economy and quality of life, the region needs to develop land more efficiently in the next 20 years compared to the way it developed over the last 60 years. More compact development will help keep agricultural land in production to power our agricultural and food industries; protect our communities from worsening air pollution; conserve water; efficiently deliver public and transportation services; and make it more reliable and affordable for people to get to their daily destinations.

No matter how much money we spend on transportation infrastructure, it will neither reduce congestion nor make travel more reliable in the long run, without a more compact development pattern.

We are required to look at the both the transportation and land use impacts of the forecasted new jobs, homes and people. While the region has adequate room to grow in proposed and adopted local land use plans for the growth we project over the next 20 years, it far exceeds the amount required. Using those local plans as a base, this plan lays out a strategy for coordinating and phasing land development with transportation projects that accommodate growth and enhance quality of life. The results of that coordination will be significant. By 2044 there will be:

- 500,000 more people living close to major job centers compared to today.
- 18 acres of farmland developed for every 1,000 new residents, compared to historic conversion rates of 242 acres for every 1,000 new residents.
- 490,000 homes and 658,000 jobs close to high-frequency transit service.
- Less traffic congestion per capita even as the region grows by 620,000 more people.

Appendix E includes additional information on plan performance.

TRAVEL

People will have better access to jobs, make shorter trips, and more options to avoid heavy congestion.

An increased emphasis on compact development and better coordination of that development with transportation projects show significant benefits for travel in 2044. An extra 109,500 jobs are forecast to be within a 30-minute drive of people's homes, an increase of 29 percent. And the extra 17,500 jobs forecast to be within a 30-minute transit trip from people's homes is an increase of more than 350 percent. These improvements help to lower the average daily vehicle miles workers will travel from 18 in 2016 to 16.1 in 20440.

That 1.9 mile reduction may not sound significant, but when you multiply that impact by 1.33 million total workers in 2040, and consider that it is within the context of 620,000 more people in the region, the roughly 10 percent reduction in commute distance makes a real difference in people's lives by contributing to a per capita reduction in greenhouse gases emitted by weekday drivers of 19 percent below 2005 levels. That 19

percent reduction comes because of the policies outlined in this plan; if we were to proceed on our current trajectory, we would not meet that state mandated goal.

The plan also forecasts a reduction in daily vehicle miles traveled per capita in heavy congestion, from 1.56 in 2016 to 1.53. As a useful rule of thumb, "heavy congestion" means when average speeds drop by 60 percent or more on a roadway, which you can think of as below 35 mph on a freeway or 20 mph on a local street. This change is notable, not because of the slight reduction in the congestion drivers experience on an average day, but because that minor reduction is happening at the same time the region is growing by 620,000 people. Meeting the needs of a population nearly 25 percent larger than we have today, while maintaining and even reducing the amount of congestion on our roadways is an important indicator of the region's success.

It is also worth bearing in mind that any one driver's experience of congestion is just that, a moment in time in one location. So if, for example, somebody chooses to live in El Dorado Hills and work in downtown Sacramento starting at 9am, they may not find much comfort in knowing that regionwide, congestion will no longer be growing faster than the region's population. But the growth planned for in non-downtown employment centers, such as Folsom and Roseville, the increase in infill development, and the increase in transportation options that work for commuters including express buses or paid express lanes, will mean many more opportunities in the future to live closer to where you want to work and play and make travel quicker and easier.

The region will have a safer transportation system that's in better shape.

Over the last 10 years, an average of 263 people died in collisions on our region's roads and highways. In 2021, 350 people died, the highest number of recorded deaths in our region for the last 10 years and a 40 percent increase from the prior year. The region's 2021 collision fatality rate of 1.8 fatalities per 100 million vehicle miles traveled is a record high. This is 27% higher than the 2021 statewide average of 1.4 fatalities per 100 million vehicle miles traveled.

We need to do better. Safety is an issue in urban, suburban, and rural areas of the region and for all travelers – drivers, passengers, bicyclists, and pedestrians. Safety concerns on roadways largely center on intersection crashes and run-off-the-road collisions, but also include narrow shoulders; roadside obstacles; short, tight ramps; and poor lighting and signage. In rural areas, shoulders and guardrails are often lacking along many high-collision locations.

Road safety is a major public health risk, but even minor incidents can affect the reliability of our transportation system. Up to 50 percent of traffic congestion on roadways is due to incidents including collisions, weather, spilled loads, and stalled vehicles. Although crashes are typically less severe on congested roadways, even a small incident can quickly lead to a large amount of traffic delay.

The solutions to increasing the safety of rural roads must be sensitive to community preferences and the type of travel the road sees that are often much different from those in urbanized areas. Many rural residents prefer roads that reflect a more rural setting, that is, without curbs, gutters, and sidewalks. Rural roads typically don't carry the same diversity or quantity of users – bikes, pedestrians, frequent transit – as urban roadways. However, this is not always true, and collisions, whether between vehicles or vehicles hitting

cyclists and pedestrians, often happen at much higher speeds. Finding a balance between preserving rural character and providing adequate infrastructure is essential for keeping our region's rural roadways safe.

The emergence of autonomous vehicle technology will help make our roads safer by 2044 because it will reduce one of the major risks on the road — poor and impaired drivers. And because a well-maintained road network is a safer road network, the region's commitment to fix-it first transportation policies will pay safety dividends. Roadway design, ensuring adequate space for various users, adequate signage and lighting, and measures that increase driver awareness are all critical to improving the safety of our system.

Appendix A includes the transportation project list included in this plan.

The region will have cleaner air.

By 2044, cleaner vehicles, a productive transit system, less reliance on single-occupancy vehicles, and more opportunities to walk and bike, in partnership with improvements in industry and manufacturing, will have greatly reduced the routine "Spare the Air" days of today when air quality is so bad that residents are encouraged to stay indoors.

The more compact land-use pattern and transportation investments included in this plan play an important role in achieving this outcome. On-road emissions (emissions from cars, trucks, buses, motorcycles) account for a significant portion of harmful emissions we find in our air. They make up more than 30 percent of greenhouse gas emission associated with climate change. Today, our air quality violates federal health standards under the Clean Air Act for several pollutants for which the federal government has found direct links to health problems.

Today, thanks largely to improvements in vehicle technology, we are starting to see improvements. In 2018, after 20 years of monitoring, our region demonstrated continued attainment of federal health standards for carbon monoxide, a pollutant that can affect the body's ability to transport oxygen to the heart and brain and can be particularly concerning for people with certain types of heart disease.

Over the next 20 years, it is critical that we approach expanding our roads and highways with caution – add capacity where congestion exists to avoid excessive vehicle idling but avoid overbuilding roads that would attract even more driving and incentivize development in areas where driving is not the only option. By 2040, tailpipe emissions of air pollutants that contribute to elevated amounts of ground level ozone – a pollutant that can trigger a variety of health problems, particularly for children, the elderly, and people who have lung diseases such as asthma – will have reduced by nearly 40 tons per day (a 70 percent reduction in daily emissions). For more information on the Clean Air Act and our region's plan to tackle our air quality challenges, see Appendix I: Air Quality Conformity Analysis.

What will we have done to get to our brighter future?

PEOPLE

To ensure better opportunities for workers, we will support growth in these tradable industries — agriculture, food, manufacturing, life sciences, and innovative mobility.

The Sacramento's region's economy historically has been dominated by a few sectors—local, state, and federal government employment has accounted for roughly a quarter of the region's jobs, with education, health, and professional services also serving as major employment sectors. With an additional 270,000 new jobs projected in the region, an increasing number and share of residents are expected to work in educational and health services, two industries that have experienced recent growth. The region is also expected to add a significant amount of employment in professional and business services, as well as construction. The share of employment in government — which will remain the region's largest sector — is expected to decline by 2044, as is the share of retail and manufacturing.

Although our economy has strong projected job growth, the region needs to work to diversify its economic base across a larger set of industries and occupations to help realize more broad-based economic growth. The recent Brookings market assessment notes that strategies and policies that support innovation, workforce and job growth in tradable sectors (jobs that sell products or services outside the region and thus bring new wealth into the region) could strengthen our economy and add additional quality jobs that pay above-average wages. One such potential opportunity to translate regional strengths into quality job growth exists at the intersection of agriculture, food, and manufacturing. Another is in life sciences, while a third stems from new industries being created through innovative mobility. These industries, however, are still just a small part of the overall economy. The region will also need to expand employment opportunities in major employment sectors in order to realize the job growth we project. Two large sectors that might see increased job growth are 1) services connected to state government planning in areas like climate change, transportation, and health care, and 2) state headquarters for health care activities. The Prosperity Strategy will develop strategies and prioritize near-term implementation actions to support the tradable and inclusive economic opportunities in our region.

We will ensure everyone benefits from the expanded range of travel options.

As we plan for the growth and future needs of our region, we need to make sure the benefits are available to all segments of society. If we don't prioritize equity in our investments and decision-making, we will shortchange ourselves economically as a region by not maximizing the potential of all our communities and residents.

The most transformative innovations are the ones that can scale to a broader market. A good example is the electrification of transportation. If this technology is to have the significant impact it promises in reducing greenhouse gas emissions — a major state goal that this plan must meet — it needs to be accessible to a wider market.

A new Clean Cars 4 All program, administered by the Sacramento Metropolitan Air Quality Management District using California Climate Investments funding, does just this. The program offers two options to low-income people who own cars that are 15 or more years old. The "Scrap and Replace" option gives people who scrap their old car $9,500 towards a new or near-new zero emission vehicle. The "Scrap and Forget" program gives people a Visa card loaded with $7,500 in credits that can used for a wide variety of transportation options, such as on-demand micro-transit, car and bike-share programs, Uber and Lyft, or public transit.

This program not only improves air quality, it promotes economic opportunity and resilience for low-income people. At the program's soft launch in August 2019 (with full deployment in early 2020), Victoria Robertson, the program's first participant, talked about the economic insecurity that came with owning an unreliable older car. Victoria depends on the car to get her to work and uses it to supplement her income by driving for a food delivery service on the weekends.

"My AC went out, the only window that really works is the front passenger one, it's got a small oil leak, and it's started to overheat. I worried about it and prayed on it. What would happen if it broke down? My prayers were surely answered when I heard there was a program that would give me $9,500 to replace my car with a new or near-new zero electric vehicle. A reliable car is a big game-changer in my life."

We need to push the private sector to innovate where they can both make a profit and design solutions that work for more than just the wealthiest populations. We need to work together to ask ourselves where innovation can make the biggest impact.

PLACES

The public and private sectors will work in partnership to build more types of housing for today's and tomorrow's households.

To meet the housing demands of a growing population and economy, the region will need to produce, on average, 11,000 new homes annually — roughly a doubling of the region's average annual housing construction rate since the end of the Great Recession. While we are planning for robust housing and employment growth, it will require partnership from the public and private sectors to build it. It took almost a decade for the region's economy to recover from the Great Recession — job growth is up, but housing construction is lagging.

How will 2044 be different from today? First, we assume we will be able to build enough housing to keep up with population growth, reversing the disturbing trend of under-producing housing we saw in the last decade. Second, this plan assumes a reversal of historic building trends: the majority of new homes in the future will be built as either attached homes or single-family homes on smaller lots. This mix of housing products is critical for housing choice, affordability, walkability, transportation options, and preserving open space and agricultural land.

Where housing is constructed also has implications for air quality, natural resources, quality of life, and local government budgets. As housing production doubles, it will be critical to maintain a balance of infill and greenfield growth over time to avoid an uncoordinated development pattern that can create more traffic congestion, harmful air pollution from vehicles, and additional cost for local governments that provide services and maintain infrastructure. Furthermore, for over a decade, consumers have been demanding a wider range of housing types — whether for lifestyle, budget, or both.

FIGURE 3.3. HISTORIC AND PROJECTED ANNUAL HOUSING CONSTRUCTION

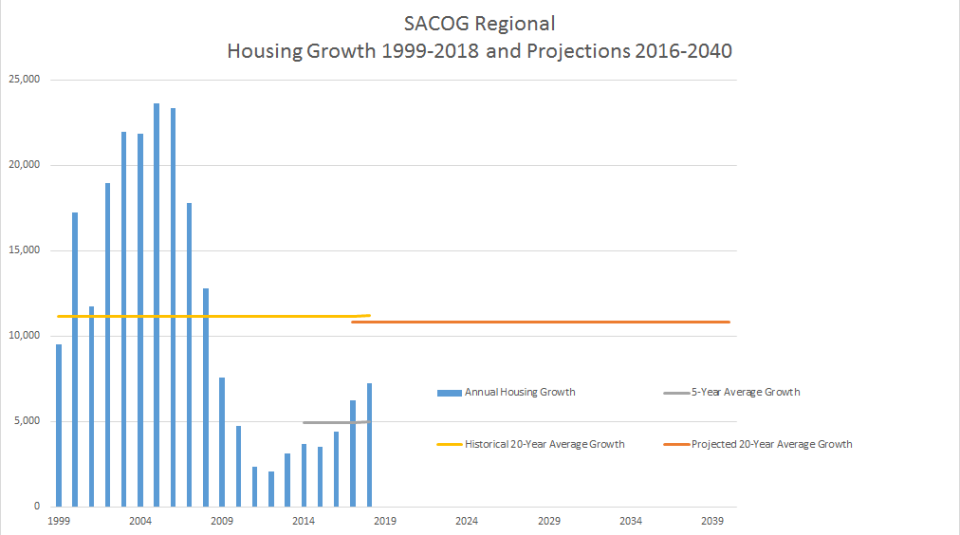
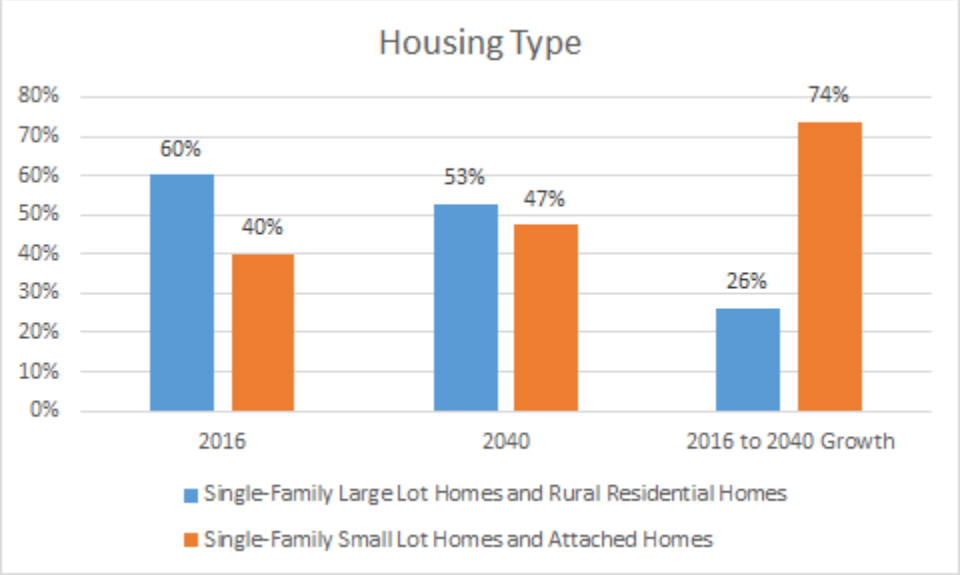


FIGURE 3.4. HOUSING TYPES IN 2016 AND 2044



BUILDING BLOCK: THE SACRAMENTO REGION BLUEPRINT

Many of the region's developing communities were planned for in the late 1990s and early 2000s. At that time, the region was experiencing unprecedented housing growth. However, a lack of coordination and phasing between the region's 22 cities and six counties led to significantly worsening traffic and air quality. This led the cities and counties of the region to voluntarily and collaboratively prepare a plan for how best to plan for and manage future growth. Developed in 2002-2004, the Regional Blueprint outlined a growth vision for the region based on seven smart growth principles:

- Use existing assets
- Compact development
- Mix uses
- Transportation choice
- Housing choice
- Preserve natural resources
- Quality design

Using these principles, the Blueprint envisions a development footprint that provides plenty of capacity for a growing region while conserving farmland and natural resources, improving air quality, and raising the overall quality of life. While the Blueprint was a 50-year vision looking out to 2050, the Great Recession and resulting changes to the development and building industry have slowed the growth trajectory the region was on 20 years ago. The growth assumptions and development footprint of the Blueprint are likely to take a much longer time to achieve; however, it still provides an important framework for the region's long-term growth. Appendix D: Land Use Forecast Documentation includes more information on the Sacramento Region Blueprint, including a map of the Blueprint growth footprint.

Regional growth will be focused on existing cities and suburbs.

This regional growth strategy is built up from local land use plans. Nearly two-thirds of the region's new housing and 85 percent of its job growth is expected to be in Centers and Corridors, and Established Communities (i.e., existing suburbs, downtowns, commercial corridors, and the buildout of today's existing suburbs). The remaining third of new housing and 15 percent of job growth is expected to be in more than two-dozen new Developing Communities (i.e., greenfield areas), mostly located at the edge of established communities and in scattered rural residential areas. With more homes and jobs in existing communities, how will the region look different in 2044? Today's new suburbs will build out to become tomorrow's mature neighborhoods. New suburban development will occur more slowly in the next 20 years compared to the last 40 years. And, today's aging suburban commercial corridors and old downtowns will transform with new business uses, homes, and amenities.

BUILDING BLOCK: COMMUNITY TYPE FRAMEWORK

This plan uses a Community Type Framework to describe the land use forecast of 2044. Local land use plans (adopted and proposed general plans, specific plans, master plans, corridor plans, etc.) were translated into one of five Community Types based on the location and development pattern of the area. As housing and job growth occurs over time, specific geographic areas evolve, such as from lands not identified for development, to developing communities; developing communities to established communities; and established communities to centers and corridors. Figure 3.5 illustrates these Community Types:

Center and Corridor Communities
Land uses in Center and Corridor Communities are typically denser and more mixed than surrounding land uses. Center and Corridor Communities are identified in local land use plans as historic downtowns, main streets, commercial corridors, rail station areas, central business districts, town centers, or other high-density destinations. They typically have more compact development patterns, a greater mix of uses, and a wider variety of transportation infrastructure compared to the rest of the region. Some have frequent transit service, either bus or rail, and all have pedestrian and bicycling infrastructure that is more supportive of walking and bicycling than other Community Types.

Established Communities
Established Communities are typically the areas adjacent to, or surrounding, Center and Corridor Communities. Many are characterized as "first tier," "inner ring," or mature suburban communities. Some are today's newest subdivisions and suburbs. Local land use plans aim to maintain the existing character and land use pattern in these areas. Land uses in Established Communities are typically made up of existing low- to medium-density residential neighborhoods, office and industrial parks, or commercial strip centers. Depending on the density of existing land uses, some Established Communities have bus service; others may have commuter bus service or very little service. The majority of the region's roads are in Established Communities.

Developing Communities
Developing Communities are typically, though not always, situated on vacant land at the edge of existing urban or suburban development; they are the next increment of urban expansion. Developing Communities are identified in local plans as special plan areas, specific plans, or master plans and may be residential-only, employment-only, or a mix of residential and employment uses. Transportation options in Developing Communities often depend, to a great extent, on the timing of development. Bus service, for example, may be infrequent or unavailable today, but may be available every 30 minutes or less once a community builds out. Walking and bicycling environments vary widely, though many Developing Communities are designed with dedicated pedestrian and bicycle trails.

Rural Residential Communities
Rural Residential Communities are typically located outside of urbanized areas and designated in local land use plans for rural residential development. Rural Residential Communities are predominantly residential with some small-scale hobby or commercial farming. Travel occurs almost exclusively by automobile, and transit service is minimal or nonexistent.

Natural Resource Lands (Lands Not Identified for Development during the MTP/SCS Planning Period)
These areas of the region are not expected to develop during the planning period. These areas are dominated by commercial agriculture, forestry, resource conservation, mining, flood protection, or a combination of these uses. Some of these areas have long-term plans and policies to preserve or maintain the existing "non-urban" uses; however, some are covered by adopted or proposed plans that allow urban development and/or are identified in the Blueprint Vision for future growth.

More information on the land use forecast is included in Appendices C and D.

FIGURE 3.5. COMMUNITY TYPES

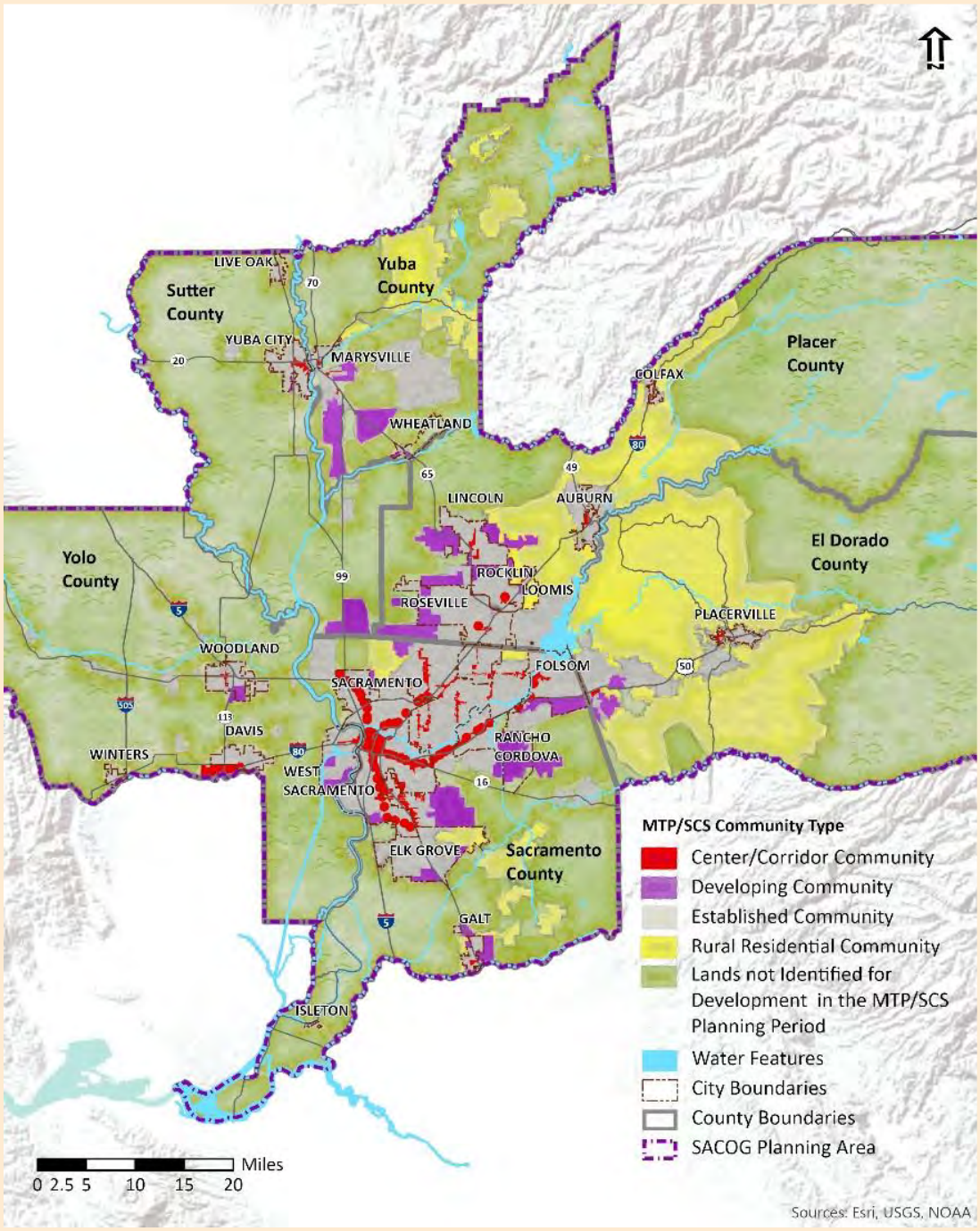


TABLE 3.2. SUMMARY OF EXPECTED HOUSING AND EMPLOYMENT GROWTH BY COMMUNITY TYPE

	2016		2016 to 2044		2044	
Community Type	Dwelling Units	Employees	Dwelling Units	Employees	Dwelling Units	Employees
Center and Corridor Communities	113,880	370,890	86,661	82,850	200,541	453,739
Established Communities	712,012	645,326	81,365	146,053	793,377	791,379
Developing Communities	20,793	12,339	89,313	39,754	110,106	52,093
Rural Residential Communities	74,438	32,196	2,789	1,405	77,227	33,601
Lands Not Identified for Development in the MTP/SCS Planning Period	n/a	n/a	n/a	n/a	n/a	n/a
Region Total	921,123	1,060,751	260,128	270,062	1,181,251	1,330,813

Source: SACOG Proposed MTP/SCS Land Use Forecast for 2044

Appendices C and D include more information on the land use forecast.

We will have re-imagined and revitalized the region's commercial corridors.

Changes in the retail sector of the economy, in consumer housing preferences, and the nature of work, mean the time is right to re-envision and reinvent former auto and chore-oriented arterials into vibrant places where people live, work, and play. These Centers and Corridors are ripe for the new housing that's needed by current and future residents and for new commercial and employment opportunities. This reinvention is an opportunity to rethink how people travel to, from, and within Centers and Corridors.

In 2044, over 171,000 new residents will live in the region's commercial corridors and downtowns. This is a 67 percent increase from the number of people living in these areas is 2016. This means we need to encourage and facilitate the construction of 87,000 more homes and the growth of 83,000 more jobs in the region's commercial corridors and downtowns.

We will have invested in rural economies and smaller towns and connected our vital natural resource economy to its urban markets.

Even as our region adds 620,000 more people, it will still be a largely rural place: less than one percent of the region's nearly two million acres of agricultural land is impacted by the future development pattern. Seventy-five percent of the fresh water that flows into the Sacramento-San Joaquin Delta originates in the snow-capped peaks of the Sierra Nevada and flows downhill to irrigate croplands and a thirsty urban population. This rural land base is vital to the region's agricultural economy, health, and quality of life. The land not only contributes directly to the region's economy — agriculture is one of the region's only tradable industries — it also supports the region's economy by providing water supply and flood protection, recreation and tourism, habitat conservation, and provides aggregate and timber for development.

While some of the region's undeveloped rural lands are identified in local plans for urban development at some point in the future, the vast majority of our rural lands play an important role in the economy. For example, the specialty crop industry (fruits, vegetables, etc.) contributes an average of $1.2 billion annually to the local economy. Most agricultural jobs — processing, manufacturing, distribution — are located in cities and urban areas. The agricultural sector could generate more money in the local economy with value-added processing — off-farm processing and manufacturing of food and fiber products. This plan aims to support the rural economy by strategically investing in transportation infrastructure to serve the farm-to-market activity of the natural resource economy. Furthermore, most of those jobs will be located in cities and areas with urban infrastructure.

For more detailed information on the MTP/SCS growth pattern see Appendix C: Land Use Forecast.

BUILDING BLOCK: MOVING FREIGHT

Our region is a crossroads for freight moving into, out of, and around California. Around $400 billion in goods annually moves through the region over the Sierra Nevada along the I-80 corridor or out of San Joaquin County along the I-5 or SR-99 corridors. While most of the more than 300 million tons of freight traveling through the region is carried by trucks, some travels by rail, air, and ship.

Four freight railroad systems operate in the Sacramento region. Union Pacific Railroad (UPRR) is the largest Class I freight railroad in the U.S. and operates over 3,000 miles of track in California. UPRR's J. R. Davis Yard, located in Roseville, is the largest railway yard on the West Coast. Approximately 98 percent of all UPRR traffic in Northern California is moved through this yard. Other railways include the BNSF Railway, Sierra Northern Railway and the California Northern Railroad.

Sacramento International Airport (SMF) and Mather Airport are among the top ten air cargo carrying airports in the state. FedEx operates wide-body and feeder aircraft through SMF and United Parcel Service (UPS) operates a 20,000-square-foot facility out of Mather Airport. Appendix M includes more information on Airport Land Use Compatibility Plans.

The Port of West Sacramento is an inland port located a few miles west of downtown Sacramento near US-50 in Yolo County. The Sacramento Deep Water Ship Channel runs 43 miles from Antioch (in Contra Costa County) near the mouth of the Sacramento River, ending at the harbor of West Sacramento. The Port handles a variety of cargo moving into and out of the region including rice, fertilizer, lumber, cement, minerals/ore, metals, wind turbines, machinery, generators, and steel.

The region's interstate system is critical for supporting freight movement whether it's moving through or starting or ending its journey in the region. This plan invests more than $8 billion in highway and interchange projects to improve operations and reliability for both commuters, through-travel, and the movement of goods. Additionally, as the region looks to grow its multibillion-dollar agricultural economy, we recognize that growth depends on maintaining and investing in our rural roads and highways. The policies and actions described in Chapter 4 outline strategies and priorities for supporting agricultural and rural economies throughout the region.

To support the region's growth, we will invest $35.5 billion in our transportation system in the next 20 years. But we need to be strategic in how we spend our transportation money.

The MTP/SCS forecasts investments of $35.5 billion for transportation infrastructure, transit service, programs, and operations over the next two decades. However, funding for transportation faces serious challenges in the coming years.

More than half of our region's funding for transportation is generated through gas taxes.

Gas taxes, both state and federal, are primary sources of funding for transportation investments, accounting for about half of all the funding available to build, maintain, and operate transportation infrastructure and services in the Sacramento region. However, improvements in vehicle fuel efficiency, and increases in electric and hybrid vehicles, are already reducing the demand outlook for gasoline and diesel. According to the California Energy Commission, consumption of gasoline is likely to decrease by one to three percent annually between 2018 and 2030.

BUILDING BLOCK: WHAT COMES AFTER THE FUEL TAX?

Fuel taxes have been the primary source of funding for transportation for the better part of the last century. However, advances in vehicle technology have made huge strides in improving fuel efficiency or removing fuel from the equation entirely. As fuel consumption decreases, so do the revenues it generates to pay for transportation infrastructure. At the same time, the demands on our roadways continue to increase.

The federal gas tax was last raised in the 1990s and has not kept up with increases in construction prices for over a quarter century. Since 2008, the Federal Highway Trust Fund and Mass Transit Account, which both receive funding from the federal 18.4 cent excise tax on fuel, have required annual infusions of general fund money to maintain solvency. In just the last decade, the accounts have received more than $140 billion in transfers from the general fund to keep federal dollars flowing to transportation projects around the country. Even with infusions from the general fund, federal funding for transportation makes up a decreasing share of state and local transportation budgets, putting a greater burden on states and local communities to address their transportation needs.

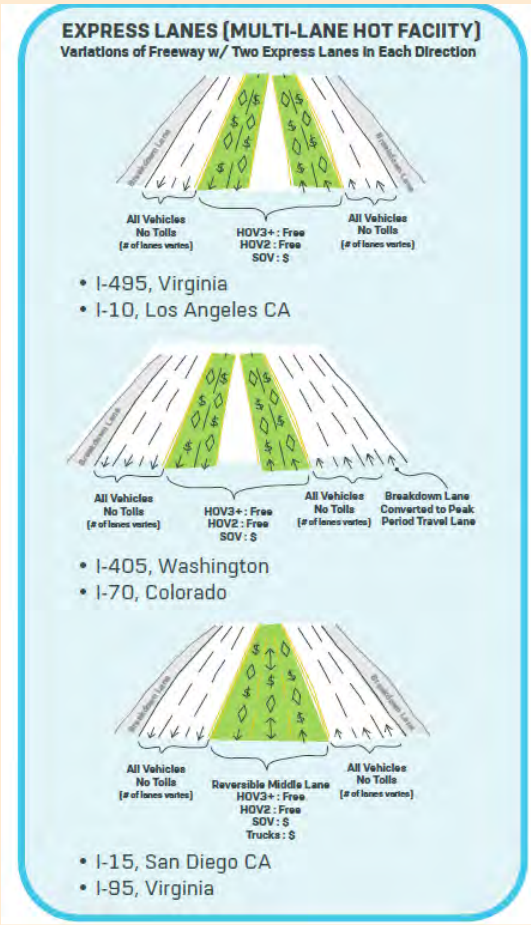
In California, the Road Repair and Accountability Act of 2017, also known as SB 1, increased the state's excise tax on diesel and gasoline and created additional registration fees, including an additional fee for electric vehicles, to help pay for maintaining our roads and highways. This funding provided a much-needed infusion into our aging transportation infrastructure. However, even with the new revenues, we're still falling short of our overall maintenance needs. In just the next 10 years in the Sacramento region, we're facing an annual funding shortfall of several hundred million dollars to pay for a backlog of repairs to our roadways, sidewalks, bike lanes, vital support infrastructure, and transit vehicles and infrastructure.

We must find a more sustainable source of funding for transportation that reflects the growing demand on our system and is not dependent on fuel consumption. The MTP/SCS identifies two strategies that maintain the user pays concept, which places responsibility on the drivers that use the system to pay their fair share in contributing to its upkeep.

Express Lanes

Express Lanes provide a smart traffic management system that allow users to pay a toll to enter a managed lane. Express Lanes use similar strategies to High Occupancy Vehicle (HOV) lanes, but also allow single occupancy and commercial vehicles to access the lanes to improve congestion and overall system reliability. This type of express lanes is frequently referred to as High-Occupancy Toll (HOT) lanes. Tolls can change based on real-time demand for a road and offer a reward system for carpooling or taking transit by allowing discounted or free entry. Single occupancy drivers are able to buy their way into the facility in exchange for a faster and more reliable trip. Express Lanes can manage congestion more effectively than a standard "freeway" facility by adjusting pricing, vehicle occupancy requirements, and number of express lanes and free lanes based on time of day congestion. The express lanes can also generate a direct revenue source to finance construction costs, fund roadway maintenance, enforcement, and potentially, improved transit service along a corridor. Our region remains one of the last major metropolitan areas in the country without any form of tolling or express lane network. Figure 3.6 provides a simple illustration of how these types of facilities look in other parts of the country.

FIGURE 3.6. CROSS SECTION OF COMMON EXPRESS LANE CONFIGURATIONS



Mileage-based User Fees (PayGo)

A mileage-based user fee, or PayGo, system, charges a fee based on how much a person drives on the roads. In its simplest form, the type of fee would use a cents per mile charge. A basic per-mile charge can be adjusted to account for a variety of conditions including time of day, congestion, and location. Most importantly, a PayGo system can serve as a long-term replacement for a fuel tax by providing a fair and sustainable way to pay for wear and tear on roadways, and a means for funding future maintenance and transportation needs. Much work is still needed to better understand how best to implement this type of system, address concerns about impacts to family budgets, and low-income and rural equity. The MTP/SCS calls for the region to migrate to this type of system in roughly the next decade, but doing so will require leadership on near-term actions to address remaining questions and concerns. Chapter 4 outlines actions to put our region in a place to drive a conversation about how this type of mechanism might be deployed throughout the state in a way that benefits drivers and infrastructure.

Maintaining our transportation system is critical to our success.

In 2017, California instituted State Senate Bill 1 (SB 1) providing more than $100 million annually to the region in a much-needed influx of funding to help fix and maintain the state's road, highway, and transit systems. This revenue patch was critical but does not fully address the long-term challenge of finding a replacement for fuel-based taxes. This leaves cities, counties, transit operators, and the state facing an ever-increasing gap between available funds and the cost to keep transportation infrastructure in a state of good repair.

In just the last decade, our local road conditions have declined significantly, contributing each year to a growing backlog of maintenance projects. Between 2008 and today, our roadway conditions have dropped from an average pavement condition index score of 70 to a score closer to 60. Pavement Condition Index is a simple way to monitor the condition of the surface of roads and identify maintenance and rehabilitation needs. A pavement score of 70 or above generally means that a road is in good condition and requires routine maintenance and patching. Scores in the 60s are signs that road conditions are deteriorating at an increasing pace and at risk of failing, resulting in much more expensive repairs if steps are not taken to intervene.

In addition to the more expensive repairs required as roads deteriorate into worse and worse conditions, poor road quality has direct implications for the region's residents, commercial drivers, and tourists including wear and tear on vehicles and reduced miles per gallon. Major reconstruction projects also cause more disruption to the traveling public than routine maintenance projects.

The infusion of California's SB 1 funding will help cities and counties curtail further deterioration of our roadways, at least in the short term, but falls short of helping us climb out of the hole we've accumulated over the past decades. To bring our roads to a state of good repair in the next decade, would require nearly $900 million annually, a far cry from the $350 to $400 million we're spending today.

Our transit system is facing a similar crisis. In just the next five to ten years, roughly half of our region's more than 500 buses are due for replacement. Nearly 60 percent of the light rail vehicles still in operation are over 25 years old and in need of replacements or significant refurbishing. The cost of replacing all these vehicles likely exceeds $400 million.

Presenting an additional challenge for transit operators is California's Innovative Clean Transit regulation, which sets out to transition the statewide fleet of buses to electric, hydrogen, or other zero-emission technologies by 2040. Beginning in 2029, all new transit vehicle purchases will be zero-emission, but transit agencies are already beginning the transition. The implications of this regulation are significant. At full deployment, a statewide zero-emission transit fleet stands to reduce greenhouse gas emissions by 19 million metric tons between 2020 and 2050 – the equivalent of taking 4 million cars off the road. However, this shift comes with a price. At a premium of 30 to 40 percent more than a typical bus today, zero-emission buses are not cheap. While prices are already starting to come down as technology improves and supply increases, these vehicles will require a significant investment by transit operators and local governments around the state.

The MTP/SCS identifies long-term funding strategies including mileage-based user fees and tolling to help make up much of the gap between our region's needs and current sources of revenue. Already, cities and

counties are looking to local option sales taxes, loans backed by future SB 1 funding, or allocations from general funds as potential sources of funding to supplement transportation budgets.

BUILDING BLOCK: PAYING FOR TRANSPORTATION

Federal law requires that the transportation investments planned in the MTP/SCS are financially constrained by a reasonable forecast of future revenues. To that end, SACOG developed a set of revenue projections for the plan that consider trends in the economy, policy and regulations, fuel price and consumption, and development activity. For the 2023 update we are planning for $35.5 billion over the next 20 years.

The Sacramento region gets transportation funding from a variety of federal, state, and local sources. Fuel taxes make up over half of all funding for transportation in the region today. Other revenues are generated through transit fares, dedicated sales tax programs, developer fees, and other local sources as summarized in Figure 3.3.

Many agencies share responsibility for determining how this money is spent, but funding for transportation is often restricted to certain uses. About three-quarters of all the funding forecast in the plan is committed to specific purposes or projects such as transit capital and operations, road or highway capital improvements, or system maintenance and operations. These limitations may be the result of federal or state policy, developer agreements, or voter approved initiatives. SACOG has some discretion over about six percent of the total budget that comes from a combination of federal and state sources. These more discretionary funds are an important part of how the region can further the policy objectives of the MTP/SCS. However, because the funding available to SACOG represents a small share of the total plan budget, implementing the plan will take the collective efforts of many agencies. Table 3.3 summarizes the major sources of funding supporting investments in the MTP/SCS. More details about the revenue forecast and specific funding sources in the plan is available in Appendix B: Revenue Forecast. Chapter 4 provides a discussion on how the region intends to spend our transportation dollars over the next two decades.

TABLE 3.3. SUMMARY OF MTP/SCS REVENUE SOURCES

Revenue Source	**Current year Dollars***
Federal (FTA Programs for Transit Capital, STP/CMAQ, Highway Bridge Program)	$4.2 Billion
State (SHOPP, Cap and Trade, STA, High Speed Rail, STIP**, ATP)	$8.5 Billion
Local (Sales taxes, fuel tax subventions, future variable mileage fees and tolls, development impact fees)	$22.7 Billion
Total	**$35.5 Billion**

*The dollar figures described throughout the plan are expressed in current year dollars (the cost of a project or amount of revenue as represented by the value of a dollar in today's economy). Appendices A and B provide these costs and revenues in both current year and year of expenditure dollars. Year of expenditure dollars account for inflation and represent the value of a dollar in the future. For example, a project costing $1 million today will cost more in the future as the result of inflation. Both the revenue forecast for this plan and the estimated costs of the transportation investments account for this inflation.

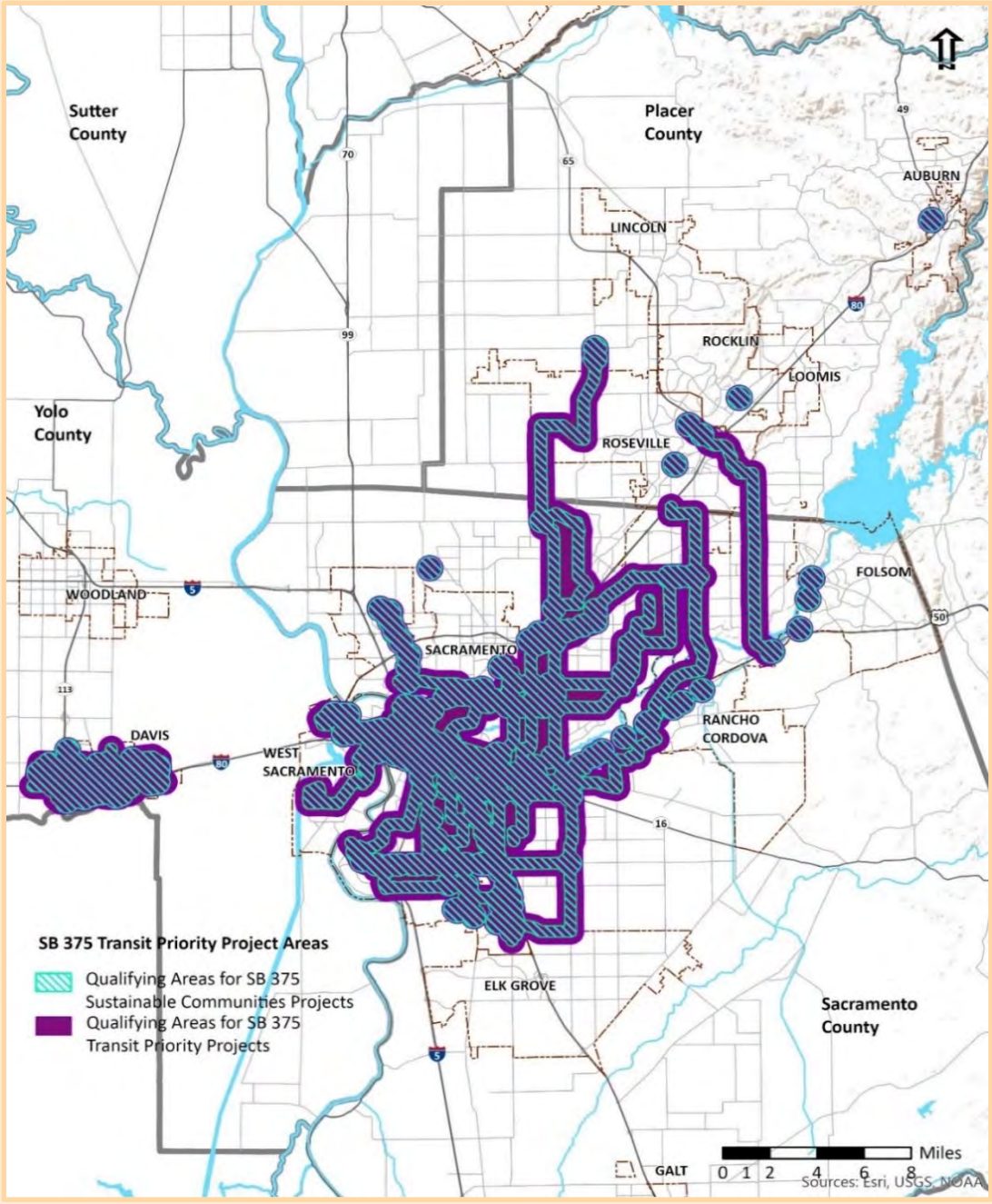
** Under state law, SACOG receives a share of Regional Improvement Program (RIP) funds through the State Transportation Improvement Program (STIP) every two years. During each two-year cycle, the California Transportation Commission provides SACOG with a fund estimate for four years' worth of funding comprised of both state and federal fund sources that contribute to the program. Caltrans administers its own share of STIP funds through the Interregional Transportation Improvement Program (ITIP). The MTP/SCS incorporates the funding estimates and projects included in the RIP and ITIP programs as part of the revenue and expenditure projections for the first four years of the plan.

BUILDING BLOCK: HIGH FREQUENCY TRANSIT AREAS

The MTP/SCS provides increased transit coverage across the region but prioritizes corridors and station areas with land uses that support productive transit services. Many of these higher density and higher demand corridors are assumed to have 15-minute or less service by 2044. Providing high-frequency service of 15 minutes or better in areas with more compact and mixed uses allows the MTP/SCS to provide cost-effective and productive transit service.

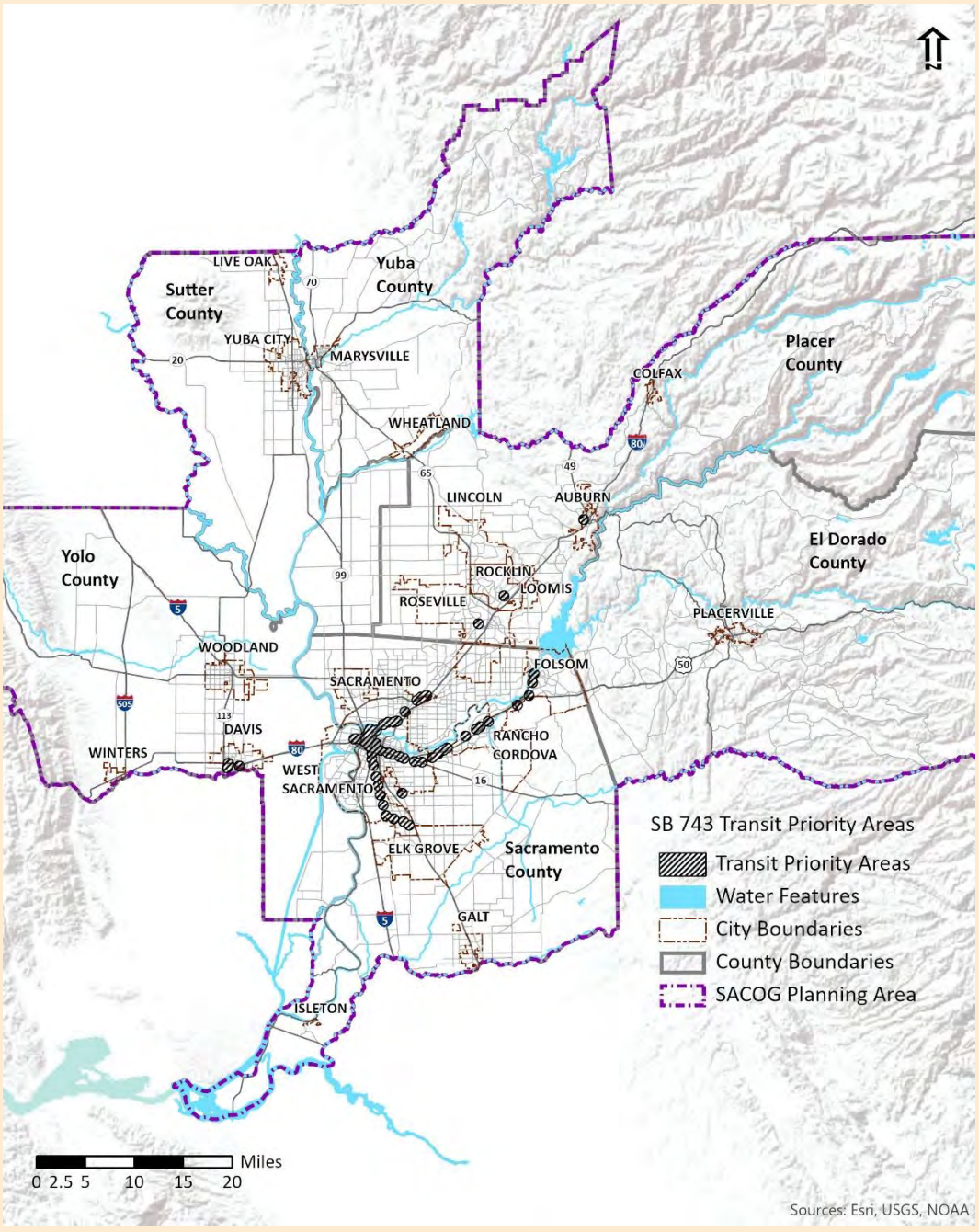
High Frequency Transit Areas (HFTAs) are areas of the region within one-half mile of a major transit stop (existing or planned light rail, streetcar, or train station) or an existing or planned high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. SACOG uses this definition of HFTAs because it coincides with the definition of Transit Priority Projects in SB 375. Under SB 375, Transit Priority Projects are eligible for streamlined environmental review. See Appendix D: Land Use Documentation for more information on Transit Priority Projects, HFTA's, and environmental review streamlining.

FIGURE 3.7. HIGH FREQUENCY TRANSIT AREAS



High Frequency Transit Areas in the MTP/SCS are different from Transit Priority Areas that are also available for some environmental streamlining or exemption under Senate Bill 743. The HFTAs in Figure 3.7 are representative of the transit in 2044 and have the potential to change with every quadrennial update of the MTP/SCS. However, the TPAs, as defined in SB 743, have the potential to change on a more frequent basis. The TPA map shown in Figure 3.8 is illustrative of the current TPAs in the region as of fall 2019. Appendix D includes more information on the CEQA streamlining options available to projects consistent with the MTP/SCS and their transit service requirements.

FIGURE 3.8. TRANSIT PRIORITY AREAS



We will have provided more transportation options and innovative mobility solutions.

This plan invests in multiple modes of travel to get people to and from major job centers in the future as well as ways to get around their communities. It provides more and new types of transit where development is dense enough to serve with transit. For example, we're planning for a doubling of transit service hours by 2044, increasing the proportion of the region's residents living near a high frequency transit line from 15 percent today to more than 40 percent. More than 95% of this expanded transit service comes from fixed route bus, bus rapid transit, and express bus service and frequency increases. Providing more transit service allows for higher frequency service on corridors with lots of ridership potential, broader coverage during weekdays (e.g., more evening service), and more service during weekend hours. We are projecting a significant increase in the number of homes and jobs near high-frequency transit, with such jobs increasing by 19 percent and homes by 27 percent. Nearly half of all jobs in the region will be near high-frequency transit by 2040.

BUILDING BLOCK: WHAT IS TRANSPORTATION DEMAND MANAGEMENT (TDM)?

Transportation Demand Management plays an important role in supporting and encouraging alternative mode use in the region where land use patterns and transportation options currently enable more modal choices now or in the future. Because the transportation landscape is changing with rapidly changing technologies, demographics, travel patterns, and shared mobility options, SACOG undertook a Strategic Planning effort in 2016 to re-design and implement a TDM program that was performance-based, cost-effective, and clear in outcomes. Since then, SACOG launched a new Innovative Mobility program in 2019 that combines traditional TDM activities with the development and testing of innovative mobility solutions. A major component of this new program is to fund demonstration projects that solve transportation challenges with new mobility solutions in the form of an accelerator program. Another large part of the program is to expand the reach of existing and new tools, programs, and incentives that reduce emissions and vehicle miles traveled.

The plan shows that the share of commute trips by transit, bike or walking will rise from 10 percent to 13.6 percent by 2044, with the share of all trips rising from 11.5 percent to 14.3 percent. It also invests in technologies to give travelers information about the types of trips they can take to provide them convenient choices, whether that be by walking, bicycling, scootering, driving, car-sharing, riding transit, or even some future form of travel yet to be rolled out.

The key words here are choice and convenience. For the health of our communities and to reduce congestion, we need to make it easier for people to make choices other than driving alone. Currently, 42 percent of the region's total trips and 70 percent of commute trips are by people driving alone. By investing in projects such as complete streets, bikeshare, transit modernization, communications infrastructure, transportation demand management programs, and new mobility, we will make it safer, cheaper, and more convenient for people to choose other options.

Some of these choices are well-established and durable. We have been walking since our species first stood up, bicycles have been with us for nearly two centuries, and the internal combustion engine ruled the 20th century. Now we have many new mobility choices and they are proliferating so quickly that it is hard to predict the winners in 2044. Not many people foresaw that shared electric scooters would prove popular in

cities around the world when they debuted in mid-2017, and now there are more than 1,000 on the streets of Davis, Sacramento, and West Sacramento.

The current pace of change in the world of transportation is unprecedented and we can't predict which new modes of travel will prove popular. But we can test, plan for, and help cities and counties work out which new mobility solutions work best for their communities to help all our residents access the places they want to go.

BUILDING BLOCK: WHAT IS VMT AND WHY DOES IT MATTER?

A vehicle mile traveled, or VMT, represents one vehicle traveling on a roadway for one mile. Regardless of how many people are traveling in the vehicle, each vehicle traveling on a roadway generates one VMT for each mile it travels.

VMT is a primary (though not perfect) indicator used by policymakers and transportation professionals when looking at the performance of our transportation system. In general, the prevalence of this measure is due to six factors:

VMT is relatively straightforward to measure by counting traffic on roadways at different locations. As a result, it is one of the few measures of transportation performance that is consistently documented over time using traffic counts and monitoring programs.

VMT bears a direct relationship to vehicle emissions — more VMT generally equates to more vehicle emissions. This relationship gets more complex as we start forecasting VMT into the future where we must account for increasing prevalence of electric, hybrid, and other vehicle technologies that will change this relationship.

VMT has a strong correlation with the presence of traffic congestion — the more miles people are driving in their vehicles, the more vehicles there are on the road at any given time. Higher numbers of vehicles eventually result in congestion.

VMT correlates with frequency of traffic collisions. Although vehicle design and safety features, roadway facility design, and traveler behavior affect the frequency and severity of accidents, a major factor in determining the number of accidents that occur on our roadways is the amount of travel. Safety analysts and researchers rely on measures of VMT to track and understand trends in traffic collisions.

VMT can be influenced by policy in several different ways. By providing attractive alternatives to driving alone, we can reduce VMT by shifting from vehicle to non-vehicle modes (e.g., from a car trip to a bike or walk trip), or from low occupancy to higher occupancy vehicles (e.g., from a single-occupant vehicle trip to a carpool or transit trip).

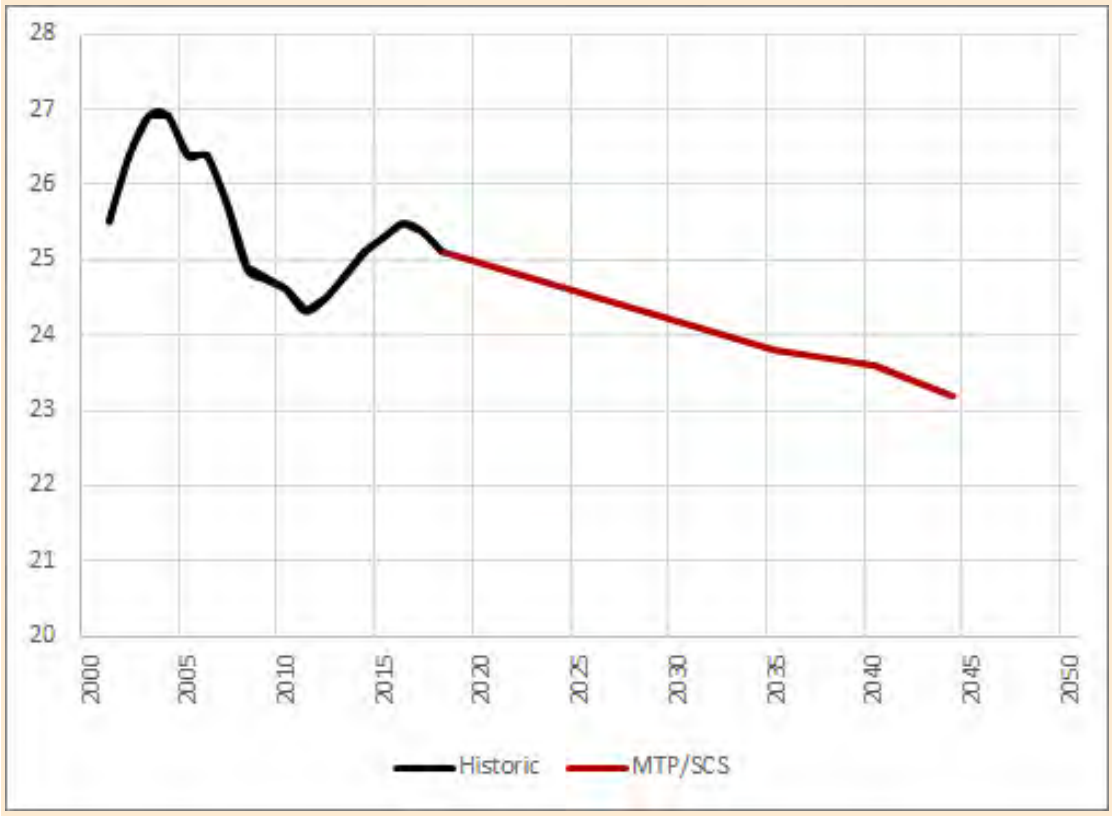
VMT can be influenced by land use patterns. A better mix of residential, employment, education, and service uses in an area can allow people to accomplish their daily activities with less driving, and consequently, less VMT.

Adding 620,000 new people to the region will increase overall VMT as new residents commute to their jobs, drop their children off at school, head to the grocery store, or make any other number of daily trips. However, an important goal of this plan is to reduce the *rate* of VMT growth. This rate, measured as VMT per capita, is a critical indicator of the plan's success. One outcome of this plan is a 10 percent reduction in VMT per capita in the year 2040 compared to today. This means that a resident, who today drives an average of 20 miles on a given weekday for work, trips to the store, or other errands, will shave an average of two miles off the distance they drive in their car on a daily basis in 2044. While this may seem like a modest change, it has huge implications when multiplied across the 3.1 million people that will live, work, and play in our region 20 years from now.

Achieving even this 10 percent reduction in VMT per capita cannot be taken for granted and will require a concerted effort by public and private sectors in the region. When VMT growth outpaces population growth,

congestion tends to increase, air quality gets poorer, and our transportation system becomes less reliable for all roadway users. The outcomes of this plan depend on avoiding this trend over next 20 years.

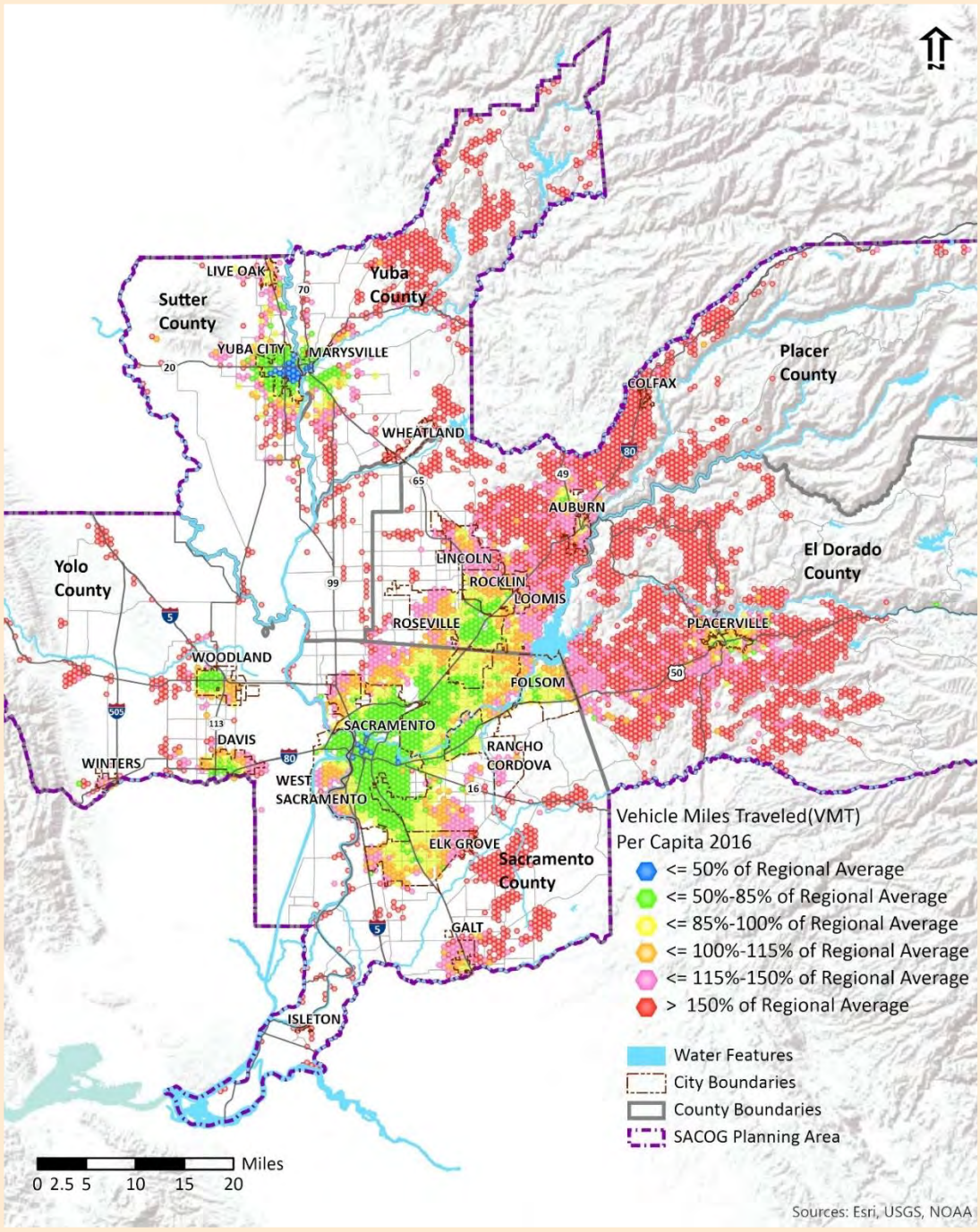
FIGURE 3.9. VEHICLE MILES TRAVELED IN THE SACOG REGION



A more compact land development pattern and providing alternatives to driving alone are critical strategies for reducing the amount of driving we do in our daily lives. Location within the region is very likely the most important variable in determining how much time people spend in their vehicles. Communities within existing urban areas, and with a mix and density of uses, tend to produce less VMT per new resident than places that are farther away and spread out. These "lower VMT" areas also tend to have the density and mix of uses to support better transit service and are friendlier to biking and walking for some trips. Figure 3.10 shows the distribution of VMT generation in the region based on our land use pattern in 2016 with blue and green areas representing areas that tend to generate relatively low daily VMT per person and red and pink areas showing places that tend to rely more on driving for daily activities.

For a closer look at the benefits and challenges of VMT as a transportation metric and a description of other metrics and indicators that inform the MTP/SCS, see Appendix E: Plan Performance.

FIGURE 3.10. 2016 VEHICLE MILES TRAVELED PER CAPITA



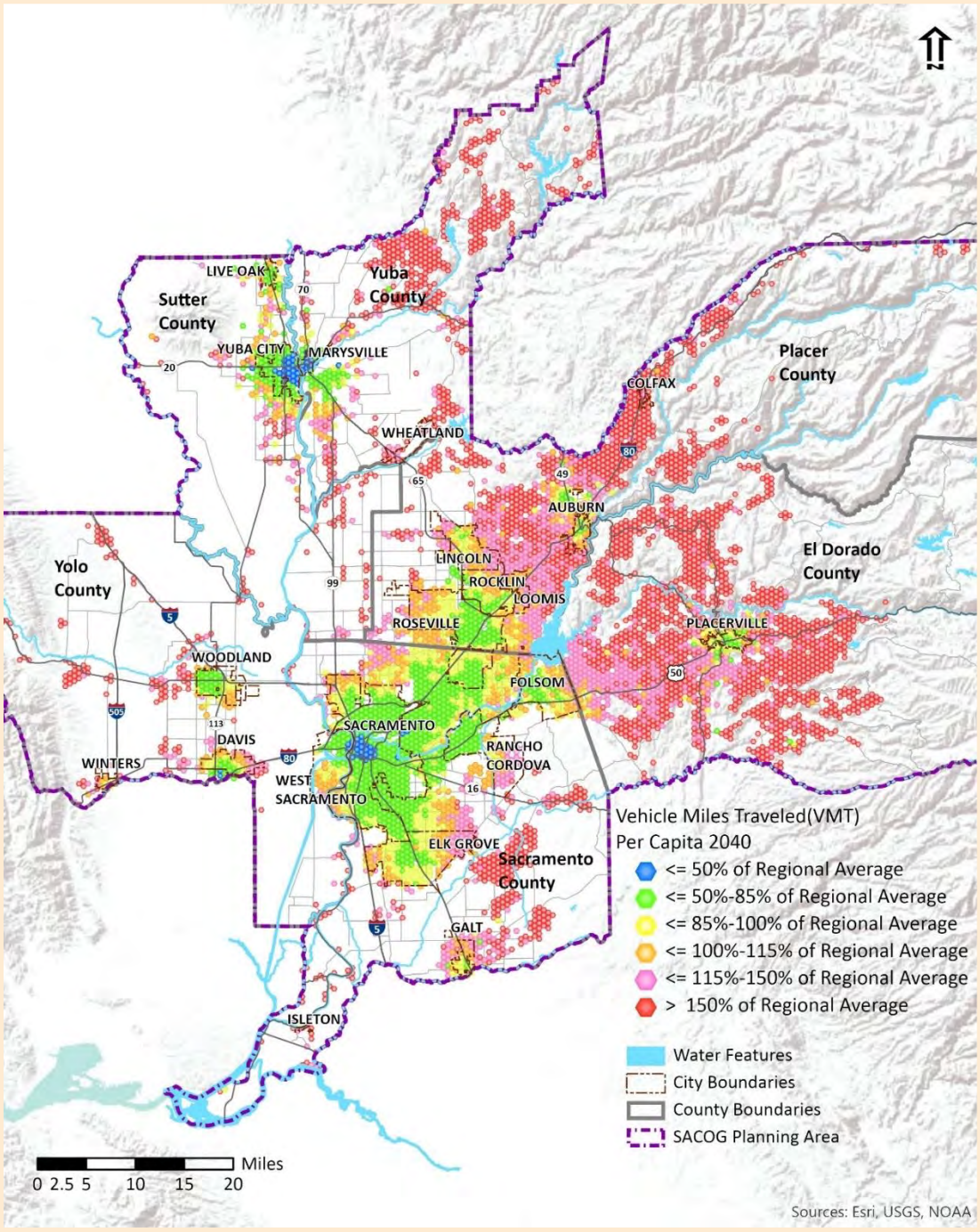
One of the Sacramento region's greatest assets is the diversity of communities and neighborhoods that provide people options for the type of lifestyle they want to lead. The MTP/SCS plans for a future that offers options from dense, urban environments where residents may choose to forego owning a car completely, opting instead to ride transit, walk, bike, or join a car- or ridesharing service — to suburban neighborhoods where one might

take a shorter car trips and occasional transit, walk or bike trips — to quiet, rural residential neighborhoods and farming towns where owning a vehicle is commonplace and a near necessity for daily travel.

Today, and in the future, most of our residents will live in suburban communities that vary greatly in the amenities, proximity to jobs, and transportation options they offer. The plan does not call for all communities everywhere to be built and look exactly the same. Rather, the plan calls for filling in our existing suburbs, revitalizing aging commercial corridors, bringing a greater mix and intensity of uses to urban cores, and realizing coordinated and phased expansion to new greenfield areas. A balanced approach to growth is an important part of the land use and transportation strategy of the MTP/SCS.

This phased approach to development will help keep the rate of VMT growth below that of population growth in a couple of ways. First, by filling in existing communities that already have a good mix of uses and transportation options (the blue, green, and yellow areas on the map below) we can expand and improve the infrastructure and services that are already in place today. Second, by building out newer communities or bringing more amenities and services to where housing already exists or, inversely adding housing to areas rich in jobs and services (generally the orange, pink, or red areas on the map) people will have more options to live, work and play in closer proximity. This has the effect of reducing the need to choose a car for every trip and makes it easier to walk, bike, or hop on a bus for at least some daily trips. Figure 3.11 shows the VMT generation across the region by the horizon year of the plan.

FIGURE 3.11. 2044 VEHICLE MILES TRAVELED PER CAPITA



We will have become a test-bed for new mobility solutions and autonomous, electric vehicles.

In order to discover how new mobility technologies will work in our communities, we need to test them. Encouraging and designing such tests, collecting data, and then using those insights to help develop policies and procedures are key roles for SACOG, in partnership with local communities. Our most significant effort in this area has been through our innovation accelerator, Civic Lab. In 2018, its first year, Civic Lab focused on innovative mobility solutions. Civic Lab convened eight cross-disciplinary teams from different jurisdictions sector teams to tackle challenging issues related to transportation and land use, and to pilot innovative solutions that can have local and regional impacts. Teams consisting of public agencies with non-profit and private sector partners came together to test and innovate on planning, programs, and policy. Their hard work paid off with the SACOG Board of Directors allocating $1 million in project funding which was then matched with nearly $2 million in additional public and private dollars. As a result, many pilot programs launched throughout the region in 2018-2019:

- The region's first passenger autonomous vehicle pilot put an electric, 3D-printed Olli shuttle on the campus of Sacramento State to test how students, staff and the public staff would interact with it. Additionally, the university held three courses on engineering, sociology, and design to create hands-on learning for students.
- The Apple Hill project reduced traffic during peak tourist times by using wayfinding apps, increasing signage, and improving transit between ranches in this popular agritourism center.
- The First/Last Mile Suburban project launched multiple projects that include microtransit and travel training programs.
- The Davis Amtrak Station project works with qualified vendors to increase car occupancy rates with mobile apps and to develop microtransit services.
- The Franklin Boulevard Zero Emissions project operates microtransit and will also fund all-electric shuttle buses through Electrify America.
- The Rancho Cordova autonomous vehicle project implemented the region's second Olli shuttle on the White Rock Corporate Campus, a large business park that is home to 1,600 employees. It represented the first time an Olli shuttle had been tested in a business environment.

In Civic Lab Year 2, teams focused on innovative solutions to transform commercial corridors throughout the region. The success of Civic Lab has led to a stand-up program to support innovative mobility pilot tests.

Embracing the concept of our region becoming a test-bed for transportation innovation has been a core goal for SACOG, but this is not our job alone. Recognizing the significant economic opportunity of establishing ourselves as a test-bed, several other regional entities including SMUD, Los Rios Community College District, California State University Sacramento, University of California Davis, the city of Sacramento, and the Greater Sacramento Economic Council (GSEC) have committed to establishing the California Mobility Center. In partnership with PEM Aachen's prototyping center in Germany, this center plans to leverage Sacramento's status as the regulatory center of the world's fifth largest economy to attract investment and pilot projects

from the electric vehicle industry. This will seed new business ventures, encourage new technology training for the regional workforce, and make our region a center of the clean transportation industry.

"This center will support the community and it will create jobs," said GSEC Chief Executive Officer Barry Broome. "It can solve some of the disparity of rich and poor in the community and at the same time, it can improve our carbon footprint."

BUILDING BLOCK SB 375 AND THE 19 PERCENT GREENHOUSE GAS REDUCTION TARGET

What is SB 375?

Senate Bill 375 (Chapter 728, Statutes of 2008) is a California state law aimed at reducing greenhouse gases from passenger vehicles by 2035 as compared to a 2005 baseline. This law was significantly influenced by the Sacramento Region Blueprint and other smart growth scenario planning initiatives in San Diego, the Bay Area, and Los Angeles. The law requires MPOs to integrate regional land use, housing, transportation, and climate change planning in long range transportation plans like the MTP/SCS.

Under the law, CARB is responsible for setting performance targets for passenger vehicle emissions for each of the state's 18 MPOs. MPOs are responsible for demonstrating how these targets can be met through the incorporation of a SCS into long-range transportation plans. SB 375 also amends the California Environmental Quality Act (CEQA) to provide incentives for residential and residential mixed-use projects that help to implement an MTP/SCS that meets the ARB targets.

SB 375 focuses on integrated planning processes and incentives rather than a traditional regulatory approach. MPOs are not required to meet the greenhouse gas emission targets established by ARB if they conclude it is not feasible to do so, but then they must prepare an Alternative Planning Scenario to demonstrate what further land use and/or transportation actions would be required to meet the targets.

While the MTP/SCS is required to integrate land use and transportation planning, the plan recognizes and protects local land use authority. Under SB 375 and the MTP/SCS, the region's cities and counties retain local land use authority over where future development occurs. The MTP/SCS land use and transportation assumptions are built using local plans and in close coordination with planning and transportation staff around the region. The plan does not mandate any changes to local zoning rules, general plans, or processes for reviewing projects; nor can the plan act as a cap on development in any given jurisdiction.

Meeting our Greenhouse Gas Reduction Target

For the 2020 MTP/SCS, the ARB assigned SACOG a 19 percent greenhouse gas reduction target. Specifically, this target is the percent reduction in passenger vehicle greenhouse gas emission per capita, compared to year 2005 (Figure 3.12). In actual emissions, this change represents a reduction from just over 23 pounds per capita on a given weekday in 2005, to just under 19 pounds by 2035.

There are many factors that influence the amount people drive and the emissions their vehicles generate. Figure 3.12 provides an accounting of the key factors that influence greenhouse gas emissions in the MTP/SCS.

Two of these factors are largely outside of the region's control. First, changes in auto operating cost related to the cost of owning and driving a vehicle (e.g., maintenance, tires, insurance) and second, demographic factors like aging of the population.

Five primary factors are related to policies and actions of the MTP/SCS:

1. Shortened Vehicle Trips: Reducing the average trip length of the vehicle trips that residents take on a daily basis. This is accomplished largely through a more compact development pattern with a greater density of uses.

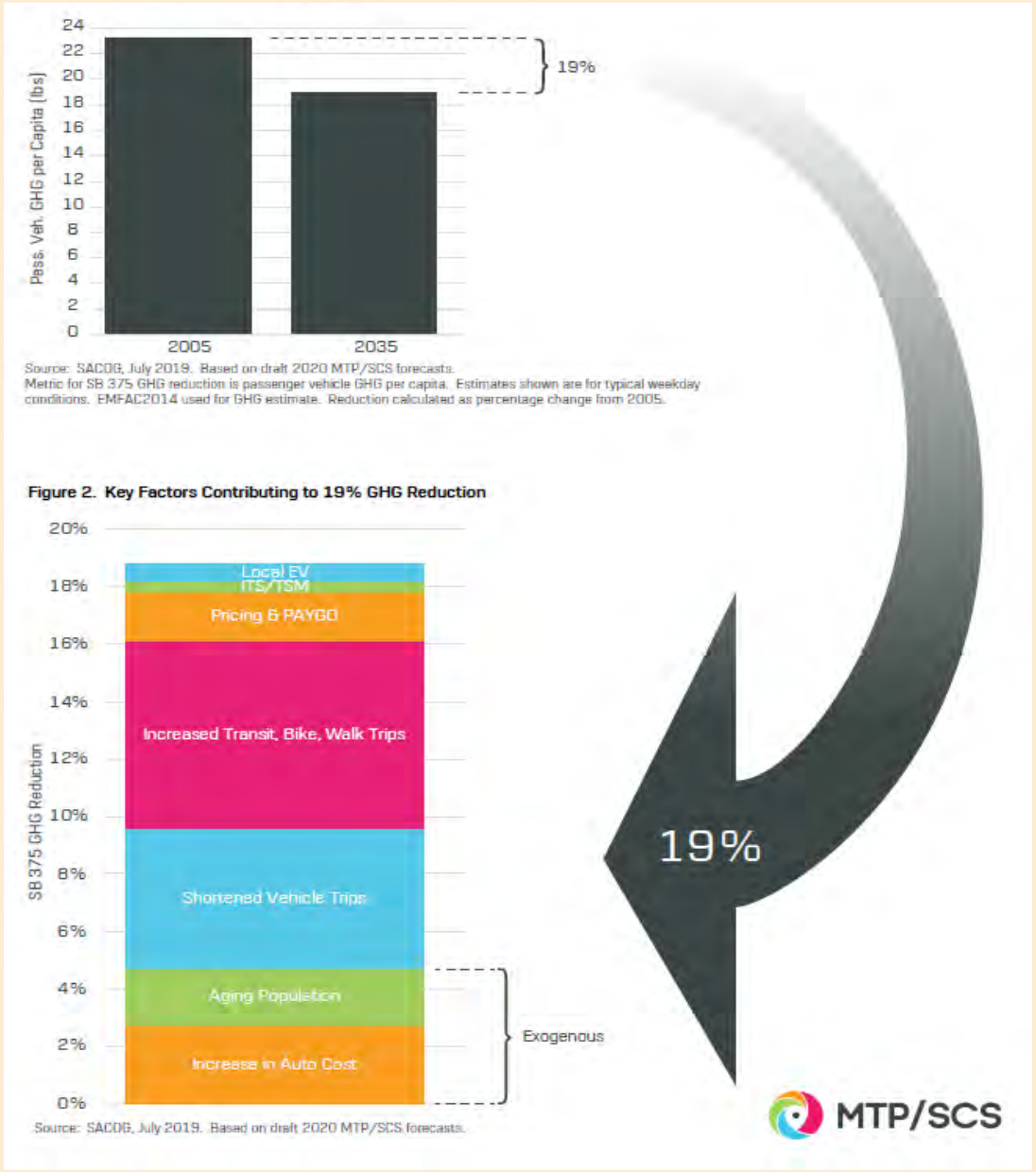
2. Increased Transit, Bike, Walk Trips: Shifting trips from vehicle travel (which generate passenger vehicle greenhouse gases) to non-vehicle modes such as transit, biking, and walking.

3. Express lanes and Pay-as-you-go fees: Price signals are an important factor in predicting how people will travel. Transitioning away from the California fuel tax, which will diminish on a per-mile-traveled basis over time, to tolling and a pay-as-you-go or mileage-based fee, will not only help generate revenue to build and maintain the system, but help to better manage demand on that system.

4. ITS/TSM: Implementing intelligent transportation systems (ITS) and transportation system management (TSM), will smooth traffic flows which have the benefits of making the system more reliable, making better use of existing travel lanes, and reducing emissions from vehicles.

5. Electric Vehicles: Locally funded and implemented programs that incentivize the use of electric vehicles and accelerate the penetration of these vehicles into the regional market.

FIGURE 3.12. MEETING THE REGIONAL GREENHOUSE GAS TARGET



Chapter 4:
Policies and Implementation Actions

Ensuring a prosperous future with clean air, housing choice, transportation options, and access to opportunity begins with actions that we can take today.

The MTP/SCS is a 20-year plan for growth and transportation investment that facilitates vibrant, healthy communities where residents have access to affordable homes, good jobs, clean air, and ready access to the places and destinations that are part of everyday life. The performance outcomes of this plan are dependent on forward-looking policies and strategies that can guide implementation activities over the next one to five years. To achieve our collective vision for the region's future will require a concerted effort by many agencies and partners, working together to address obstacles and seize opportunities. The policies and strategies of this plan are focused on those key actions that our region needs to take to support four priority policy areas:

1. Build vibrant places for today's and tomorrow's residents
2. Foster the next generation of mobility solutions
3. Modernize the way we pay for transportation infrastructure
4. Build and maintain a safe, reliable, and multimodal transportation system

The four policy priorities are the plan's overall goals and objectives. To clearly link these goals to the policies and strategies, the four major plan objectives are described in more detail, followed by the relevant supporting policies and actions, or strategies. Policies 1 through 25, listed in this chapter, are the plan's policies. The supporting actions are the short-term, mid-term, and long-term strategies.

1. Build vibrant places for today's and tomorrow's residents

"Vibrant places" can sound like the aspirational and vague language of a real estate ad. But the phrase is really a shorthand to describe communities that provide the opportunities people desire as well as convenient ways to get around so that people can access those opportunities. Exactly what those opportunities are and how people will want to access them will depend on each individual community; there is no cookie-cutter template and community choice is key.

Building vibrant places is not an optional afterthought. Our region is competing with similar mid-size regions across the United States and globe to attract and retain talent, residents, businesses, and investment. Businesses look for communities where workers want to live, and workers are looking for a wider range of housing options, easier travel choices to get to work, more convenient trips to the facilities and services they use, and access to nature and other recreational destinations.

The MTP/SCS forecasts robust housing and employment growth in the region. The plan's housing forecast assumes construction of, on average, 11,000 new homes annually — roughly a doubling of the region's average annual permit rate since the end of the Great Recession. As housing production doubles, it will be critical to maintain a balance of infill and greenfield growth over time to avoid the uncoordinated development pattern of the early 2000s that led to worsening regional congestion and air quality.

The growth strategy of the MTP/SCS is built from local plans. Nearly two-thirds of the 260,000 new homes we're anticipating can be accommodated in existing centers, corridors, and established communities throughout the region (e.g., existing suburbs, downtowns, corridors, and the buildout of today's newer suburbs). We anticipate the remaining third of new homes to be built in more than two-dozen new developing areas (e.g., greenfield areas).

The plan's growth strategy also assumes a reversal of historic building trends in that the majority of new homes in the future will be built as either attached homes or single-family homes on smaller lots. This mix of new housing products is critical for housing choice, affordability, walkability, transportation options, and preserving open space and agricultural land.

Although housing and employment development and physical improvements such as lighting, sidewalks, and increased transit service are positive steps needed to build vibrant communities, they come with the risk of unintended negative consequences. These include displacement, meaning that a neighborhood's increasing desirability as it is improved leads to rising housing costs that can drive out existing residents.

Displacement can make a community less equitable, because lower income residents can no longer afford to live there, making it harder to access its opportunities and amenities. A related negative consequence can be that some residents may perceive that improvements that have been made without including them in the planning are not for them or they don't understand how to use them.

Anti-displacement strategies at a local level, such as engaging potentially affected residents and helping them build social capital, will be critical to building vibrant communities. Because there is much debate over what solutions can be used to solve or alleviate displacement issues, jurisdictions will need to identify policies and programs that best fit their unique needs and priorities.

The MTP/SCS relies on and supports a concerted effort on the part of cities and counties to foster a balance of jobs and housing. Understanding that not all residents will choose to live and work in the same community, more housing near job centers, and more jobs near major residential areas, will provide choice and reduce the growth rate of vehicle miles traveled. The plan's land use forecast assumes that housing-rich jurisdictions will invest in, attract, and encourage job growth and that today's jobs-rich jurisdictions will invest in, attract, and encourage compact residential development.

Supporting Policies

Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:

- Development in communities where services, amenities, and transportation infrastructure already exist;

- The economic viability of rural lands and conservation of open space and agricultural resources;
- Revitalization of urban, suburban, and rural centers and corridors;
- Coordinated and phased greenfield growth that prioritizes walking and bicycling in scale and design while incorporating new urbanist design principles;
- Higher density housing options such as small-lot or attached single-family products, accessory dwelling units, and multi-family housing options where appropriate;
- A diversity of housing to provide options for all residents;
- Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options;
- Transit-oriented development including more housing and jobs in high frequency transit areas;
- Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.

Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Supporting Actions

Action	Responsible Parties	Timeframe
Secure funding and implement the Green Means Go Pilot Program to encourage infill development and revitalization of commercial corridors.	SACOG, cities and counties, private, public and non-profit sector partners	2020-2024 (initial funding secured)
Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill and affordable housing production.	SACOG, cities and counties	2020 (complete)
Secure funding to allow the region's jurisdictions and stakeholders to revisit and update the Blueprint.	SACOG, cities and counties, non-profit and private organizations	2020-2025
Continue to provide tools and project support to grow regional jobs and housing, including tools for preventing displacement. Examples include the TOD Toolkit, Rural-Urban Connections Strategy, Economic Prosperity Strategy, Housing Policy Toolkit, SB 375 and SB 743 CEQA streamlining.	SACOG, private and non-profit sector partners	2020-2044 (ongoing)
Continue to provide technical assistance to support urban, suburban, and rural community revitalization without displacement. Examples include Civic Lab Year 2, Rural Main Streets Technical Assistance, Rural-Urban Connections Strategy, data and tools for	SACOG, cities and counties	2020-2044 (ongoing)

SB 743 implementation, and the Transit-Oriented Development Action Plan.		
Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote walkable, higher density job centers, and jobs-rich communities to promote housing growth.	SACOG, cities and counties	2020-2044 (ongoing)

2. Foster the next generation of mobility solutions

In recent years, new technologies and mobility options have changed the way the region thinks about transportation. Bike and scooter share, ride-hailing, and on-demand microtransit raise opportunities and challenges for the 20-year scope of the MTP/SCS. How do new mobility options simultaneously complement and compete with public transit? While many new mobility options are showing up in urban parts of the region, how should these technologies and services be deployed in the more suburban and rural parts of the region over the coming decades? And, how do cities and counties ensure equitable access to low-income communities when the market doesn't drive these private options to serve them?

Better travel times, less congestion, improved air quality, and lower greenhouse gas emissions all depend on a variety of mobility options and programs becoming more widely available across all types of communities in the region. These mobility options and programs may include bike or car share, various ride-hailing options like Uber pooling, vanpools, microtransit, transportation demand management, or more traditional services like bus and light rail. A modernized public transit system with good bus and rail service is the backbone of this plan's shared mobility strategy. Bus and light rail service that offers fast, reliable, and safe travel, and connects with new mobility services, can provide more travel choices to residents throughout the region.

The transit strategy of this plan emphasizes increased frequencies on productive transit routes, supplemented by lower cost, microtransit, or demand-sensitive options where ridership is not high enough to justify regular, fixed-route service. Transit service in the plan is dependent on transit-supportive infrastructure and land uses and is complemented by new mobility options that give riders more first/last mile options that increase their opportunities to use transit for at least some portion of their daily travel. The numbers of homes and jobs near high-frequency transit service, with vehicles coming every 15 minutes or more frequently, more than double by 2044. This more frequent transit service, strategically serving higher densities of people, is an important piece of the mobility services that will increase access to jobs by transit by more than 300 percent by 2044.

Supporting Policies

Policy 3: Implement pilot projects aimed at making microtransit and micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region.

Policy 4: Pursue flexibility in state and federal funding sources to enable testing and implementation of innovative mobility solutions that are affordable, accessible, and reduce greenhouse gas emissions.

Policy 5: Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone.

Policy 6: Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets.

Policy 7: Support transit agencies and local governments looking to secure funds to improve the frequency, hours of service, and coverage of productive bus service (including bus rapid transit, express bus, and more frequent fixed-route service).

Policy 8: Support more seamless travel through better traveler information for trip planning, reliable service and coordination between operators for transit, shared mobility and other first/last mile connections.

Supporting Actions

Action	Responsible Parties	Timeframe
Continue to assist transit and local agencies in finding ways to develop, test, and pilot new mobility services such as microtransit, bike share, and micromobility. Examples include Civic Lab, bike share, and Smart Ride pilots in Citrus Heights, Franklin Blvd., and other locations.	SACOG, transit agencies, non-profit and private organizations, cities and counties	2020-2024
Lead a collaborative effort to shape a vision of next generation transit for the region that includes strategies to integrate traditional transit services with new mobility options.	SACOG, transit agencies, non-profit and private organizations, cities and counties	2020-2024
Develop and implement new employer- and residential-based transportation demand management programs.	SACOG, non-profit and private organizations, cities and counties	2020-2024
Partner with cities and transit operators to identify improvements in service delivery, routing, and transit-oriented development. Examples include SacRT Forward, Transit Asset Management Planning, and Transit-Oriented Development Action Plan.	SACOG, transit agencies, cities and counties	2020-2044 (ongoing)
Actively support transit agencies in securing funding to improve transit stations and replace aging bus and light rail vehicles. Examples include changes in 2018 to the SECAT program, which in part funds zero-emission buses and transit funding awards from state Senate Bill 1 competitive grant programs.	SACOG, transit agencies	2020-2044 (ongoing)

3. Modernize the way we pay for transportation infrastructure

Current funding sources for transportation infrastructure are not enough to pay for everything our region wants to build. The gas tax as the primary source of paying for transportation is not sustainable in a future where electric and hybrid vehicles are commonplace. The region must lead the state in finding innovative

ways to finance building and maintaining our transportation infrastructure in both the near- and long-term. To meet this challenge, the region is pursuing two types of roadway pricing—facility-based tolling (e.g. managed/express lanes) and pay-as-you go (PayGo) fees based on mileage driven as a replacement to the fuel tax.

The roadway pricing mechanisms in the MTP/SCS are a critical component of the regional strategy to raise enough revenue to fund our transportation infrastructure, provide mobility benefits to residents, manage traffic, and help to achieve the region's SB 375 greenhouse gas reduction target. As the fuel tax diminishes in purchasing power and the state and federal governments look at pricing options to replace it, our region will take a leadership role in figuring out how roadway pricing can replace fuel taxes as a primary source of transportation funding.

Supporting Policies

Policy 9: Pursue new and reformed transportation funding methods and sources to implement the MTP/SCS that are stable, predictable, flexible, and adequate to operate, maintain, and expand the transportation system. Mileage-based fees/PayGo should replace, not be on top of, existing state fuel taxes.

Policy 10: Find solutions and reliable funding sources to meet the maintenance needs of roads that support rural economies, natural resource-based industries, agriculture, farm-to-market routes, and freight corridors.

Policy 11: Initiate a leadership role in testing and piloting roadway pricing mechanisms, such as facility-based tolling and mileage-based fees, in partnership with the state, federal, and local agencies and private sector organizations.

Policy 12: Take steps to implement tolling or pricing of specific lanes on major facilities, such as freeways, to improve traffic management, reliability, and operations of those facilities and to help raise funding for the cost of building and maintaining large capital investments.

Policy 13: All new major expansion projects on the region's freeways and expressways should be planned for eventual deployment of pricing options to both manage demand and provide a financing mechanism for capital costs. Any pricing strategy pursued should be sensitive to changes in roadway demand during different parts of the day (peak/off-peak) with the objective of managing demand and providing travel choice.

Policy 14: Revenues generated from facility-based pricing should be used to build and maintain a regional network of paid express lanes and, where surplus revenue is available, on strategic transit services (e.g., express buses) or other mobility solutions that can reduce vehicle miles traveled and provide multiple travel options along priced corridors.

Policy 15: New taxes and fees, including mileage-based fees, intended to raise additional funding for transportation purposes should prioritize closing the gap for system maintenance and state-of-good repair needs before investing in system expansion.

Policy 16: When implementing pricing strategies, both paid express lanes and mileage-based fees/PayGo, the region should make every effort to avoid negatively impacting lower income and rural households. For regional implementation of PayGo, explore innovative options for setting fees, such as including off-setting

incentives for non-vehicular travel, off-sets to fees for disadvantaged households, and keying fee rates to maintenance and fix-if-first goals.

Supporting Actions

Action	Responsible Parties	Timeframe
Work with Caltrans and other local partners to identify options for governance and administration of revenues from facility-based pricing, in coordination with ongoing managed lane studies.	SACOG, Caltrans, cities and counties	2020-2024
Work with regional partners to develop pilots focused on innovative tolling and PayGo concepts.	SACOG, MPOs, Caltrans, cities and counties, universities	2020-2024
Collaborate with the state agencies, metropolitan planning organizations, and other organizations on efforts to study and advocate for a sustainable replacement to fuel taxes (e.g., PayGo fees).	SACOG, state, MPOs, universities	2020-2024
Support local agencies in pursuing options to implement new local fees and taxes dedicated to transportation improvements.	SACOG, cities and counties, transit agencies, local taxing authorities	2020-2035

4. Build and maintain a safe, resilient, and multimodal transportation system

This is a plan to spend more than $35 billion over the next two decades to maintain, build, and modernize the region's transportation system. The plan prioritizes fixing and operating what we already have, with more than half of total investments: around $21 billion going toward maintaining the existing system of roads and highways, and operating transit services. Of this, nearly $13 billion is going to road and highway maintenance and more than $8 billion to transit operations and vehicle purchases.

Almost $9 billion of the plan's budget is anticipated to go to expanding the transportation system. Of this capacity budget, less than $7 billion will go to road and highway expansion projects, including operational, safety, and multi-modal elements as part of large capital projects. More than two-thirds of that road capacity investment will be on existing streets and roads, with a focus on serving the areas of the region where growth is expected and where congestion exists today or is likely to occur based on future growth patterns. The other $2 billion of capacity increases will go to large transit capital expansion projects such as extending light rail to Natomas, improving heavy rail service into Placer County, or other infrastructure investments to facilitate enhanced bus service like Bus Rapid Transit.

To build a multimodal system that is safe and efficient for all users, more than $5.5 billion of the budget goes to dedicated bicycle and pedestrian infrastructure, safety programs and improvements, operational improvements to get more out of existing infrastructure, and programs to connect residents with options and

services that will allow them to leave their cars at home and reduce the need for ever-expanding roads and highways.

Even with new funding sources included in this plan, there is not enough funding to pay for everything. To deliver on the priorities of this plan, the region must prioritize near-term investment decisions, align regional and local funding programs with a set of common goals, and be creative and strategic in pursuing state and federal grants. These efforts must be supported by performance measures, data, and strong partnerships among public and private organizations throughout the region. Appendix A: Transportation Project List describes all the near- and long-term transportation programs, infrastructure investments, and improvements included in this plan.

Supporting Policies

Policy 17: Reduce the growing system maintenance funding gap by prioritizing spending flexible revenues on state-of-good repair improvements before investing in system expansion.

Policy 18: System expansion investments that are not directly paid for by new development should be focused on fixing major bottlenecks that exist today, and/or incentivize development opportunities in infill areas.

Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.

Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.

Policy 21: Transportation infrastructure investments should be planned and built in a way that makes the system more resilient to extreme weather events and natural disasters.

Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.

Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.

Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.

Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

Supporting Actions

Action	Responsible Parties	Timeframe

Participate as a regional partner in implementation of an economic prosperity strategy.	SACOG, non-profit and private organizations, business organizations, cities and counties	Ongoing
Continue to improve project assessment tools that support data-informed decision-making. Examples include continuing to use and improve the project performance tool in SACOG's funding rounds, monitoring and reviewing project phasing, and providing data and tools to support local implementation of SB 743 and SB 375.	SACOG	2020-2044 (ongoing)
Work with the business community, equity groups, and other stakeholders to identify priority transportation investments for economic prosperity.	SACOG, business organizations, nonprofit organizations, Caltrans, cities and counties, transit operators	2020-2024
Continue to pursue grant funding to implement high-performing projects consistent with the performance goals of the MTP/SCS.	SACOG, Caltrans, cities and counties, transit operators	2020-2044 (ongoing)
Continue to pursue grant funding specified for disadvantaged communities to implement community supportive projects.	SACOG, Caltrans, cities and counties, transit operators	2020-2044 (ongoing)

Tracking Implementation Progress

How will we know we're on course to achieve the goals of the MTP/SCS? The following table describes indicators that will help the region measure and monitor implementation of the MTP/SCS both in the near term and long term. SACOG will track progress on these indicators over the course of plan Implementation.

Performance Tracking Indicator	Build vibrant places for today's and tomorrow's residents	Foster the next generation of mobility solutions	Modernize the way we pay for transportation infrastructure	Build and maintain a safe, reliable, and multimodal transportation system
Number of local housing policy and/or ordinance changes that result from planning work funded by Senate Bill 2 or other state funding programs, the Regional Housing Needs Plan, the Housing Policy Toolkit, and locally led efforts.				
New housing starts in small lot and attached products.				
Increased production of housing in existing communities, centers, and commercial corridors.				
Local plans and projects consistent with the Blueprint and/or SCS.				
Local land use changes such as infill development, increased density, and jobs/housing balance, that are intended to be outcomes of transportation investment programs or projects.				
Successful new mobility pilot projects and program get expanded or extended.				
New pilots launched to test additional new mobility solutions.				
Case studies and lessons learned from unsuccessful pilot projects.				

Federal and state grant funds captured for transit vehicle replacement.				
Transit fleet and facility plans to prepare for zero emission vehicle requirements.				
Number of new and innovative transportation demand management programs including data and lessons learned from pilots.				
Implementation of new high-frequency bus service, including the region's first bus rapid transit and zero-emission bus shuttle between downtown Sacramento and Sacramento International Airport.				
Grant opportunities and successful grant applications that align with the goals of the MTP/SCS.				
Transportation investments that support economic development.				
Data and analysis that can be used to support future regional funding programs and state and federal grant opportunities.				
Number of fatal collisions on the region's roadways				
Improved travel time to employment centers, education institutions, and other regional destinations (e.g., Sacramento International Airport).				
Data and lessons learned from pricing pilot projects in our region.				
Implementation of new locally-derived transportation fees and/or taxes.				
Amount of funding the region wins, collectively, in federal and state grants.				

Appendix A: Draft 2023 MTP/SCS Transportation Project List

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2044. Under the financial constraint requirements for forecasting revenues, the construction phase is not included in the Draft Plan. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SCS following a technical analysis and reviewing consistency with plan requirements.

ID	County	Status (Planned, Programmed or Project Development Only)	Lead Agency	Budget Category	Title	Description	Total Project Cost (2018 dollars)	Year of Expenditure Cost for planned projects	Completion Timing
CAL20634	ELD	Planned	Caltrans D3	A- Bike & Ped	SR 49 - Construct Class II Bike Lane	On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50), where feasible Construct Class II Bike Lane	2,880,000	2,952,000	By 2044
ELD19290	ELD	Project Development Only	Caltrans D3	B- Road & Highway Capacity	Cameron Park Drive to Ponderosa Road	Managed Lane facility - Phase 2B (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	22,637,000	23,202,925	Post-2044
ELD19406	ELD	Project Development Only	Caltrans D3	B- Road & Highway Capacity	Ponderosa Road to Greenstone Road	Managed Lane facility - Phase 3 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	34,730,208	35,598,463	Post-2044
CAL21300	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Deck Treatments on 6 Bridges	Deck Treatments on 6 Bridges	484,000	496,100	By 2030
CAL20954	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-0063) to 0.3 mi east of Sly Park Rd UC (Br#25-0150).	71,682,000	73,474,050	By 2030
CAL21009	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Echo Summit pavement rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers.	28,588,000	29,302,700	By 2030
CAL21044	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Ice House Rd pavement rehab	In El Dorado County on Route 50 from Ice House Rd to approx. 0.1 mile east of Wrights Lake Rd.	14,900,000	15,272,500	By 2030
CAL20877	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Kyburz Storm Damage Repair	In El Dorado County on Hwy 50 in the town of Kyburz. Repair Rock wall from culvert damage. Permanent Restoration.	620,000	635,500	By 2030
CAL21056	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Riverton Drainage rehab	In El Dorado County 0.2 mile east of Sly Park Rd UC to 0.1 mile west of Sand Flat Campground.	14,000,000	14,350,000	By 2030
CAL21037	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambrdge Rd OC (Br#25-0083) to on-ramp from Koto Rd.	14,800,000	15,170,000	By 2030
CAL21392	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	ED US 50 Pavement Rehab	On US 50, Near Pollock Pines, Kyburz, and Strawberry, from west of Icehouse Road to 0.5 mile east of Cedar Street (PM 39.7/58.9): Rehabilitate pavement and drainage systems, and upgrade lighting and guardrail.	37,720,000	-	By 2030
CAL20999	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	6,200,000	6,355,000	By 2030
CAL20857	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity. EA 3H470. US 50, PM 43.69	4,830,000	4,950,750	By 2030
CAL20880	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity (EA 3H470)	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	4,830,000	4,950,750	By 2030
CAL21293	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960)	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960). US 50`	2,570,000	2,634,250	By 2030
CAL21071	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	3,698,000	3,790,450	By 2030
CAL20926	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install wash facility	SLT Maintenance Station	975,000	999,375	By 2044
CAL21018	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Placerville MTCE Mechanic shop	Placerville Resident Mechanic	2,600,000	2,665,000	By 2030
CAL21032	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Repair slipout by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx 0.4 miles west of Forest Road/Fresh Pond	Repair slip out by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond. PM 33.86-34. EA 3H450	18,410,000	18,870,250	By 2030
CAL20868	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from Jct Rte 49 to Pilgram Rd.	5,700,000	5,842,500	By 2030

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2044. Under the financial constraint requirements for forecasting revenues, the construction phase is not included in the Draft Plan. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SCS following a technical analysis and reviewing consistency with plan requirements.

ID	County	Status (Planned, Programmed or Project Development Only)	Lead Agency	Budget Category	Title	Description	Total Project Cost (2018 dollars)	Year of Expenditure Cost for planned projects	Completion Timing
CAL20833	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Cutback slope and install slope drainage	Cutback slope and install slope drainage on Route 193 approx 0.2 miles west of the Route 49 Jct to approx 0.4 miles west of the Route 49 Jct	2,880,000	2,952,000	By 2030
CAL21052	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to Jct SR 49/End of County.	15,400,000	15,785,000	By 2030
CAL21067	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Storm Damage Repair	In El Dorado County on Route 193, 0.31 mile west of the SR49/193 Junction and 0.41 mile west of the SR 49/Coloma Court intersection. Permanent Damage Restoration.	3,510,000	3,597,750	By 2030
CAL20936	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab.	30,050,000	30,801,250	By 2030
CAL21043	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Pavement Rehabilitation B	In El Dorado County on Route 49 from approx. 0.1 mile north of Rattlesnake Bar Rd to the county line.	9,665,000	9,906,625	By 2030
CAL20796	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 - Fresh Pond Slipout	On US 50 near Pollock Pines, from 0.6 mile to 0.2 mile west of Forest Road/ Outer Limits Lane (PM 33.8/34.2): Permanently restore roadway by mitigating the progression of recurring roadway slipout.	18,410,000	-	By 2030
CAL18190	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Camino Safety Project	On US 50 near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.2 mile east of Upper Carson Road (PM 21.9/24.2): Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local road. The Camino Safety Project (4E62U) combines US 50 Culvert Rehab and Wildlife Crossing (4H370/CAL20802) and US 50 Camino Safety Project (4E620/CAL18190) for construction. Caltrans is the lead agency for the project. El Dorado County Transportation Division is a participating agency. (HSIP7-03-008). Toll Credits for ROW	55,437,620	-	By 2030
CAL20948	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Crash Cushion Upgrade	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable.	3,360,000	3,444,000	By 2030
CAL20781	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Culvert Rehab	On US 50 near Cameron Park and Shingle Springs, from 0.9 mile east of Silva Valley Parkway to 0.2 mile west of El Dorado Road (R2.7L/R/R13.8): Rehabilitate culverts. The ED 50 Culvert Rehab project (1H80U) combines CAL20782/1H800 and CAL20781/1H040 for construction.	6,760,000	-	By 2030
CAL20782	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Culvert Rehab	On US 50 in and near Placerville, from 0.3 mile west of El Dorado Road to 0.2 mile west of Schnell School Road (PM R13.7/18.9): Rehabilitate deteriorated culverts. The ED 50 Culvert Rehab project (1H80U) combines CAL20782/1H800 and CAL20781/1H040 for construction.	5,500,000	-	By 2030
CAL20802	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Culvert Rehab and Wildlife Crossing	On US 50 in and near Placerville, from Mosquito Road to 0.3 mile west of 5 Mile Road (PM 18.5/22.5): Rehabilitate deteriorated culverts and provide access for wildlife crossing the route. The Camino Safety Project (4E62U) combines US 50 Culvert Rehab and Wildlife Crossing (4H370/CAL20802) and US 50 Camino Operational/Safety Improvements (4E620/CAL18190) for construction.	3,830,000	-	By 2030
CAL21352	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Drain Repair & Slope Stabilization	On US 50 near Kyburz, at 1.4 miles east of Alder Creek Tract (PM 45.2): Repair the storm damaged down drain and stabilize hillside slope.	2,805,000	-	By 2030
CAL20940	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Drainage Improvements A	In and near Placerville, from west of El Dorado Road to 0.1 mile east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.	8,230,000	8,435,750	By 2030
CAL20939	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Drainage Improvements B	Near Cameron Park and Shingle Springs, from east of Silva Valley Parkway to west of El Dorado Road. Rehabilitate culverts.	6,760,000	6,929,000	By 2030

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CAL21391	ELD	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Placerville & Camino Pavement Rehab	On US 50 in and near Placerville, from west of Carson Road Overcrossing to west of Still Meadows Road (PM 18.7/21.9); also near Camino, from 1.1 miles west of Snow Road Undercrossing to east of Sawmill Undercrossing (PM 24.2/R29.1): Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate drainage systems, upgrade concrete barrier, signs, and Transportation Management System (TMS) elements, and construct maintenance vehicle pullouts.	41,770,000	-	By 2030
CAL21061	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab.	1,040,000	1,066,000	By 2030
CAL20820	ELD	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Reconstruct Shingle Springs interchange	Reconstruct Shingle Springs Interchange	30,000,000	30,750,000	Post-2044
CAL21062	ELD	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Storm Damage Repair	In El Dorado County on Route 50 approx. 0.6 miles west of Bridal Veil Falls Rd.	7,720,000	7,913,000	By 2030
CAL21121	ELD	Project Development Only	Caltrans D3	G- System Management, Operations, and ITS	Aux Lane Project: EB Latrobe Road	US-50 EB Latrobe Rd to Silva Valley (T); US 50	1,500,000	1,537,500	Post-2044
CAL21124	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	EB Bass Lake Rd. Diagonal Ramp Meter	EB Bass Lake Rd. Diagonal Ramp Meter	380,000	389,500	By 2035
CAL21125	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	EB Cambridge Rd. Loop Ramp Meter	EB Cambridge Rd. Loop Ramp Meter	380,000	389,500	By 2035
CAL21126	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	EB Cameron Park Dr. Diagonal Ramp Meter	EB Cameron Park Dr. Diagonal Ramp Meter	380,000	389,500	By 2035
CAL21122	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	EB Latrobe Rd. Diagonal Ramp Meter	EB Latrobe Rd. Diagonal Ramp Meter	380,000	389,500	By 2030
CAL21127	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	380,000	389,500	By 2035
CAL21128	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	EB Shingle Springs Dr. Diagonal Ramp Meter	EB Shingle Springs Dr. Diagonal Ramp Meter	380,000	389,500	By 2044
CAL21132	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	NB Cameron Park Dr. Loop Ramp Meter	NB Cameron Park Dr. Loop Ramp Meter	380,000	389,500	By 2035
CAL21131	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	SB Cameron Park Dr. Diagonal Ramp Meter	US-50 WB Cameron Park Dr. Diagonal Ramp Meter	380,000	389,500	By 2035
CAL21235	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	SB Ponderosa Rd. Diagonal Ramp Meter	SB Ponderosa Rd. Diagonal Ramp Meter	380,000	389,500	By 2035
CAL20649	ELD	Project Development Only	Caltrans D3	G- System Management, Operations, and ITS	US 50 WB Auxiliary Lane	In Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, Construct WB Auxiliary Lane (PM 17/19)	20,000,000	20,500,000	Post-2044
CAL21129	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	WB Bass Lake Rd. Diagonal Ramp Meter	WB Bass Lake Rd. Diagonal Ramp Meter	380,000	389,500	By 2030
CAL21130	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	WB Cambridge Rd. Loop Ramp Meter	WB Cambridge Rd. Loop Ramp Meter	380,000	389,500	By 2035
CAL21133	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	WB Shingle Springs Dr. Diagonal Ramp Meter	WB Shingle Springs Dr. Diagonal Ramp Meter	380,000	389,500	By 2035

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CAL21262	ELD	Planned	Caltrans D3	G- System Management, Operations, and ITS	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	380,000	389,500	By 2044
CAL21403	ELD	Programmed	Caltrans HQ	D- Programs & Planning	FTA 5310 El Dorado County Transit - Dispatching/Scheduling Software	El Dorado County Transit will use FTA 5310 funds awarded by Caltrans to upgrade their dispatching/scheduling software. The project received $60,000 in small urban funds and $120,000 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	180,000	-	By 2030
CAL21412	ELD	Programmed	Caltrans HQ	G- System Management, Operations, and ITS	Software for El Dorado County Transit	Purchase software for El Dorado County Transit Authority. ($48,000 FTA 5310 and $12,000 FTA 5310 FTA Covid Relief, with toll credits to waive match requirement). Toll Credits for CON	60,000	-	By 2030
ELD19423	ELD	Planned	City of Placerville	A- Bike & Ped	Broadway Bike Lanes	Broadway in Placerville - add bike facility: Main Street to Blairs Lane	300,000	307,500	By 2030
ELD19501	ELD	Programmed	City of Placerville	A- Bike & Ped	Broadway Sidewalks	In the City of Placerville, along Broadway, from the intersection at Main Street eastward to approximately Schnell School Road: Construct sidewalk. HSIP7-03-010. Toll Credits for ROW, CON	2,893,100	-	By 2030
ELD19560	ELD	Programmed	City of Placerville	A- Bike & Ped	Canal Street Bicycle and Pedestrian Improvement Project Phase 1	In the City of Placerville, Canal Street from Cougar Lane to Combellack Road: Provide bicycle facilities and replace existing sidewalk; and along Combellack Road, from David Circle to Canal Street: Construct new sidewalk.	6,500,000	-	By 2030
ELD19561	ELD	Programmed	City of Placerville	A- Bike & Ped	Combellack Road Sidewalk Project	In the City of Placerville, along Combellack Road, from the east end of David Circle to Canal Street: Construct approximately 1,080 feet of new sidewalk. (PA&ED/PS&E and ROW/SUP phases are being funded by CMAQ and Local funds programmed to Canal Street Bicycle and Pedestrian Improvement Project, ELD19560.)	885,000	-	By 2030
ELD19443	ELD	Planned	City of Placerville	A- Bike & Ped	Mallard Lane/Green Valley Road Bike Lanes	Install bicycle lanes on Mallard Lane at the intersection of Green Valley Road, and on Green Valley Road from Mallard Lane to Placerville Drive.	1,750,000	1,793,750	By 2030
ELD19447	ELD	Planned	City of Placerville	A- Bike & Ped	Middletown Road Bike Lanes	Install bike lanes on Middletown Road from Canal Street to Cold Springs Road.	8,100,000	8,302,500	By 2044
ELD19509	ELD	Programmed	City of Placerville	A- Bike & Ped	Placerville Drive Bicycle and Pedestrian Facilities	In the City of Placerville along Placerville Drive from west of the US 50 undercrossing to Armory Road: Construct bicycle facilities and sidewalks; on the west side of Green Valley Road from Placerville Drive to Mallard Lane: construct sidewalk. (Both Class II bike lanes and Class IV bikeways will be evaluated during the preliminary engineering phase.) (Phase 1 programmed as ELD19545). Toll Credits for ENG	11,868,444	-	By 2030
ELD19545	ELD	Programmed	City of Placerville	A- Bike & Ped	Placerville Drive Bicycle and Pedestrian Facilities Ph 1	In the City of Placerville, along Placerville Drive between Cold Springs Road and the Ray Lawyer Drive/Green Valley Road intersection and Green Valley Road from Placerville Drive to Mallard Lane: construct Class 2 and Class 4 bicycle facilities, sidewalks, crossing improvements, curb ramps, and transit improvements. (PA & ED completed under ELD19509).	16,795,064	-	By 2030
ELD19550	ELD	Programmed	City of Placerville	A- Bike & Ped	Placerville Drive Pedestrian Connectivity Project	In Placerville, from the Fair Lane Road/US 50 Interchange to Armory Drive, construct sidewalk on one side of the street, narrow vehicle lanes and restripe roadway as a means of traffic calming and install a Rapid Rectangular Flashing Beacon system with in-pavement flashers at the El Dorado County Fairgrounds crosswalk.	2,500,000	-	By 2030
ELD19539	ELD	Programmed	City of Placerville	A- Bike & Ped	Spring St. and Pleasant St. Intersection Safety	Intersection of Spring Street with Pleasant Street: Install new crosswalk on Spring Street; install Rapid Rectangular Flashing Beacon (RRFB) system; construct curb, gutter, sidewalk and ADA-compliant curb ramps; install pedestrian signs and pavement markings; and provide clearing/grubbing for visibility. (H9-03-014)	113,600	-	By 2030
ELD19418	ELD	Project Development Only	City of Placerville	B- Road & Highway Capacity	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	2,300,000	2,357,500	Post-2044

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ELD19419	ELD	Project Development Only	City of Placerville	B- Road & Highway Capacity	Combellack Road Extension	Road Extension: Combellack Road	3,466,000	3,552,650	Post-2044
ELD19441	ELD	Project Development Only	City of Placerville	B- Road & Highway Capacity	Immigrant Ravine Road Extension	Construct a new 4,200-foot 2-lane roadway with sidewalk to extend Immigrant Ravine Road from Carson Road to the proposed Clay Street Extension	15,422,000	15,807,550	Post-2044
ELD19420	ELD	Project Development Only	City of Placerville	B- Road & Highway Capacity	Main Street Realignment	Construct 700-foot of new 2-lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road.	8,121,768	8,324,812	Post-2044
ELD19185	ELD	Programmed	City of Placerville	B- Road & Highway Capacity	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	10,423,800	-	By 2030
ELD19409	ELD	Project Development Only	City of Placerville	B- Road & Highway Capacity	Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accomodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides.	3,169,000	3,248,225	Post-2044
ELD19412	ELD	Planned	City of Placerville	B- Road & Highway Capacity	Ray Lawyer Drive Extension East	Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standard to support future county courthouse joint project with El Dorado County	8,122,000	9,895,868	By 2030
ELD19417	ELD	Planned	City of Placerville	B- Road & Highway Capacity	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastboud exit ramp of US 50 at Broadway (#47) and install traffic signal.	4,100,000	4,873,612	By 2030
ELD19363	ELD	Planned	City of Placerville	B- Road & Highway Capacity	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp and offramps at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange.	23,374,018	38,301,050	By 2044
ELD19387	ELD	Planned	City of Placerville	B- Road & Highway Capacity	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb and gutter both sides. A new bridge over Hangtown Creek.	4,728,000	5,620,106	By 2030
ELD19551	ELD	Programmed	City of Placerville	C- Maintenance & Rehabilitation	Canal Street Bicycle and Pedestrian Improvement Project Phase 2	In Placerville, along Canal Street from Cougar Lane to US Highway 50, rehabilitate pavement, improve drainage, repair or replace utilities, and improve bicycle and pedestrian safety and access.	7,600,000	-	By 2030
ELD19257	ELD	Programmed	City of Placerville	C- Maintenance & Rehabilitation	Clay St. / Hangtown Creek Bridge	Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge.. Toll Credits for ROW, CON	4,308,864	-	By 2030
ELD19563	ELD	Programmed	City of Placerville	C- Maintenance & Rehabilitation	Placerville Dr. Bridge Replacement	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 2-lane bridge.	10,423,800	-	By 2030
ELD19182	ELD	Planned	EDCTC	G- System Management, Operations, and ITS	Aux Lane Project: WB Bass Lake	Interchange Improvements: this phase includes detailed study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane between Bass Lake and Silva Valley interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330	1,500,000	1,537,500	By 2044
ELD19273	ELD	Planned	EDCTC	G- System Management, Operations, and ITS	Aux Lane Project: WB Latrobe Road / ED Hills Blvd	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	1,500,000	1,537,500	By 2044
ELD19215	ELD	Planned	EDCTC	G- System Management, Operations, and ITS	Aux Lane Project: WB Silva Valley	WB Silva Valley to El Dorado Hills Blvd (T)	1,500,000	1,537,500	By 2044
ELD19424	ELD	Planned	El Dorado County	A- Bike & Ped	Cameron Park Drive Bike Lanes	Install bike lanes on entire length of Cameron Park Drive. (CIP72307)	162,000	166,050	By 2030
ELD19425	ELD	Planned	El Dorado County	A- Bike & Ped	Carson Road Bike Lanes	Install bike lanes on Carson Road from Jacquier Road to Larsen Drive (on climbing shoulder).	787,500	807,188	By 2044
ELD19426	ELD	Planned	El Dorado County	A- Bike & Ped	Coach Lane Bike Lanes	Install bike lanes on entire length of Coach Lane.	131,250	134,531	By 2030
ELD19429	ELD	Planned	El Dorado County	A- Bike & Ped	Country Club Drive Bike Lanes	Phase 1: Install bike lanes on Country Club Drive from Bass Lake Road to Cambridge Road	350,000	358,750	By 2030

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ELD19554	ELD	Programmed	El Dorado County	A- Bike & Ped	Diamond Springs Pedestrian Facility Improvements	In Diamond Springs at Pleasant Valley Road between Pearl Place and State Route 49, Pearl Place, Racquet Way, Wimbledon Drive, and Black Rice Road. Install various bicycle and pedestrian facilities.. Toll Credits for ENG, ROW	2,982,676	-	By 2030
ELD19380	ELD	Programmed	El Dorado County	A- Bike & Ped	El Dorado Trail - Missouri Flat Road Ph 2 Bike/Pedestrian Overcrossing	Construct a multi-use bike and ped over-crossing structure with a 12 foot wide concrete deck on the El Dorado Trail over Missouri Flat Road. (CIP #97015). Toll Credits for ENG, ROW, CON	5,850,370	-	By 2030
ELD19543	ELD	Programmed	El Dorado County	A- Bike & Ped	El Dorado Trail Extension - Halcon to US 50	In El Dorado County, in the community of Camino, existing Class 1 trail (El Dorado Trail), from Halcon Road to Pondorado Road Extension Project and the US 50 interchange: Extend trail.. Toll Credits for ENG, ROW, CON	2,154,962	-	By 2030
ELD19433	ELD	Planned	El Dorado County	A- Bike & Ped	Enterprise Drive Bike Route	Install bicycle route signs and markings on entire length of Enterprise Drive.	1,000	1,025	By 2044
ELD19434	ELD	Planned	El Dorado County	A- Bike & Ped	Gold Hill Road Bike Route	Install bicycle route signs and markings on Gold Hill Road from State Route 49 to Lotus Road.	4,000	4,100	By 2030
ELD19556	ELD	Programmed	El Dorado County	A- Bike & Ped	Henningsen Park/Lotus Road Class I Multi-Use Trail Improvements	In Lotus, along Lotus Road between Henningsen Lotus Park and the intersection of Lotus Road and State Route 49: Construct new Class I bike path connecting to bicycle and pedestrian facilities on SR 49, construct elevated boardwalk, and install guardrail.. Toll Credits for ENG, ROW	5,824,674	-	By 2030
ELD19438	ELD	Planned	El Dorado County	A- Bike & Ped	Jacquier Road Bike Lanes	Placerville City limit to Carson Road	175,000	179,375	By 2030
ELD19555	ELD	Programmed	El Dorado County	A- Bike & Ped	La Canada Drive and Gateway Drive Pedestrian/Bicycle Improvements	In Cameron Park along segments of Parkdale Lane, Gateway Drive, Cambridge Road, La Canada Drive, and Cameron Park Drive: Construct new sidewalk, bike lanes, two crosswalks, install four solar flashing beacons, and replace or upgrade curbs, ramps, and gutters.. Toll Credits for ENG, ROW	3,163,000	-	By 2030
ELD19439	ELD	Planned	El Dorado County	A- Bike & Ped	Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	525,000	538,125	By 2044
ELD19440	ELD	Planned	El Dorado County	A- Bike & Ped	Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	525,000	538,125	By 2030
ELD19444	ELD	Planned	El Dorado County	A- Bike & Ped	Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	525,000	538,125	By 2030
ELD19445	ELD	Planned	El Dorado County	A- Bike & Ped	Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	20,000	20,500	By 2030
ELD19446	ELD	Planned	El Dorado County	A- Bike & Ped	Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	175,000	179,375	By 2030
ELD19448	ELD	Planned	El Dorado County	A- Bike & Ped	Missouri Flat Road Bike Lanes Phase 1	Phase 1: Campus Drive to existing Class II on the south side of US 50	350,000	358,750	By 2030
ELD19449	ELD	Planned	El Dorado County	A- Bike & Ped	Missouri Flat Road Bike Lanes Phase 2	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	175,000	179,375	By 2030
ELD19451	ELD	Planned	El Dorado County	A- Bike & Ped	Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	175,000	179,375	By 2030
ELD19452	ELD	Planned	El Dorado County	A- Bike & Ped	Old Bass Lake Rd Æ'?? EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path from Tong Road to Old Bass Lake Road.	200,000	205,000	By 2030
ELD19453	ELD	Planned	El Dorado County	A- Bike & Ped	Palmer Drive Bike Lanes	Add bike lanes along full length of Palmer Drive	87,500	89,688	By 2044
ELD19454	ELD	Planned	El Dorado County	A- Bike & Ped	Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	200,000	205,000	By 2030
ELD19456	ELD	Planned	El Dorado County	A- Bike & Ped	Pleasant Valley Road Bike Lanes Phase 1	Phase 1: Big Cut Road to Missouri Flat Road	350,000	358,750	By 2044
ELD19457	ELD	Planned	El Dorado County	A- Bike & Ped	Pleasant Valley Road Bike Lanes Phase 2	Phase 2: Missouri Flat Road to Mother Lode Drive	525,000	538,125	By 2044
ELD19541	ELD	Programmed	El Dorado County	A- Bike & Ped	Pollock Pines - Pony Express Trail Bicycle and Pedestrian Improvements	In El Dorado County, in the community of Pollock Pines, Pony Express Trail, from Sanders Drive to Sly Park Road: Install 1.7 miles of Class II bike lanes and approximately 4600 linear feet of new and/or improved pedestrian path and other improvements.. Toll Credits for ENG, ROW	2,830,000	-	By 2030
ELD19542	ELD	Programmed	El Dorado County	A- Bike & Ped	Ponderosa Road Bicycle and Pedestrian Improvements	El Dorado County, Shingle Springs, on Ponderosa Road, between Foxwood Lane and Ponderosa High School (at Meder Road): Install 0.72 miles of Class II bike lanes, 0.36 miles sidewalk, ADA upgrades, and other improvements.. Toll Credits for ENG, ROW, CON	2,216,500	-	By 2030
ELD19459	ELD	Planned	El Dorado County	A- Bike & Ped	Ponderosa Road Bike Lanes	US 50 to Meder Road	131,250	134,531	By 2044

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ELD19460	ELD	Planned	El Dorado County	A- Bike & Ped	Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	12,500	12,813	By 2044
ELD19557	ELD	Programmed	El Dorado County	A- Bike & Ped	Shingle Springs El Dorado Trail Class I Improvements	In Shingle Springs on the Sacramento-Placerville Transportation Corridor from Shingle Springs Drive to South Shingle Road: Construct El Dorado Trail Class I multi-use bicycle and pedestrian path, including signage and roadway crossing improvements.. Toll Credits for ENG, ROW	6,685,000	-	By 2030
ELD19173	ELD	Planned	El Dorado County	A- Bike & Ped	US 50/El Dorado Hills Blvd Pedestrian Overcrossing	Construct ped/bike overcrossing over US 50 just east of El Dorado Hills Blvd Interchange; includes a Class 1 mixed-use path; Construction and ROW acquisition for 10-ft wide sidewalk and adjacent retaining walls, barriers, railings and landscape replacement included with CIP71323/36104001. (CIP71340)	6,783,000	6,952,575	By 2044
ELD19224	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Serrano Parkway to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP66109)	14,257,000	17,370,770	By 2030
ELD15930	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Cameron Park Drive Widening - Palmer Drive to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Sudbury Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	8,687,000	9,354,949	By 2030
ELD19227	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361)	13,258,000	16,153,586	By 2030
ELD19229	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377)	11,451,000	17,859,652	By 2044
ELD19228	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter and sidewalk on both sides. (CIP 71362/36105008)	6,930,000	8,443,532	By 2030
ELD15990	ELD	Programmed	El Dorado County	B- Road & Highway Capacity	Diamond Springs Pkwy - Phase 1B	Construct new 4-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental clearance, grading and right of way, required improvements to SR-49 and three new signals. See ELD19348/CIP72375 for Phase 1A and ELD19203/CIP72368 for Phase 2. (CIP72334)	34,257,262	-	By 2030
ELD19253	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; inculdes curb gutter and sidewalk. (CIP GP178/36105018)	6,421,000	9,532,011	By 2044
ELD19245	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter or sidewalk. (CIP71375)	6,747,000	10,015,959	By 2044
ELD19523	ELD	Project Development Only	El Dorado County	B- Road & Highway Capacity	Intersection Improvements	Intersection Improvements to increase capacity at various locations. Projects could include signalization, channelization, ITS improvements, etc.	37,065,000	37,991,625	Post-2044
ELD19236	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	3,516,000	5,483,760	By 2044
ELD19232	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Latrobe Road Connection	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	747,000	910,147	By 2030
ELD19396	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Missouri Flat Rd Widening, Headington Rd to Prospector's Plaza	Add 1 lane in each direction with a raised median (CIP GP 165)	1,299,000	2,128,563	By 2044
ELD19534	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widing the road to 4 lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	4,175,000	6,511,575	By 2044
ELD19241	ELD	Project Development Only	El Dorado County	B- Road & Highway Capacity	Mother Lode Dr/Pleasant Valley Rd - Signalization	Reconfigure existing "Y" all-way stop to a signalized "T" intersection including turn pockets and shoulder improvements. CIP73307	7,782,300	7,976,858	Post-2044

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ELD19234	ELD	Planned	El Dorado County	B- Road & Highway Capacity	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from the Sacramento County line to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only. Environmental clearance and preliminary engineering will be completed under Phase 1 project CIP#71324.	3,300,000	4,779,384	By 2035
ELD19181	ELD	Planned	El Dorado County	B- Road & Highway Capacity	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at eastbound ramp terminal intersection. Also includes preliminary engineering for Phase 2 improvements to Cambridge Interchange. This project shall also be coordinated with the US 50 Eastbound Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018), US 50 Eastbound Auxiliary Lane from Cambridge Road Interchange to Cameron Park Interchange (53126/36104019). (CIP 71332/36104006)	9,173,000	13,617,370	By 2044
ELD19177	ELD	Planned	El Dorado County	B- Road & Highway Capacity	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	61,116,000	100,145,682	By 2044
ELD19178	ELD	Planned	El Dorado County	B- Road & Highway Capacity	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes sinalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	5,488,000	8,146,967	By 2044
ELD19272	ELD	Project Development Only	El Dorado County	B- Road & Highway Capacity	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: noth/southbound El Dorado Road, and east/westbound on-/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	11,165,000	11,444,125	Post-2044
ELD19180	ELD	Programmed	El Dorado County	B- Road & Highway Capacity	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Interchange Improvements: includes detailed study to identify alternatives and select preferred alternative; widening existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widenings, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd, realignment of Durock Rd and North Shingle Rd.; includes PE for all phases; (See ELD19170/CIP71339 and ELD19244/CIP71333). Coordinates with ELD19289/CIP53116, ELD19219/CIP#GP150. Toll Credits for ENG. Toll Credits for ENG	47,731,400	-	By 2044
ELD19291	ELD	Planned	El Dorado County	B- Road & Highway Capacity	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accomodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	8,156,000	12,107,628	By 2044
ELD19525	ELD	Planned	El Dorado County	B- Road & Highway Capacity	White Rock Road Widening - Windfield Way to Sacramento County Line	Widen White Rock Road between the County line and Windfield Way from two to four-lane divided roadway with curb, gutter and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This roadway is part of the Capital Southeast Connector.(CIP 72381/36105041)	4,404,000	5,365,846	By 2030
ELD19559	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Bass Lake Road at Bridlewood Roundabout	In El Dorado Hills at the intersection of Bass Lake Road and Bridlewood Drive: Construct a single-lane roundabout.. Toll Credits for ROW	4,197,739	-	By 2030
ELD19562	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Breedlove Road Bridge Replacement	North of Buckeye in El Dorado County, Breedlove Road Over Canyon Creek, 1 mi. North of Wentworth S. Rd.: Replace 1-lane timber bridge with 2-lane bridge. Not capacity increasing.	2,558,000	-	By 2030

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ELD19321	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP77116)	15,082,001	-	By 2030
ELD19552	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	El Dorado Drainage Improvement Project	In El Dorado on Pleasant Valley beginning prior to Hillman Alley and ending after Oriental Street: Replacement and restoration of drainage infrastructure.. Toll Credits for ENG, ROW, CON	1,500,000	-	By 2030
ELD19510	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	El Dorado Hills Boulevard Overlay Project	El Dorado Hills Blvd, from Saratoga Way/Park Drive to Harvard Way: Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements and signal modification system at all intersections.. Toll Credits for ENG	6,209,474	-	By 2030
ELD19335	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Green Valley Rd/Indian Creek Bridge Replacement	Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge. (CIP77127)	4,495,434	-	By 2030
ELD19353	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP77136)	5,016,501	-	By 2030
ELD19517	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Grizzly Flat Rd Over Steely Fork Cosumnes River - Bridge Replacement	Grizzly Flat Road over Steely Fork Cosumnes River, 7 miles east of Mt. Aukum Rd.: Replace 2-lane bridge with 2-lane bridge.. Toll Credits for ENG, ROW, CON	4,318,750	-	By 2030
ELD19538	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Intersection Safety	At intersections of Pleasant Valley Road with Hanks Exchange Road, Cedar Ravine Road, Zandonella West/Big Cut Road, and Newtown Road: Clear sight triangle at intersections and install warning signs with flashing beacons near high crash intersections. (H9-03-003)	693,819	-	By 2030
ELD19537	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Intersection Safety/Pedestrian Safety Improvement	At intersections of Pleasant Valley Road with Oriental Street, Church Street and Racquet Way; Pleasant Valley Road between Toyan Drive and Pearl Place: Improve pedestrian safety along Pleasant Valley Road, including enhanced pedestrian crossings at intersections and installation of speed feedback signs. (H9-03-002)	652,713	-	By 2030
ELD19553	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Meder Road Resurfacing Project	In Shingle Springs, on Meder Road between Ponderosa and Carousel Lane: Resurface and repair various failed pavement structural sections.. Toll Credits for ENG, ROW, CON	1,500,000	-	By 2030
ELD19340	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. High Cost Project agreement required.. Toll Credits for ENG, ROW, CON	102,252,750	-	By 2030
ELD19339	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Mount Murphy Rd/South Fork American River Bridge Replacement	Mount Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. (CIP77129). Toll Credits for ENG, ROW, CON	22,440,000	-	By 2030
ELD19322	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi W Of Snows Rd. Replace existing 2 lane bridge. CIP77122	5,869,000	-	By 2030
ELD19355	ELD	Programmed	El Dorado County	C- Maintenance & Rehabilitation	Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. (CIP77134). Toll Credits for ENG, ROW, CON	6,949,650	-	By 2030
ELD19458	ELD	Planned	El Dorado County	C- Maintenance & Rehabilitation	Pleasant Valley Road Bike Lanes A	Big Cut Road to Sly Park Road	1,575,000	1,614,375	By 2030
ELD19463	ELD	Planned	El Dorado County	C- Maintenance & Rehabilitation	SPTC/El Dorado Trail B	Class I Bike Path from El Dorado to Mother Lode Drive in Shingle Springs	2,400,000	2,460,000	By 2044
ELD19527	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	5,000,000	5,125,000	By 2030
ELD19528	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	El Dorado Hills ITS	ITS technology implementation along major signalized corridors in the El Dorado Hills area, including El Dorado Hills Boulevard, Latrobe Road, White Rock Road, and Silva Valley Parkway.	5,000,000	5,125,000	By 2030

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ELD19240	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County. (See ELD19239 for Phase 1)	5,000,000	5,125,000	By 2044
ELD19239	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	ITS Improvements - Phase 1	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals. (See ELD19240 for Phase 2)	5,833,200	5,979,030	By 2044
ELD19333	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, addtional locations will be identified. (CIP OP005/36105026)	672,000	688,800	By 2044
ELD19524	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments	2,400,000	2,460,000	By 2044
ELD19255	ELD	Project Development Only	El Dorado County	G- System Management, Operations, and ITS	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP#GP182	768,000	787,200	Post-2044
ELD19437	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	SR 49 Realignment B	SR 49 Realignment	28,800,000	29,520,000	By 2044
ELD19529	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road	This project consists of widening US 50 and adding an auxiliary lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements project (CIP 71330/36104005). (CIP GP148/36104018)	9,404,000	9,639,100	By 2044
ELD19521	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Cameron Park Drive to Ponderosa Road	Project provides eastbound continuous auxiliary lane from Cameron Park Drive Interchange to Ponderosa Road Interchange as determined necessary in the US 50/Cameron Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)	8,926,000	9,149,150	By 2044
ELD19530	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Sacramento County Line to El Dorado Hills Blvd	Widening US 50 and adding an auxiliary lane to eastbound US 50 from El Dorado Hills Boulevard/Latrobe Road Interchange. This project will eventully connect to the City of Folsom's future Empire Ranch Road Interchange. Timing of construction to be concurrent with El Dorado Hills Blvd Interchange (71323) or Empire Ranch Interchange. The City of Folsom is planning the update to the CEQA/NEPA for the Empire Ranch Interchange Environmental Impact Report.(CIP# 53125)	6,934,000	7,107,350	By 2044
ELD19532	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Cambridge Road Interchange. (CIP 53US50/36104028)	11,900,000	12,197,500	By 2044
ELD19531	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Ponderosa Road Interchange. Timing of construction to be concurrent with or after the Ponderosa Road Interchange Improvments project (71333/36104010). (CIP 53128/36104024)	9,543,000	9,781,575	By 2044
ELD19397	ELD	Project Development Only	El Dorado County	G- System Management, Operations, and ITS	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	9,250,000	9,481,250	Post-2044

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ELD19345	ELD	Programmed	El Dorado County	G- System Management, Operations, and ITS	US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps	Reconstruct eastbound diagonal on-ramp and eastbound loop off-ramp; add a lane to northbound El Dorado Hills Blvd under the overpass (eliminates merge lane and improves traffic flow from the eastbound loop off-ramp); eastbound diagonal on-ramp will be metered and have an HOV bypass. Project split from ELD15630(CIP71323).	11,731,054	-	By 2030
ELD19244	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd toSouth Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. this project is part of a larger project, US 50/Ponderoas Road/South Shingle Road Interchange (71333/36104010). Preliminary engineering shall be perfomed under the interchange project. Work needs to be coordinated with US 50 Ponderosa Road/South Shingle Road Ingerchange (7133/36104010), US 50/Ponderosa Road Interchnage - N. Shingle Road Realingment (project 71339/36104009) andUS 50 Eastbound Auxiliary Lane from Cameron Park Drive Interchange to Ponderosa Road Interchange (53127/36104020). (CIP 71338/36104008)	10,521,000	10,784,025	By 2044
ELD19170	ELD	Planned	El Dorado County	G- System Management, Operations, and ITS	US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	Realign approx. 1/4 mile of N. Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Part of a loarger Project for the reconstruction of the US50/Ponderosa Road/South Shingle Road interchange (7133/36104010). Preliminary Engineering for this phase shall be performed under the interchange project. Work needs to be coordinated with 7133/36104010, 71338/36104008, and 53128/36104024. (CIP 71339/36104009)	7,385,000	7,569,625	By 2044
ELD19461	ELD	Planned	El Dorado County Transit	E- Transit Capital (Major)	Regional Fueling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	20,310,000	20,817,750	By 2030
ELD19549	ELD	Programmed	El Dorado County Transit	F - Transit Operations and Maintenance	Operating Assistance for Intercity service from Sacramento to South Lake Tahoe	Intercity bus service between Sacramento and South Lake Tahoe	2,900,000	-	By 2030
ELD19548	ELD	Programmed	El Dorado County Transit	F - Transit Operations and Maintenance	Operating Assistance for Rural Transit Services	Operating Assistance for rural transit services on the western slope of El Dorado County. Outside the Sacramento Urbanized area.	8,998,371	-	By 2030
ELD19547	ELD	Programmed	El Dorado County Transit	F - Transit Operations and Maintenance	Scheduling and Dispatching Software	Purchase new scheduling and dispatching software	120,000	-	By 2030
VAR56157	ELD	Planned	El Dorado County, Caltrans District 3	A- Bike & Ped	Install bicycle loop detection at all major intersections B	Install bicycle loop detection at all major intersections	6,000	6,150	By 2035
VAR56143	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Communications Plan	Communications Plan	100,000	102,500	By 2030
VAR56146	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Critical Intersection Improvements	Critical Intersection Improvements	5,000,000	5,125,000	By 2035
VAR56155	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Highway Advisory Radio Deployment and Weather Stations Æ'?? integrate with Caltrans	Highway Advisory Radio Deployment and Weather Stations ? integrate with Caltrans	6,500,000	6,662,500	By 2035
VAR56156	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	150,000	153,750	By 2035
VAR56159	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Downhill Speed Warning System on U.S. 50 Near Camino	Install Downhill Speed Warning System on U.S. 50 Near Camino	100,000	102,500	By 2035
VAR56160	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Ice Detection and Warning Systems	Install Ice Detection and Warning Systems	200,000	205,000	By 2035
VAR56161	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Rock/Mudslide and Avalanche Detection and Warning System	Install Rock/Mudslide and Avalanche Detection and Warning System	200,000	205,000	By 2035
VAR56181	ELD	Planned	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	US 50 Winter Traffic Management	US 50 Winter Traffic Management	250,000	256,250	By 2030
VAR56165	ELD	Planned	El Dorado County, Caltrans District 3	D- Programs & Planning	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	200,000	205,000	By 2030

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VAR56167	ELD	Planned	El Dorado County, Caltrans District 3	D- Programs & Planning	Medium-Term Regional ITS Plan Update	Medium-Term Regional ITS Plan Update	200,000	205,000	By 2030
VAR56172	ELD	Planned	El Dorado County, Caltrans District 3	D- Programs & Planning	Remote Traffic Control Workstation	Remote Traffic Control Workstation	8,000	8,200	By 2030
VAR56136	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	400,000	410,000	By 2044
VAR56145	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Continued Signal Coordination Improvements 2010-2020	Continued Signal Coordination Improvements	50,000	51,250	By 2044
VAR56147	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	El Dorado County Integration Project	El Dorado County Integration Project	400,000	410,000	By 2044
VAR56158	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Install Communication Phase II	Install Communication Phase II	200,000	205,000	By 2030
VAR56162	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Installation of CCTV	Installation of CCTV	390,000	399,750	By 2030
VAR56163	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Landslide Sensor Integration Project	Landslide Sensor Integration Project	60,000	61,500	By 2030
VAR56164	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Long-Term Priority Corridor Deployment of ITS	Long-Term Priority Corridor Deployment of ITS	900,000	922,500	By 2030
VAR56166	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Lower US 50 Freeway Management	Lower US 50 Freeway Management	500,000	512,500	By 2030
VAR56168	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Placerville Signal System Technology Advances	Placerville Signal System Technology Advances	800,000	820,000	By 2030
VAR56169	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Portable Traffic Management Devices	Portable Traffic Management Devices	350,000	358,750	By 2030
VAR56170	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	900,000	922,500	By 2030
VAR56171	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	90,000	92,250	By 2030
VAR56176	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Traffic Control System (TCS) Upgrade	Traffic Control System (TCS) Upgrade	30,000	30,750	By 2044
VAR56177	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Traffic Control System Procurement	Traffic Control System Procurement	250,000	256,250	By 2044
VAR56178	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Traveler Information Dissemination Devices at Key Locations	Traveler Information Dissemination Devices at Key Locations	300,000	307,500	By 2044
VAR56179	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	US 50 Surveillance	US 50 Surveillance	1,100,000	1,127,500	By 2044
VAR56180	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	US 50 Traveler Information	US 50 Traveler Information	1,500,000	1,537,500	By 2044
VAR56141	ELD	Planned	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Web Page Development	Web Page Development	100,000	102,500	By 2030

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VAR56142	ELD	Planned	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	Bike Path Parallel to US 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center	300,000	307,500	By 2044
VAR56148	ELD	Planned	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	297,500	304,938	By 2044
VAR56149	ELD	Planned	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley?s Center	200,000	205,000	By 2044
VAR56151	ELD	Planned	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road.	25,000	25,625	By 2044
VAR56173	ELD	Planned	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	Silva Valley Road Bike Lanes	From the new connection with White Rock Road to Green Valley Road	700,000	717,500	By 2044
VAR56174	ELD	Planned	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	SPTC/El Dorado Trail A	Class I Bike Path from Latrobe Road to County Line	2,800,000	2,870,000	By 2044
VAR56137	ELD	Planned	El Dorado County, El Dorado Hills CSD	C- Maintenance & Rehabilitation	Bass Lake Road Bike Lanes	Class II Bike Lanes from Green Valley Road to US 50	1,500,000	1,537,500	By 2044
VAR56198	ELD	Programmed	FHWA	C- Maintenance & Rehabilitation	Ice House Road Rehab	Eldorado National Forest, Ice House Road, for 17.5 miles: Rehabilitate road. (CA FLAP ED CR147(2)) (Toll Credits). Toll Credits for CON	5,197,800	-	By 2030
VAR56278	ELD	Programmed	FHWA	C- Maintenance & Rehabilitation	Ice House Road Rehab Ph 2	In El Dorado National Forest, from Picket Pen Road to the northern intersection of Wentworth Springs Road (MP 23.94), Repave 8.3 miles of existing two lane paved roadway. (CA FLAP ED CR147(2))	36,157,000	-	By 2030
VAR56175	ELD	Planned	Multiple Lead Agencies	G- System Management, Operations, and ITS	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	40,000	41,000	By 2030
ELD19468	ELD	Programmed	Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - E1	In El Dorado Hills, on White Rock Rd between Carson Crossing Dr and Winfield Way: widen from 2 to 4 lanes (Thoroughfare). (To be constructed with Capital SouthEast Connector – D3, SAC24250.)	5,200,000	-	By 2044
CAL21010	PLA	Planned	Caltrans D3	B- Road & Highway Capacity	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	33,423,000	42,784,266	By 2030
CAL20928	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Auburn Mtce Station	Install wash facility	975,000	999,375	By 2044
CAL21280	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	3,960,000	4,059,000	By 2030
CAL20844	PLA	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/28.8); also near Magra from PM 39.5 to 41.3; also near Emigrant Gap from PM 53.0 to 54.7: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	117,272,000	-	By 2030
CAL20838	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	54,175,000	72,859,352	By 2035
CAL20971	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	45,210,000	46,340,250	By 2030
CAL21115	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	380,000	389,500	By 2044
CAL21116	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at Elm Avenue. Install ramp meters.	Eastbound I-80 at Elm Avenue. Install ramp meters.	380,000	389,500	By 2044
CAL21106	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at Newcastle Road. Install ramp meters.	Eastbound I-80 at Newcastle Road. Install ramp meters.	380,000	389,500	By 2044
CAL21100	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	380,000	389,500	By 2035
CAL21109	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at Ophir Road. Install ramp meters.	Eastbound I-80 at Ophir Road. Install ramp meters.	380,000	389,500	By 2044
CAL21103	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at Penryn Road. Install ramp meters.	Eastbound I-80 at Penryn Road. Install ramp meters.	380,000	389,500	By 2044

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CAL21108	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at SR 193. Install ramp meters.	Eastbound I-80 at SR 193. Install ramp meters.	380,000	389,500	By 2044
CAL21118	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	380,000	389,500	By 2044
CAL21102	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	380,000	389,500	By 2044
CAL21012	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampire Rocks. Truck climbing lane.(PM 64.2/66.3)	20,600,000	21,115,000	By 2044
CAL21011	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	EB Colfax 174 Grade	On Placer 80 from E. of Illnoistown OC to E. of SR 174. Truck climbing lane.	13,762,000	22,550,639	By 2044
CAL21072	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	2,000,000	2,050,000	By 2030
CAL20846	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	17,470,000	17,906,750	By 2044
CAL20822	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Jct SR 89 to Nevada State Line	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Jct SR 89 to Nevada State Line	15,950,000	16,348,750	By 2030
CAL21054	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements	In Placer County from Sacramento County Line to 0.3 mile west of Gilardi Rd OC.	12,500,000	12,812,500	By 2030
CAL20969	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Applegate Pavement Rehabilititation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Seperation	53,000,000	54,325,000	By 2030
CAL21036	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Auburn Pavement Rehabilititation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	5,300,000	5,432,500	By 2030
CAL20922	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Cold Plane & RHMA Overlay	I-80 Cold Plane & RHMA Overlay - In Placer County near Sierra College Blvd. to Penryn Rock Springs UC	750,000	768,750	By 2030
CAL21055	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile West of Yuba Pass OH 20/80 Separation.	10,800,000	11,070,000	By 2030
CAL20869	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	15,000,000	15,375,000	By 2030
CAL20974	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Rehabilitation	From East of Gold Run OC to Beg Chain on Area. Drainage Rehab.	4,167,000	4,271,175	By 2030
CAL20947	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	3,750,000	3,843,750	By 2030
CAL20963	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Kingvale Pavement Rehabilititation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab.	93,134,000	95,462,350	By 2030
CAL20630	PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)(PM R4.160-17.374)	200,000,000	205,000,000	Post-2044
CAL20973	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	5,386,000	5,520,650	By 2030
CAL21007	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation E	Near Loomis from King Road OC to Route 193 Interchange.	18,200,000	18,655,000	By 2030
CAL21039	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap.	22,000,000	22,550,000	By 2044
CAL21229	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County at Gold Run at the Gold Run Safety Roadside Rest Area	Install back up generators	395,000	404,875	By 2030
CAL21000	PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct capacity & operational improvements to interchange.	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct operational improvements to interchange. SHOPP ID 18145	4,850,000	4,971,250	Post-2044

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CAL20837	PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	2,160,000	2,214,000	Post-2044
CAL20986	PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	7,000,000	7,175,000	Post-2044
CAL20981	PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	5,000,000	5,125,000	Post-2044
CAL20845	PLA	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	146,195,000	-	By 2030
CAL21094	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	380,000	389,500	By 2030
CAL21093	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	900,000	922,500	By 2030
CAL21097	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	900,000	922,500	By 2044
CAL21284	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	2,555,000	2,618,875	By 2030
CAL20821	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	PLA 80 Colfax WB Acceleration Lane Improvement	Improve accelreation lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	2,146,000	2,199,650	By 2030
CAL20609	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	4,800,000	4,920,000	By 2044
CAL21230	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Roseville Mtce Station	Rebuild crewrooms, offices and EQ barn	999,000	1,023,975	By 2044
CAL20633	PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	55,000,000	56,375,000	Post-2044
CAL21098	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	900,000	922,500	By 2044
CAL21095	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	900,000	922,500	By 2044
CAL20937	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 betwen 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road. Widen shoulders and overlay.	7,708,000	7,900,700	By 2030
CAL21045	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28.	8,905,000	9,127,625	By 2030
CAL20638	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	19,500,000	19,987,500	By 2044
CAL20849	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	2,600,000	2,665,000	By 2030
CAL20823	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	45,000,000	46,125,000	By 2044
CAL21070	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	1,200,000	1,230,000	By 2030
CAL21079	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	1,200,000	1,230,000	By 2030
CAL21285	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR-267 North Lake Tahoe. Install ped signal.	SR-267 North Lake Tahoe. Install ped signal.	3,600,000	3,690,000	By 2030
CAL21231	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Tahoe City Mtce Station	Install wash facility	975,000	999,375	By 2044

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CAL20879	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	2,390,000	2,449,750	By 2030
CAL21078	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	2,390,000	2,449,750	By 2030
CAL21013	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	25,365,000	25,999,125	By 2044
CAL21114	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	380,000	389,500	By 2044
CAL21119	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Bell Road. Install ramp meters.	Westbound I-80 at Bell Road. Install ramp meters.	380,000	389,500	By 2044
CAL21112	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Elm Avenue. Install ramp meters.	Westbound I-80 at Elm Avenue. Install ramp meters.	380,000	389,500	By 2044
CAL21101	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	380,000	389,500	By 2044
CAL21110	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Nevada St. Install ramp meters.	Westbound I-80 at Nevada St. Install ramp meters.	380,000	389,500	By 2044
CAL21105	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Newcastle Road. Install ramp meters.	Westbound I-80 at Newcastle Road. Install ramp meters.	380,000	389,500	By 2044
CAL21104	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Penryn Road. Install ramp meters.	Westbound I-80 at Penryn Road. Install ramp meters.	380,000	389,500	By 2044
CAL21113	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at Russel Road. Install ramp meters.	Westbound I-80 at Russel Road. Install ramp meters.	380,000	389,500	By 2044
CAL21107	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at SR 193. Install ramp meters.	Westbound I-80 at SR 193. Install ramp meters.	380,000	389,500	By 2044
CAL21111	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at SR 49. Install ramp meters.	Westbound I-80 at SR 49. Install ramp meters.	380,000	389,500	By 2030
CAL21099	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at SR 65. Install connector meter	Westbound I-80 at SR 65. Install connector meter	1,940,000	1,988,500	By 2035
CAL21117	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	380,000	389,500	By 2044
CAL21215	PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Whitmore Sand house	Repair sand house	1,600,000	1,640,000	By 2030
CAL21393	PLA	Programmed	Caltrans D3	E - Transit Capital	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	32,390,000	-	By 2030
CAL21373	PLA	Programmed	Caltrans D3	E - Transit Capital	Auburn Blvd Ramp Meter	In Placer County on I-80 in Roseville at the EB on ramp from Auburn Blvd (PM 0.4): Install ramp metering.. Toll Credits for ENG, ROW	160,000	-	By 2030
CAL20768	PLA	Programmed	Caltrans D3	E - Transit Capital	Habitat Mitigation	In Placer, Butte, El Dorado, Glen, Nevada, Sacramento, Yolo, and Yuba Counties, at various locations. Purchase advance mitigation credits for future SHOPP projects expected to impact wetland, riparian and to other waters.	2,639,000	-	By 2030
CAL20728	PLA	Programmed	Caltrans D3	E - Transit Capital	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	8,919,000	-	By 2030
CAL21227	PLA	Programmed	Caltrans D3	E - Transit Capital	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts.	35,670,000	-	By 2030

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PLA25576	PLA	Programmed	Caltrans D3	G- System Management, Operations, and ITS	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for $26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW	49,589,635	-	By 2030
CAL20992	PLA	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	4,700,000	6,016,397	By 2030
CAL20991	PLA	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	4,700,000	6,016,397	By 2030
CAL20989	PLA	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	1,500,000	1,920,127	By 2030
CAL20988	PLA	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	5,200,000	6,656,440	By 2030
CAL20990	PLA	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	1,500,000	1,920,127	By 2030
CAL20987	PLA	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	5,700,000	7,296,482	By 2030
CAL20637	PLA	Planned	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	4,000,000	5,938,022	By 2044
CAL20640	PLA	Project Development Only	Caltrans Division of Rail	C- Maintenance & Rehabilitation	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	30,000,000	30,750,000	Post-2044
CAL20639	PLA	Planned	Caltrans Division of Rail	E- Transit Capital (Major)	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	86,000,000	140,921,014	By 2044
CAL21407	PLA	Programmed	Caltrans HQ	D- Programs & Planning	FTA 5310 - Nevada-Sierra Connecting Point Public Authority - Mobility Management	Nevada-Sierra Connecting Point Public Authority will use FTA 5310 funds awarded by Caltrans to provide mobility management services in Placer County including trip planning assistance to seniors and people with disabilities, and assistance with signing up for discounted fares and/or paratransit services. The project received $556,010 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	556,010	-	By 2030
CAL21357	PLA	Programmed	Caltrans HQ	E - Transit Capital	FTA 5310 Pride Industries vehicle replacement	Replace two medium, 12 ambulatory passenger, two wheelchair position buses and 13 large 16 ambulatory passenger two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport Pride clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	1,209,000	-	By 2030
VAR56134	PLA	Planned	Capitol Corridor JPA	C- Maintenance & Rehabilitation	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: $728,000,000)	58,181,760	59,636,304	By 2044
VAR56135	PLA	Project Development Only	Capitol Corridor JPA	C- Maintenance & Rehabilitation	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: $120,720,000)	9,647,942	9,889,141	Post-2044
PLA25832	PLA	Programmed	City of Auburn	C- Maintenance & Rehabilitation	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	479,305	-	By 2030

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PLA25821	PLA	Planned	City of Auburn	C- Maintenance & Rehabilitation	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 500,000 annually)	10,000,000	10,250,000	By 2044
PLA25704	PLA	Programmed	City of Auburn	F - Transit Operations and Maintenance	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	4,105,706	-	By 2030
PLA25146	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	14,700,000	15,067,500	By 2044
PLA20420	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	600,000	615,000	By 2030
PLA25591	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	25,000,000	25,625,000	By 2044
PLA25490	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	550,000	563,750	By 2030
PLA25466	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	450,000	461,250	By 2030
PLA25237	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	50,000	51,250	By 2030
PLA25235	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	S. Auburn/Central/Hwy.174 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	700,000	717,500	By 2030
PLA25822	PLA	Planned	City of Colfax	C- Maintenance & Rehabilitation	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 135,000 annually)	2,700,000	2,767,500	By 2044
PLA18760	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	10,000,000	-	By 2030
PLA25687	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	12,400,000	-	By 2030
PLA18790	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	8,992,396	-	By 2030
PLA25771	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	2,519,661	2,922,034	By 2030
PLA25689	PLA	Programmed	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	10,568,251	-	By 2030
PLA25747	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	1,961,358	2,164,972	By 2030
PLA25739	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	3,625,000	4,001,322	By 2030
PLA25769	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Fiddyment Road Expansion	Widen Fiddyment Road to 6 lanes from Moore Road to Athens Ave	24,990,495	36,193,688	By 2035
PLA25736	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Fiddyment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddyment Road across Orchard Creek	4,350,000	5,044,666	By 2030
PLA25164	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	7,001,921	11,473,463	By 2044
PLA25775	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	9,880,000	12,037,821	By 2030
PLA18710	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	4,233,719	6,284,980	By 2044
PLA25732	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	2,809,772	4,069,388	By 2035

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PLA25733	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	7,954,197	8,779,945	By 2030
PLA25714	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	5,729,091	6,980,341	By 2030
PLA25745	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	2,296,256	3,325,663	By 2035
PLA25737	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddyment Road to 0.5 miles east of existing Nelson Lane	4,493,949	7,363,859	By 2044
PLA25768	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	8,700,000	10,089,333	By 2030
PLA25595	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	12,114,449	13,372,085	By 2030
PLA25734	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	40,600,000	51,971,432	By 2030
PLA25735	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	6,772,102	9,808,023	By 2035
PLA15970	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	3,999,142	5,791,950	By 2035
PLA25743	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	1,332,543	1,978,168	By 2044
PLA25742	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	7,975,000	9,716,763	By 2030
PLA19020	PLA	Planned	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr.from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	1,981,120	2,354,929	By 2030
PLA25838	PLA	Programmed	City of Lincoln	C- Maintenance & Rehabilitation	1st Street Resurfacing Ph2	On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements.	1,482,283	-	By 2030
PLA18650	PLA	Project Development Only	City of Lincoln	C- Maintenance & Rehabilitation	Aviation Blvd. Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	3,150,192	3,228,947	Post-2044
PLA25746	PLA	Planned	City of Lincoln	C- Maintenance & Rehabilitation	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements	4,241,250	4,347,281	By 2030
PLA25677	PLA	Programmed	City of Lincoln	C- Maintenance & Rehabilitation	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	1,614,734	-	By 2030
PLA25645	PLA	Programmed	City of Lincoln	C- Maintenance & Rehabilitation	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes.. Toll Credits for ENG, CON	3,079,980	-	By 2030
PLA25540	PLA	Programmed	City of Lincoln	C- Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	12,313,800	-	By 2030
PLA25823	PLA	Planned	City of Lincoln	C- Maintenance & Rehabilitation	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 1,400,000 annually)	28,000,000	28,700,000	By 2044
PLA20760	PLA	Planned	City of Lincoln	C- Maintenance & Rehabilitation	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	1,430,909	1,466,682	By 2030

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PLA25668	PLA	Programmed	City of Lincoln	E - Transit Capital	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st adn 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes.	2,220,464	-	By 2030
PLA19260	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	11,000,000	16,329,562	By 2044
PLA25272	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	240,000	347,592	By 2035
PLA25718	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	5,251,927	8,605,894	By 2044
PLA25273	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	372,266	421,185	By 2030
PLA19401	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening A	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on-ramps to Sierra College Blvd: widen from 4 to 6 lanes.	1,534,000	2,221,689	By 2035
PLA25345	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	26,150,000	29,586,325	By 2030
PLA15400	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguliar Tributary.	3,800,000	5,503,533	By 2035
PLA20460	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	2,750,000	3,982,820	By 2035
PLA25721	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	3,565,550	5,163,980	By 2035
PLA25156	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	1,100,000	1,593,128	By 2035
PLA15620	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, inlcuding Bridge of UPRR.	4,177,406	6,845,166	By 2044
PLA19290	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blvd. to Whitney Oaks Dr.	12,428,000	14,772,987	By 2030
PLA25751	PLA	Planned	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to East of Wildcat Blvd.	3,083,809	3,489,047	By 2030
PLA25844	PLA	Programmed	City of Rocklin	C- Maintenance & Rehabilitation	Five Star Blvd & Destiny Drive Road Rehabilitation	Road rehabilitation (remove and replace failed asphalt) in Rocklin: Five Star Blvd, from South Whitney heading south to City Limit; Destiny Drive, from Five Star Blvd to end of drive.. Toll Credits for ENG, ROW, CON	1,216,854	-	By 2030
PLA25847	PLA	Programmed	City of Rocklin	C- Maintenance & Rehabilitation	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class I bike and pedestrian facility. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope.).. Toll Credits for CON	40,010,000	-	By 2030
PLA25678	PLA	Programmed	City of Rocklin	C- Maintenance & Rehabilitation	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. (NEPA covered by PLA25551, STPL-5095-025). Toll Credits for ENG, CON	1,900,463	-	By 2030
PLA25712	PLA	Planned	City of Rocklin	C- Maintenance & Rehabilitation	Rocklin Rd. & Pacific Ave.	On Rocklin Rd. & Pacific Avenue construct ITS Master Plan downtown improvements.	4,000,000	4,100,000	By 2030
PLA25824	PLA	Planned	City of Rocklin	C- Maintenance & Rehabilitation	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 5,400,000 annually)	108,000,000	110,700,000	By 2044
PLA17820	PLA	Planned	City of Rocklin	C- Maintenance & Rehabilitation	Sunset Blvd. & Sierra College Blvd.	On Sunset Blvd. & Sierra College Blvd. construct ITS Master Plan improvements.	4,000,000	4,100,000	By 2030

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PLA25859	PLA	Programmed	City of Rocklin	E - Transit Capital	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet) (PE only, Total Cost = $10,000,000). Toll Credits for ENG	1,400,000	-	By 2030
PLA19910	PLA	Programmed	City of Roseville	A- Bike & Ped	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	19,867,108	-	By 2030
PLA25702	PLA	Programmed	City of Roseville	A- Bike & Ped	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	5,982,000	-	By 2030
PLA25763	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	4,000,000	4,307,563	By 2030
PLA15660	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddyment Road: widen from 3 to 4 lanes.	6,106,889	-	By 2030
PLA15100	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddyment Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	12,852,055	-	By 2030
PLA25681	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	23,000,000	-	By 2030
PLA25539	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	6,350,000	-	By 2030
PLA25752	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	23,000,000	25,387,696	By 2030
PLA25707	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	5,700,000	7,296,482	By 2030
PLA25753	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	1,600,000	2,048,135	By 2030
PLA25754	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westpark to Fiddyment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddyment Rd.	3,000,000	3,840,254	By 2030
PLA25873	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	500,000	-	By 2030
PLA25318	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	4,000,000	4,873,612	By 2030
PLA15760	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	7,000,000	-	By 2030
PLA25682	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	22,500,000	-	By 2030
PLA25711	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd. The segment will include a bridge over Industrial Blvd. and the UPRR tracks.	22,500,000	-	By 2030
PLA25680	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	11,200,000	-	By 2030
PLA25762	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Widening at Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	8,000,000	8,615,125	By 2030
PLA15850	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	2,500,000	-	By 2030
PLA25378	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	6,500,000	-	By 2030

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PLA15911	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Taylor Rd. Operational Improvments B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	17,200,000	25,533,497	By 2044
PLA25538	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial	In Roseville, from Fiddyment Rd west to Westbrook Blvd, construct new 4-lane arterial.	6,500,000	-	By 2030
PLA25820	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Sierra Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	5,500,000	6,222,745	By 2030
PLA25501	PLA	Programmed	City of Roseville	B- Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	29,300,000	-	By 2030
PLA25483	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddyment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	7,500,000	8,485,562	By 2030
PLA25481	PLA	Planned	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. B	Construct New Road: west of Fiddyment and north of Blue Oaks in proposed new Creekview Specific Plan.	6,000,000	8,907,034	By 2044
PLA19810	PLA	Project Development Only	City of Roseville	C- Maintenance & Rehabilitation	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	7,000,000	7,175,000	Post-2044
PLA25758	PLA	Planned	City of Roseville	C- Maintenance & Rehabilitation	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	45,000,000	46,125,000	By 2044
PLA25716	PLA	Planned	City of Roseville	C- Maintenance & Rehabilitation	Mahany Park Trail	Construct approximately 1 .1 miles of Class I trail through Open Space behind Mahany Park to Fiddyment Road.	2,000,000	2,050,000	By 2030
PLA25713	PLA	Planned	City of Roseville	C- Maintenance & Rehabilitation	Purchase 3 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	450,000	461,250	By 2030
PLA25756	PLA	Planned	City of Roseville	C- Maintenance & Rehabilitation	Purchase 3 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 buses to replace existing buses used on our local fixed route transit system.	2,000,000	2,050,000	By 2030
PLA25715	PLA	Planned	City of Roseville	C- Maintenance & Rehabilitation	Purchase 8 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 8 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	1,200,000	1,230,000	By 2030
PLA15600	PLA	Project Development Only	City of Roseville	C- Maintenance & Rehabilitation	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	5,000,000	5,125,000	Post-2044
PLA25825	PLA	Planned	City of Roseville	C- Maintenance & Rehabilitation	Street & Road Maintenance, Roseville	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 14,400,000 annually)	288,000,000	295,200,000	By 2044
PLA25843	PLA	Programmed	City of Roseville	C- Maintenance & Rehabilitation	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	1,498,000	-	By 2030
PLA25673	PLA	Programmed	City of Roseville	C- Maintenance & Rehabilitation	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	6,339,276	-	By 2030
PLA25666	PLA	Programmed	City of Roseville	E - Transit Capital	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	4,232,576	-	By 2030
PLA25833	PLA	Programmed	City of Roseville	E - Transit Capital	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	5,000,000	-	By 2030
PLA25852	PLA	Programmed	City of Roseville	E - Transit Capital	Electric Microtransit Vans	Purchase four (4) zero emission or electric vans to serve Roseville's Microtransit Pilot Program.	700,000	-	By 2030
PLA25849	PLA	Programmed	City of Roseville	E - Transit Capital	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddyment Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	3,925,000	-	By 2030

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PLA25834	PLA	Programmed	City of Roseville	E - Transit Capital	Operating Assistance South Placer County Transit Project	Operating assistance for new express bus service between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	11,400,000	-	By 2030
PLA25572	PLA	Programmed	City of Roseville	E - Transit Capital	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	1,947,189	-	By 2030
PLA25861	PLA	Programmed	City of Roseville	E - Transit Capital	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	700,000	-	By 2030
PLA25850	PLA	Programmed	City of Roseville	E - Transit Capital	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric cutaway buses to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	13,598,496	-	By 2030
PLA25863	PLA	Programmed	City of Roseville	E - Transit Capital	Stoneridge - Orvietto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvietto Drive: Design and construct a multi-use bike/pedestrian trail.	2,330,000	-	By 2030
VAR56279	PLA	Programmed	FHWA	C- Maintenance & Rehabilitation	Mountain Quarry Bridge Improvements	In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system.	906,371	-	By 2030
VAR56280	PLA	Programmed	FHWA	C- Maintenance & Rehabilitation	Ponderosa Way Bridge Replacement	In El Dorado National Forest, Remove and replace 190 lf single span Ponderosa Way Bridge. Regravel approaches. Minor roadway rehabilitation of 2.4 miles of Ponderosa Way.	4,663,138	-	By 2030
PLA25649	PLA	Programmed	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	591,500,000	-	By 2035
PLA25602	PLA	Planned	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	100,000,000	144,829,817	By 2035
PLA25603	PLA	Planned	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	95,000,000	155,668,562	By 2044
PLA25529	PLA	Programmed	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65, and an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG	31,060,000	-	By 2030
PLA25637	PLA	Planned	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	35,250,000	39,882,140	By 2030
PLA25638	PLA	Planned	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	12,000,000	15,361,015	By 2030

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PLA25626	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County	500,000,000	512,500,000	By 2044
PLA25588	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	40,000,000	41,000,000	By 2044
PLA25632	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	63,153,000	64,731,825	By 2044
PLA25587	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	52,000,000	53,300,000	By 2044
PLA25586	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	20,000,000	20,500,000	By 2044
PLA25670	PLA	Programmed	PCTPA	C- Maintenance & Rehabilitation	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	18,092,989	-	By 2030
	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	475,000,000	486,875,000	
PLA25634	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1-CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	82,526,000	84,589,150	By 2044
PLA25585	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs ($5,704,000) specifically for a three route BRT system for Fiscal years 2023-2040 for a TBD transit operator.	142,600,001	146,165,001	By 2044
PLA25543	PLA	Programmed	PCTPA	C- Maintenance & Rehabilitation	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr).	3,372,258	-	By 2030
PLA25842	PLA	Programmed	PCTPA	C- Maintenance & Rehabilitation	Placer County Freeway Service Patrol FY 2023+	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.	1,308,458	-	By 2030
PLA25631	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	224,910,000	230,532,750	By 2044
PLA25719	PLA	Project Development Only	PCTPA	C- Maintenance & Rehabilitation	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	55,000,000	56,375,000	Post-2044
PLA25826	PLA	Planned	PCTPA	C- Maintenance & Rehabilitation	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($52,000,000 annually)	1,040,000,000	1,066,000,000	By 2044
PLA25839	PLA	Programmed	PCTPA	D- Programs & Planning	Placer County Congestion Management Program FY 2023+	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53)	89,371	-	By 2030

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PLA25679	PLA	Programmed	PCTPA	D- Programs & Planning	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	886,000	-	By 2030
PLA25835	PLA	Programmed	PCTPA	F - Transit Operations and Maintenance	Operating assistance for Lincoln to Sacramento Commuter Service	Operating assistance for new express bus service between the City of Lincoln in Placer County to Downtown Sacramento in Sacramento County.	600,000	-	By 2030
PLA15270	PLA	Planned	Placer County	B- Road & Highway Capacity	Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	1,892,300	2,792,694	By 2035
PLA15105	PLA	Programmed	Placer County	B- Road & Highway Capacity	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	19,200,000	-	By 2030
PLA25463	PLA	Programmed	Placer County	B- Road & Highway Capacity	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	29,000,000	-	By 2030
PLA25725	PLA	Programmed	Placer County	B- Road & Highway Capacity	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	750,000	-	By 2030
PLA25130	PLA	Planned	Placer County	B- Road & Highway Capacity	Fiddyment Road Widening	Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	11,550,000	14,784,976	By 2030
PLA25853	PLA	Programmed	Placer County	B- Road & Highway Capacity	Fiddyment Road Widening (Phase 1)	Fiddyment Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	2,960,000	-	By 2030
PLA15220	PLA	Planned	Placer County	B- Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	8,452,200	10,819,531	By 2030
PLA25858	PLA	Programmed	Placer County	B- Road & Highway Capacity	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: widen from 2 to 4 lanes	2,600,000	-	By 2030
PLA15300	PLA	Planned	Placer County	B- Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	12,244,300	15,673,739	By 2030
PLA18490	PLA	Programmed	Placer County	B- Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	13,085,000	-	By 2030
PLA18390	PLA	Programmed	Placer County	B- Road & Highway Capacity	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	1,400,000	-	By 2030
PLA25299	PLA	Programmed	Placer County	B- Road & Highway Capacity	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	70,000,000	-	By 2030
PLA25337	PLA	Planned	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddyment Road. Includes signalized intersections at Fiddyment Rd.	14,500,000	17,235,943	By 2030
PLA25479	PLA	Programmed	Placer County	B- Road & Highway Capacity	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	7,890,000	-	By 2030
PLA20350	PLA	Planned	Placer County	B- Road & Highway Capacity	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	6,902,600	11,310,714	By 2044
PLA25726	PLA	Programmed	Placer County	B- Road & Highway Capacity	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	6,733,000	-	By 2030
PLA15390	PLA	Programmed	Placer County	B- Road & Highway Capacity	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	2,280,000	-	By 2030
PLA25598	PLA	Planned	Placer County	B- Road & Highway Capacity	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	8,350,650	9,447,994	By 2030
PLA25628	PLA	Planned	Placer County	B- Road & Highway Capacity	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	9,595,600	13,897,290	By 2035
PLA25170	PLA	Programmed	Placer County	B- Road & Highway Capacity	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 4-lane road	12,238,000	-	By 2030
PLA25044	PLA	Programmed	Placer County	B- Road & Highway Capacity	Sunset Boulevard Widening (Phase 1)	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	51,250,000	-	By 2030
PLA25535	PLA	Programmed	Placer County	B- Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	30,512,258	-	By 2030
PLA20700	PLA	Programmed	Placer County	B- Road & Highway Capacity	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	2,600,000	-	By 2030

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PLA15070	PLA	Project Development Only	Placer County	C- Maintenance & Rehabilitation	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	60,000,000	61,500,000	Post-2044
PLA25127	PLA	Project Development Only	Placer County	C- Maintenance & Rehabilitation	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	22,000,000	22,550,000	Post-2044
PLA25671	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road.. Toll Credits for ENG, ROW, CON	7,901,177	-	By 2030
PLA25875	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Foresthill Road over the American River (Bridge 19C0060) - Foresthill Bridge butt weld testing and repair project.	4,130,250	-	By 2030
PLA25848	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine Mitigation	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474).. Toll Credits for CON	50,000	-	By 2030
PLA25757	PLA	Project Development Only	Placer County	C- Maintenance & Rehabilitation	Dyer Lane Widening	Widen Dyer Lane from Baseline Rd at Brewer Rd to Baseline Road near Fiddyment from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	10,025,700	10,276,343	Post-2044
PLA25876	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Edgeline Installation	Various Locations in Lincoln and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road and along a portion of Wise Road (Garden Bar Road to the bridge over Doty Creek). (H11-03-014)	244,900	-	By 2030
PLA25877	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road.	276,900	-	By 2030
PLA25475	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	6,200,000	-	By 2030
PLA20690	PLA	Project Development Only	Placer County	C- Maintenance & Rehabilitation	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	2,434,000	2,494,850	Post-2044
PLA25759	PLA	Planned	Placer County	C- Maintenance & Rehabilitation	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	6,000,000	6,150,000	By 2030
PLA25761	PLA	Planned	Placer County	C- Maintenance & Rehabilitation	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	2,500,000	2,562,500	By 2030
PLA25760	PLA	Planned	Placer County	C- Maintenance & Rehabilitation	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	4,000,000	4,100,000	By 2030
PLA25724	PLA	Project Development Only	Placer County	C- Maintenance & Rehabilitation	SR 49 Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road	8,350,650	8,559,416	Post-2044
PLA25630	PLA	Planned	Placer County	C- Maintenance & Rehabilitation	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	5,705,100	5,847,728	By 2044
PLA25827	PLA	Planned	Placer County	C- Maintenance & Rehabilitation	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 19,000,000 annually)	380,000,000	389,500,000	By 2044
PLA25855	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2023: $602,012 / FY 2024: $614,052	4,369,682	-	By 2030
PLA25584	PLA	Planned	Placer County	C- Maintenance & Rehabilitation	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	8,000,000	8,200,000	By 2030
PLA25505	PLA	Programmed	Placer County	C- Maintenance & Rehabilitation	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	44,651,000	-	By 2030

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PLA25697	PLA	Programmed	Placer County	E - Transit Capital	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	2,245,000	-	By 2030
PLA25699	PLA	Programmed	Placer County	E - Transit Capital	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	1,849,000	-	By 2030
PLA25778	PLA	Programmed	Placer County	E - Transit Capital	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013). Toll Credits for CON	2,790,900	-	By 2030
PLA25860	PLA	Programmed	Placer County	E - Transit Capital	Preventative Maintenance and Operation Assistance, 2022	Operating assistance and preventative maintenance for urban transit services within Placer CountyFFY 2022 - Operating Assistance = $1,878,580FFY 2022 - Preventative Maintenance = $465,654	2,344,234	-	By 2030
PLA25831	PLA	Programmed	Placer County	E - Transit Capital	Transit Vehicle Purchase	Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON	727,300	-	By 2030
PCT10512	PLA	Programmed	Placer County Transit	E - Transit Capital	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2021: $463,087	1,550,000	-	By 2030
PLA25592	PLA	Planned	South Placer Regional Tr	B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddyment Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	85,000,000	126,182,978	By 2044
PLA20721	PLA	Project Development Only	South Placer Regional Transportation Authority	C- Maintenance & Rehabilitation	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	295,000,000	302,375,000	Post-2044
PLA20890	PLA	Planned	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Widening C	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	5,899,180	9,666,493	By 2044
PLA25264	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	50,000	51,250	By 2044
PLA25277	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	50,000	51,250	By 2044
PLA25708	PLA	Project Development Only	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	100,000	102,500	Post-2044
PLA25261	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	I-80/Brace Road Overcrossing Improvements	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	1,000,000	1,025,000	By 2044
PLA25262	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	500,000	512,500	By 2044
PLA25279	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	10,000	10,250	By 2044
PLA25278	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	60,000	61,500	By 2030
PLA15350	PLA	Project Development Only	Town of Loomis	C- Maintenance & Rehabilitation	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	1,200,000	1,230,000	Post-2044
PLA25274	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	40,000	41,000	By 2030
PLA25263	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	60,000	61,500	By 2030

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PLA20510	PLA	Project Development Only	Town of Loomis	C- Maintenance & Rehabilitation	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	3,000,000	3,075,000	Post-2044
PLA25280	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	40,000	41,000	By 2030
PLA25828	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 634,000 annually)	12,680,000	12,997,000	By 2044
PLA25269	PLA	Planned	Town of Loomis	C- Maintenance & Rehabilitation	Taylor Rd. Operational Improvments A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, $800,000.	230,000	235,750	By 2030
PLA25840	PLA	Programmed	Town of Loomis	E - Transit Capital	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	938,120	-	By 2030
PLA25862	PLA	Programmed	USFS Tahoe National Forest	A- Bike & Ped	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65' trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Beacroft, 23 Corners, Rock Lobster and multiple unidentified/subsurface areas along the China Wall to Robinson Flat route.	921,153	-	By 2030
PLA25594	PLA	Planned	Western Placer Consolidated Transportation Service Agency	C- Maintenance & Rehabilitation	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	55,490,317	56,877,575	By 2044
PLA25593	PLA	Planned	Western Placer Consolidated Transportation Service Agency	C- Maintenance & Rehabilitation	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	28,233,907	28,939,755	By 2044
CAL21020	SAC	Planned	Caltrans D3	B- Road & Highway Capacity	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP.	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP.	10,610,000	13,581,697	By 2030
CAL20642	SAC	Planned	Caltrans D3	B- Road & Highway Capacity	Capital City Freeway (SR 51) widening over the American River	Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a managed lane facility in both directions. New Class I bike path next to the freeway. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	131,000,000	-	By 2030
CAL20850	SAC	Planned	Caltrans D3	B- Road & Highway Capacity	EB El Camino to SB Sac-51. Change config from 1 to 1+1.	EB El Camino to SB Sac-51. Change config from 1 to 1+1.	1,370,000	1,753,716	By 2030
CAL21019	SAC	Planned	Caltrans D3	B- Road & Highway Capacity	EB Expo to SB 51. Change config from 1 to 2+1.	EB Expo to SB 51. Change config from 1 to 2+1.	2,030,000	2,598,572	By 2030
CAL18410	SAC	Planned	Caltrans D3	B- Road & Highway Capacity	I-5 and I-80 Managed Lane Connectors and Lanes to Downtown	Reconstruct I-5/I-80 Interchange, including lmanaged lane facility connectors, and construction of managed lane facility from the I-5/I-80 Interchange to downtown Sacramento (PM 26.7/27.0) [EFIS ID 0300000313] (Emission Benefits in kg/day 1.0 ROG) (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	300,000,000	-	By 2044
CAL20589	SAC	Planned	Caltrans D3	B- Road & Highway Capacity	I-5 Connector Ramp Extension	I-5: Extend Southbound connector ramp from U.S. 50 connector-ramp to the Sutterville Rd. off-ramp (PM 20.726 to 21.55).	4,746,000	-	By 2030

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CAL21372	SAC	Programmed	Caltrans D3	B- Road & Highway Capacity	I-5 Corridor Improvement Project – Phase 1 Freight	On I-5 in Sacramento County, from 0.5 mile south of Arena Blvd Interchange to 0.4 mile south of Yolo County line (PM 27.6 /34.3): Construct Intelligent Transportation System infrastructure and the following acceleration, deceleration, and auxiliary lanes: 1.) NB auxiliary lane from Metro Air Parkway On-ramp to Airport Blvd. Off-ramp, 2.) SB auxiliary lane from Airport Blvd. On-ramp to Metro Air Parkway Off-ramp, 3.) SB auxiliary lane from Metro Air Parkway On-ramp to NB SR 99 Off-ramp, 4.) SB auxiliary lane from Arena Blvd. Off-ramp to Arena Blvd. On-ramp, 5.) NB acceleration lane from Airport Blvd. On-ramp to PM 33.5, and 6.) SB auxiliary* lane from Elkhorn Rest Area On-ramp to Airport Blvd. Off-ramp. (Split from CAL21275). Toll Credits for ENG, CON	36,958,000	-	By 2030
CAL20466	SAC	Programmed	Caltrans D3	B- Road & Highway Capacity	I-5 HOV Lanes - Phase 1	On I-5 in Sacramento County, from US 50 to Morrison Creek (PM 12.9/22.5): Construct High Occupancy Vehicle (HOV) lanes and soundwalls in both directions. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction. See 03-3C000 (CAL17840) for PA&ED. . Toll Credits for ENG, ROW	40,575,799	-	By 2030
CAL20467	SAC	Programmed	Caltrans D3	B- Road & Highway Capacity	I-5 HOV Lanes - Phase 2	On I-5 in Sacramento County, from just north of Morrison Creek to 1.1 mile south of Elk Grove Blvd. (PM 9.7/13.1): Add High Occupancy Vehicle (HOV) lanes. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction. See 03-3C000/CAL17840 for PA&ED.	15,000,000	-	By 2030
CAL21275	SAC	Programmed	Caltrans D3	B- Road & Highway Capacity	I-5 Managed Lanes: I-5/US 50 Interchange to Sacramento River	In Sacramento County on I-5 from I-5/US 50 Interchange to Sacramento River: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements. . Toll Credits for ENG, ROW	401,810,200	-	By 2030
CAL20689	SAC	Programmed	Caltrans D3	B- Road & Highway Capacity	SR 51 (Capital City) Managed Lanes Project: N St to El Camino Ave	On SR 51, from N Street to 0.5 mile north of El Camino Ave (PM 0.7/4.8): Extend managed lanes, widen the American River Bridge to 10 lanes (4 lanes NB and SB plus managed lane in both directions) and add new Class I bike path on the American River Bridge, new auxiliary lane from Exposition Blvd to E St in both directions, SB auxiliary lane from Arden Way on-ramp to Exposition Blvd off-ramp, replace B St UP, A St OC, and Elvas UP, construct new Capital Corridor 3rd Track UP, widen EB SR 160/SR 51 separation structure, and widen Tribute Rd UC.. Toll Credits for ENG	438,740,000	-	By 2030
CAL20647	SAC	Planned	Caltrans D3	B- Road & Highway Capacity	SR 99 Managed Lanes	Managed Lane Facility and auxiliary lanes in both directions from Elk Grove Boulevard to Kammerer Road/Grant Line Road.	36,000,000	-	By 2044
CAL18838	SAC	Programmed	Caltrans D3	B- Road & Highway Capacity	US 50 HOV Lanes (I-5 to Watt Ave.)	On US 50 in Sacramento County, from I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes, widen bridge structures, construct sound walls, incorporate Intelligent Transportation System (ITS) elements into the HOV system, and replace and/or upgrade ancillary facilities including drainage systems, overhead signs, lighting, approach slabs, guard rail, and safety barriers. The US 50 Multimodal Corridor Enhancement project (0H08U) combines the US 50 HOV Lanes project (3F360/CAL18838) and the US 50 Rehab project (0H080/CAL20761) for construction.	118,400,000	-	By 2030
CAL20932	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	5th St.	US-50 In Sacramento County on diagonal ramp at 5th St. Install ramp meter	900,000	922,500	By 2044
CAL21286	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras.	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras.	2,376,000	2,435,400	By 2030

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CAL21287	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED.	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED.	4,224,000	4,329,600	By 2030
CAL20949	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Bridge Rail Upgrades on 4 bridges along I-80 and SR 51	Bridge rail upgrades at Br #24-0291L (PM SR51_8.46); BR #24-0293R (PM SR51_8.52); BR #24-0203 (PM I-80_M6.6); BR #24-0205 (PM I-80_M8.67). EA 1H910	29,210,000	29,940,250	By 2030
CAL20625	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Caltrans District 3 Traffic Management Center (TMC)	Upgrade Caltrans District 3 TMC to manage US 50, I-80 and other ITS Deployments	1,500,000	1,537,500	By 2030
CAL20908	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Connector Ramp Meter NB 99 to EB 50	SR 99 In Sacramento County on connector ramp at NB 99 to EB 50 Install connector ramp meter	900,000	922,500	By 2044
CAL21197	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Connector Ramp Meter NB 99 to WB 50	SR 99 In Sacramento County on connector ramp at NB 99 to WB 50 Install connector ramp meter	900,000	922,500	By 2044
CAL21023	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	EB El Camino to NB 51. Change config to 1+1, add aux.	EB El Camino to NB 51. Change config to 1+1, add accel.	2,030,000	2,080,750	Post-2044
CAL20848	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, Main HQ Shop	Main HQ Shop (32101)	78,000,000	79,950,000	By 2044
CAL21017	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, Main HQ Shop North Warehouse	Main HQ Shop North Warehouse	19,500,000	19,987,500	By 2044
CAL21016	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, Transportation Laboratory Equipment Sub Shop	Transportation Laboratory Equipment Sub Shop	10,400,000	10,660,000	By 2044
CAL20853	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Fulton to NB 51. Extend all existing 2+1 lanes and extend aux lane.	Fulton to NB 51. Extend all existing 2+1 lanes and extend accel lane.	4,010,000	4,110,250	Post-2044
CAL20851	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Fulton to SB-51. Change config to 1+1, add aux.	Fulton to SB-51. Change config to 1+1, add accel. SR-51	2,690,000	2,757,250	Post-2044
CAL21025	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Howe to NB 51. Lengthen aux lane.	Howe to NB 51. Lengthen aux lane.	2,690,000	2,757,250	By 2030
CAL21024	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Howe to NB-51. Reconstruct I/C, hook ramp	Howe to NB-51. Reconstruct I/C, hook ramp, can't meter.	19,850,000	20,346,250	Post-2044
CAL20591	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I- 5 / SR 99 Interchange	I-5/SR 99 Interchange Reconstruction: includes: managed lane facility freeway to freeway connectors.	200,000,000	205,000,000	Post-2044
CAL21281	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 ADA Improvements	ADA Design-Build at various locations in District 3 and in District 4 in Solano County. (EA 0H320)	50,000,000	51,250,000	By 2030
CAL20809	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Auxiliary Lane (NB) from SR 99 NB connector off ramp to SR 99 SB connector on ramp	In the City of Sacramento at the I-5/SR 99 interchange from SR 99 NB connector off ramp to SR 99 SB connector on ramp extend acceleration lanes (NB) on I-5	2,520,000	2,583,000	Post-2044
CAL21253	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Auxiliary Lane (SB) from Laguna Blvd to Elk Grove Blvd	In the City of Elk Grove on I-5 from Laguna Blvd to Elk Grove Blvd (SB) construct an auxiliary lane (PM 12.130-10.822)	6,540,000	6,703,500	Post-2044
CAL20975	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Bridge Improvements B	West End Viaduct Bridge No. 24-0069R/L	156,800,000	181,839,928	By 2030
CAL21074	Sac	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 CAPM Strategy from American River Bridge to Yolo County Line (PM 25.40 to 34.60)	CAPM strategy cold plane existing pavement an overlay with 0.15' RHMA-G and 0.1' RHMA-O on mainline and ramps, rehabilitate existing drainage as needed, rehabilitate or replace non-standard ADA features, overhead sign structures, sign panels, and lighting as needed in Sacramento County on Route 5 from American River Br 24-0068 to Yolo Coiunty line	46,300,000	47,457,500	By 2030
CAL20875	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Detection	In Sac, Yol, Col, & Gle Counties on Route 5 at various locations. Inductive Loop Replacement.	2,000,000	2,050,000	By 2044
CAL20777	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Elk Grove Aux Lane	On I-5 near Elk Grove, from Elk Grove Boulevard Overcrossing to 0.4 mile south of Laguna Boulevard Overcrossing (PM 10.8/11.6): Extend Elk Grove Boulevard on-ramp merge lane in the northbound direction (Toll Credits). The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction.. Toll Credits for ENG, ROW, CON	1,240,000	-	By 2030

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CAL20693	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Fiber Optics	On I-5 in Sacramento, from 1.1 miles south of Elk Grove Boulevard to US 50 (PM 9.7/22.7): Install fiber optic cable. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction.. Toll Credits for ENG, ROW	10,580,000	-	By 2030
CAL20792	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Highway Planting Rehab	On I-5 in the City of Sacramento, from south of Broadway to 0.12 mile south of R Street underpass (PM 22.4/22.9): Highway planting rehabilitation.	3,070,000	-	By 2030
CAL20824	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 ICM	Implement ICM strategies on the I-5 Corridor (Non-capacity)	45,000,000	46,125,000	By 2044
CAL20645	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 ITS - Fiber Optic - 5	In Sacramento County on I-5 from Pocket Road to Jct I-80	2,800,000	2,870,000	By 2030
CAL21261	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Loop Ramp Meter at the I-5/Twin Cities Rd. interchange (SB)	In the Sacramento County at the I-5/Twin Cities Road interchange (SB I-5) install a loop ramp meter (1+1 configuraiton) (PM 19.929)	900,000	922,500	By 2044
CAL20586	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Managed Lanes A	Managed Lanes: US 50 to Junction I-80 in both directions, including a new Class I bike path over the American River (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	116,000,000	118,900,000	Post-2044
CAL18790	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Managed Lanes B	Managed Lanes: Junction I-80 to Sacramento International Airport in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	100,000,000	102,500,000	Post-2044
CAL21260	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Managed Lanes C	I-5 Managed Lanes: Hood Franklin (1.1 mile south) to Elk Grove Boulevard	35,000,000	35,875,000	Post-2044
CAL21234	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 NB add auxiliary lane from Hood Frankin slip on-ramp to Elk Grove Blvd off-ramp	In Sacramento County at the I-5/Hood Franklin interchange, add truck-only lane in both directions from Hood Frankin Blvd slip on-ramp to Elk Grove Blvd off-ramp	900,000	922,500	Post-2044
CAL21269	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 NB Connector ramp meter at the I-5/US 50 Interchange (EB 50 to NB 5)	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from EB US 50 to NB I-5 (PM 22.646)	1,940,000	1,988,500	By 2044
CAL20910	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 NB Connector ramp meter at the I-5/US 50 Interchange (WB 50 to NB 5)	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from WB US 50 to NB I-5 (PM 23.79)	1,940,000	1,988,500	By 2030
CAL21238	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 NB Ramp Meter at Twin Cities Road	Near Galt, at the Twin Cities Road/SR 99 interchange (PM 2.33), install a NB ramp meter (diagonal)	380,000	389,500	By 2044
CAL20962	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Pavement Rehabilitation A	In Sacramento County from American River Bridge (Br#24-0068) to Yolo County line. Pavement Rehab/CAPM. (EA 1H170)	46,303,000	47,460,575	By 2030
CAL21035	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Pavement Rehabilitation B	In Sacramento County on Route 5 from the San Joaquin County Line to approx 0.2 miles north of Twin Cities Rd. (PM 0.0 -2.5)	22,700,000	23,267,500	By 2030
CAL20774	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Permit Load Mobility Improvement	On I-5 in the City of Sacramento, at South Connector Undercrossing #24-0267 (PM 22.4): Strengthen structure for permit loads.. Toll Credits for ENG	26,690,000	-	By 2030
CAL20700	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Road Rehab	On I-5 in and near the City of Sacramento, from Beach Lake Bridge at Morrison Creek to the American River Bridge #24-0068 (PM 13.0/24.9): Roadway rehabilitation. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction.. Toll Credits for ENG, ROW	285,400,000	-	By 2030
CAL20965	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Roadside Planting Rehabilitation A	In the city of Sacramento, from south of Broadway to 0.12 mile south of R Street. Highway planting rehabilitation.	3,770,000	3,864,250	By 2030
CAL21060	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Roadside Planting Rehabilitation B	In Sacramento County on Route 5 from approx. 0.2 mile north of I St to Richards Blvd. Highway Planting Rehab.	1,300,000	1,332,500	By 2030

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CAL21247	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Loop Ramp Meter at the I-5/Florin Road interchange (EB)	In Sacramento county at the I-5/Florin Road interchange install a loop ramp meter. Future configuration is a 1+1. (EB Florin Road to SB I-5) (PM 17.26)(EA 0H100)	380,000	389,500	By 2030
CAL21267	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Loop Ramp Meter at the I-5/Florin Road interchange (WB)	In the City of Sacramento at the I-5/Florin Road interchange install a loop ramp meter. Future configuration is a 1+1. (WB Florin Road to SB I-5) (PM 17.26)(EA 0H100)	380,000	389,500	By 2030
CAL21259	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB add auxiliary lane from Elk Grove Blvd on-ramp toHood Frankin slip off-ramp	In Sacramento County at the I-5/Hood Franklin interchange, install a NB ramp meter (loop) for the EB direction (PM 8.44). Future configuration 1+1. This project is part of EA 4F240.	900,000	922,500	By 2044
CAL21251	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Connector Ramp Meter at the I-5/US 50 interchange	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from EB US 50 to SB I-5 (PM 22.347)	1,940,000	1,988,500	By 2044
CAL20899	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Diagonal Ramp Meter at the I-5 rest stop	In Sacramento County, approximately one mile east of the Sac/Yolo County line, install a SB diagonal ramp meter at the rest stop south of I-5	380,000	389,500	By 2044
CAL21248	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Diagonal Ramp Meter at the I-5/Seamas Ave. interchange	In Sacramento county at the I-5/Seamas Ave. interchange (SB direction) install a diagonal ramp meter. Future configuration is a 1+1. (PM 19.186)(EA 0H100)	380,000	389,500	By 2030
CAL21249	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Diagonal Ramp Meter at the I-5/Sutterville Rd. interchange	In the City of Sacramento at the I-5/Sutterville Road interchange (SB direction) install a diagonal ramp meter. Future configuration is a 1+1. (PM 20.388) (EA 0H100)	380,000	389,500	By 2030
CAL21080	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Loop Ramp Meter at the I-5/Airpord Blvd. interchange	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.87) install a loop ramp meter at the SB ramp	380,000	389,500	By 2035
CAL21264	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Loop Ramp Meter at the I-5/Laguna Blvd interchange	In the City of Elk Grove at the I-5/Laguna Blvd interchange install a loop ramp meter. Future configuration a 1+1. (PM 12.188)	380,000	389,500	By 2035
CAL21246	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Loop Ramp Meter at the I-5/Pocket Road interchange (EB)	In Sacramento county at the I-5/Pocket Road interchange install a loop ramp meter. Future configuration is a 1+1. (EB Pocket Road to SB I-5) (PM 16.025) (EA0H100)	380,000	389,500	By 2030
CAL21266	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 SB Loop Ramp Meter at the I-5/Pocket Road interchange (WB)	In the City of Sacramento at the I-5/Pocket Road interchange install a loop ramp meter. Future configuration is a 1+1. (WB Pocket Road to SB I-5) (PM 16.201) (EA0H100)	380,000	389,500	By 2030
CAL21082	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 transition lane (SB) at rest area 1 mile east of Sac/Yol county line	In Sacramento County, about one mile east of the Sac/Yolo county line, construct a SB transition lane at the rest area off ramp to rest area on-ramp (PM 34.008-33.716)	1,500,000	1,537,500	Post-2044
CAL21258	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 transition lane (SB) Del Paso off ramp to Del Paso loop on ramp (T), if SR-99 added lane	In the City of Sacramento (SB) construct transition lane from Del Paso off ramp to Del Paso loop on ramp (T), if SR-99 added lane (PM 29.226-29.084)	6,070,000	6,221,750	Post-2044
CAL21001	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Transition Lane (SB) from Airport Blvd on ramp to SR 99 NB Connector A	In Sacramento County near the city of Sacramento, at SB I-5 at the Airport Loop on-ramp. Extend accel lane & add storage lane. (SHOPP ID: 18155)	3,102,000	3,179,550	Post-2044
CAL21073	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Transition Lane (SB) from Airport Blvd on ramp to SR 99 NB Connector B	In Sacramento County near the city of Sacramento, at SB I-5 at the Airport Loop on-ramp. Extend aux lane & add storage lane. (SHOPP ID: 18155)	3,000,000	3,075,000	By 2044
CAL21273	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 transition lane (SB) from the SR-99 SB connector to Del Paso off ramp, if SR-99 adds a lane	In the City of Sacramento (SB) construct I-5 transition lanes from the SR-99 SB connector to Del Paso off ramp, if SR-99 adds a lane (PM 23.535-29.226)	1,500,000	1,537,500	Post-2044
CAL20810	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 transition lane at the Air Port Blvd slip on ramp to County Road 22 off ramp (NB)	In Sacramento County construct a NB accel. lane at the Airport Blvd slip on ramp to County Road 22 off ramp (PM 32.874-0.469)	1,500,000	1,537,500	Post-2044
CAL21257	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 transiton lane (SB) Del Paso loop on ramp to Del Paso slip on ramp (T), if SR-99 added lane	In the City of Sacramento (SB) construct I-5 transition lanes from the Del Paso loop on ramp to Del Paso slip on ramp (T), if SR-99 added lane (PM 29.084-28.882)	1,500,000	1,537,500	Post-2044
CAL18801	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5/US 50 Riverfront Interchange Reconstruction	Reconstruct I-5/US50 Riverfront Interchange, including managed lane connectors (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	100,000,000	102,500,000	Post-2044

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CAL20858	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Bridge Improvements	In Sacramento County in Sacramento from Northgate Blvd OC to Natomas East Canal OH. Rehab 2 structures (Br#24-0217, 24-0218). EA 4H190	1,535,000	1,573,375	By 2030
CAL21301	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Dig outs/Overlay, Ramps/Connectors	I-80 Dig outs/Overlay, Ramps/Connectors (1G500)	438,000	448,950	By 2030
CAL21416	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Greenback/Elkhorn Meter HOVPL	In Sacramento County, on eastbound I-80 at the Greenback/Elkhorn loop and slip onramps. Add metering to the High Occupancy Vehicle Preferential Lane (HOVPL).	1,500,000	-	By 2030
CAL20825	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 ICM A	Implement ICM strategies on the I-80 Corridor (Non-capacity)	45,000,000	46,125,000	By 2044
CAL20861	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation D	In Sacramento County on Route 80 from Greenback Lane to Placer County Line. CAPM.	10,500,000	10,762,500	By 2030
CAL20946	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Worker Safety Improvements A	In Sacramento County in the city of Sacramento on Route 80 from the Del Paso Park Sep OH to 0.4 mi north of the 80/244 Sep (Br#24-292). (PM M9.1-R11.4). EA 03-2H150	5,580,000	5,719,500	By 2030
CAL20942	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Worker Safety Improvements B	In Sacramento County in the city of Sacramento on Route 80 from 0.4 mi north of the 80/244 Sep (Br#24-292) to the Placer County Line. (PM R11.4-18.0). EA 03-2H120	4,270,000	4,376,750	By 2030
CAL21029	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements.	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements.	380,000	389,500	By 2030
CAL20997	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sac County on Route 51 from the 50/99/51 SEP to Jct 80. Replace existing comm. lines with fiber optics. Sac-51 Fiber	In Sac County on Route 51 from the 50/99/51 SEP to Jct 80. Replace existing comm. lines with fiber optics. Sac-51 Fiber	4,356,000	4,464,900	By 2030
CAL21015	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sac Cty on Rte 51 from 0.1 mi south of Tribute Rd UC to 51/244 Connector. Ramp meters.	In Sac Cty on Rte 51 from 0.1 mi south of Tribute Rd UC to 51/244 Connector. Ramp meters.	55,000,000	56,375,000	By 2030
CAL21028	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sac, Yol, and ED Counties on Route 50; Sac 50 PM L0.0/23.2; Yol 50 PM 0.0/3.2; ED 50 PM 0.0/13.0. Ramp Meter/Aux Improvements.	In Sac, Yol, and ED Counties on Route 50; Sac 50 PM L0.0/23.2; Yol 50 PM 0.0/3.2; ED 50 PM 0.0/13.0. Ramp Meter/Aux Improvements.	380,000	389,500	By 2030
CAL20855	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sac, Yol, and Pla Counties on Route 80; Sac 80 PM M0.0/18.0; Yol 80 PM 0.0/R11.7; Pla 80 PM 0.0/12.3. Ramp Meter/Aux Improvements.	In Sac, Yol, and Pla Counties on Route 80; Sac 80 PM M0.0/18.0; Yol 80 PM 0.0/R11.7; Pla 80 PM 0.0/12.3. Ramp Meter/Aux Improvements.	380,000	389,500	By 2030
CAL21006	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County at SB Sac-99 to NB I-5. Implement connector metering and extend aux lane.	In Sacramento County at SB Sac-99 to NB I-5. Implement connector metering and extend accel. lane. (PMR32.2)	700,000	717,500	Post-2044
CAL21289	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector CMS.	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector TMS.	4,200,000	4,305,000	By 2030
CAL21004	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge. Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. Sac 99 Fiber/ITS	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge. Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. Sac 99 Fiber/ITS	6,300,000	6,457,500	By 2030
CAL20841	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99	2,350,000	2,408,750	By 2030
CAL21292	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on I-5 NB just north of Elk Grove Blvd, construct 650 foot acceleration lane to close the gap and provide a continuous three lane facility	In Sacramento County on I-5 NB just north of Elk Grove Blvd, construct 650 foot acceleration lane to close the gap and provide a continuous three lane facility	1,240,000	1,271,000	Post-2044
CAL21291	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on Route 5. Ramp Meter/Aux Improvements.	In Sacramento County on Route 5. Ramp Meter/Aux Improvements.	380,000	389,500	Post-2044
CAL21031	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab.	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab.	86,500,000	88,662,500	By 2030
CAL21232	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on Route 50 in Sacramento from Folsom Blvd UC to Occidental dr OC	Roadside Restoration	1,250,000	1,281,250	By 2044

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CAL21219	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot.	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot. Replace AC surfacing	175,000	179,375	By 2030
CAL20956	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct auxiliary lanes.	SR 51 In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct accel lanes.	3,960,000	4,059,000	Post-2044
CAL20972	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento, from Elk Grove Blvd to US 50, From Arden to Marconi, at Antelope Interchange and from I-80 to Pioneer Bridge. Install ramp meters.	In Sacramento, from Elk Grove Blvd to US 50, From Arden to Marconi, at Antelope Interchange and from I-80 to Pioneer Bridge. Install ramp meters.	16,025,000	16,425,625	By 2030
CAL21194	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install connector ramp meter SB 51 to EB 50	SR 51 In Sacramento County on connector ramp at SB 51 to EB 50 Install connector ramp meter	900,000	922,500	By 2044
CAL21196	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install connector ramp meter SB 51 to WB 50	SR 51 In Sacramento County on connector ramp at SB 51 to WB 50 Install connector ramp meter	900,000	922,500	By 2044
CAL21193	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Connector Ramp Meter - SB 5 to EB 50	I-5 In Sacramento County on connector ramp at SB 5 to EB 50 Install connector ramp meter	900,000	922,500	By 2044
CAL21195	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Connector Ramp Meter - SB 5 to WB 50	I-5 In Sacramento County on connector ramp at SB 5 to WB 50 Install connector ramp meter	900,000	922,500	By 2044
CAL21174	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB 5 to EB 80 EB	Install Meter - NB 5 to EB 80 EB	1,940,000	1,988,500	By 2035
CAL20897	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB 5 to EB 80 EB	Install Meter - SB 5 to EB 80 EB	1,940,000	1,988,500	By 2035
CAL21175	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB Watt Ave RT Station	Install Meter - EB Watt Ave RT Station	300,000	307,500	By 2044
CAL21268	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB West El Camino Rd WB	Install Meter - EB West El Camino Rd WB	300,000	307,500	By 2035
CAL21176	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB I5 to WB 80 WB	Install Meter - NB I5 to WB 80 WB	1,940,000	1,988,500	By 2035
CAL20898	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB I5 to WB 80 WB	Install Meter - SB I5 to WB 80 WB	1,940,000	1,988,500	By 2035
CAL21250	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB West El Camino Rd WB	Install Meter - WB West El Camino Rd WB	3,000,000	3,075,000	By 2035
CAL21233	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Ramp Meters at various location in Sacramento, Placer and Yolo counties	I-5 (SB) Diagonal Ramp Meter in Sac County - I Street (PM 23.64) I-80 (EB) Diagonal Ramp Meter in Yolo County - Richards Blvd (PM 0.451) SR 51 (SB) Loop Ramp Meter in Sac County - Arden Way (PM 4.068) SR 99 (SB) Diagonal Ramp Meter in Sac County - EB Elkhorn Blvd (PM 33.18) SR 99 (SB) Loop Ramp Meter in Sac County - WB Elk Horn Blvd (PM33.41) SR 65 (NB) Loop Ramp Meter in PLA county - Pleasant Grove Blvd (PM R7.14)	380,000	389,500	By 2044
CAL21421	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Jackson Slough Road Intersection Improvement	Near Rio Vista, at the intersection with Jackson Slough Road: Install traffic signal.	6,403,000	-	By 2030
CAL21021	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Marconi to SB-51. Add meter, change config from 1 to 2+1, add aux.	Marconi to SB-51. Add meter, change config from 1 to 2+1, add accel.	4,010,000	4,110,250	Post-2044
CAL21027	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	NB Watt to NB 51. Change config to 2+1, add aux.	NB Watt to NB 51. Change config to 2+1, add accel.	4,010,000	4,110,250	Post-2044
CAL21401	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	North Sac I-5 Rehab	On I-5 near the City of Sacramento, from American River Bridge to Sacramento River Bridge (PM 25.3/34.4): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	57,500,000	-	By 2030

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CAL21216	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Repair steel structural components, 4 bridges, in Sac County on SR 160	In Sacramento County near Rio Vista at the Three Mile Slough Br 24-0121, Sacramento River (Isleton) Br 24-0051, Steamboat Slough Br 24-0052, and the Sacramento River (Paintersville) Br 24-0053, replace truss bridge lift system electrical and mechanical equipment, construct sidewalks at Three Mile Slough bridge to provide access from roadway shoulder onto bridge and upgrade MBGR, install TMS count stations, communication, camera, and bridge instrumentation; provide MVPs for bridge operators (SHOPP ID 17676)	4,710,000	4,827,750	By 2030
CAL20856	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	RTMC Upgrades	In Sacramento County at the Regional Transportation Management Center (RTMC). Install new roof, new AC, and HVAC. Upgrade interior/exterior lighting to LED. Upgrade security system. If feasible, install solar panels.	1,953,000	2,001,825	By 2030
CAL20943	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Sac 005 Operational Improvements	Extend Accel Lanes from SB Garden Hwy onramp and add carpool/transit preferential lane at ramp meter (EA 0H430)	5,580,000	5,719,500	Post-2044
CAL20669	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SAC 05/80 Bridge Deck Rehab and Rail Upgrade	I-5, Florin Road OC (Br #24-0264) and on I-80 Del Paso OH Bridges R/L (Br #24-0193R/L) - Perform deck maintenance and rehab of three bridges	10,230,000	10,485,750	By 2044
CAL21411	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Sac 16 Eagles Nest Safety Project	On SR 16 near Sloughhouse at the intersection of Eagles Nest Road (PM 10.2/10.7): Add traffic signal and widen lanes and shoulders for safety.	4,789,000	-	By 2030
CAL21398	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SAC 80 Planting Rehab	On I-80 near the City of Sacramento, from east of SR 51 (Business 80, Capital City Freeway) to 0.6 mile east of Madison Avenue (PM 11.8/13.1): Replace existing vegetation and rehabilitate irrigation system.	3,470,000	-	By 2030
CAL21399	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SAC 99/ SR 51 Pump Plants	On SR 99 in and near Galt and City of Sacramento, on Routes 99 and 51 (Business 80, Capital City Freeway) at various pump plant locations: Rehabilitate and improve access to five pump plants.	15,400,000	-	By 2030
CAL21417	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SAC Approach Slabs - 3 Locations.	In Sacramento County, on eastbound Route 51 at Arcade Creek Bridge No. 24-0126, northbound Route 5 at San Juan Undercrossing Bridge No. 24-0209F and San Juan Undercrossing Bridge No. 24- 0209R. Replace roadway slabs at approaches and departures.	1,240,000	-	By 2030
CAL21026	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SB Watt to NB 51. Change config to 1+1, add aux.	SB Watt to NB 51. Change config to 1+1, add accel.	2,690,000	2,757,250	Post-2044
CAL21022	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SB Watt to SB-51. Change config to 1+1, add aux.	SB Watt to SB-51. Change config to 1+1, add accel.	2,690,000	2,757,250	Post-2044
CAL21400	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	South Sac 99 Pavement Rehab	On SR 99 near the City of Sacramento, from south of Martin Luther King Jr. Boulevard to US 50/SR 51 (Capital City Freeway, Business 80) Separation (PM 21.3/R24.351): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, upgrade signs and Transportation Management System (TMS) elements, replace concrete barrier and guardrail, and construct maintenance vehicle pullouts.	36,190,000	-	By 2030
CAL21221	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 104 Culvert Repairs	In Sacramento County from 0.9 mile east of Ivie Road to 2.5 miles west of Rancho Secco Road.	325,000	333,125	By 2030
CAL20867	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 104 Pavement Rehabilitation	In Sacramento County on Route 104 from 104/99 Junction to the county line.	16,940,000	17,363,500	By 2030
CAL20427	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 12 Operational Improvements	SR 12 Roadway Operational and Safety Improvements: Rio Vista to San Joaquin County line. Improvements will be coordinated with San Joaquin and Solano counties and anticipated corridor improvements.	10,000,000	-	By 2030
CAL21282	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 12 Pavement Rehabilitation	In Sacramento County, near Rio Vista from the Sacramento River Bridge to the Mokelumne River Bridge. Sac-12-0/6.2. EA 2F800	3,725,000	3,818,125	By 2030
CAL21283	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 12 Rio Vista Bridge Improvements	In Sacramento County at the Sacramento River Bridge (Br#23-0024)	22,860,000	23,431,500	By 2030

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CAL21075	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Relinquishment A	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	2,100,000	2,152,500	By 2030
CAL20878	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Relinquishment B	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	2,100,000	2,152,500	By 2030
CAL21303	Sac	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Relinquishment Ph 2	SR 16 Relinquishment Ph 2	-	-	By 2030
CAL21218	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Electrical & Mechnical Repairs	In Sacramento County on Route 160 at three bridges, Paintersville Bridge (Br# 24-0053), Isleton Bridge (Br# 24-0051), and Steamboat Slough (Br# 24-0052).	636,900	652,823	By 2030
CAL21030	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Mitigation	Giant Garter Snake mitigation south Sacramento County, east of Sacramento River.	1,700,000	1,742,500	By 2030
CAL20862	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Pavement Rehabiliation A	In Sacramento County on Rte 160 from Walker Landing Rd to approx 0.1 mile south of River Rd. (PM 9.6-35.0)	23,900,000	24,497,500	By 2030
CAL21047	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Pavement Rehabiliation B	In Sacramento County in Route 160 from Jct Rte 12 to approx 0.1 mile north of Poverty Rd. CAPM. (R0.0 - 6.0)	3,760,000	3,854,000	By 2030
CAL21046	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Pavement Rehabiliation C	In Sacramento County on Route 160 from the county line to Jct Rte 12. (PM L0.0-L10.8)	13,500,000	13,837,500	By 2044
CAL20873	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Roadside Planting Improvement	In Sacramento County on Route 160 from Del Paso to Tribute Rd. Highway Planting Rehab.	1,300,000	1,332,500	By 2044
CAL21059	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 220 Pavement Rehabiliation	In Sacramento County on Route 220 from county line to Jct 160.	3,000,000	3,075,000	By 2030
CAL20597	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Transition Lane	Construct a SB transition lane on SR 51 SB from Exposition Blvd. slip off-ramp to Exposition Blvd. loop on-ramp.	12,500,000	12,812,500	Post-2044
CAL21263	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 (NB) Hook Ramp Meter at the Howe Ave interchange	In the City of Sacramento construct a hook ramp meter at the SR 51/Howe Ave interchnage (NB) (PM 5.945)	380,000	389,500	By 2044
CAL21239	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 (SB) Diagonal Ramp Meter at Marconi Avenue	In the City of Sacramento construct a diagonal ramp meter at the SR 51/Marconi Avenue interchange (SB) (PM 5.374) Future configuration is a 2+1	380,000	389,500	By 2030
CAL21389	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 American River Bridge Child Project #2	On SR 51 (Business 80, Capital City Freeway) in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge No. 24-0003 and Cal Expo Undercrossing No. 24-0133 (PM 2.0/3.5): Procure steel girders. (Early Work Package No. 2 for Construction Manager/General Contractor (CMGC). The parent project is 3F070/CAL21379 and this is one of three child projects: 3F071/CAL21379, 3F072/CAL21389, 3F073/CAL21390.)	10,950,000	-	By 2030
CAL21390	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 American River Bridge Child Project #3	On SR 51 (Capital City Freeway, Business 80) in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge No. 24-0003 and Cal Expo Undercrossing No. 24-0133 (PM 2.0/3.5): Construct American River Bridge widening foundation. (Early Work Package No. 3 for Construction Manager/General Contractor (CMGC) parent project EA 3F070/CAL21379, which was split into three child projects: 3F071/CAL21379, 3F072/CAL21389, 3F073/CAL21390.)	61,691,000	-	By 2030
CAL20691	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Bridge Deck Replacement	On SR 51 in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge No. 24-0003 and Cal Expo Undercrossing No. 24-0133 (PM 2.0/3.5): Widen and replace bridge deck and construct 0.14 mile of Class 1 bike and pedestrian path as a complete streets element. This is a Construction Manager/General Contractor (CMGC) project. (G13 Contingency) (Three child projects: 3F071/CAL21379, 3F072/CAL21389, 3F073/CAL21390). Toll Credits for ENG	100,033,000	-	By 2030

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CAL21123	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Bus/Carpool Lanes: Arden to I-80	Managed Lane Facility: Arden to I-80 in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	265,000,000	271,625,000	Post-2044
CAL20977	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Drainage Improvements	In Sacramento County, approximately 0.1 mile North of Marconi Ave, 24-31W, 24-117W, 24-123W.	1,816,000	1,861,400	By 2030
CAL20826	Sac	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 ICM	Implement ICM strategies on the SR 51 Corridor (Non-capacity)	45,000,000	46,125,000	By 2044
CAL21053	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Marconi Curve Barrier	On SR 51 in the City of Sacramento, between Marconi Ave and Howe Ave (PM 5.6/5.9): Construct outer separation barrier.	4,932,000	-	By 2030
CAL21038	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Pavement Rehab	In Sacramento County on Route 51 from the County Line to approx. 0.4 mile north of Arden Way.	10,247,000	10,503,175	By 2044
CAL20924	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Roadside Restoration A	In Sacramento County on Route 51 in Sacramento from the 50/99/51 Seperation to E Street	1,250,000	1,281,250	By 2044
CAL21223	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Roadside Restoration B	In Sacramento County on Route 51 in Sacramento from arden Way to marconi Ave	1,250,000	1,281,250	By 2044
CAL21084	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Auxiliary Lane B	SR 99 auxiliary lane: SB from 47th Ave slip on ramp to Florin Rd slip off ramp	3,040,000	3,116,000	Post-2044
CAL21177	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 (NB) diagonal ramp meter at the SR 99/Elkhorn Blvd interchange	In the City of Elk Grove construct a diagonal ramp meter at the SR 99/Elkhorn Blvd westbound (WB) on ramp (PM 33.55)	380,000	389,500	By 2035
CAL21136	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 (NB) loop ramp meter at the SR 99/Elkhorn Blvd interchange	In the City of Elk Grove construction a loop ramp meter at the SR 99/Elkhorn Blvd eastbound (EB) on ramp (PM 33.32)	380,000	389,500	By 2035
CAL20883	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 (SB) auxiliary lane from the Florin Rd slip on ramp to Mack Rd slip off ramp	In the City of Sacramento construct SR 99 (SB) auxiliary lane from the Florin Rd slip on ramp to Mack Rd slip off ramp (PM 19.479-17.939)	7,700,000	7,892,500	Post-2044
CAL21243	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 (SB) diagonal ramp meter at the SR 99/Elk Grove Blvd interchange	In the City of Elk Grove construct a connector ramp meter at the SR 99/Elk Grove Blvd interchange (SB) (PM 12.612)	1,940,000	1,988,500	By 2035
CAL21244	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 (SB) diagonal ramp meter at the SR 99/Laguna Blvd interchange	In the City of Elk Grove construct a diagonal ramp meter on the EB onramp at the SR 99/Laguna Blvd interchange. Future configuration is a 1+1 (PM 13.661)	380,000	389,500	By 2035
CAL21245	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 (SB) diagonal ramp meter at the SR 99/Sheldon Road interchange	In the City of Elk Grove construct a diagonal ramp meter at the SR 99/Sheldon Road interchange (PM 14.72)	380,000	389,500	By 2035
CAL21265	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 (SB) loop ramp meter at the SR 99/Laguna Blvd interchange	In the City of Elk Grove construct a loop ramp meter on the WB onramp at the SR 99/Laguna Blvd interchange. (PM 13.891)	380,000	389,500	By 2035
CAL20572	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Auxiliary Lanes	Construct auxiliary lanes in both directions on SR 99 between: SB and NB from Cosumnes Riv Blvd/Calvine Road to Sheldon Road, and SB from Laguna Blvd/Bond Road to Elk Grove Blvd, and NB from Elk Grove Boulevard to Laguna Blvd/Bond Road, and NB from Laguna Blvd/Bond Road to Sheldon Road/Center Parkway, and NB from Sheldon Road/Center Parkway to Cosumnes River Blvd/Calvine Road	5,000,000	5,125,000	Post-2044
CAL21349	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Auxiliary Lanes & Ramp Meters	On SR 99 in Elk Grove from Elk Grove Blvd to south of Calvine Road (PM 12.7/16.0): Construct two southbound auxiliary lanes (southbound SR 99 Cosumnes River Blvd/Calvine Road to Sheldon Road and southbound SR 99 from Laguna Blvd/Bond Road to Elk Grove Blvd), construct concrete median barrier, extend storage lane at southbound Elk Grove Boulevard offramp, and upgrade five ramp metering systems.	24,630,000	-	By 2030
CAL20968	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Bridge Rail Upgrade	In Sacramento County on Route 99 from Stockton Blvd OC (Br#23-0134) to 12th Ave OC (Br# 24-0161). Bridge Rail Upgrade.	18,500,000	18,962,500	By 2030
CAL20876	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Detection	In Sac, Sut, & But Counties on Route 99 at various locations. Inductive Loop Replacement.	2,000,000	2,050,000	By 2030
CAL20871	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements A	In Sacramento County from Amador Ave OC to just north of 41st Ave OC, PP 24-139W, 24-144W, 24-146W. Upgrade Pump Plants.	1,816,000	1,861,400	By 2030
CAL20976	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements B	In Sacramento County, approximately 0.1 mile North of McConnell UP (Br# 24-48L), 24-48W. Pump Plant Upgrade.	528,000	541,200	By 2030

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CAL20827	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 ICM	Implement ICM strategies on the SR 99 Corridor (Non-capacity)	45,000,000	46,125,000	By 2044
CAL20945	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 ITS	From Elk Grove Blvd Over Crossing to City of Sacramento Jnct 50/51 Rte Break. EA 0H670	12,150,000	12,453,750	By 2030
CAL21415	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Mack/Florin Meter HOVPL	In Sacramento County, on northbound SR 99 at the Mack Road loop onramp and Florin Road slip onramp. Add metering to the High Occupancy Vehicle Preferential Lane (HOVPL).	1,500,000	-	By 2030
CAL20929	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Managed lane extension	SR 99 Managed Lane facility extension - San Joaquin/Sac County Line to Kammerer/Grant Line Road (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	35,000,000	35,875,000	Post-2044
CAL20828	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Managed Lanes from Elk Grove Boulevard to J Street Underpass	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-	-	Post-2044
CAL20859	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation B	In Sacramento County on Route 99 from MLK Blvd OC to approx 0.1 mile north of Jct 50/51.	12,100,000	12,402,500	By 2030
CAL20843	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation D	In Sacramento from Route 5 Interchange to Sutter County Line.	9,550,000	9,788,750	By 2044
CAL21290	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR-99 Improvements	SR-99 In Sacramento County from Laguna Blvd to Bond Rd. Add GP and HOV lanes at each location. Ramp Meter Improvements.	6,100,000	6,252,500	Post-2044
CAL20967	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	TransLab Upgrades	In Sacramento at the TransLab on 59th Street	13,000,000	13,325,000	By 2044
CAL20574	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Traveler Information System	110 locations throughout Sacramento County. Travel time detection and notification systems.	1,939,200	1,987,680	By 2044
CAL21217	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Treat 5 bridge decks in Sac County at various routes	In Sacramento County on Routes 5,50, & 80 on 5 structures (Br#24-0175, 24-0203, 24-0218, 24-0263, and 24-0281K)	524,000	537,100	By 2030
CAL20606	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	U.S. 50 / SR 99 / SR 51 Oak Park Interchange Reconstruction	Managed Lane Facility freeway to freeway connectors.	10,000,000	10,250,000	Post-2044
CAL20951	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Bridge Improvements	In Sacramento on Rte 50 at eastern end Sacramento River Viaduct (Pioneer Bridge). Bridge painting. EA 1H100	21,030,000	21,555,750	By 2030
CAL20870	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Drainage Improvements C	In Sacramento County near Oak Park Seperation, PP 24-231W	528,000	541,200	By 2030
CAL20961	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Fiber Optics	In Sac and ED counties on US 50 from Sunrise Blvd to Sly Park Rd. Install fiber optics network. 1H820	7,021,000	7,196,525	By 2030
CAL20829	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Managed Lanes from Watt Avenue to Cameron Drive	Convert existing HOV lanes between Watt Avenue and Cameron Park Drive to a Toll Lane or possibly install a reversible lane	-	-	Post-2044
CAL20761	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Pavement Rehab	On US 50 in the City of Sacramento, from I-5 to Watt Avenue (PM L0.6/R5.3): Roadway rehabilitation. The US 50 Multimodal Corridor Enhancement project (0H08U) combines US 50 HOV Lanes (3F360/CAL18838) and US 50 Pavement Rehab (0H080/CAL20761) for construction.	323,900,000	-	By 2030
CAL20860	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Pavement Rehabilitation	In Sacramento County on Route 50 from Sunrise Blvd to approx 0.7 mile west of Prairie City Rd OC.	24,720,000	25,338,000	By 2030
CAL21033	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Pump Plant	In Sacramento County approx. 0.1 miles West of Mather Field OC (Br#24-0175). Upgrade Pump Plant.	528,000	541,200	By 2030
CAL20648	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Transition and Auxiliary Lane	In Sacramento County on US 50, construct an eastbound transition lane from the Folsom Blvd slip off ramp to the Prairie City Rd slip off ramp, and construct an auxiliary lane from the Prairie City Rd slip on ramp to the Folsom Blvd slip off ramp	5,000,000	5,125,000	Post-2044
CAL20912	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	US-50 In WB direction from SR-51 off ramp to SR-99 off ramp install auxiliary lane	US-50 In WB direction from SR-51 off ramp to SR-99 off ramp install auxiliary lane	1,500,000	1,537,500	Post-2044
CAL20931	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US-50 (EB) In Sacramento County on diagonal ramp at NB Prairie City Rd. Install ramp meter	US-50 (EB) In Sacramento County on diagonal ramp at NB Prairie City Rd. Install ramp meter	900,000	922,500	By 2044
CAL20930	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US-50 (WB) In Sacramento County on loop ramp at NB Prairie City Rd. Install ramp meter	US-50 (WB) In Sacramento County on loop ramp at NB Prairie City Rd. Install ramp meter	900,000	922,500	By 2044

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CAL21288	SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems.	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems.	8,184,000	8,388,600	By 2030
CAL20852	SAC	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	WB El Camino to NB 51. Change config to 1+1, add aux.	WB El Camino to NB 51. Change config to 1+1, add accel. SR-51	3,102,000	3,179,550	Post-2044
CAL21396	SAC	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Willow Slough Bridge Replacement	On SR 99 near Elk Grove, from Arno Road to south of Dillard Road at Willow Slough Bridge No. 24-0046L/R (PM 6.0/7.1): Replace existing south bridge, close the median gap between southbound and northbound bridges, widen shoulders, upgrade guardrail, and install Transportation Management System (TMS) elements.	17,520,000	-	By 2030
CAL21083	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	Hazel Ave to Folsom Blvd (T)	US-50 In EB direction from Hazel Ave to Folsom Blvd (T) install auxiliary lane	1,500,000	1,697,112	By 2030
CAL21270	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 auxiliary (or transition lane) from Cosumnes River Blvd to Pocket Road	In the City of Sacramento construct auxilary (or transition) lanes from Cosumnes River Blvd to Pocket Road in both directions	1,500,000	1,739,540	By 2030
CAL21272	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary Lane (NB) from Del Paso Road to SR 99 NB connector ramp	In Sacramento County construct auxiliary lanes on I-5 from Del Paso Road off ramp to SR 99 NB connector ramp (PM 28.817-29.772)	4,770,000	6,739,885	By 2035
CAL21252	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary Lane (NB) from Elk Grove Blvd to Laguna Blvd	In the City of Elk Grove construct an auxiliary lane on I-5 between Elk Grove Blvd to Laguna Blvd (NB direction) (PM 10.822-11.896)	5,370,000	-	By 2035
CAL21256	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary lane from Arena Blvd off ramp to Arena Blvd on ramp (SB)	In the City of Sacramento at the I-5/Arena Blvd interchange construction an auxiliary lane between the SB off and on ramps (PMs 27.757 to 28.320)	1,500,000	2,119,461	By 2035
CAL20816	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Connector ramp meter at the I-5/I-80 Interchange (EB 80 to NB 5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.72), install a connector ramp meter from EB I-80 to NB I-5. Future configuration is a 2+1.	1,940,000	-	By 2035
CAL20817	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Connector ramp meter at the I-5/I-80 Interchange (WB 80 to NB 5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.96), install a connector ramp meter from WB I-80 to NB I-5. Future configuration is a 2+1.	1,940,000	-	By 2035
CAL20819	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Loop Ramp Meter at the I-5/Airpord Blvd. interchange	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.69) install a loop ramp meter at the NB ramp	380,000	-	By 2035
CAL20815	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Connector Ramp Meter at the I-5/I-80 interchange (EB I-80 to SB I-5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.55) install a connector ramp meter at the SB ramp from EB I-80 to SB I-5	1,940,000	-	By 2035
CAL21242	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp meter at the I-5/Elk Grove Blvd interchange	In the City of Elk Grove at the I-5/Elk Grove Blvd interchange install a loop ramp meter. Future configuration is a 1+1. (PM 10.882)	900,000	1,271,676	By 2035
CAL20587	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	I-5 Transition Lane	I-5 Transition Lane: SB, from Garden Hwy. off-ramp to the Garden Hwy. on-ramp.	4,000,000	-	By 2030
CAL20840	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County in the City of Sacramento from county line to ED County Line. Ramp metering, extend aux lanes. US 50 ICM-Segment 2: Comm Detection, ITS Elements, Ramp meter upgrades	US-50 In Sacramento County in the City of Sacramento from county line to ED County Line. Upgrade 22 ramp metering systems. Widen Ramps at WB Sac-50 SB Bradshaw, SB Mather and NB Mather and extend accel. lanes. US 50 ICM-Segment 2: Comm Detection, ITS Elements, RM upgrades. SHOPP ID 18166	9,700,000	10,445,839	By 2030
CAL21003	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County on Route 80 at various locations from county line to county line. Sac 80 Fiber	In Sacramento County on Route 80 at various locations from county line to county line. Sac 80 Fiber	13,400,000	17,153,133	By 2030
CAL20909	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (NB) transition lane from El Camino Ave slip on ramp to Marconi Ave	In the City of Sacramento construct SR 51 (NB) transition lane from El Camino Ave slip on ramp to Marconi Ave	1,500,000	2,119,461	By 2035
CAL21135	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (SB) transition lane from E Street to J Street	In the City of Sacramento construct SR 51 (SB) transition lane from E Street to J Street (PM 1.674-1.288)	1,500,000	2,172,447	By 2035

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CAL21154	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (SB) transition lane from P Street to N Street	In the City of Sacramento construct SR 51 (SB) transition lane from P Street to N Street (PM 0.808-0.523)	1,500,000	2,172,447	By 2035
CAL20906	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (SB) Transition Lane from SB Watt Ave slip on ramp to Auburn Blvd slip on ramp	In the City of Sacramento construct SB transition lane from SB Watt Ave slip on ramp to Auburn Blvd slip on ramp (PM 7.886-7.521)	1,500,000	2,119,461	By 2035
CAL20600	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Auxiliary Lane A	SR 99 auxiliary lane: NB from WB Florin Rd. slip on ramp to EB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	-	By 2044
CAL21081	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (NB) auxiliary lane from the WB Mack Road slip on ramp to the EB Florin Road slip off ramp	In the City of Sacramento construct SR 99 (NB) auxiliary lane from the WB Mack Road slip on ramp to the EB Florin Road slip off ramp (PM 19.747-20.628)	7,560,000	10,682,082	By 2035
CAL20601	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Auxiliary Lane	SR 99 Auxiliary Lane extension: SB, from Martin Luther King Blvd on ramp. to WB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	-	By 2044
CAL20602	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Interchange Improvements	Interchange Improvements: Mack Road, Florin Road, 47th Ave., 12th Ave.	40,000,000	-	By 2044
CAL20599	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Transition Lane	SR 99 Transition Lane: NB, from WB 47th Ave. slip on ramp to EB Fruitridge Rd. slip on ramp, and from WB Fruitridge Rd. loop off ramp to WB Fruitridge Rd. slip on ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	-	By 2035
CAL20884	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	Sunrise Blvd to Hazel Ave (T) Aux Lanes	US-50 In EB direction from Sunrise Blvd to Hazel Ave (T) install auxiliary lane	1,500,000	1,697,112	By 2030
CAL20641	SAC	Planned	Caltrans D3	G- System Management, Operations, and ITS	US 50 Transition Lane	US 50 Westbound Transition Lane from Stockton Blvd off-ramp to Rt-51 connector on-ramp. Realign and add acceleration taper to Stockton loop off ramp	15,000,000	-	By 2035
CAL21404	SAC	Programmed	Caltrans HQ	C- Maintenance & Rehabilitation	FTA 5310 - ACC of Sacramento Valley - Computers and Monitors	Asian Community Center of Sacramento Valley will use FTA 5310 funds awarded by Caltrans to purchase not computers to allow them to continue operating their ACC Rides transportation services. The project received $7,795 in in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	7,795	-	By 2030
CAL21405	SAC	Programmed	Caltrans HQ	C- Maintenance & Rehabilitation	FTA 5310 - ACC of Sacramento Valley - Operating	Asian Community Center of Sacramento Valley will use FTA 5310 funds awarded by Caltrans to allow them to continue operating their ACC Rides transportation services for seniors. The project received $953,041 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	953,041	-	By 2030
CAL21410	SAC	Programmed	Caltrans HQ	C- Maintenance & Rehabilitation	FTA 5310 - United Cerebral Palsy - Buses and Video Monitoring	United Cerebral Palsy Associate of Greater Sacramento, Inc. will use FTA 5310 funds awarded by Caltrans to purchase five large gasoline powered buses, one small gasoline powered bus, and video monitoring equipment for these six buses to allow them to continue their transportation services. The project received $588,944 in Saccramento UZA funds. This project is 100% federally funded and does not require a local match.	588,944	-	By 2030
SAC24920	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Antelope Road Complete Streets - Phase 2	Design, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	15,000,000	15,375,000	By 2044
SAC24921	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Antelope Road Complete Streets - Phase 3	Design, ROW, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	10,500,000	10,762,500	By 2030
SAC24923	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Auburn Blvd Complete Streets - Phase 3	Design, ROW acquisition and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	32,000,000	32,800,000	By 2044

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SAC24924	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Auburn Blvd Complete Streets - Phase 4	Design and construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	20,000,000	20,500,000	By 2030
SAC24925	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Auburn Blvd Complete Streets - Phase 5	Design, ROW, and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	28,000,000	28,700,000	By 2044
SAC25334	SAC	Programmed	City of Citrus Heights	C- Maintenance & Rehabilitation	Auburn Blvd. Complete Streets - Phase 2 - Non-Infrastructure	In conjunction with Auburn Blvd. Complete Streets - Phase 2 (SAC24732): Conduct carry out non-infrastructure component of the award: Provide bicyclist and pedestrian education to two schools: Grand Oaks Elementary and Mariposa Ave. Elementary.. Toll Credits for CON	13,000	-	By 2030
SAC25089	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Citrus Heights ITS Phase I	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	2,405,495	2,465,632	By 2030
SAC25090	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Citrus Heights ITS Phase II	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	1,434,025	1,469,876	By 2030
SAC25091	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Citrus Heights ITS Phase III	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	2,156,500	2,210,413	By 2030
SAC25064	SAC	Programmed	City of Citrus Heights	C- Maintenance & Rehabilitation	Electric Greenway (Class I Multi-Use Trail)	In Citrus Heights: Between Arcade Creek Park Preserve and Wachtel Way; Construct a 2.9 mile long Class I Multi-Use Trail. (Also titled Arcade-Cripple Creek Trail).. Toll Credits for CON	10,483,624	-	By 2030
SAC24929	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Fair Oaks Blvd Complete Streets Phase 1	Design and construction; ADA, Pedestrian and Bicycle improvements, LED street light conversion, road resurfacing.	2,700,000	2,767,500	By 2044
SAC24930	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Fair Oaks Blvd Complete Streets Phase 2	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, LED street light conversion, road resurfacing.	3,200,000	3,280,000	By 2044
SAC24919	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Greenback Lane Complete Streets	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal modifications, full road reconstruction, LED street light conversion.	4,200,000	4,305,000	By 2030
SAC24932	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Oak Avenue Complete Streets Phase 1	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	3,800,000	3,895,000	By 2044
SAC24933	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Oak Avenue Complete Streets Phase 2	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	3,500,000	3,587,500	By 2030
SAC25294	SAC	Programmed	City of Citrus Heights	C- Maintenance & Rehabilitation	Old Auburn Road Complete Streets - Phase I	In the City of Citrus Heights, on Old Auburn Road, from Garry Oak Drive (east of Fair Oaks Blvd) to Tiara Way (west of Sunrise Blvd): Construct Class IV separated bikeways, sidewalk, pedestrian crossing upgrades, and pedestrian-scale lighting.	12,096,000	-	By 2030
SAC24927	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Old Auburn Road Complete Streets Phase 1	Design, ROW and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction.	15,000,000	15,375,000	By 2044
SAC24928	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Old Auburn Road Complete Streets Phase 2	Design and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction.	12,000,000	12,300,000	By 2030
SAC24926	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	San Juan Ave Complete Streets	Design, ROW and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	22,000,000	22,550,000	By 2044

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SAC25261	SAC	Programmed	City of Citrus Heights	C- Maintenance & Rehabilitation	San Juan Ave. Complete Streets Rehabilitation - Phase 1A	Phase 1A: On San Juan Ave. from Madison Ave. to Chesline Dr.: Construct road rehabilitation, repair curb, gutter, and sidewalk, infill pedestrian paths; add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at sidestreet intersections and other key points.(Phase 1B to be constructed under separate ID, SAC25316.)	4,807,000	-	By 2030
SAC25316	SAC	Programmed	City of Citrus Heights	C- Maintenance & Rehabilitation	San Juan Ave. Complete Streets Rehabilitation - Phase 1B	On San Juan Ave., from Chesline Dr. to Spicer Dr.: Rehabilitate pavement; repair curb, gutter, and sidewalk; infill pedestrian paths; add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at sidestreet intersections and other key points. (Environmental programmed as part of SAC25261, San Juan Ave. Complete Streets Rehabilitation - Phase 1)	3,000,000	-	By 2030
SAC24934	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Saybrook/Misty Creek I-80 Pedestrian/bicycle overpass	Design and construction; ADA compliant Pedestrian and Bicycle bridge/overpass connecting west side at Saybrook with east side at Misty Creek.	15,000,000	15,375,000	By 2044
SAC24917	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Sunrise Blvd Complete Streets - Phase 2	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	6,000,000	6,150,000	By 2030
SAC24918	SAC	Planned	City of Citrus Heights	C- Maintenance & Rehabilitation	Sunrise Blvd Complete Streets - Phase 3	construction; ADA, Pedestrian, Bicycle and Transit Improvements on east side of road including installation of new sw/c&g, LED street light conversion, full road reconstruction, hardscape and landscape.	5,002,000	5,127,050	By 2030
SAC24773	SAC	Programmed	City of Elk Grove	B- Road & Highway Capacity	Big Horn Blvd. Extension - Bilby to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd, Construct (4-lanes) extension	8,181,000	-	By 2030
SAC24982	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Big Horn Blvd. Extension to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Construct new 2-lane roadway	5,669,500	6,258,067	By 2030
SAC25138	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Big Horn Blvd. Widening	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Widen to 4-lane roadway	4,600,000	7,537,636	By 2044
SAC25103	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Bilby Rd. extension past Big Horn	In Elk Grove, Bilby Road Extension from Bruceville Road to 2,000 feet past McMillan Road/Big Horn Extension, Widen to 4-lane roadway	16,000,000	17,661,006	By 2030
SAC24972	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Bilby Rd. extension to Lotz Pkwy	Construct New Road: 4 lanes from McMillan Rd./Future Big Horn Blvd. extension to Lotz Pkwy.	3,495,600	3,858,488	By 2030
SAC24073	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Bradshaw Rd. Widening B	Widen: 4 lanes from Sheldon Rd. to Calvine Rd.	6,200,200	8,760,720	By 2035
SAC25139	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening A	Widen: 6 lanes from Sheldon Rd. to Big Horn Blvd.	5,400,000	5,960,590	By 2030
SAC19010	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening B	In Elk Grove, from Whitelock Parkway to Bilby Road: Widen from 2 to 4 lanes.	3,719,000	5,254,850	By 2035
SAC24105	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening C	In Elk Grove, Bruceville Road from Bilby Road to Kammerer Road: Widen from 2 to 4 lanes.	2,200,000	3,604,956	By 2044
SAC25104	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Calvine Road Widening C	Widen Calvine Road from Cliffcrest Dr. to Elk Grove Florin Rd. from 4 to 6 lanes	7,000,000	8,528,820	By 2030
SAC24952	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Excelsior Rd	Full 2 lane Improvement from Sheldon Rd. to Calvine Rd.	5,000,000	8,193,082	By 2044
SAC24094	SAC	Programmed	City of Elk Grove	B- Road & Highway Capacity	Kammerer Rd Extension (Connector Segment A)	In Elk Grove, Kammerer Rd. from Bruceville Rd. to Interstate 5/Hood Franklin Interchange: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings. Environmental phase (CEQA and NEPA) covers full project scope, to be built in phases: Kammerer Road: In Elk Grove, from Lent Ranch Parkway to I-5/Hood Franklin Interchange: Widen and extend from 2 to 4 lanes (see MTP/SCS project SAC24114).. Toll Credits for ROW	63,168,000	-	By 2030
SAC25097	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Kammerer Rd Extension (Connector Segment)	Extend Kammerer Road, between Bruceville Rd. and Hood Franklin with seperated median, 2 lanes, and Class 3 bike lanes. Would inlcude a railroad grade seperation and connections to a two lane Willard. Could include minor midifications to Hood Franklin & I-5 interchange.	50,000,000	55,190,645	By 2030

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SAC24114	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Kammerer Road Widening (Connector Segment)	In Elk Grove, Kammerer Rd, from Lent Ranch Parkway to I/5/Hood Franklin Interchange: Widen from 2 to 4 lanes. This Project is included in the Environmental Studies (NEPA and CEQA) for SAC24094.	55,100,000	-	By 2030
SAC24111	SAC	Programmed	City of Elk Grove	B- Road & Highway Capacity	Lotz Parkway	In Elk Grove, Lotz Parkway from Whitelock Parkway to 0.5 miles south of Whitelock Parkway at the northern boundary of the new Sterling Meadows development area: Construct new 2-lane roadways. Also, extend 2-lane Promenade Parkway from northern boundary of the new Sterling Meadows development area to new Lotz Parkway.	9,662,500	-	By 2030
SAC25277	SAC	Programmed	City of Elk Grove	B- Road & Highway Capacity	Lotz Parkway between Sterling Meadows northern boundary and Kyler Road	In Elk Grove, Lotz Parkway from northern boundary of the Sterling Meadows development area to Kyler Road: Construct new 4-lane roadway, bike lanes, curb, gutter, landscaping and sidewalk. Part of SAC24111.	1,725,000	-	By 2030
SAC24980	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Lotz Parkway Widening A	In Elk Grove, from Laguna Springs Drive to Whitelock Parkway: widen to 4-lanes.	3,500,000	3,863,345	By 2030
SAC24987	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Lotz Parkway Widening B	In Elk Grove, Lotz Pkwy. from Whitelock Pkwy to Kammerer Rd: widen to 4-lanes	10,000,000	12,800,845	By 2030
SAC25313	SAC	Programmed	City of Elk Grove	B- Road & Highway Capacity	Lotz Pkwy - Kyler Road to Kammerer Road	In Elk Grove, Lotz Pkwy. from Kyler Rd to Kammerer Rd: Construct remaining 2-lanes of 4-lane roadway, bike lanes, curb, gutter, landscaping and sidewalk	1,500,000	-	By 2030
SAC19160	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Sheldon Road Widening A	Widen Sheldon Road from Elk Grove-Florin Road to Waterman Road: widen from 2 to 4 lanes.	7,651,500	8,445,824	By 2030
SAC24097	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Waterman Rd.	Widen: 4 lanes from Elk Grove Blvd. to Bond Rd.	4,800,000	5,298,302	By 2030
SAC24112	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Waterman Road Widening A	In Elk Grove, from Elk Grove Blvd to Grant Line Road: Widen from 2 to 4 lanes.	7,500,000	8,915,143	By 2030
SAC24096	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Waterman Road Widening C	Widen Waterman Road from Sheldon Road to Bond Road from 2 to 4 lanes.	357,540	585,871	By 2044
SAC24960	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	West Stockton Blvd	On West Stockton north of Promenade to Whitelock Pkwy, construct full 2 lane improvements and realign road to intersect with Lotz Pkwy south of Whitelock. Rename to Promenade.	1,583,039	2,236,793	By 2035
SAC24098	SAC	Programmed	City of Elk Grove	B- Road & Highway Capacity	Whitelock Parkway/SR 99 Interchange Project	In Elk Grove, Whitelock Parkway and SR 99: Construct new Interchange with new pedestrian bridge over SR 99 to Elk Grove Regional Park and High School.	100,400,000	-	By 2030
SAC24954	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Willard Parkway D	Widen from 4 to 6 lanes from Whitelock Pkwy. to South Bilby Rd.	1,854,100	3,038,159	By 2044
SAC24961	SAC	Planned	City of Elk Grove	B- Road & Highway Capacity	Wilton Rd	Full 2 lane improvements from Grant Line Rd. to City Limit	7,789,900	8,598,592	By 2030
SAC25011	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Arterial Roads Rehabilitation Project	In Elk Grove, Roadway Rehabilitation on Waterman Rd from 700 ft south of Bond to Elk Grove Blvd, on Waterman Road from Charolais Way to Grant Line Road, and on Elk Grove Florin Road from Elk Grove Blvd to Valley Oak Lane. Segments will include Class II bike lanes and may include minor shoulder improvements.. Toll Credits for CON	8,215,160	-	By 2030
SAC25131	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Big Horn Blvd. & Bilby Rd. Intersection	Install a trafic signal at the Big Horn Blvd. & Bilby Rd. Intersection	500,000	512,500	By 2030
SAC25098	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Big Horn Blvd. & Poppy Ridge Rd. Intersection	Install a trafic signal at the Big Horn Blvd. & Poppy Ridge Rd. Intersection	500,000	512,500	By 2030
SAC25102	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Big Horn Blvd. Extension to Eschinger	Big Horn Blvd. from Kammerer Rd. to Eschinger Rd., Construct 2 lane road.	20,800,000	21,320,000	Post-2044
SAC24103	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bradshaw Rd. Widening C	In Elk Grove, from Grant Line Road to Bond Road, widen from 2 to 4 lanes.	1,043,550	1,069,639	Post-2044
SAC24102	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bradshaw Rd. Widening D	In Elk Grove, between Bond Road and Sheldon Road: Widen from 2 to 4 lanes.	696,120	713,523	Post-2044
SAC24076	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bradshaw Rd. Widening E	Widen: 4 to 6 lanes from Grant Line Rd. to Bond Rd.	6,200,000	6,355,000	Post-2044
SAC24074	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bradshaw Rd. Widening F	Widen: 4 to 6 lanes from Sheldon Rd. to Calvine Rd.	3,800,000	3,895,000	Post-2044

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SAC24075	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bradshaw Rd. Widening G	Widen: 4 to 6 lanes from Bond Rd. to Sheldon Rd.	3,700,000	3,792,500	Post-2044
SAC24792	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Bruceville Rd. and Poppy Ridge/Quail Run Intersection	Install a trafic signal at the Bruceville Rd. and Poppy Ridge/Quail Run intersection.	338,100	346,553	By 2030
SAC24949	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bruceville Rd. Widening D	Widen from 4 to 6 lanes from Elk Grove Blvd. to Whitelock Parkway	1,683,600	1,725,690	Post-2044
SAC24082	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bruceville Rd. Widening E	Widen: 6 lanes from Bilby Rd. to Kammerer Rd.	1,834,200	1,880,055	Post-2044
SAC24081	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Bruceville Rd. Widening F	Widen: 6 lanes from Whitelock Pkwy. to Bilby Rd.	1,845,900	1,892,048	Post-2044
SAC24084	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Calvine Road Widening A	Widen Calvine Road from Vineyard Road to Grant Line Road from 2 to 4 lanes	14,000,000	14,350,000	Post-2044
SAC25140	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Calvine Road Widening B	Widen Calvine Road from Elk Grove Florin Rd to Waterman Rd. from 4 to 6 lanes	4,000,000	4,100,000	Post-2044
SAC25305	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Citywide Traffic Signal Enhancements and Congestion Relief Project	At 76 signalized intersections in the City of Elk Grove: Provide advanced dilemma zone detection for signalized intersection approached with posted speeds of 40 MPH or higher. Replace 8 inch signal heads with 12 inch, and add retro-reflective borders to all signal heads. (H10-03-008) Along Elk Grove Blvd., from Backer Ranch Rd. to Elk Grove Florin Rd., at 13 signalized intersections including East Stockton Blvd and SR 99 northbound ramps: Upgrade traffic signal controller, communications equipment and vehicle detection system, install a master traffic signal control and data collection system. Install new city fiber and copper signal interconnect. Connect existing city fiber and copper signal interconnect. Implement a variety of communications devices including DSL and wireless to upgrade the communication speed of the traffic network. (Other State Funds are HSIP State Cash)	10,771,200	-	By 2030
SAC25105	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	East Stockton Blvd & Valley Oak Ln. Intersection Improvements	Install a trafic signal at East Stockton Blvd & Valley Oak Ln.	500,000	512,500	By 2030
SAC25093	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Blvd & Grant Line Road	Install a traffic signal at Elk Grove Blvd & Grant Line Road.	500,000	512,500	By 2030
SAC25092	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Blvd Operational Improvements	Traffic Signal communication upgrade (new fiber) Elk Grove Boulevard from Elk Grove Florin to Franklin	1,100,000	1,127,500	By 2030
SAC24966	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Blvd Right Turn Pockets	Right Turn pocket from EB Elk Grove Blvd to SB SR99	875,000	896,875	By 2030
SAC25132	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Blvd. and Bradshaw Rd.	Install a traffic signal or roundabout at Elk Grove Blvd. and Bradshaw Rd.	4,000,000	4,100,000	By 2030
SAC25188	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Creek Trail Gap Closure	In Elk Grove, along the south side of Elk Grove Creek from Laguna Springs Drive to Oneto Park: Construct a separate Class I (off-street) bicycle/pedestrian trail. Along Laguna Springs Drive, from Elk Grove Boulevard to Laguna Palms Way: Construct Class II (on-street) bike lanes.	1,381,000	-	By 2030
SAC25094	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Florin Rd. and La Haya Way Signal	Install Signal at Elk Grove Florin Rd. and La Haya Way	500,000	512,500	By 2030
SAC25074	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Florin Road Sidewalk Infill SRTS	In Elk Grove: On Elk Grove Florin Road, between Valley Oak Lane and East Stockton Blvd, eliminate sidewalk gaps and improve ADA access, bus stop access, bicycle and pedestrian crossings, and overall safety in the corridor. Provide walking and biking education for three school communities: Florence Markofer Elementary, Joseph Kerr Middle School, and Elk Grove High School.	1,101,000	-	By 2030
SAC25263	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove-Florin Road Complete Street and Resurfacing	In the City of Elk Grove, on Elk Grove-Florin Road, from Elk Grove Boulevard to Calvine Road: resurface pavement, sidewalk gap closures, ADA curb ramp upgrades, the addition of new class II and class III bikeways, upgrades to video detection, and pedestrian interval prioritization.	3,794,782	-	By 2030

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SAC25095	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove-Florin Road ITS Improvements	Traffic signal communications upgrade and coordination along Elk Grove Florin from Bond Road to Valley Oak Lane, hook up to existing fiber optic and upgrade controllers	280,000	287,000	By 2030
SAC24086	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove-Florin Road Widening A	Widen Elk Grove-Florin Road from 4 to 6 lanes from Calvine Road to Sheldon	9,540,000	9,778,500	Post-2044
SAC25332	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Grant Line Rd and Wilton Rd Operational Improvements	In Elk Grove, on Grant Line Rd., from Sherman Oaks Ct. to Aleilani Lane: Intersection operational improvements, consistent with the JPA future project. The project would improve traffic operations to the intersection of Grant Line Rd./Wilton Rd. and immediate vicinity, in the form of a signal modification or a roundabout, with possible realignment of Wilton Road to the south, modification of the intersection of Grant Line Rd. and Pleasant Grove School Rd, and modification of adjacent commercial driveways to address conflicts. (PE Only. Total Project Cost: $12,000,000)	1,000,000	-	By 2030
SAC20510	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Grant Line Road	Grant Line Road from Bond Road to Calvine Road: alignment study.	800,000	820,000	By 2030
SAC24795	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Grant Line Road Sheldon Area Operational Improvements Phase 1	Widen Grant Line Road, between Bond Road and Calvine Road, to accommodate Signals/Roundabouts and left and right turn lanes at intersections.	5,200,000	5,330,000	By 2030
SAC25157	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Guardrail Upgrade	At four locations, Bruceville Road at Laguna Creek Bridge, Sheldon Road at Laguna Creek Bridge, Waterman Road at Laguna Creek Bridge, and Grant Line Road at Deer Creek Tributary Bridge: Upgrade outdated guardrail. (H9-03-006)	329,200	-	By 2030
SAC24962	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Hi Bus from CRC to Elk Grove	This project is to develop an enhanced bus corridor 8.5 miles along Bruceville Rd to Big Horn to Kammerer to 99 between Cosumnes River College and Elk Grove.	37,813,160	38,758,489	By 2030
SAC24788	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Hi Bus from I-5 to Bradshaw Rd	Develop an East-West enhanced bus corridor in Elk Grove along Elk Grove Blvd. from I-5 to Bradshaw Road.	1,000,000	1,025,000	Post-2044
SAC25135	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Kammerer Rd Reconstruction (Connector Segment)	Reconstruct Kammerer Road, between Lent Ranch Pkwy. and Bruceville Road, with seperated median, 2 lanes, and Class 2 bike lanes.	24,000,000	24,600,000	By 2030
SAC25171	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Laguna Blvd Right Turn Lane to W. Stockton Blvd	In Elk Grove, from the southbound State Highway 99 off-ramp to West Stockton Boulevard: Construct a dedicated right-turn lane on Laguna Boulevard.	2,048,000	-	By 2030
SAC25136	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Laguna Boulevard/Bond Road Operational Improvements	Traffic Signal communication upgrade (new fiber) Laguna from Big Horn to Franklin. In Addition, Traffic signal communication upgrade along Bond/Laguna/Bighorn from Bond at Waterman to Big Horn at Civic Center Drive	1,100,000	1,127,500	By 2030
SAC25295	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Laguna Creek Inter-Regional Trail Crossing at State Route 99	In Elk Grove at Laguna Creek and State Route 99, between Sheldon Road and Bond Rd./Laguna Blvd.: Construct a Class I bicycle and pedestrian crossing over State Route 99.. Toll Credits for ENG, ROW	12,499,788	-	By 2030
SAC25019	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Laguna Creek Trail and Bruceville Rd Sidewalks	In Elk Grove, Laguna Creek Trail, from Lewis Stein Rd. to Bruceville Rd. Laguna Creek Trail from south of Center Pkwy to Big Horn Blvd and Bruceville Rd; Sidewalk on west side of Bruceville Rd. from Big Horn Blvd to south of Center Pkwy and on a section north of Laguna Blvd.. Toll Credits for ROW	4,322,660	-	By 2030
SAC25172	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Laguna Creek Trail and West Stockton Blvd. Multi Modal Improvements	In Elk Grove, Lewis Stein Road, from Sheldon Road to West Stockton Boulevard; and West Stockton Boulevard, from Lewis Stein Road to Dunisch Road: Construct approximately 2,800 feet of Class I multi-use trail parallel and south of West Stockton Blvd. and replace 34 non-compliant ADA curb ramps, install detectable warning surfaces at commercial driveways along Lewis Stein Rd.	1,435,110	-	By 2030
SAC25099	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Lotz Parkway Extension	Lotz Parkway from Kammerer road to Eschinger Rd: extend 2 lane road	20,800,000	21,320,000	Post-2044

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SAC25307	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	North Laguna Creek Area Big Horn Blvd and Franklin Blvd Improvements	Franklin Boulevard from Big Horn Boulevard to Laguna Boulevard: Replace the existing class II bike lanes with one-way class IV bikeways or cycle track for completion of the Franklin Boulevard Cycle Track Phase 2, add green pavement markings in high conflict areas. Big Horn Boulevard from Franklin Boulevard to Laguna Creek High School (Vicino Drive): Pavement maintenance and rehabilitation, create buffered bike lanes, add green pavement markings in high conflict areas, and upgrade curb ramps.	2,575,000	-	By 2030
SAC24169	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Old Town Elk Grove Streetscape Phase 2	In Elk Grove, Elk Grove Boulevard, from School St. to Waterman Rd.: Street frontage improvements, including: expanded decorative sidewalks & landscape strips, corner bulb-outs,landscaped median islands at intersections/pedestrian crossings, crosswalks, bike lanes/routes, signs and striping, bus shelters, related frontage improvement features and potential utility undergrounding. Project may include bike and bus improvements at the City proposed Railroad Avenue Plaza. The Plaza improvements would be along Elk Grove Boulevard near Railroad Avenue, just east of the UPRR Railroad Tracks in Old Town Elk Grove.	7,036,800	-	By 2030
SAC25096	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Reconstruct Hood Franklin/ I-5 interchange	Reconstruct Interchange at Hood Franklin/ I-5 interchange	7,000,000	7,175,000	Post-2044
SAC25100	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	Sheldon/Bader Rd. Intersection Improvements	Install a trafic signal or roundabout at Sheldon Rd. and Bader Rd.	4,000,000	4,100,000	By 2030
SAC24968	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	State Route 99	Southbound Auxiliary Lane from Elk Grove Blvd. to Laguna Blvd.	6,400,000	6,560,000	By 2030
SAC25137	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	State Route 99 Auxillary Lanes A	Northbound Auxilary Lane on SR99 from Northbound On Ramp to SR99	4,900,000	5,022,500	By 2030
SAC25101	SAC	Planned	City of Elk Grove	C- Maintenance & Rehabilitation	State Route 99 Auxillary Lanes C	Northbound Auxilary Lane on SR99 from Northbound On Ramp to SR99	6,500,000	6,662,500	By 2044
SAC25158	SAC	Programmed	City of Elk Grove	C- Maintenance & Rehabilitation	Trail Crossing Safety	At four (4) existing trail crossings of public roads, Laguna Park Drive, Adobe Springs Way, Bertwin Way, and Stonebroook Drive: Install crosswalks, advance yield signs, Rapid Rectangular Flashing Beacons (RRFBs) and, associated advanced warning signs. (H9-03-007)	411,600	-	By 2030
SAC20340	SAC	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Willard Parkway Extension	In Elk Grove, Willard Parkway from Bilby Road to Kammerer Road, Widen to four lane roadway.	15,000,000	15,375,000	Post-2044
SAC24331	SAC	Planned	City of Folsom	B- Road & Highway Capacity	Alder Creek Parkway	Construct New Road: 4 lanes from Prairie City Rd. to Empire Ranch Rd. Extension south of U.S. 50.	45,000,000	66,802,753	By 2044
SAC22060	SAC	Planned	City of Folsom	B- Road & Highway Capacity	East Natoma Street Widening	In Folsom, East Natoma St from Fargo Way to Folsom Lake Crossing: widen from 2 to 4 lanes and construct bicycle trail undercrossing.	3,150,000	3,477,011	By 2030
SAC24327	SAC	Planned	City of Folsom	B- Road & Highway Capacity	Empire Ranch Rd.	Road Extension: 4 lanes from U.S. 50 to White Rock Rd.	18,000,000	26,721,101	By 2044
SAC22930	SAC	Planned	City of Folsom	B- Road & Highway Capacity	Folsom-Auburn Rd.	Add Turn Lanes: Folsom-Auburn Rd. / Oak Ave. Includes: left and right turn lanes and intersection signal modifications.	2,000,000	2,207,626	By 2030
SAC21210	SAC	Planned	City of Folsom	B- Road & Highway Capacity	Iron Point Rd.	Widen: 6 lanes from Black Diamond Dr. to Prairie City and Outcropping to Broadstone Pkwy.	5,000,000	8,193,082	By 2044
SAC21270	SAC	Planned	City of Folsom	B- Road & Highway Capacity	Sibley Street	In Folsom, Sibley Street from Glenn Drive to Blue Ravine Road: widen from 2 to 4 lanes.	1,800,000	-	By 2035
SAC19890	SAC	Programmed	City of Folsom	B- Road & Highway Capacity	US 50 at Empire Ranch Road	US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road (formerly Russell Ranch Road). HPP #343 (Toll Credits for PE). Toll Credits for ENG	70,695,856	-	By 2035
SAC24463	SAC	Planned	City of Folsom	B- Road & Highway Capacity	US 50 at Scott Road	Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50.	3,180,000	3,780,021	By 2030
SAC24970	SAC	Planned	City of Folsom	B- Road & Highway Capacity	US50 Rowberry Overcrossing	Construct New Overcrossing: 2 lanes between Iron Point Road and Alder Creek Parkway over US50	3,000,000	3,840,254	By 2030

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SAC25330	SAC	Programmed	City of Folsom	C- Maintenance & Rehabilitation	Central Business Dist. Streetscape Study	Conduct a study to evaluate current roadway configurations along East Bidwell Street and Riley Street in the Central Business District (defined as south of Natoma Street and north of Blue Ravine Road). The goal of this study is to determine if bicycle and pedestrian improvements are feasible, whether these arterials could be re-configured as a one-way couplet, and an assessment of any mid-block bicycle and pedestrian connections, particularly in the vicinity of existing and planned affordable housing projects.	100,000	-	By 2030
SAC24400	SAC	Planned	City of Folsom	C- Maintenance & Rehabilitation	Folsom Blvd. Bike/Ped Grade Separation	In Folsom, at Folsom Blvd. and Humbug-Willow Creek Parkway, construct a bicycle and pedestrian grade-separated crossing of Folsom Blvd. Includes connections to existing trails on both sides of Folsom Blvd.	2,500,000	2,562,500	By 2030
SAC24686	SAC	Programmed	City of Folsom	C- Maintenance & Rehabilitation	Folsom Bridge Preventive Maintenance Program	Various bridges in the City of Folsom: perform preventive maintenance. See Caltrans Local Assistance HBP website for backup list of projects. http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html#SACOG	1,221,237	-	By 2030
SAC24324	SAC	Planned	City of Folsom	C- Maintenance & Rehabilitation	Folsom Lake Trail	In Folsom, along the Folsom Lake Trail corridor from the Folsom Lake Crossing Bike/Pedestrian overcrossing to Green Valley Road, construct approx 2-miles of class 1 bike trail.	2,500,000	2,562,500	By 2030
SAC25020	SAC	Programmed	City of Folsom	C- Maintenance & Rehabilitation	Folsom/Placerville Rail Trail	On Folsom/Placerville Rail Trail parallel to East Bidwell St. between the existing Humbug-Willow Creek Trail and Scholar Way, and from Broadstone Pkwy. to Iron Point Rd.: Construct approximately 1.3 miles of Class I multi-use trail. (Emissions Benefits in kg/day: 0.04 ROG, 0.03 NOx, 0.01 PM10, 0.01 PM2.5). Toll Credits for CON	2,884,036	-	By 2030
SAC24506	SAC	Planned	City of Folsom	C- Maintenance & Rehabilitation	Greenback Lane Bridge Rehabilitation	Greenback Lane, over the American River, 0.2 miles east of Folsom-Auburn Rd.: Structural rehabilitation of the 2 lane bridge.	8,644,000	8,860,100	By 2030
SAC25310	SAC	Programmed	City of Folsom	C- Maintenance & Rehabilitation	ITS Master Plan and Implementation	The project will design and provide Plans, Specifications and Estimates (PS&E) of traffic signals, fiber-optic communications, and ITS equipment. The purpose of the ITS Master Plan / HSIP Cycle 10 Implementation Project is to interconnect the City's seven (7) traffic signals where no communication exists; install and terminate Single Mode Fiber Optic (SMFO) where Multimode Fiber Optic (MMFO) exists, replace end of lifecycle traffic signal equipment including cabinets, traffic signal heads, and emergency vehicle preemption, design and install Changeable Message Boards (CMS) at sixteen (16) locations within the City of Folsom to provide real time driver information and travel times, install and connect adaptive signal timing to improve traffic flow, reduce delays and maximize capacity; upgrade obsolete Type 820A signal controllers to Cobalt EOS signal controllers; and upgrade the Traffic Management Center (TMC) equipment, and ensure that signal timing remains robust and responsive to actual traffic conditions by utilizing Signal Performance Measures (SPM).. Toll Credits for ENG, CON	5,716,000	-	By 2030
SAC24888	SAC	Planned	City of Folsom	C- Maintenance & Rehabilitation	US 50 Auxilary Lane Prairie City to Oak Avenue	EB Auxiliary lane from Prairie City Road to Oak Avenue	3,000,000	3,075,000	By 2044
SAC24891	SAC	Planned	City of Folsom	C- Maintenance & Rehabilitation	US 50 Auxiliary Lane Empire Ranch to Latrobe Road	EB Auxiliary lane from Empire Ranch to Latrobe Road	3,000,000	3,075,000	By 2030
SAC24889	SAC	Planned	City of Folsom	C- Maintenance & Rehabilitation	US 50 Auxiliary Lane Oak Avenue to Scott Road	EB Auxiliary lane from Oak Avenue to Scott Road	3,000,000	3,075,000	By 2030
SAC24890	SAC	Planned	City of Folsom	C- Maintenance & Rehabilitation	US 50 Auxiliary Lane Scott Road to Empire Ranch	EB Auxiliary lane from Scott Road to Empire Ranch	3,000,000	3,075,000	By 2030

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SAC25309	SAC	Programmed	City of Folsom	C- Maintenance & Rehabilitation	US 50/East Bidwell Improvement Project	In Folsom, on East Bidwell Street at Iron Point Road: Convert one westbound through lane at East Bidwell Street to a third left turn lane. At westbound on-ramp from East Bidwell Street onto US Highway 50: Add a second mixed flow lane or add HOV improvements.. Toll Credits for ENG	230,000	-	By 2030
SAC24337	SAC	Planned	City of Galt	B- Road & Highway Capacity	Carillion Extension	new 4 lane road from Simmerhorn to A Street / Boessow	2,500,000	4,096,541	By 2044
SAC25175	SAC	Programmed	City of Galt	C- Maintenance & Rehabilitation	C Street Enhancements	On C Street, from Civic Drive to Sixth Street: Construct new Class IV bikeway, new and replacement sidewalks, ADA improvements, crosswalks with stamped asphalt, refuge median islands, pedestrian scale lighting, and street furniture.. Toll Credits for CON	7,600,000	-	By 2030
SAC24341	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Highway 99 / Ayers Ln.	On/Off Ramp Improvement: widen 1,280 linear feet of Hwy. 99 on/off ramps at Ayers Lane.	500,000	512,500	Post-2044
SAC25329	SAC	Programmed	City of Galt	C- Maintenance & Rehabilitation	Kost Road Improvements at UPRR Crossing	Kost Road at Union Pacific railroad crossing, west of Joy Dr., east of Maria Wy.: Widen 400 feet of Kost Rd. on each side of the UPRR to construct a widened travel lanes, Class II bike lanes, and ADA-compliant pedestrian pathways. . Toll Credits for ENG	1,400,000	-	By 2030
SAC24829	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Marengo Extension	new 4 lane road (Simmerhorn to A Street at Crystal)	2,500,000	2,562,500	Post-2044
SAC24830	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Mingo I/C	new interchange at Mingo Road on / off ramps	20,000,000	20,500,000	Post-2044
SAC24831	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	New Road A	New 4 Lane Road (Mingo I/C to Twin Cities at Carillion)	15,300,000	15,682,500	Post-2044
SAC24832	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	New Road B	New 4 Lane Road (Mingo I/C to Twin Cities [west sr99])	8,500,000	8,712,500	Post-2044
SAC25291	SAC	Programmed	City of Galt	C- Maintenance & Rehabilitation	SCT/LINK Charging and Maintenance Facility Project	In Galt, partial repayment of debt service for transit operations facility building purchase, and rehabilitate/upgrade existing facility to provide for: administrative/office space; full-service maintenance shop; storage; parts; supplies; miscellaneous storage; fueling (electric charging); transit and employee vehicle parking; security; and vehicle wash facility.. Toll Credits for CON	3,734,245	-	By 2030
SAC24165	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Simmerhorn Road Overcrossing Replacement	In Galt: Simmerhorn Road overcrossing of SR 99; Construct realigned overcrossing.	4,450,000	4,561,250	Post-2044
SAC24837	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Twin Cities I/C	new interchange at Twin Cities Road	15,300,000	15,682,500	Post-2044
SAC20590	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Twin Cities Rd.	Twin Cities Rd. Interchange on Hwy. 99: widen 4 lanes. Includes: bicycle lanes.	5,105,100	5,232,728	Post-2044
SAC24833	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Twin Cities Widening A	widening 2 to 4 lanes (Carillion to Cherokee)	10,000,000	10,250,000	Post-2044
SAC24834	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Twin Cities Widening B	widening 4 to 6 lanes (Carillion to Marengo)	5,000,000	5,125,000	Post-2044
SAC24835	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Twin Cities Widening C	widening 2 to 4 lanes (Fermoy to Carillion)	3,000,000	3,075,000	Post-2044
SAC24836	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Twin Cities Widening D	widening 4 to 6 lanes (Fermoy to Carillion)	2,000,000	2,050,000	Post-2044
SAC25306	SAC	Programmed	City of Galt	C- Maintenance & Rehabilitation	Walnut Ave Improvements	In Galt, on Walnut Ave, from Carillion to Elk Hills Dr: Overlay the street and upgrade the bike lanes to high-visibility green standard. On Walnut Ave, west of Vintage Oak Ave for 400 feet, construct sidewalk gap closure. At Walnut Ave and Emerald Vista Dr construct pedestrian improvements.	2,259,000	-	By 2030
SAC24288	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Walnut Ave. / Highway 99	Construct New Interchange: Project Development for eventual Hwy 99 / Walnut Ave. Includes full access freeway interchange and overcrossing.	3,649,000	3,740,225	Post-2044
SAC24838	SAC	Project Development Only	City of Galt	C- Maintenance & Rehabilitation	Walnut I/C	new interchange at Walnut Avenue on / off ramps	25,200,000	25,830,000	Post-2044

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SAC25331	SAC	Programmed	City of Isleton	C- Maintenance & Rehabilitation	General Plan Update Phase 4	Analysis of development capacity within city limits and other statistical analysis that will help guide the General Plan update process.	100,000	-	By 2030
SAC25259	SAC	Programmed	City of Isleton	C- Maintenance & Rehabilitation	Main Street Road Rehabilitation and Streetscape Improvements	In Isleton on Main St. from E St. to H St.: Design and construct pavement rehabilitation, sidewalk repairs, ADA ramps, and streetscape improvements.	394,132	-	By 2030
SAC25343	SAC	Programmed	City of Isleton	C- Maintenance & Rehabilitation	Pedestrian Improvements at Unsignalized Intersections	In Isleton, H St/Main St; 2nd St/A St./SR-160; Union st/D St; and SR-160/C St.: Install pedestrian improvements (crossings, refuge island, and rectangular rapid flashing beacon) at unsignalized intersections. (H11-03-011)	267,500	-	By 2030
SAC24375	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Americanos Road, Phase I	New 4 lane roadway from Chrysanthy to North of Douglas Road. (Phase 1)	3,052,000	3,368,837	By 2030
SAC24988	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Chrysanthy Blvd	Construct New Road: new 4 lanes from Americanos to Grant Line Rd. Includes: intersection improvements at Americanos, and Grant Line Rd.	10,431,000	12,709,161	By 2030
SAC24473	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Douglas Rd. Widening	Widen Douglas Rd. from 2 to 4 lanes from Sunrise Blvd. to the West City Limit. Includes the addition of a new bridge over the Folsom South Canal adjacent to the existing bridge. (See SAC20240)	15,183,000	-	By 2030
SAC24471	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	International Dr. A	Construct New Road: 4-lanes from Luyung Drive (western Rio Del Oro Specific Plan Boundary) to White Rock Rd. Includes: intersection improvements at Rancho Cordova Parkway, and White Rock Road.	4,219,700	5,141,295	By 2030
SAC24707	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Kiefer Blvd Extension	In Rancho Cordova, extend Kiefer Blvd from Rancho Cordova Pkwy to Grant Line as 4 lane road. Includes intersection improvements at Americanos and Grant Line. Developer will deliver project	17,975,000	-	By 2030
SAC24374	SAC	Programmed	City of Rancho Cordova	B- Road & Highway Capacity	Kiefer Boulevard, Phase 2	Widen Kiefer Blvd. from 2-4 lanes from Sunrise Blvd. to Rancho Cordova Parkway.	5,474,000	-	By 2030
SAC24202	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Mather Blvd.	Construct New Road:4 lanes from Rockingham Rd. to Zinfandel Dr. Includes: widening existing roadway to 4 lanes.	17,266,000	28,292,351	By 2044
SAC24550	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Old Placerville Rd.:International Drive Widening A	Widen to 4 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. & Mather Blvd.	9,389,000	15,384,970	By 2044
SAC24586	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Peter A. McCuen Blvd.	Widen to 4 lanes from Mather Blvd. to International Dr. (including Femoyer St). Includes: intersection improvements at Mather Boulevard, Mather Field Road, Femoyer Street/Air Park Dr. and International Dr.	17,571,000	28,792,129	By 2044
SAC25109	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Parkway - Rio Del Oro Parkway to Douglas Road	Construct Rancho Cordova Parkway as a six lane roadway from Rio Del Oro Parkway to Villago and a 4 lane roadway from Villagio to Douglas Road, including intersection improvements at Villagio and further improvements at White Rock Road.	11,050,000	13,463,352	By 2030
SAC22980	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Parkway - White Rock to Rio Del Oro Parkway	Construct Rancho Cordova Parkway as a six lane roadway from White Rock to Rio Del Oro Parkway, including intersection improvements at White Rock Road.	6,750,000	7,450,737	By 2030
SAC24630	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Parkway, Chrysanthy Blvd to Kiefer Road	Rancho Cordova Parkway: Widen existing road 2-4 lanes from Chrysanthy Blvd to Kiefer Road	3,654,348	4,033,716	By 2030
SAC24511	SAC	Programmed	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Parkway, Douglas Road to Chrysanthy Boulevard	Construct a new 4 lane road Rancho Cordova Parkway, from Douglas Road to Chrysanthy Boulevard.	2,188,000	-	By 2030
SAC24295	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Pkwy, Grant Line to Kiefer	Construct New Road: 4 lanes from Grant Line Rd. to Kiefer Blvd. Includes intersection improvement at Grant Line Rd.	3,876,000	6,351,277	By 2044
SAC24992	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Rio Del Oro Pkwy A	Rio Del Oro Parkway: New 4 lane roadway from Sunrise Boulevard to Rancho Cordova Parkway. Includes intersection improvement at Sunrise (CP09-2070)	3,413,000	4,368,929	By 2030
SAC24221	SAC	Planned	City of Rancho Cordova	B- Road & Highway Capacity	Routier Rd.	Widen: from Old Placerville Rd. to Folsom Blvd. including structure over U.S. Hwy. 50.	8,743,000	14,326,424	By 2044

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SAC24468	SAC	Programmed	City of Rancho Cordova	B- Road & Highway Capacity	Sunrise Blvd - Kiefer Blvd to SR16	Sunrise Boulevard, from Kiefer Boulevard to State Route 16 (Jackson Highway): Widen from 2 to 4-lanes and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard over Laguna Creek. (The $5,227,000 of local agency funds is Sac County funding. City will advance costs and enter into MOU with County for reimbursement for County share.)	12,604,760	-	By 2030
SAC24220	SAC	Programmed	City of Rancho Cordova	B- Road & Highway Capacity	US 50 / Rancho Cordova Parkway Interchange	At US 50 and Rancho Cordova Pkwy.: Construct new interchange including auxiliary lanes on U.S. 50 between Hazel Ave. and Sunrise Blvd. and a four lane arterial connection to US 50 of Rancho Cordova Pkwy. to White Rock Rd.(CP05-2003). Toll Credits for CON	137,095,170	-	By 2030
SAC25272	SAC	Programmed	City of Rancho Cordova	B- Road & Highway Capacity	White Rock Rd - .5 Mile East of Rancho Cordova Parkway to Easterly City Limits	On White Rock Rd from .5 mile east of Rancho Cordova Parkway to Easterly City Limits: widen from 2 to 4 lanes, center medians, landscaping, bike lanes, drainage and road construction. Environmental completed for this project under SAC24470.	23,992,000	-	By 2030
SAC24470	SAC	Programmed	City of Rancho Cordova	B- Road & Highway Capacity	White Rock Rd. - Construct Sunrise Blvd. to City Limits; Environmental Sunrise to Grant Line	Environmental will be for both this project and the County of Sacramento project SAC24249. Enviornmental will be done for White Rock Road Sunrise Blvd to Grant Line Road. Construction will include: On White Rock Rd., from Sunrise Blvd. to Luyung Dr.: construct improvements, including Class II bikeway. On White Rock Rd from Luyung Dr. to eastern City Limits: widen and reconstruct from 2 to 4 lanes and construct Class II bikeway. White Rock and Luyung Drive intersection: Construct new signal. (CMAQ funds only to be used for new bicycle facilities.) (Emission Benefits in kg/day: 0.03 ROG, 0.03 NOx, 0.02 PM10). Additional construction will be completed under the Sacramento County project SAC24662. Additional construction will be completed under Rancho Cordova projects: SAC25270, SAC25271, & SAC25272	1,700,000	-	By 2030
SAC25146	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Autonomous Shuttle	Autonomous Shuttle	750,000	768,750	By 2030
SAC25083	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance	Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Rancho Cordova. See Caltrans Local Assistance HBP website for backup list of projects.	244,874	-	By 2030
SAC24971	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Centennial Drive	New 2 lane road off International Drive South connecting to Grant Line Road including intersection improvements at International, Americanos and Grant Line Rd.	10,348,000	10,606,700	Post-2044
SAC25299	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation	Chase Drive - American River Parkway Connection Project	In Rancho Cordova, on Chase Drive, from Coloma Road to Hagan Community Park: construct active transportation connectivity and safety improvements including a Class I multiuse path, landscaped parkway including Low Impact Development features, pedestrian-level lighting, ADA curb ramps, curb and gutter, and high visibility crosswalks.	3,300,000	-	By 2030
SAC24996	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Class I Bike Trails	Add new Class I bike trails consistent with the City Bike Master Plan	5,000,000	5,125,000	By 2030
SAC25114	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Class IV installation	Installation of new class IV facilities along existing roadways.	400,000	410,000	By 2030
SAC24824	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Complete Streets Rehabilitation - Sunrise Blvd	Rehabilitate Sunrise Blvd. from Folsom Blvd. to Douglas Rd. And construct bicycle and pedestrian improvements.	35,000,000	35,875,000	By 2030
SAC25115	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Connected Vehicle Infrastructure	Connected Vehicle Infrastructure	1,000,000	1,025,000	By 2030
SAC24372	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Easton Valley Pkwy. Widening B	Widen: from 4 to 6 lanes from Rancho Cordova Pkwy. to Hazel Ave. with enhanced intersection improvements at Rancho Cordova Pkwy. and Hazel Ave. (Phase II)	47,090,000	48,267,250	Post-2044
SAC24993	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Folsom South Canal Bike Trail Amenities	Amenities including, but not limited ot, way finding signs, bike repair stations, shade strictures, striping, and other amenities as appropriate	640,000	656,000	By 2030

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SAC24243	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Grade Separate RT Gold Line At Bradshaw Road	Rail Crossing Project: at Bradshaw Road, plan and construct a rail grade seperation for RT s Gold line.	12,500,000	12,812,500	By 2044
SAC24245	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Grade Separate RT Gold Line At Mather Field Road	Rail Crossing Project: at Mather Field Road, plan and Construct a Rail Grade Seperation for RT s Gold line.	25,000,000	25,625,000	By 2044
SAC24244	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Grade Separate RT Gold Line At Routier Road	Rail Crossing Project: at Routier Road, plan and Construct a Rail Grade Seperation for RT s Gold line.	25,000,000	25,625,000	By 2044
SAC24247	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Grade Separate RT Gold Line At Zinfandel Drive	Rail Crossing Project: at Zinfandel Drive plan and Construct a Rail Grade Seperation for RT s Gold line.	25,000,000	25,625,000	By 2044
SAC25113	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Highway 50 ICM	Deployment of various ITS improvements along U.S. 50 and the City of Rancho Cordova, and regionally significant corridors in the County and the City of Folsom for incident management (non-capacity increasing)	5,000,000	5,125,000	By 2030
SAC25112	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Install bicycle loop detection at all major intersections A	Install bicycle loop detection at all major intersections	200,000	205,000	By 2030
SAC25143	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Interesection safety and operations, cameras and signs	Install CCTVs and CMS at various intersections and major corridors within the City	600,000	615,000	By 2030
SAC25110	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Interesection safety and operations, Communications	Fill the gaps in field communication infrastructure, including use of fiberoptics, wireless or radio technlogy	2,000,000	2,050,000	By 2030
SAC24276	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	International Dr. B	Construct New Road: 4 lanes from Sunrise Blvd. to Rancho Cordova Parkway Includes: intersection improvements at Sunrise Blvd.	37,230,800	38,161,570	Post-2044
SAC24989	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	International Dr. C	Construct New Road: International Drive northern 4-lane loop from White Rock Road back to Rancho Cordova Parkway. Includes: intersection improvements at Rancho Cordova Parkway.	5,250,600	5,381,865	Post-2044
SAC25142	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Intersection Safety	At various signalized intersections in the City of Rancho Cordova: Upgrade all existing 8" and combination vehicle signal indications to 12" indications. Retrofit all pedestrian signal heads to "count-down", battery back up systems and pedestrian APS push buttons.	550,000	563,750	By 2030
SAC24201	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Kilgore Rd.	Widen to 2-4 lanes from International Dr. to White Rock Rd.	693,000	710,325	By 2044
SAC24204	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Mather Field Rd.	Widen: 6 lanes from Rockingham Rd. to Folsom Blvd. Includes: intersection improvements at Rockingham Rd.	2,514,000	2,576,850	Post-2044
SAC24990	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Mather Field Rd./U.S. 50 Interchange A	Construct intersection modification at Mather Field Road., modify on and off ramp configuration and turn pockets, and improve pedestrian connectivity	2,000,000	2,050,000	By 2030
SAC24219	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Mather Field Rd./U.S. 50 Interchange B	Interchange Modification: at U.S. 50/Mather Field Rd.	20,000,000	20,500,000	Post-2044
SAC25298	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation	Mather Field Road Rehabilitation Project	In the City of Rancho Cordova, on Mather Field Road between Folsom Boulevard and International Drive: rehabilitate the roadway, Class II bicycle lanes, medians improvements, install & replace sidewalks, improve ADA access & ramps, striping and traffic signal upgrades.	4,657,000	-	By 2030
SAC24991	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Old Placerville Rd.:International Drive Widening B	Widen to 6 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. & Mather Blvd.	30,886,000	31,658,150	Post-2044
SAC24317	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Pedestrian Facilities and Sidewalk Gap program	Pedestrian Improvements: Throughout Rancho Cordova, construct new pedestrian facilities based on Pedestrian Master Plan. Continue Sidewalk Gap project delivery. Includes: grade separations at key locations.	12,200,000	12,505,000	By 2044
SAC24997	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Pedestrian Overcrossing at Folsom Lake College	Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the Mather Field/Mills SACRT Lght Rail Station to the Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the new Folsom Lake College campus to the Mather Field/Mills SACRT Lght Rail Station to the new	4,000,000	4,100,000	By 2044

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SAC24180	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Pedestrian Promenade	Bicycle and pedestrian overcrossing of U.S. 50 connecting Olsen Drive to Prospect Park Drive as defined in The Promenade: Connecting and Revitalizing Rancho Cordova Planning Study (reference SAC24157).	8,500,000	8,712,500	By 2030
SAC24185	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Phase 1: Americanos Rd.	Construct New Road: 2 lanes from Kiefer Blvd. to Chrysanthy Blvd. Includes: intersection improvements at Keifer Blvd. and Chrysanthy Blvd.	3,423,000	3,508,575	Post-2044
SAC24376	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Phase 2: Americanos Rd.	Construct New Road: 2 lanes from Douglas Rd. to International Dr. Includes: intersection improvements at International Dr. and Villagio (Phase III)	9,247,000	9,478,175	Post-2044
SAC24826	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Promenade Stage 2, Transit Bridges	This project consists of constructing two Bridge structures directly adjacent to the bike/ped Bridge (Pedestrian Promenade). Each of these new Bridge structures will accommodate a transit way (rubber tired or fixed guideway streetcar) in addition to bike and pedestrian movements if desired. The project would provide directl transit linkage between the town center and the employment and residential areas south of Hwy 50.	21,600,000	22,140,000	Post-2044
SAC24239	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Purchase or Lease 23 Shuttles	Replace contracted shuttle fleet with city owned or leased fleet, including three back-up vehicles (23 shuttles total)	5,750,000	5,893,750	By 2044
SAC24316	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Rancho Cordova ADA Transition Plan	In Rancho Cordova: Continue ADA Transition Plan project delivery including reconstructing curb ramps, repairing sidewalks, installing new curb ramps and new sidewalks, sidewalk bus pad modifications, removal of walkway barriers and traffic signal retrofits.	2,500,000	2,562,500	By 2044
SAC24181	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Rio Del Oro Pkwy B	Rio Del Oro Parkway: New 2 lane road from Rancho Cordova Parkway to White Rock Road including intersection improvements at Rancho Cordova Parkway, Americanos Blvd., and White Rock Road (CP09-2070)	8,611,000	8,826,275	Post-2044
SAC24371	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Rio Del Oro Pkwy.	Widen: from 2 to 4 lanes from Rancho Cordova Pkwy. to White Rock Rd. (Phase III)	3,000,000	3,075,000	Post-2044
SAC24995	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Rod Beaudry Cycle Track Improvements	Projects includes a raised barrier to protec t cyclists from traffic, painted bike lane or other identifier	250,000	256,250	By 2030
SAC24994	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Routier Road Cycle Track Improvements	Projects includes a raised barrier to protect cyclists from traffic, painted bike lane or other identifier	500,000	512,500	By 2030
SAC25145	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Signal Coordination Improvements	Signal Coordination Improvements along significant corridors within the City of Rancho Cordova	250,000	256,250	By 2030
SAC25144	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	STARNET Integration A	STARNET Integration with City of Rancho Cordova system	40,000	41,000	By 2030
SAC25336	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation	Sunrise Blvd Rehabilitation Project Phase 2	In the City of Rancho Cordova, on Sunrise Boulevard between White Rock Road and Douglas Road: rehabilitate the roadway, median improvements, install & replace sidewalks, improve ADA access and ramps, improved drainage, striping and traffic signal upgrades	14,200,000	-	By 2030
SAC25159	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation	Sunrise Blvd. and Folsom Blvd. Safety	Sunrise Boulevard from the American River Bridge to SR-16/Jackson Road; and Folsom Boulevard from Bradshaw Road to Hazel Avenue/Nimbus Road: Install flashing beacons, dynamic/variable speed warning signs, and improve traffic signal hardware.(H9-03-015)	1,930,500	-	By 2030
SAC24210	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Sunrise Complex Improvements	On Sunrise Blvd, construction intersection modifications and pedestrian improvements and include road widening along Sunrise or capacity increasing improvements and modifications at US 50.	50,000,000	51,250,000	Post-2044
SAC25111	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Traffic Signal Installation	Install traffic signal at warranted locations within the City of Rancho Cordova	750,000	768,750	By 2030
SAC24182	SAC	Project Development Only	City of Rancho Cordova	C- Maintenance & Rehabilitation	Villagio	Construct New Road: 2 lanes from Douglas Rd. to White Rock Rd. Includes: intersection improvements at Douglas Rd., Rancho Cordova Pkwy., International Dr., Americanos Rd., and White Rock Rd.	2,608,000	2,673,200	Post-2044

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SAC25270	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation	White Rock Road - Sunrise Blvd to Fitzgerald Rd	On White Rock Road, from Sunrise Blvd to Fitzgerald Road: Install a new traffic signal at Gold Valley Dr, center medians, bike lanes, striping and road rehabilitation. (Environmental completed for this project in SAC24470.)	2,442,500	-	By 2030
SAC24828	SAC	Planned	City of Rancho Cordova	C- Maintenance & Rehabilitation	Zinfandel Complex Improvements - Phase2	Construct intersection and pedestrian improvements on Zinfandel Drive between White Rock Road and Folsom Blvd, including modifications at US 50/Zinfandel to improve safety and ease congestion along the corridor, including bridge widenings, ramp and intersection reconstruction and reconstruction of intersections.	45,968,000	47,117,200	By 2044
SAC25177	SAC	Programmed	City of Rancho Cordova	C- Maintenance & Rehabilitation	Zinfandel Drive Bicycle and Pedestrian Crossing	In Rancho Cordova, from White Rock Road to Folsom Boulevard (crossing the interchange at US 50): Create a Class 1 path. . Toll Credits for ENG	27,320,000	-	By 2030
SAC22530	SAC	Planned	City of Sacramento	A- Bike & Ped	Bridging I-5/Riverfront Reconnection Phase 3	In Sacramento, at N St over I-5: construct a new bridge with one travel lane in each direction, Class II bike lanes, and sidewalks (T15998100). Phase 1 constructed under SAC24705.	42,432,709	-	By 2030
SAC24610	SAC	Programmed	City of Sacramento	B- Road & Highway Capacity	14th Ave. Extension Phase 1	Sacramento. Extension of 14th Avenue from Power Inn Rd to Florin-Perkins. Phase I includes environmental/PE for four lane roadway and construction of two-lane roadway with class II bicycle lanes and landscape planter/sidewalks on the south side of the roadway. Also includes new water and drainage facilities, new streetlights, new traffic signal at 14th Ave/Florin Perkins Rd, and modification to existing traffic signal. (Phase 2 SAC24656, Phase 3 SAC24657)	11,855,000	-	By 2030
SAC23630	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	65th St.	Widen: 5 lanes from Hwy. 50 to Broadway.	8,000,000	11,586,385	By 2035
SAC25051	SAC	Programmed	City of Sacramento	B- Road & Highway Capacity	Broadway Complete Street Phase I	Phase I: In Sacramento, Broadway from 3rd St to 16th St, convert four lane arterial to two lane arterial with buffered bike lanes, median improvements, sidewalk improvements and streetscape enhancements. Create surface street (29th St.) from X St. to Hwy 99 South. PA&ED will be completed for the entire 2-mile corridor, from 29th St. to 3rd St.	4,414,000	-	By 2030
SAC18570	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	East Commerce Way B	In Sacramento, extend East Commerce Way from Arena Blvd. to Natomas Crossing Drive, as a 6 lane road.	3,329,000	5,454,954	By 2044
SAC18580	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	East Commerce Way C	Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	4,000,000	5,938,022	By 2044
SAC18740	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	El Centro Rd.	New Overcrossing: El Centro Rd. overcrossing.	11,000,000	16,329,562	By 2044
SAC23680	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	Elder Creek Rd.	Widen: 4 lanes from Florin Perkins Rd. to South Watt Ave.	7,000,000	8,320,800	By 2030
SAC18510	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	Elkhorn Boulevard	In Sacramento, Elkhorn Boulevard from SR 99 to east city limits: widen from 2 to 6 lanes.	14,000,000	20,783,079	By 2044
SAC23810	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	Highway 99 Meister Way Overcrossing	New Overcrossing: Meister Wy. / Hwy. 99.	8,000,000	9,051,266	By 2030
SAC18670	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	I-5 / Highway 99	On/Off Ramp Improvement: Add 2nd on-ramp at I-5 / Hwy. 99 Interchange.	216,000	256,756	By 2030
SAC18650	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	I-80 at West El Camino Interchange	Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps.	30,000,000	43,448,945	By 2035
SAC24539	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	Lower American River Crossing	New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilties. Scale and features to be determined through need and purpose study anticipated to begin in 2012.	150,000,000	217,244,725	By 2035
SAC24536	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	Main Ave. A	Road Extension: 2 lanes from Rio Linda Blvd. to Marysville Blvd.	3,000,000	4,453,517	By 2044
SAC25247	Sac	Planned	City of Sacramento	B- Road & Highway Capacity	Panhandle Roadways	Transportation improvements to implement Panhandle annexation and development	10,000,000	14,845,056	By 2044
SAC16070	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	Power Inn Rd.	Widen: 6 lanes from Fruitridge Rd. to 14th.	30,000,000	44,535,169	By 2044
SAC24537	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	Railyards Streets	Construct New Road/Bike/Ped Improvements to implement Railyards Specific Plan	163,000,000	208,653,781	By 2030

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SAC18690	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	SR 99 Elkhorn Boulevard Interchange	In Sacramento County :Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	15,000,000	24,579,247	By 2044
SAC16130	SAC	Planned	City of Sacramento	B- Road & Highway Capacity	W. El Camino Ave.	Widen: 6 lanes West El Camino Interchange. Includes: bike lanes at I-80 / Natomas Main Drainage Canal.	24,000,000	39,326,795	By 2044
SAC24656	SAC	Project Development Only	City of Sacramento	C- Maintenance & Rehabilitation	14th Ave. Extension Phase 2	Sacramento. 14th Ave., from Power Inn Road to Florin Perkins, widen from 2 to 4 lanes. Construction includes bike lanes, landscaped center median, landscaping and sidewalk on north side of street. Retaining wall along north side of project. (PE/ENV included in Phase 1, SAC24610)	10,000,000	10,250,000	Post-2044
SAC24657	SAC	Project Development Only	City of Sacramento	C- Maintenance & Rehabilitation	14th Ave. Extension Phase 3	Sacramento. 14th Avenue from Florin-Perkins Rd to Watt Ave: extend as a four lane road.	16,000,000	16,400,000	Post-2044
SAC25017	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	16th Street Streetscape - H st. to Richards Blvd.	North 16th St./Lincoln Highway, from H St. to Richards Blvd.: Streetscape improvements, including restriping travel lanes to 11 feet, on street parking on both sides, curbs, six foot separated sidewalk, and pedestrian lighting.	4,001,000	-	By 2030
SAC25246	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	65th Area Plan Projects	ITS, Roadway, Bike, and pedstrian improvements to implement the 65th Street Transit Station Area Specific Plan, including 67th Street Extenstion from Folosm Boulevard to Elvas Avenue	12,000,000	12,300,000	By 2044
SAC25255	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	ADA Improvements	Accessibilty improvements to meet current accessibilty requirements	60,000,000	61,500,000	By 2044
SAC24693	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Auburn Blvd. Bridge Replacement	Auburn Blvd. over Arcade Creek, at Winding Way: Replace existing five lane bridge with a new five lane bridge	10,850,500	-	By 2030
SAC25256	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Broadway Complete Street Phase 2	In Sacramento, on Broadway between 16th Street/Land Park Drive and 24th Street: Reduce from four to two lanes with two-way left turn lane, install bicycle facilities, pedestrian improvements, signal modifications and streetscape enhancements. This project will extend the improvements included in the Broadway Complete Street Project - Phase I (SAC25051), which will implement a lane reduction with bike lane improvements between 3rd Street and 16th Street.	10,768,000	-	By 2030
SAC25311	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Broadway Complete Street Phase 3	In Sacramento, on Broadway between 24th Street and 29th Street: Reduce from four to two lanes with two-way left turn lane and install bicycle facilities, pedestrian improvements, signal modifications, and streetscape enhancements. This project will extend the improvements included in Broadway Complete Street Project Phase 1, 3rd Street to 16th Street, (SAC25051) and Phase 2, 16th Street to 24th Street, (SAC25256).	3,266,294	-	By 2030
SAC25178	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Capitol Mall Revitalization Project	In Sacramento, from 3rd Street to 9th Street in the Central City: Implement road diet. Reduce travel lanes from four lanes to two lanes (between 5th and 9th Streets), realign travel lanes, expand the pedestrian zone, install pedestrian-scale lighting, and implement public art.. Toll Credits for ENG	21,100,000	21,627,500	By 2030
SAC24557	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Central City Specific Plan Multi-modal improvements.	Two-way conversions, three to two lane conversions, freeway ramps, buffered bike lanes, Ped, Transit, and Bike Projects (see Table A-3 from Central City Specific Plan)	165,000,000	169,125,000	By 2030
SAC24719	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Complete Streets Rehabilitation - Bell Ave.	Bell Ave. from Bollenbacher Ave. to Astoria St.,: Rehabilitate pavement, fill in sidewalk gaps, add new bicycle lanes, add two-way left turn lanes, and add bus pullouts. (CMAQ funds for new bike lanes and new bike/ped facilities). Toll Credits for ENG, CON	5,759,968	-	By 2030
SAC24722	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Complete Streets Rehabilitation - Fruitridge Rd.	Fruitridge Rd., from 65th St. to Power Inn Rd.,: rehabilitate pavement, upgrade signals and improve pedestrian crossings at intersections. Evaluate lane reduction for complete street improvements. (Toll Credits for PE and CON). T15036300. Toll Credits for ENG, CON	3,100,000	-	By 2030
SAC25248	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Cosumnes River Boulevard	Improve safety and operations of CRB and three intersections at Franklin Boulevard, Center Parkway, and Bruceville Road	15,000,000	15,375,000	By 2044

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SAC24999	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Del Rio Trail	In Sacramento, along unused rail corridor near Freeport Blvd from Sutterville Road to south of Meadowview/Pocket Road (4.5 miles): Build rails to trails project.. Toll Credits for CON	14,801,000	-	By 2030
SAC24499	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Docks Riverfront Promenade	In Sacramento, extend pedestrian/bicycle riverfront promenade from R St to Pioneer Bridge. Relocation and reconstruction of main rail line. Pedestrian/bicycle paths, benches, lighting, interpretative signs, rail crossings, and on-street bicycle lanes.	20,000,000	20,500,000	By 2044
SAC25160	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Duckhorn Dr. Safety	Duckhorn Drive from Arena Boulevard to Far Niente Way: Install curve warning signs and install raised medians. (H9-03-016)	841,600	-	By 2030
SAC25286	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Envision Broadway in Oak Park	In Sacramento, on Broadway, from State Route 99 to Martin Luther King Jr. Boulevard: Complete street improvements, including lane reduction (road diet), buffered Class II bicycle lanes, signal improvements, and pedestrian crossing improvements.	13,780,000	-	By 2030
SAC25162	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Florin Rd. Safety	Various segments along Florin Road: Install raised median, install pedestrian signals, and add pedestrian fencing to encourage crossings at protected crossing locations. (H9-03-018)	1,414,200	-	By 2030
SAC25058	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Florin Road Signal Improvements	Florin Road between Greenhaven Drive and Luther Drive: Convert from pedestal mounted to mast arms at 7 intersections; Install advanced detection at Florin Rd/24th St, and Florin Rd/Freeport Blvd; Install communications fiber; Install Countdown Ped Heads; and Replace 8" with 12" LED 3 Section Heads.(H8-03-014)	6,403,813	-	By 2030
SAC25304	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Florin Road Vision Zero	In Sacramento, on Florin Road, from 24th Street to Munson Way: Streetscape and safety improvements including sidewalk improvements, new traffic signals, and additional controlled crossings of Florin Road.	5,617,672	-	By 2030
SAC24402	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Folsom Blvd Operations and Maintenance	Folsom Blvd. from Power Inn Road to Watt Avenue; streetscape project including pedestrian and bicycle improvements, a raised landscaped median, landscaped planters, improvements to signal operations, frontage landscaping, and enhanced connections to transit facilities.	19,500,000	19,987,500	By 2030
SAC24535	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Folsom Blvd.	Streetscape Project: Folsom Blvd from Power Inn. to Ramona.	6,000,000	6,150,000	By 2030
SAC25341	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Franklin Boulevard Complete Street - Phase 3	In Sacramento, on Franklin Boulevard between 32nd Avenue and 38th Avenue, with conforms between Fruitridge Road and 41st Avenue: Reduction in travel lanes from four to two (with center turn lane), addition of Class IV buffered Class II bike facilities, pedestrian improvements, and signal modifications. (PA&ED was completed under SAC25009 Franklin Blvd Streetscape (PE only))	11,650,000	-	By 2030
SAC25195	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Franklin Boulevard Complete Street - Phases 1 & 2	In Sacramento, Franklin Blvd from Sutterville Rd to 32nd Ave: Reduce from four lanes to two lanes with center two-way left-turn lane and on-street parking as appropriate, improve pedestrian facilities including construction of curb, gutter, and sidewalk, install Class IV protected bikeways, pedestrian-scale lighting, and landscaping. Design, ROW, and Construction of Phase 1 (Sutterville Rd to 19th Ave) is funded with CMAQ, Federal ATP, and Local funds. Design ROW, and Construction of Phase 2 (19th Ave to 32nd Ave) is funded with State and Federal ATP, CMAQ, and Local funds. (See PE project SAC25009 for environmental documentation of entire project). Toll Credits for CON	21,238,000	-	By 2030
SAC25009	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Franklin Boulevard Streetscape (PE Only)	In Sacramento, Franklin Blvd., from 38th Ave. to Sutterville Rd: Reduce from four lanes to two lanes with a two-way left-turn lane (on-street parking as appropriate, construction of curb, gutter, and sidewalk, installation of Class IV protected bikeways, pedestrian-scale lighting, and landscaping. (This is PE only for the entire project, both Phase 1 SAC25195 and Phase 2 SAC25196.)	843,000	-	By 2030

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SAC24683	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	I St. Bridge Replacement	I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.. Toll Credits for ENG, CON		-	By 2030
SAC18660	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	I-5	Add Auxiliary Lane: NB from Del Paso Rd. to Hwy. 99.	857,000	878,425	By 2044
SAC18170	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	I-5 at Richards Blvd. Interchange	Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15165100)	129,713,800	-	By 2030
SAC25163	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Lampasas Ave at Rio Linda Blvd Intersection Safety	Intersection of Lampasas Avenue and Rio Linda Boulevard: Restripe and realign approaches to improve sight distance, install pedestrian refuge island on uncontrolled pedestrian crossing, and install enhanced pedestrian crossings across all legs. The pavement will also be rehabilitated at the intersection and along all approaches utilizing local RMRA funds only. (H9-03-019). Toll Credits for CON	5,304,120	-	By 2030
SAC23440	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Mangan Park	Bikeway Facilities: 0.6 mile in City of Sacramento Mangen Park from 24th St. to Freeport Blvd. Bike trail south in Executive Airport right-of-way.	800,000	820,000	By 2030
SAC25335	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Marysville Boulevard Vision Zero	In the City of Sacramento, on Marysville Boulevard between Interstate 80 and Arcade Boulevard: Streetscape and safety improvements including a lane reduction, new signals, signal modifications, pavement repair, separated bikeways, and new enhanced marked crosswalks	20,000,000	-	By 2030
SAC25057	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Mast Arm Signal Improvements	Intersections of 65th St Expwy at 21st Ave, 65th St Expwy at Fruitridge Rd, Arden Way at Heritage Ln, Arden Way at Challenge Way, Howe Ave at Swarthmore Dr, Howe Ave at University Ave, and Stockton Blvd at Fruitridge Rd.: Replace pedestal mounted signals with mast arm signals. (H8-03-013)	2,509,570	-	By 2030
SAC18700	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Northgate Blvd.	On/Off Ramp Improvement: Extend existing I-80 WB off-ramp at Northgate Blvd. / I-80 Interchange. Includes: auxiliary lane to WB on-ramp.	15,000,000	15,375,000	By 2044
SAC25063	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Northwood School and Transit Access Improvements	Northern Sacramento City near the Northwood Elementary School and Swanston Light Rail Station: Construct curbs, gutters, sidewalks, crosswalks, and curb ramps on Frienza Ave, Clay St., Lexington St., and El Camino Ave. This project includes a non-infrastructure component to provide education to the community on the project benefits and bicycle/pedestrian safety.. Toll Credits for ENG, CON	4,611,000	-	By 2030
SAC25287	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Pedestrian Crossing at R and 29th/30th Street	On R Street, at the 29th and 30th Street intersections: Signalize both intersections, construct bulb‐outs, interconnect the signals with light rail operations, and relocate existing crossing signals.	3,750,000	-	By 2030
SAC25251	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Pedestrian Crossing Improvement Implementation	Crossing improvements at uncontrolled crossings	40,000,000	41,000,000	By 2030
SAC19550	SAC	Project Development Only	City of Sacramento	C- Maintenance & Rehabilitation	Raley Blvd.	Widen: 4 lanes from Santa Ana Ave. to Ascot Ave.	2,000,000	2,050,000	Post-2044
SAC24654	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Ramona Avenue Phase II	Ramona Avenue: Widen and add new frontage improvements from Cucamonga to Brighton. Environmental review completed under SAC22610. (No new travel lanes.)	5,000,000	5,125,000	By 2030
SAC25284	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Rio Linda Blvd Bridge Replacement - Environmental Mitigation	Environmental mitigation that includes 5-year plant establishment and habitat restoration maintenance and reporting activities as required by the CDFW permits for the Rio Linda Bridge Replacement Project (SAC24517) BRLS-5002(134).	150,000	-	By 2030
SAC25245	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	River District Transportation Improvements	Roadway, bikeway, and pedestrian improvements to implement the River District Specific Plan.	120,000,000	123,000,000	By 2044

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SAC25254	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Roadway Pavement Maintenance Backlog	To maintain current PCI	400,000,000	410,000,000	By 2044
SAC24898	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Sacramento Intermodal Transportation Facility - Phase 3	Intermodal Facility Phase 3 project is the creation of a larger multi-modal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve relocating the existing LRT station to a north-south alignment; expansion of the terminal facilities including passenger amenities and spaces, transportation operations areas, site and circulation improvements and joint development	225,000,000	230,625,000	By 2044
SAC25264	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Sacramento River Parkway Phase 1	In Sacramento, adjacent to the Sacramento River, on top of the levee from Garcia Bend Park to Arabella Way (Phase 1): Build a multi-use trail to close the gap in the existing trail between Garcia Bend Park and Zacharias Park. PE is for both Phase 1 (Garcia Bend Park to Arabella Way) and Phase 2 (Arabella Way to Zacharias Park). [Phase 2 is programmed separately as SAC25265]. Toll Credits for ENG, ROW	5,260,000	-	By 2030
SAC25265	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Sacramento River Parkway Phase 2	In Sacramento, adjacent to the Sacramento River, on top of the levee from from Arabella Way to Zacharias Park (Phase 2): Build a multi-use trail to close part of the gap in the trail between Garcia Bend Park and Zacharias Park. Also establish trail connections in the Pocket neighborhood. [PE is programmed on Sacramento River Parkway Phase 1 SAC25264]. Toll Credits for CON	7,835,000	-	By 2030
SAC25338	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Sacramento Valley Station Regional Bus Mobility Center	In Sacramento, adjacent to Sacramento Valley Station, construct Regional Bus Mobility Center (RBMC) to include parking, street improvements, pedestrian and bicycle facilities, connection to existing tunnel, and related improvements, to serve inter-city buses and regional commuter buses	142,436,000	-	By 2030
SAC25249	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Short-term Bikeway Project Implementaiton	Priority projects identified in the Bicycle Master Plan	52,000,000	53,300,000	By 2030
SAC18710	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Snowy Egret Wy.	New bike/ped overcrossing: for the planned Snowy Egret Wy. that will run east-west from El Centro Rd. to Commerce Wy. crossing over I-5.	10,000,000	10,250,000	By 2030
SAC24745	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	South Sacramento Parkway Trail - West	Adjacent to I-5, south of Pocket Road/Meadowview Road and Freeport Boulevard, build Class I bike trail connecting the Freeport Shores Bike Trail to the existing North Delta Shores Bike Trail.	914,000	-	By 2030
SacCity1	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	SR 99 Mack Road Interchange	Sacramento. Construct improvements at the State Route 99/Mack Road interchange to improve operations and relieve congestion. The project will also construct improvements along Mack Road and Stockton Boulevard in close proximity to the interchange.	20,000,000	20,500,000	By 2044
SAC25288	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Stockton Boulevard Complete Street	In Sacramento, on Stockton Boulevard between Alhambra Boulevard and 47th Avenue: Construct multimodal improvements, varying at different segments of the corridor, including lane reductions (road diet), bike lanes, widening for shared-use bicycle and pedestrian paths, and shared bus/bike lanes. (PE only. Total Project Cost $64,225,000)	1,000,000	-	By 2030
SAC25252	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Street maintenance	Street maintenance	240,000,000	246,000,000	By 2044
SAC25253	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Traffic Signal Grid	Traffic signal list	8,500,000	8,712,500	By 2030
SAC25180	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Traffic Signal Safety	In Sacramento, (1) 16th St. at D St. (2) Franklin Blvd. at 36th Ave. (3) Freeport Blvd. at Kitchner Rd. (4) Fruitridge Rd. at 60th St. (5) Rio Linda Blvd. at Harris Ave. (6) Stockton Blvd. at 11th Ave. (7) 24th St. at 25th St. (8) Munroe St. at Latham Dr. (9) Rio Linda Blvd. at Roanoke Ave.: Install traffic signals.. Toll Credits for ENG, CON	4,107,226	-	By 2030

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SAC24755	SAC	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Two Rivers Trail Phase 3	On the American River Parkway, construct a new Class I Western segment between Sutter's Landing and the California State University of Sacramento (CSUS) campus. PE for Phase 2 and 3 was completed as part of SAC24486.	3,000,000	3,075,000	By 2030
SAC24486	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Two Rivers Trail Phase II	Study and design bike/ped connections between the Northern Bicycle Trail and western side of Sutter's Landing Park (Phase 3) and between the eastern side of Sutter's Landing Park and H St (Phase 2). Build Phase 2: construct the eastern segment of the multi-use path, connecting the American River Parkway at H St. in East Sacramento to the trail at Sutter's Landing Park in Midtown. Additional study of future bicycle trail connections across the American River, crossing the Capitol City Freeway, and extending east along the American River towards California State University at Sacramento. Construction of Phase 3 project will be programmed in SAC24755. (Emission Benefits in kg/day: 0.02 ROG, 0.02 NOx, 0.02 PM10) K15125000. Toll Credits for ENG	6,398,422	-	By 2030
SAC25161	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Valley Hi Drive/La Mancha Way Safety	In the City of Sacramento, in Valley Hi Drive/La Mancha Way between Creek Centre Court and Wyndham Drive: Install raised median to reduce access conflicts, install traffic signal, and add pedestrian fencing. (H9-03-017)	1,706,600	-	By 2030
SAC25333	SAC	Programmed	City of Sacramento	C- Maintenance & Rehabilitation	Vision Zero School Safety	In Sacramento, improve conditions around nine schools, including the installation of crosswalks, curb ramps, traffic calming tools, new signs, and similar features to improve safety for young students and residents of the surrounding neighborhoods.. Toll Credits for ENG, CON	2,200,000	-	By 2030
SAC25250	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Vision Zero Traffic Safety Implementation	Traffic safety improvements along the High Injury Network	107,000,000	109,675,000	By 2030
PAR10035	SAC	Programmed	Paratransit Inc.	C- Maintenance & Rehabilitation	Paratransit- Travel Training (Mobility Management)	Expansion of Paratransit, Inc.'s regional travel instruction programs (for older adults, persons with disabilities, and youth) to a program eligible to anyone interested in accessing the region's fixed route, light rail and shared mobility services.	625,000	-	By 2030
REG18067	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Blue Line Light Rail Low Floor Station Conversions	In Sacramento Region, for the 19 light rail stations along the Blue Line, design and construct improvements to convert stations to accommodate future low-floor vehicles. Ultimately all stations (Blue and Gold Lines) will be converted to low floor. Blue Line stations conversions are necessary to run low floor light rail vehicles (LRVs) along the Blue Line.	94,712,406	-	By 2030
REG18037	SAC	Programmed	RT	C- Maintenance & Rehabilitation	BMF1 CNG Facility Equipment Replacement	Replace and/or upgrade aging equipment, including but not limited to, CNG compressors, CNG Dryer, CNG piping, HMI fueling control monitors, in-ground bus lifts, portable bus lifts, oil/water separator, buffer tanks, master control panels, matrix valve panels and control systems at SacRT's Bus Maintenance Facility #1 (BMF1).	3,332,598	-	By 2030
REG18065	SAC	Programmed	RT	C- Maintenance & Rehabilitation	CAF Light Rail Vehicle Mid Life Overhaul	SRTD Mid Life Overhaul of CAF Light Rail Vehicles	106,230,277	-	By 2030
SAC25085	SAC	Programmed	RT	C- Maintenance & Rehabilitation	City of Folsom Preventative Maintenance FFY 2018 - 2022	The City of Folsom (subrecipient) utilizes FTA - 5307 Urbanized Area Formula Program to support preventative maintenance activities for the Folsom Stage Line and Sacramento Regional Transit Light Rail within Folsom.	2,012,422	-	By 2030
REG18061	SAC	Programmed	RT	C- Maintenance & Rehabilitation	CNG Tank and Bus Replacement	Replace CNG tanks, rebuild engines, transmissions; replace operator seats, re-upholster passenger seats on (21) thirty 40' transit buses; and purchase 70 CNG transit buses.	53,604,359	-	By 2030

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REG18056	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Expansion LRVs for Gold Line 15 Min Service to Folsom	Purchase seven (7) expansion light rail vehicles (LRVs) to enable enhanced service frequencies on the Gold Line between Sunrise Station and Historic Folsom Station. CMAQ funds are eligible for design and construction to expand the fleet. This project will enable SacRT to increase service frequencies from 30 minutes to 15 minutes on the segment of the Gold Line between Sunrise Station and Historic Folsom Station. Emission Benefits in kg/day: 2 ROG, 1 NOx, 1 PM2.5)	42,081,599	-	By 2030
REG17943	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Green Line (DNA) Light Rail - Overall	This project will redefine a Minimum Operable Segment (MOS) 2 and a MOS 3. REG17935 includes the Final Design and Construction for the project (excluding MOS-1).This phase of the Green Line to the Airport (DNA) Light Rail Project will consist of two discreet, yet connected efforts. For the segment of the Green Line near and adjacent to the Sacramento Intermodal Transfer Center (SITF), the effort will entail the preparation of Draft EIS (and EIR), its circulation for public review and comment, addressing the comments and will culminate with a Final EIS (and EIR). The segment of the project adjacent to the SITF will be coordinated with on-going Sacramento Streetcar planning, environmental review, and design development. For the remainder of the 13-mile corridor, the effort will entail the preparation of a Draft EIS (and EIR) only and its circulation for public review and comments. An MOS will also be identified for this segment. The effort will also evaluate low-floor LRT vehicles and their integration into the RT system, evaluate LRT vehicle maintenance locations for the Green Line, evaluate downtown Sacramento rail/traffic effects of the proposed service, prepare the necessary technical information and for a New Starts evaluation under MAP-21, and involve the community and stakeholders in an outreach program for both efforts. Advanced conceptual engineering and preliminary engineering in key areas with potential for environmental impacts that may require mitigation strategies for the EIS will be completed.		-	By 2030
REG18048	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Light Rail Low Floor Station Conversion	In Sacramento Region, for the 29 light rail stations along the Gold Line, design and construct improvements to convert stations to accommodate future low-floor vehicles. Ultimately all 48 stations will be converted to low floor, at an estimated cost of $69M. The first phase of the Gold Line stations conversions must be completed in order to deliver 2018 TIRCP grant-funded Gold Line Service Enhancements project.	61,400,673	-	By 2030
REG18070	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Purchase New Low Floor Light Rail Vehicles	PUrchase eight (8) replacement low floor light rail vehicles ("NTP #4") This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	58,402,550	-	By 2030
REG18059	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Purchase New Low-Floor Light Rail Vehicles	Purchase (8) eight replacement low-floor light rail vehicles. This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	46,200,000	-	By 2030
REG18064	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Purchase New Low-Floor Light Rail Vehicles	Purchase (8) eight replacement low-floor light rail vehicles. This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	59,456,677	-	By 2030
REG18069	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Railroad Tie Replacement	Replace worn track ties exceeding their useful life on Sacramento RT's Gold Light Rail Line. Toll credits used for $525,000 match in CON phase. STA funds remaining match ($100,000).. Toll Credits for CON	2,600,000	-	By 2030
REG18032	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Replacement Light Rail Vehicles (LRVs)	Purchase 13 new low-floor LRVs to replace existing LRVs in the SacRT light rail fleet that are beyond their useful life.	75,820,672	-	By 2030

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REG18068	SAC	Programmed	RT	C- Maintenance & Rehabilitation	RT ADA Operations	ADA operations for transit services within the RT District Paratransit Area within the Sacramento UZA.	2,875,000	-	By 2030
REG18034	SAC	Programmed	RT	C- Maintenance & Rehabilitation	RT Preventive Maintenance	Provide for operating expenses for scheduled and unscheduled maintenance for bus and light rail revenue vehicles, facility maintenance, rail repair, and infrastructure replacement to maintain a state of good repair and prevent impacts to operations.FFY2017: $15,361,980FFY2018: $15,531,265 ($15,190,363 pgm'd in FFY18; $340,902 pgm'd in FFY19)FFY2019: $15,776,120FFY2020: $16,237,087FFY2023 $ 9,700,000FTA 5337FFY2017: $11,580,302FFY2018: $13,804,359 ($11,580,302 pgm'd in FFY18; $2,224,057 pgm'd in FFY19)FFY2019: $13,064,129FFY2020: $12,220,975FFY2023 $10,000,000	235,341,535	-	By 2030
REG18049	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Sacramento Airport Zero Emission Bus Service - ZEBs & Charging Infrastructure	Ten (10) Zero Emission Buses (ZEBs) and associated chargers and electric charging infrastructure to be used in new public transit service between Downtown Sacramento and Sacramento International Airport.$1,095,651 in 5307 Discretionary includes $575,036 in FFY18 5307 and $520,615 in FFY19 5307$201,088 in 5339 Discretionary includes $201,088 in FFY19 5339 funds	12,090,728	-	By 2030
REG18040	SAC	Programmed	RT	C- Maintenance & Rehabilitation	SRTD JARC Operating Assistance	The project will maintain current bus service levels for key routes serving low-income, transit dependent residents connecting them to work, education and services.	12,962,616	-	By 2030
REG17300	SAC	Programmed	RT	C- Maintenance & Rehabilitation	SRTD Satellite Bus Maintenance Facility #2	In Sacramento: purchase/lease building in McClellan Park to be converted to a new bus maintenance facility. Phase 1 Plans for this facility include two fueling stations, one land bus wash, and a revenue collection center. Also includes site work for parking and building modifications to support 125 buses (this number includes both large transit buses and cut-aways).		-	By 2030
REG18066	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Train Technology Refresh/Train Station Signage Technology Refresh	Upgrade communications infrastructure on Siemens, UTDC, CAF LRVs to maintain ADA compliant communications by announcing and displaying upcoming train types at stations (low/high floor) and providing mechanism to direct passenger with disabilities to correct boarding area. Replace digital messaging signs at light rail stations with updated signage, implement digital management systems, and integrate with public address system.	16,564,003	-	By 2030
REG18050	SAC	Programmed	RT	C- Maintenance & Rehabilitation	Watt/I-80 Transit Center Reconstruction	At the transit center at Watt Ave. and I-80, in partnership with the County of Sacramento, Caltrans, Mercy Housing, and Watt80 PBID, reconstruction of the transit center (including bus stops on Watt Ave. and structure).	25,000,541	-	By 2030
REG18023	SAC	Programmed	RT	E- Transit Capital (Major)	Dos Rios Light Rail Station	On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station. The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10)	45,179,954	-	By 2030
REG18047	SAC	Programmed	RT	E- Transit Capital (Major)	Folsom Gold Line Service Enhancements	Construct side tracking needed to increase Gold Line frequencies from 30 minutes to 15 minutes on the segment between Sunrise Station in Rancho Cordova and Historic Folsom station in Folsom.. Toll Credits for ROW	68,490,223	-	By 2030
REG18024	SAC	Programmed	RT	E- Transit Capital (Major)	Horn Light Rail Station	On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery Pl, construct new light rail station. (Emission Benefits in kg/day: 0.27 ROG, 0.26 NOx, 0.15 PM10)	13,000,000	-	By 2030

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REG18043	SAC	Programmed	RT	E- Transit Capital (Major)	SVS Loop (Final Design & Construction)	In Sacramento, to accommodate the future Streetcar Project as well as future Green Line service: (1) SVS Loop - segment of the Green Line at the Sacramento Valley Station including: Relocate the existing/temporary LRT Station on H Street to a new north-south axis west of 5th Street; New platform and LRT station near the existing Amtrak station; new Station on the east side of N 7th near Railyards Boulevard that would serve the future MLS Stadium area; double-tracking on H Street from 7th to west of 5th, from west of 5th north to new station near Amtrak, and east along F Street and up 7th St to the Township 9 Light Rail Station. SacRT has been working with the City of Sac and SACOG to advance this concept. Expanded SacRT facilities will include track, special trackwork, Overhead Catenary System, traction power system, signaling system, platforms, and storage tracks.	138,714,655	-	By 2030
REG18035	SAC	Programmed	RT	E- Transit Capital (Minor)	Railyards Boulevard Station	In Sacramento, on the Green Line, at Railyards Boulevard: Design and construct single platform light rail station . (Environmental covered by REG17943.) (A second platform station will be completed separately, as part of SVS Loop REG18043.)	2,367,200	-	By 2030
VAR56284	SAC	Programmed	SACOG	C- Maintenance & Rehabilitation	Elk Grove Philips Siding Rehabilitation	In Elk Grove in Sacramento County, on the Union Pacific Railroad (UPRR) Sacramento Subdivision, from MP 121.3 to MP 123.9 (From Lambert Rd. to Core Rd.): Replace the southern switch with a #20 turnout and rehabilitate the existing siding to mainline track standards. (This is a component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will allow SJRRC to provide 7 round trips to Sacramento, with service terminating in Natomas.)	7,182,000	-	By 2030
VAR56285	SAC	Programmed	SACOG	C- Maintenance & Rehabilitation	Elk Grove Station Siding to Philips Siding Rail Operational and Capacity Improvements	In Elk Grove, along the UPRR Sacramento Subdivision, from mile post 122.5 and mile post 127.75: Extend the existing Philips Siding 4.4 miles to connect with the proposed Elk Grove Station Siding, creating an overall 7.1-mile-long second main track that will serve trains entering the proposed Elk Grove Station. The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits. (The is a component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will allow SJRRC to provide 7 round trips to Sacramento, with service terminating in Natomas.) (Total Project Cost: $53,316,000)	7,794,000	-	By 2030
SAC24839	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Aerojet Rd	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000	10,768,906	By 2030
SAC22020	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Antelope North Road Widening	In Sacramento County, Antelope North Road, from Poker Ln. to Olive Ave.: Realign and widen to 4 lanes.	3,020,000	4,948,622	By 2044
SAC24264	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Antelope Rd.	Widen Antelope Road to 4 lanes from Watt Ave. to Elverta Rd	9,307,473	13,479,996	By 2035
SAC24840	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Birkmont Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000	10,768,906	By 2030
SAC24224	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Bradshaw Rd. Widening A	Widen: 6 lanes between Old Placerville Rd. and Florin.	37,500,000	45,690,109	By 2030
SAC25317	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Bradshaw Road at Jackson Road Intersection Improvements	The project proposes intersection improvements at Bradshaw Road and Jackson Road (State Route 16). The improvements will include traffic signal modifications to accommodate an additional lane and two dual left turn lanes in each direction of travel.	6,105,000	-	By 2030

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SAC25312	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Capital Region Freight - Elkhorn Boulevard Extension	In Sacramento County, from West Elkhorn Boulevard to Crossfield Drive at Sacramento International Airport, construct an approximately 1 mile long 4 lane roadway. Project also includes the extension of utility corridor along roadway and two roundabouts on Crossfield Drive and a signalized intersection at Power Line Road.	26,000,000	-	By 2030
SAC24844	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd	New 4 lane roadway on Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd with median, landscaping, sidewalks, 1 traffic signals at Town Center Blvd	2,160,000	3,539,412	By 2044
SAC24841	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, North Loop Road	New 4 lane roadway on North Loop Road from Grant Line Road to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks, 4 traffic signals at Town Center Blvd, Street "D" and Primary Residential Street between Street "D" and Street "F" and Street "F", roundabout at Street "A"	20,990,000	34,394,559	By 2044
SAC24847	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.)	New 2 lane roadway from Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.) with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	5,800,000	8,610,133	By 2044
SAC24848	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" to Street "C"	New 2 lane roadway from Street "A" to Street "C" with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	1,160,000	1,722,027	By 2044
SAC24845	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" to Street "F"	New 2 lane roadway from Street "A" to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks	7,651,000	8,239,290	By 2030
SAC24850	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" to University Ave	New 2 lane roadway from Street "A" to University Ave with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	3,480,000	4,136,626	By 2030
SAC24846	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "E" to North Loop Rd	New 2 lane roadway from Street "E" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, traffic signal at Street "B" and 1 roundabout at Street "D"	7,334,000	8,717,821	By 2030
SAC24849	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street A to North Loop Rd	New 2 lane roadway from Street "A" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, and 2 roundabouts at Street "A" and University Blvd	8,167,500	9,708,591	By 2030
SAC24851	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, University Ave to North Loop Rd	New 2 lane roadway from University Ave to North Loop Rd with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	2,320,000	2,498,386	By 2030
SAC24842	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, University Blvd	New 4 lane roadway on University Blvd from Grant Line Road to Street "A" with NEV/Bike lanes, median, landscaping, sidewalks, 3 traffic signals (at Town Center Blvd, and 2 between Town Center Blvd and Street "A"), roundabout at Street "A"	12,056,000	19,755,160	By 2044
SAC24843	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Cordova Hills, University Blvd to North Loop Rd	New 2 lane roadway from University Blvd to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, 3 traffic signals and 2 roundabouts	6,875,000	10,205,976	By 2044
SAC24663	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Douglas Rd. - Zinfandel Dr. to Rancho Cordova City Limit	Widen Douglas Road, from Zinfandel Drive to Rancho Cordova west City Limits, from 2 to 4 lanes.	2,400,000	2,924,167	By 2030
SAC22410	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Douglas Road Extension	In Sacramento County, Douglas Road from Zinfandel Drive to Kiefer Boulevard; new 4 lane roadway with raised landscaped median, curb, gutter and sidewalk, improvements also include installation of traffic signals at Douglas/Kiefer and Douglas/Excelsior Road.	19,837,200	24,169,702	By 2030
SAC24529	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Easton Valley Pkwy. Widening A	Construct New Road: 4 lanes from Hazel Ave. to Prairie City Rd.	36,000,000	38,768,063	By 2030
SAC24943	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Elder Creek Rd. Widening C	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	21,000,000	25,586,461	By 2030
SAC24527	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Extension	Construct New Road: 2 lanes from Airport Blvd. / Crossfield Dr. to Power Line Rd. Includes: landscaped medians.	8,200,000	9,990,904	By 2030
SAC15230	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Widening	In Sacramento County, Elkhorn Blvd. from Watt Ave. to Don Julio Blvd.: widen from 4 to 6 lanes.	14,284,000	17,403,667	By 2030
SAC15180	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Elkhorn Boulevard Widening	In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing and bike/ped facilities.	14,000,000	17,057,641	By 2030
SAC25314	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Elkhorn Boulevard Widening	In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing. (Part of SAC15180 from 2020 MTP/SCS)	56,576,000	-	By 2030

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SAC19621	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Elverta Road Widening	Widen Elverta Rd. from Rio Linda Blvd. to Dutch Haven Blvd. from 2 to 4 lanes including landscaped median, ADA improvements, transit access and bike/pedestrian facilities.	14,797,000	16,741,447	By 2030
SAC19620	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Elverta Road Widening with Bridge Replacement at Dry Creek	In Sacramento County: Elverta Road from Dutch Haven Boulevard to Watt Avenue; Widen Elverta Road from Dutch Haven Boulevard to Watt Avenue from 2 to 4 lanes plus bike lanes. Replace the existing two-lane bridge over North Channel Dry Creek, between Gibson Ranch Park Road and 28th Street, with a new six-lane bridge. Modify the traffic signal at the intersection of Elverta Road and 28th Street.. Toll Credits for CON	27,913,012	-	By 2030
SAC24263	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Excelsior Road Widening	In Sacramento County: Between Kiefer Boulevard/Douglas Road Extension and Jackson Road (SR16); construct and widen to 4 lanes with raised landscaped median and curb and gutter. Improvements also include the construction of a pit pump station.	12,000,000	15,361,015	By 2030
SAC24281	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Florin Rd. Widening A	Widen: 4 lanes from Elk Grove-Florin Rd. to Vineyard Rd. Includes: a traffic signal modification at Bradshaw and a couple of new traffic signals at Hedge Ave. and Waterman Rd.	23,700,000	38,835,210	By 2044
SAC24941	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Fruitridge Rd	Widen: 4 Lanes from S. Watt Ave to Bradshaw	6,000,000	9,831,699	By 2044
SAC24035	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Gerber Road Widening	Widen Gerber Road between Elk Grove-Florin Road and Bradshaw Road from 3 to 4 lanes. (This road is already 3 lanes (two westbound and one eastbound)from Elk Grove-Florin Road to about 1/4-mile west of Bradshaw Road.)	3,854,000	-	By 2030
SAC19690	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Gerber Road Widening B	In Sacramento County, Gerber Road from Bradshaw Road to Vineyard Road: widen from 2 to 4 lanes.	6,688,000	7,202,245	By 2030
SAC24852	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Glenborough Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	26,000,000	27,999,156	By 2030
SAC24268	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Hazel Ave. Improvements	In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6-lane expressway with special treatment.	15,000,000	-	By 2030
SAC24255	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Hazel Avenue/U.S. 50 Interchange Project	In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements from Folsom Boulevard to the American River Parkway.	104,971,000	-	By 2030
CAL15410	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Jackson Hwy. (SR 16) A	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	100,000,000	-	By 2030
SAC25186	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Madison Avenue Widening, Phase 1	In Sacramento County: Madison Avenue from Sunrise Boulevard to Hazel Avenue; Widen from 4 to 5 lanes between Fair Oaks Boulevard to 150' east of Kenneth Avenue. Add bifurcated sidewalks, continuous bike lanes, drainage facilities, landscaped median, rubberized asphalt overlay, traffic signal modifications, and new signal interconnect on Madison Avenue between Sunrise Boulevard and Hazel Avenue. (CMAQ funds for new sidewalks and new bike lanes only.)	30,335,776	-	By 2030
SAC24573	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Meister Way	Construct New Road: 4 lane Rd. from Metro Air Pkwy. to Lone Tree Rd.	2,500,000	3,046,007	By 2030
SAC24512	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Metro Air Parkway	In Sacramento County, Metro Air Parkway from north of I-5 to Elverta Road: Widen roadway from 2 to 4 lanes.	7,904,240	-	By 2030
SAC24330	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Prairie City Road Widening	Widen Prairie City Road from 2 to 4 lanes between US 50 and White Rock Road.	11,000,000	12,445,490	By 2030
SAC19680	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Roseville Rd. Widening B	Widen: 4 lanes from Watt Ave. to Walerga Rd.	38,422,000	55,646,512	By 2035

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SAC23860	SAC	Planned	Sacramento County	B- Road & Highway Capacity	S. Watt Ave.	Widen: 6 lanes from Jackson Road (SR16) to Kiefer Blvd.	10,000,000	12,800,845	By 2030
SAC25192	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	South Watt Avenue Improvements - Florin Road to Jackson Road	In Sacramento County: South Watt Avenue from Florin Road to Jackson Road (SR 16); widen from two to four, and construct landscaped medians, ADA upgrades, bike and pedestrian facilities, and intersection upgrades.	52,997,000	-	By 2030
SAC19710	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Sunrise Blvd.	In Sacramento County, Sunrise Blvd., from Jackson Highway to Grant Line Road: Widen from 2 to 4 lanes.	12,000,000	-	By 2030
SAC25275	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	Waterman Road Extension	Waterman Road, from Gerber Road to Florin Road: Extend Waterman Road from Gerber Road to Florin Road with an at-grade railroad crossing.	21,900,000	-	By 2030
SAC24285	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Waterman Road Widening D	Between Vintage Park Drive and Gerber Road; widen existing roadway to 4 lanes	20,000,000	24,368,058	By 2030
SAC24885	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Waterman Road Widening E	Between Florin Rd. to Jackson Rd.; construct roadway to 4 lanes	16,500,000	21,121,395	By 2030
SAC15750	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Watt Avenue Couplet	In Sacramento County, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on 34th St; smart growth st. with proposed BRT/HI Bus - exclusive lanes.	7,800,000	9,984,659	By 2030
SAC15720	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Watt Avenue Widening	In Sacramento County, Watt Ave.: Between Elkhorn Blvd and Antelope Rd widen from 4 to 6 lanes	9,641,800	14,313,306	By 2044
SAC24662	SAC	Programmed	Sacramento County	B- Road & Highway Capacity	White Rock Road - Grant Line Rd. to Rancho Cordova City Limits	White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits: Widen from 2 to 4 lanes. Environmental cleared as part of SAC24470. See SAC25270, SAC25271, & SAC25272 for related work.	10,000,000	-	By 2030
SAC24389	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Widen 16th St.	Widen: 4 lanes from Ascot Blvd. to Sacramento/Placer County Line.	44,500,000	54,218,929	By 2030
SAC24622	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Zinfandel Drive Extension & Realignment	In Sacramento County: Zinfandel Drive, from Douglas Rd. to 7,100 ft south of Douglas Rd.: reconstruct Zinfandel Drive as a two lane road. From 7,100 ft south of Douglas Rd. to Kiefer Blvd.: extend Zinfandel Dr. as a two lane road on a slightly different alignment than the existing dirt road. Construct concrete box culvert over creek just north of Kiefer Blvd.	5,848,000	-	By 2030
SAC22430	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Zinfandel Drive Widening A	In Sacramento County, Eagles Nest Road Zinfandel Drive from Kiefer Boulevard to Douglas Road, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median; improvements also include the installation of a box culvert and traffic signal at Eagles Nest Road/Kiefer Boulevard.	11,800,000	14,377,154	By 2030
SAC20240	SAC	Planned	Sacramento County	B- Road & Highway Capacity	Zinfandel Road Widening	Zinfandel Drive, from Southern boundary of the Villages of Zinfandel to Douglas Road: Widen from 2 to 4 lanes with a raised landscaped median. (For other phases see SAC24473 and SAC24467)	10,500,000	11,307,352	By 2030
SAC24280	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Alta Florin Rd.	Construct New Road: 4 lanes from Power Inn Rd. to Florin-Perkins Rd. (Runs parallel and north of Florin Rd.) Includes: Railroad grade separation.	30,000,000	30,750,000	Post-2044
SAC24618	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Alta Mesa Rd Bridge Replacement	Alta Mesa Rd over Laguna Creek, 0.4 mi north of SR 104: Replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.	9,765,975	-	By 2030
SAC19790	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Antelope Road Widening	Antelope Road from Watt Avenue to Roseville Road: widen from 4 to 6 lanes.	735,000	753,375	Post-2044
SAC25182	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Arden Way Complete Streets, Phase 1	In the Arden-Arcade area of Sacramento County, Arden Way from Ethan Way to Morse Avenue: Complete Street Master Plan. Arden Way, from Morse Avenue to Watt Avenue: Environmental clearance, final design, right-of-way clearance, and construction of complete street improvements for the segment, specifically sidewalks, continuous Class II or IV bikeways, traffic signal modifications, improved crossings, bus turnouts, bus stations, channelized landscaped medians, and improved street lighting.. Toll Credits for ROW, CON	8,637,000	-	By 2030

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SAC25297	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Arden Way Complete Streets, Phase 2	In the Arden-Arcade area of Sacramento County, Arden Way from Ethan Way to Morse Avenue: Environmental Clearance. Arden Way, from Fulton Avenue to Morse Avenue: design, acquire right-of-way, and construct complete street improvements including separated sidewalk, curb and gutter, new Class II or IV bikeways, bus turnouts, and landscaping.	5,738,000	-	By 2030
SAC19840	SAC	Planned	Sacramento County	C- Maintenance & Rehabilitation	Bike/Ped Improvements	Bikeway Facilities: In various Sacramento County locations. Includes: 2010 Bikeway Master Plan Implementation.	50,000,000	51,250,000	By 2044
SAC25084	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance	Bridge Preventive Maintenance Program (BPMP) various bridges in Sacramento County. See Caltrans Local Assistance HBP website for backup list of projects.	2,643,330	-	By 2030
SAC25302	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Complete Streets Rehabilitation - Multiple Locations	1. Andrea-Antelope-Watt Complete Streets Rehabilitation: Andrea Boulevard, from Roseville Road to Elkhorn Boulevard; on Antelope North Road, from Olive Avenue to 250' north of Great Valley Drive; on Watt Avenue from A Street to Don Julio Boulevard: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety. 2. Greenback Lane Complete Streets Rehabilitation: Greenback Lane, from Fair Oaks Boulevard to Kenneth Avenue: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II buffered bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, constructing new sidewalk areas at infill locations, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety.3. Central Ave and Greenback Lane Complete Streets Rehabilitation: Central Avenue from Main Avenue to Hazel Avenue; Greenback Lane from Kenneth Avenue to Beech Avenue: Construct Complete Street improvements consisting of an asphalt concrete overlay, upgrading shoulders and installing new Class II bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety. 4. 65th Street Complete Streets Rehabilitation: On 65th Street from Florin Road to Stockton Boulevard: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II buffered bike lanes,	19,176,000	-	By 2030
SAC25128	SAC	Planned	Sacramento County	C- Maintenance & Rehabilitation	Countywide Intelligent Transportation Systems Enhancements	The Sacramento County Transportation Development Fee Program has identified twenty-seven(27) roadway segments throughout the County that will require ITS enhancements. This work includes upgrades to the signal controllers, communication to the Traffic Operations Center (TOC) network, Changeable Message Signs (CMS), and traffic data collection facilities. It will also provide for expansion of the TOC facilities to accommodate future network growth as well as incident management and traveler information systems.	95,000,000	97,375,000	By 2044
SAC19610	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Cypress Ave.	Widen: 4 lanes from Pasadena Ave. to Manzanita Ave.	10,441,000	10,702,025	Post-2044
SAC24520	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Dillard Rd. Bridge Scour Countermeasures	Dillard Rd., over Cosumnes river, 0.2 miles south of S.R. 16: Install scour countermeasures on scour critical bridge.. Toll Credits for CON	1,164,737	-	By 2030
SAC25241	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Don Julio Blvd. - Elverta Rd. to N. Loop Blvd.	In Sacramento County, Don Julio Boulevard from Elverta Road to N. Loop Boulevard; Widen from 2-4 lanes with raised landscaped median, curb, gutter and sidewalk, improvements also includes a traffic signal modification at Don Julio/Titan Drive&Poker Lane and Don Julio/Antelope Road.	2,400,000	2,460,000	Post-2044

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SAC24973	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	El Centro Rd. Widening	4 lanes from I-80 to Arena Blvd (City of Sacramento Limits)	8,500,000	8,712,500	Post-2044
SAC24525	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Elkhorn Blvd. Widening A	Widen: 4 lanes from Lone Tree Rd. to Hwy. 99.	10,000,000	10,250,000	Post-2044
SAC24938	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Elkhorn Blvd. Widening B	Widen: 6 Lanes from Metro Air Parkway to Lone Tree Rd	6,400,000	6,560,000	Post-2044
SAC24974	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Elkhorn Blvd. Widening C	4 lanes from Airport Blvd. / Crossfield Dr. to Lone Tree Rd	14,800,000	15,170,000	Post-2044
SAC24526	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Elkhorn Blvd. Widening D	Widen: 6 lanes from Lone Tree Rd. to Hwy. 99.	110,000	112,750	Post-2044
SAC25339	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Elkhorn Boulevard Complete Streets Project	In the North Highlands neighborhood of unincorporated Sacramento County: on Elkhorn Boulevard from Watt Avenue to Don Julio Boulevard; Construct a Class IV separated bikeway, Class 2 bike lanes, intersection and sidewalk improvements, and implement Safe Routes to Schools and community education and encouragement programs.	9,122,000	-	By 2030
SAC22300	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Elverta Rd. Widening A	Widen: 4 lanes from Rio Linda Blvd. to connection to north side of the Sacramento International Airport. Includes: bicycle and pedestrian facilities.	2,600,000	2,665,000	Post-2044
SAC24533	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Elverta Rd. Widening B	Widen: 6 lanes from Watt Ave. to Dutch Haven Ave.	750,000	768,750	Post-2044
SAC25240	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Excelsior Rd. Widening A	Widen: 4 lanes from Hwy. 16 to Elder Creek Rd. Includes: landscaped median, bicycle and pedestrian improvements, new traffic signal, traffic signal modification(s), and ADA compliant improvements.	4,500,000	4,612,500	Post-2044
SAC24391	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Excelsior Rd. Widening B	Widen: 4 lanes from Hwy. 16 to Calvine Rd. Includes: landscaped median, bicycle and pedestrian improvements, new traffic signal(s), traffic signal modification(s), and ADA compliant improvements.	22,500,000	23,062,500	Post-2044
SAC24799	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Fair Oaks Blvd Widening	Widen 2 to 4 Lanes from Sunset Ave to Madison Ave	4,000,000	4,100,000	Post-2044
SAC25086	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project, Phase 2	Fair Oaks Boulevard between Howe Avenue and Munroe Street: Create a smart growth corridor with barrier-separated bicycle lanes, widening and/or separating sidewalks, and installing landscaping, shade trees, and street lighting. The project will also include a road diet from 6 to 4 lanes, two new traffic signals at University Avenue and Fulton Avenue and signal modifications at Sierra Boulevard to improve safety, enhance circulation for bicycle and vehicles, and provide ADA accessibility for pedestrians.(See Fair Oaks Boulevard. Bicycle and Pedestrian Mobility Project Phase 1, SAC24749.). Toll Credits for CON	6,800,002	-	By 2030
SAC25257	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Fern Bacon Middle School SRTS Improvements	Martin Luther King Jr. Boulevard from 41st Avenue to 48th Avenue, Wesley Avenue from 48th Avenue to Cuny Avenue, and Cuny Avenue from Wesley Avenue to Bowling Drive: Install sidewalks, buffered bike lanes, new crosswalks, curb paint, and signage.	1,721,000	-	By 2030
SAC25041	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	FFY 2017-2025 Operating Assistance for Sacramento Couty Rural Transit Program	Operating assistance for rural transit services within Sacramento County. Outside the Sacramento Urbanized Area.	9,274,444	-	By 2030
SAC24282	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Florin Rd. Widening B	Widen: 4 lanes from Vineyard Rd. to Sunrise Blvd. Includes: 3 new traffic signals at the intersections of Excelsior Rd., Eagles Nest Rd. and Sunrise Blvd.	1,850,000	1,896,250	Post-2044
SAC24578	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Florin Rd. Widening C	Widen: 6 lanes from Florin Perkins to Elk Grove-Florin	500,000	512,500	Post-2044

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SAC25060	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Florin Road Safety Improvements	Florin Rd between Franklin Blvd and Power Inn Rd (excluding the segment at the SR-99 interchange): Install bicycle lanes, upgrade traffic signals to accommodate bicycles at all intersections, construct ADA improvements, install roadway lighting for a segment of Florin Rd. (H8-03-016)5k transfer from SAC19620 allowed because funds in SAC19620 are consolidated. Otherwise, would not have been allowed. MM 10/4/22. Toll Credits for CON	7,833,000	-	By 2030
SAC24518	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Franklin Blvd Bridge Replacement	Franklin Blvd over Mokelumne River overflow, 1.8 miles north San Joaquin County line: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge.. Toll Credits for CON	11,716,001	-	By 2030
SAC24800	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Garfield Ave	4 Lanes from Cypress Ave to Winding Way	2,300,000	2,357,500	Post-2044
SAC24942	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Gerber Road	Widen: 4 lanes from Vineyard Rd. to Excelsior Rd.	4,500,000	4,612,500	Post-2044
SAC25273	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Greenback Lane Complete Street Improvements	Greenback Lane, from Chestnut Avenue to Folsom City Limits: Install Class II Bike lanes, separated sidewalks, ADA upgrades that include curb ramps, bicycle detection, bus stop and transit access improvements, and landscape/streetscape enhancements. The project also includes signalization of the Chestnut Avenue/Greenback Lane intersection and the undergrounding of overhead utility lines.	14,551,000	-	By 2030
SAC19090	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Greenback Lane Widening	Widen Greenback Lane from Fair Oaks Blvd to Hazel Ave from 4 to 6 lanes.	41,716,000	42,758,900	Post-2044
SAC23160	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Hazel Ave. extension	Construct New Road: 4 lane limited access Rd. through Aerojet s property between Easton Valley Pkwy. and Grant Line Rd./White Rock Rd.	18,000,051	18,450,052	Post-2044
SAC23080	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Hazel Avenue	In Sacramento County, Hazel Avenue from Madison to Sacramento/Placer County line: Widen from 4 to 6 lanes.	105,000,000	107,625,000	Post-2044
SAC22290	SAC	Planned	Sacramento County	C- Maintenance & Rehabilitation	I-80 Bicycle / Pedestrian Crossing	In Sacramento County, conduct studies, and environmental work for a bicycle/pedestrian crossing of I-80 west of Madison Avenue.	550,000	563,750	By 2044
SAC24884	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Jackson Hwy (SR 16) at Watt Ave.	Construct a new roadway grade separation interchange at the intersection of Jackson Hwy and Watt Ave.	25,000,000	25,625,000	Post-2044
SAC24940	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Jackson Hwy. (SR 16) C	Widen: 4 Lanes from Grant Line Rd. to Murrieta Parkway	30,000,000	30,750,000	Post-2044
SAC24287	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Jackson Hwy. (SR 16) D	Widen: 6 lanes from South Watt Ave. to Excelsior Rd.	40,000,000	41,000,000	Post-2044
SAC24801	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Kenneth Avenue	4 Lanes from Madison Ave to Oak Ave	10,300,000	10,557,500	Post-2044
SAC22320	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Kiefer Blvd. A	Construct New Road: 4 lanes from Bradshaw Rd. to Sunrise Blvd. Includes: bicycle and pedestrian facilities.	51,200,000	52,480,000	Post-2044
SAC15200	SAC	Planned	Sacramento County	C- Maintenance & Rehabilitation	Left Turn Lanes	In Sacramento County, various locations, installation of left turn lanes.	705,000	722,625	By 2030
SAC24570	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Lone Tree Rd.	Widen: 4 lanes from Meister Wy. to Elverta Rd.	9,125,000	9,353,125	Post-2044
SAC24257	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Madison Ave Widening	This project will widen Madison aver from 4 to 6 lanes between Hazel Ave and Greenback Lane in the Fair Oaks area. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.	22,361,626	22,920,667	Post-2044
SAC24802	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Main Avenue	4 Lanes from Madison Ave to Oak Ave	7,900,000	8,097,500	Post-2044
SAC24571	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Manzanita Ave.	Implement "Smart Growth Street" improvements from Fair Oaks Blvd. to Cypress Ave; and Streetscape improvements from Cypress Ave. to Madison Ave.	1,600,000	1,640,000	Post-2044

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SAC24937	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Metro Air Parkway Widening B	Widen: from 4 to 6 Lanes from I-5 to Elverta Rd	2,350,800	2,409,570	Post-2044
SAC24609	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Michigan Bar Rd/Cosumnes River Bridge Replacement	Michigan Bar Rd, over Cosumnes River, 1.2 mi north of SR 16. Replace the existing one lane structurally deficient bridge with a new one lane bridge.. Toll Credits for ENG, ROW, CON	13,783,000	-	By 2030
SAC24620	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	New Hope Rd Bridge Replacement	New Hope Rd over Grizzley Slough, 0.5 mi north of San Joaquin/Sacramento County Line: replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.. Toll Credits for CON	5,683,403	-	By 2030
SAC24251	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Oak Ave.	Widen: 4 lanes from Hazel Ave. to Folsom City Limits.	16,400,000	16,810,000	Post-2044
SAC25344	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Pedestrian Walkway from Terminal to Concourse B	Project will construct a pedestrian walkway between Terminal and Concourse B at Sacramento International Airport, adjacent to the existing Automated People Mover. The walkway will consist of an independent, standalone structure that bridges from Terminal B across landside roadways to a vertical circulation hub with a lower structure to connect the same hub to Concourse B.	137,360,825	-	By 2030
SAC24803	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Power Line Road A	4 Lanes from Road A to Elverta Road	7,200,000	7,380,000	Post-2044
SAC25129	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Power Line Road B	4 lanes from Elverta Road to Sutter County line	7,000,000	7,175,000	Post-2044
SAC24805	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Rio Linda Blvd Widening A	4 Lanes from Elkhorn Blvd to Elverta Rd	8,250,000	8,456,250	Post-2044
SAC24935	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Rio Linda Blvd Widening B	Widen: 4 Lanes from Ascot Ave to Elkhorn Blvd	4,338,000	4,446,450	Post-2044
SAC24804	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Rio Linda Blvd Widening C	(Elverta Specific Plan Mitigation) 4 Lanes from Elverta Rd to Sorento Rd	8,500,000	8,712,500	Post-2044
SAC24806	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Road A	4 Lanes from Power Line Road to Lone Tree Rd	4,000,000	4,100,000	Post-2044
SAC24575	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Roseville Rd. Widening C	Widen: 4 lanes from Antelope Rd. to Placer County line.	6,750,000	6,918,750	Post-2044
SAC24584	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Routier Road Extension A	Road Extension: 4 lanes from Old Placerville Rd. to Kiefer Blvd.	13,000,000	13,325,000	Post-2044
SAC24581	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Routier Road Extension B	Road Extension: 4 lanes from Kiefer Blvd. to Jackson Rd (Rte 16)	15,000,000	15,375,000	Post-2044
SAC24259	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	S. Watt Ave. / Elk Grove-Florin Rd.	Widen: 6 lanes from Jackson Rd. to Calvine Rd.	3,250,000	3,331,250	Post-2044
SAC21530	SAC	Planned	Sacramento County	C- Maintenance & Rehabilitation	Sacramento County ADA Transition Plan	Facilities Plan: In Sacramento County, various locations, construct ADA compliant improvements in accordance with the county DOTs ADA Transition Plan.	15,000,000	15,375,000	By 2044
SAC25165	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Sidewalk Infill: Arden-Arcade and Carmichael	Various locations in and near Arden-Arcade and Carmichael in Sacramento County, along Edison Avenue, El Camino Avenue, Hurley Way, Manzanita Avenue, and Marconi Avenue: Construct curb, gutter, sidewalk infill and curb ramps, and install street lighting. (H9-03-021)	4,119,100	-	By 2030
SAC24807	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Sorento Rd	Widen: 4 Lanes from Elverta Rd to Placer County Line	6,000,000	6,150,000	Post-2044
SAC25281	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	South Sacramento County Safe Routes to School Project	In unincorporated South Sacramento County, surrounding Ethel Baker ES, Nicholas ES, and Pacific ES: Construct curb extensions, crosswalks, curb ramps, hardened median, expanded transit stop, widened sidewalk, speed humps, and provide bike/ped education programming at 3 schools.	2,344,000	-	By 2030

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SAC25303	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	South Sacramento Sidewalk Gap Closure Project	Various locations in the South Sacramento area of Sacramento County, along Power Inn Road, Stevenson Avenue, Elsie Avenue, and Cottonwood Lane: Construct sidewalk gap closures, including crossing upgrades and ADA curb ramp upgrades, and install streetlights. (Some locations are near Anna Kirchgator Elementary School and Florin High School). Toll Credits for ENG	3,394,000	-	By 2030
SAC19700	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Stockton Blvd.	Widen: 6 lanes from 65th Ave. to Hwy. 99.	23,800,000	24,395,000	Post-2044
SAC25340	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Stockton Boulevard Complete Streets Project	In Sacramento County, on Stockton Boulevard from Florin Road to Mack Road/Elsie Avenue; construct Class IV bicycle lanes, sidewalk infill, signalization of one intersection, slurry seal and restriping of entire roadway/bikeway.	15,721,000	-	By 2030
SAC24261	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Sunrise Blvd. Widening B	From Madison Ave. to Gold Country Blvd.: Implement ITS Strategies and partial grade separation at Fair Oaks Blvd and transit enhancements	6,162,807	6,316,877	Post-2044
SAC24808	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Sunset Ave	4 Lanes from San Juan Avenue to Fair Oaks Blvd	6,100,000	6,252,500	Post-2044
SAC24522	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Twin Cities Rd Bridge Replacement	Twin Cities Rd, over Snodgrass Slough: Replace the existing 2 lane structurally deficient structure with a new 2 lane structure.	22,104,002	-	By 2030
SAC24772	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Tyler Rd Over Georgiana Slough	Tyler Is Br Rd over Georgiana Slough, 1.5 Mi E of Isleton. Replace the existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, CON	13,618,000	-	By 2030
SAC24283	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Vineyard Rd.	Construct New Road: Enhanced 2 lanes from Gerber Rd. to Jackson Hwy.	2,900,000	2,972,500	Post-2044
SAC24809	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	W. 6th Street - Rio Linda	4 Lanes from Elkhorn Blvd to Elverta Rd	1,000,000	1,025,000	Post-2044
SAC25337	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Walnut Grove Over Sacramento River Bridge Maintenance	In Walnut Grove, Walnut Grove crossing over Sacramento River: Standalone Bridge Preventative Maintenance	8,250,000	-	By 2030
SAC25130	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Waterman Road Extension	Extend Waterman Road from Gerber Road to Florin Road with an at-grade railroad crossing.	20,000,000	20,500,000	Post-2044
SAC24939	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Watt Ave	Widen: 6 Lanes from Antelope Rd to Placer County Line	327,000	335,175	Post-2044
SAC24352	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Watt Ave.	Construct New Interchange: Watt Ave. / Folsom Blvd.	7,500,000	7,687,500	Post-2044
SAC25187	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Watt Avenue Complete Streets	In Sacramento County: Watt Avenue from Orange Grove Avenue to Roseville Rd.: Construct buffered bike lanes, separated sidewalks and landscape medians and improve signalized intersections. The project also extends bike lane and sidewalk improvements south from Orange Grove Avenue to I-80 westbound ramps.	14,628,000	-	By 2030
SAC25260	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Watt Avenue Railroad Bridge Replacement and Bike/Ped Grade-separated Safety Crossing	At Watt Ave. and UPRR crossing: Replace or rebuild existing railroad bridge to extend structure with a longer span to create more horizontal clearance above Watt Avenue. Construct new adjacent span with a third railroad track. Watt Ave., from Roseville Rd. to Peacekeeper Way: Widen to accommodate buffered bicycle lanes and pedestrian facilities. Watt Ave., at Roseville Rd. and at Peacekeeper Way: Modify signals for bicycle lanes. Also modify existing storm water pump station.	80,000,000	82,000,000	By 2035
SAC25293	SAC	Programmed	Sacramento County	C- Maintenance & Rehabilitation	Watt Avenue Sidewalk Gap Closure	On Watt Avenue between Don Julio Boulevard and Elkhorn Boulevard: Construct sidewalk gaps closures, extension of culvert within creek, and landscaping.	1,804,000	-	By 2030
SAC24936	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Winding Way	Widen: 4 Lanes from Auburn Blvd to San Juan Ave	1,432,500	1,468,313	Post-2044
SAC24975	SAC	Project Development Only	Sacramento County	C- Maintenance & Rehabilitation	Zinfandel Drive Widening B	In Sacramento County, Zinfandel Drive from Jackson Road (State Route 16) to Kiefer Boulevard, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median and traffic signal modification at Jackson Road (State Route 16).	4,800,000	4,920,000	Post-2044

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SAC24222	SAC	Planned	Sacramento County and City of Rancho Cordova	C- Maintenance & Rehabilitation	Jackson Hwy. (SR 16) from Excelsior to Grant Line Road: Project Development and Operational Improvements	Complete project analysis efforts, as needed, to identify and implement operational improvements to improve safety and traffic flow along the corridor in the near-term. Improvements to study may include intersection improvements, access management strategies, and traffic signalization enhancements that benefit travel for automobiles and commercial vehicles. The project listing also allows other project development activities to advance so the corridor segment can eventually become a four lane facility in a manner that is consistent with the City and County's design guidelines. Rancho Cordova would contribute to portions of work between Sunrise and Grant Line within the city's limits.	6,235,000	6,390,875	By 2044
SAC25242	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	2800 Series 40' CNG Bus Replacement (FY20-FY22)	2800 Series 40' CNG Bus Replacement (FY20-FY22)	70,920,000	72,693,000	By 2030
SAC24869	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Automatic Passenger Counters	Purchase and install Automatic Passenger Counters (APC) on SacRT's light rail vehicles.	500,000	512,500	By 2044
SAC25154	SAC	Project Development Only	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Blue Line Light Rail Extension to Elk Grove	Extension of Blue Line from Cosumnes River College station to Elk Grove.	690,000,000	707,250,000	Post-2044
SAC25243	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Bus Fleet Replacement (FY23-FY35)	Bus Fleet Replacement (FY23-FY35)	180,087,000	184,589,175	By 2035
SAC24874	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Bus Maintenance Facility #1 Rehabilitation	Rehabilitate the District's existing Bus Maintenance Facility.	10,000,000	10,250,000	By 2044
SAC25147	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	CAF Fleet Mid-Life Component Overhaul	Overhaul major subsystems/components on the CAF fleet (40 vehicles)	120,000,000	123,000,000	By 2044
SAC25119	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	CAF Series Fleet Replacement (40)	CAF Series Fleet Replacement (40)	228,000,000	233,700,000	By 2044
SAC25117	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Circulator Bus/Microtransit Expansion Vehicles	Circulator Bus/Microtransit Expansion Vehicles	9,885,353	10,132,487	By 2044
SAC25121	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	CNG Bus Expansion	CNG Bus Expansion	221,179,000	226,708,475	By 2044
SAC25238	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Electric Bus Charging Infrastructure	Add new electric bus charging infrastructure to be used to charge both fixed route and microtransit zero emission vehicles.	7,000,000	7,175,000	By 2044
SAC25239	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	General Facilities Maintenance and Improvements	General maintenance of facilities throughtou the district, including LR maintenance faciliites, Bus maintenance facilities, administrative buidlings, Customer Service building, etc.	3,625,000	3,715,625	By 2044
SAC25152	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Gold Line Frequency and Service Enhancements	Modifications and enhancements to the Gold Line to enable more frequent service and/or limited stop express service between Folsom and downtown Sacramento including 10 Expansioin LRVs, Side Track, Signal and Crossing Upgrades, LR facility and yard expansions.	194,800,000	199,670,000	By 2044
SAC25236	SAC	Project Development Only	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Green Line: MOS3 North Natomas Town Center to Airport (CON)	Extend rail from North Natomas Town Center to Airport	700,000,000	717,500,000	Post-2044
SAC25148	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Hi-Bus Expansion Vehicles	Hi Bus Vehicles for five BRT lines and 20 Enhanced Bus Lines	168,877,000	173,098,925	By 2044

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SAC25149	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	InformationTechnology Enhancements	Various Information Technology (IT) enhancement projects including transit ops & maintenance software; Connect Card technology; computer, network and telephone upgrades; etc.	3,965,399	4,064,534	By 2044
REG17999	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Light Rail Crossing Enhancements	Transit Capital/Operations: Purchase and install, as needed, a variety of components in the grade crossing mechanisms.	3,500,000	3,587,500	By 2044
SAC25237	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Light Rail Low Floor Station Conversions - Blue & Green Lines	For the 19 light rail stations along the Blue and Green Lines that are not already low-floor compatibble, design and construct improvements to convert stations to accommodate future low-floor vehicles.	36,150,000	37,053,750	By 2044
REG17966	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Light Rail Station Pedestrian Improvements	Pedestrian Improvements: At the Fruitridge, Cosumnes River College, and City College light rail stations, improve pedestrian access.	11,950,000	12,248,750	By 2044
REG18008	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Light Rail Station Shelter Improvement Program	Passenger Amenities: Add and improve light rail station shelters.	2,581,436	2,645,972	By 2044
SAC24783	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Metro Light Rail Yard Expansion	Modify, reconfigure and expand the Metro light rail yard (or other terminal yards). Add storage yard tracks at Academy Way site	13,700,000	14,042,500	By 2044
SAC24881	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Neighborhood Ride Vehicle Replacement	Neighborhood Ride Vehicle Replacement	4,400,000	4,510,000	By 2044
REG17959	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Noise Attenuation Soundwalls	Transit Capital/Operations: construct soundwalls at various locations along the light rail system.	4,290,000	4,397,250	By 2044
SAC25123	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Paratransit Vehicle Expansion	Paratransit Vehicle Expansion	27,057,661	27,734,103	By 2044
SAC25122	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Paratransit Vehicle Replacement A	Paratransit Vehicle Replacement A	81,543,153	83,581,732	By 2044
SAC25116	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	SacRT Plans and Studies	SacRT Plans and Studies including Long Range Plan Update, TOD-Related Professional Services, and Miscellaneous Planning/Studies	1,450,000	1,486,250	By 2044
SAC24871	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Shop Equipment - Bus	Purchase a variety of equipment as needed for vehicle and shop maintenance.	307,739	315,432	By 2044
SAC25120	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Siemens 2nd Series Fleet Replacement	Siemens 2nd Series Fleet Replacement	65,100,000	66,727,500	By 2044
SAC25150	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	State of Good Repair - Transit Infrastructure	Various projects to maintain the state of good repair of SacRT's light rail system	47,565,273	48,754,405	By 2044
REG17979	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	Transit Station and Stop Enhancements	Light Rail Station and Stop Enhancements (Ped/Bike Access, Lighting, Wayfinding, Shelters, etc.)	25,000,000	25,625,000	By 2044
SAC25124	SAC	Planned	Sacramento Regional Transit District	C- Maintenance & Rehabilitation	UTDC Fleet Replacement	UTDC Fleet Replacement	119,700,000	122,692,500	By 2044
SAC25235	SAC	Planned	Sacramento Regional Tra	E- Transit Capital (Major)	Green Line: MOS2 Township 9 to North Natomas Town Center (CON)	Extend rail from Township 9 to North Natomas Town Center	390,000,000	499,232,972	By 2030
SAC25151	SAC	Planned	Sacramento Regional Tra	E- Transit Capital (Major)	Hi-Bus Infrastructure	Hi Bus Infrastructure for five BRT lines and 20 Enhanced Bus Lines	368,317,000	603,530,291	By 2044
SAC24864	SAC	Planned	Sacramento Regional Tra	E- Transit Capital (Major)	New Light Rail Stations	Project is to build stations previously deferred during construction of the light rail system: such as T St, Mineshaft or others.	9,025,000	14,788,513	By 2044

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CAL21337	SAC	Planned	San Joaquin Regional Rai	E- Transit Capital (Major)	Valley Rail Program – Phase 1	On the UPRR Sacramento Subdivision approximately 39.5 miles from Natomas (W. Elkhorn Blvd.) to San Joaquin County Line: Construct track improvements and additional track, upgrade existing track, construct new stations, and required signaling and layover/maintenance facility. Project improvements will enable two San Joaquins round trips and up to five Altamont Corridor Express (ACE) round trips between Sacramento and the San Joaquin Valley (with one ACE round trip also to the Bay Area). Project includes new equipment for expanded San Joaquins and ACE services and funding for operations to extend ACE to Sacramento.	425,582,000	697,365,662	By 2044
VAR56133	SAC	Programmed	Southeast Connector JPA	B- Road & Highway Capacity	Capital Southeast Connector - D2a Douglas to White Rock	In Rancho Cordova: Grant Line Road from Douglas Rd to White Rock Rd: Widen from 2 lanes to a 4-lane expressway. (D2 PE phase programmed under VAR56128).	38,500,000	-	By 2035
SAC25048	SAC	Programmed	Southeast Connector JPA	C- Maintenance & Rehabilitation	Capital SouthEast Connector - B3	In Elk Grove: Grant Line Rd from Bradshaw Rd to Bond Rd; Widen from 2 to 4 lanes (thoroughfare). PE Only. Total Project Cost is $23,100,000.	2,000,000	-	By 2030
SAC25049	SAC	Programmed	Southeast Connector JPA	C- Maintenance & Rehabilitation	Capital SouthEast Connector - C	In Elk Grove: Grant Line Rd from Bond Rd to Calvine Rd; Widen from 2 to 4 lanes. PE Only. Total Project Cost is $32,600,000.	2,000,000	-	By 2030
SAC25269	SAC	Programmed	Southeast Connector JPA	C- Maintenance & Rehabilitation	Capital SouthEast Connector - D3a Class I Multi-Use Path	In Folsom/Sacramento County/ El Dorado County, on White Rock Rd from Prairie City Rd to Bailey Circle: Construct Class I multi-use path. (CEQA & NEPA cleared, see SAC24250, SAC25080, ELD19468).	4,518,242	-	By 2030
SAC25300	SAC	Programmed	Southeast Connector JPA	C- Maintenance & Rehabilitation	Scott Road Realignment	In Folsom unincorporated Sacramento County, on Scott Road from approximately 1-mile south of White Rock Road to Prairie City Road: Reconstruct existing 2-lane road to meet current geometric standards. Construct new roundabout intersection at California State Parks entrance.	3,821,000	-	By 2030
SAC25285	SAC	Programmed	Southgate Rec. and Park	C- Maintenance & Rehabilitation	Tillotson Parkway Extension	In Sacramento County, from current path north of Smedberg Middle School to east of the school, construct class I multi-use path gap closure.	400,000	-	By 2030
SAC25244	Sac	Planned	City of Sacramento	C- Maintenance & Rehabilitation	Stockon Blvd Moblity Project	Improve safety, transit, and moblity on Stockton Blvd from Alhambra to 47th Street. Reduce number of lanes from four to two to accommodate BRT or Bike/Ped	100,000,000	102,500,000	By 2030
CAL15770	SUT	Planned	Caltrans D3	B- Road & Highway Capacity	SR 20 Improvements	Widen: SR 20 to six (6) lanes from Walton Rd. to Rocca Wy.	2,000,000	-	By 2044
CAL20934	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to Queens Ave OC (PM 29.67/31.31). ADA Improvements. (EA 2F090)	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to Queens Ave OC (PM 29.67/31.31). ADA Improvements. (EA 2F090)	4,500,000	4,612,500	By 2030
CAL21014	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements.	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements.	9,100,000	9,327,500	By 2030
CAL20865	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM.	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM.	5,675,000	5,816,875	By 2030
CAL21304	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Live Oak Street Scape	Streetscape Enhancement and widen to 4 lanes. EA 3F990	10,460,000	10,721,500	By 2030
CAL20429	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Lomo Railroad Crossing	ROW Acquisition and Construction: Railroad Crossing. North of SR 99 / Live Oak Blvd. intersection.	12,203,000	12,508,075	By 2044
CAL21042	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Pavement Rehabilitation A	In Sutter County on Route 20 from S. Butte Rd to the county line.	6,900,000	7,072,500	By 2030
CAL21048	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Pavement Rehabilitation B	In Sutter County on Route 70 from Jct 70/99 to end of county.	5,675,000	5,816,875	By 2030
CAL20569	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Class II Bike Lane	On SR 99, construct bike lane from Bogue Road to SR 20 Jct.	1,440,000	1,476,000	By 2044

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CAL20731	SUT	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 City of Live Oak Safety Improvements	On SR 99 in Live Oak, at intersections with Elm Street and Pennington Road (PM 40.0/40.5): Intersection safety improvements. The Live Oak Streetscape, Rehab and Safety project (3F99U) combines SR 99 City of Live Oak Safety Improvements (2H230/CAL20731), SR 99 Live Oak Rehab (1H150/CAL20763), and Live Oak Collaborative Highway 99 Streetscape Improvements (3F990/SUT18865) for construction.	6,310,000	-	By 2030
CAL20888	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Diagonal Ramp Meter at the SR 99/Howsley Road interchange	In Sutter County at SR 99/Howsley Road Interchange a Diagonal ramp meter. Future Configuration is 1+1. (Howsley Road to SB SR 99) (PM 5.401)	900,000	922,500	By 2044
CAL20885	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at SR 99/Riego Road Interchange Repair a Diagonal ramp meter. Future Configuration is 2+1. (EB Riego Road to SB SR 99) (PM 1.015)	1,120,000	1,148,000	By 2044
CAL21087	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at NB SR 99/Riego Road Interchange a Diagonal ramp meter. Future Configuration is 2+1. (WB Riego Road to NB SR 99) (PM 0.895)	1,120,000	1,148,000	By 2044
CAL21066	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements C	In Sutter County on Route 99 at the Howsley Rd UC (Pump Plant #18-0045W). Upgrade pump plant.	710,000	727,750	By 2030
CAL20872	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements D	In Sutter County at Queens Ave OC, PP 18-34W	528,000	541,200	By 2030
CAL21414	SUT	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Live Oak 18-Wire RR Preemption Upgrade	In Sutter County, on SR 99 at Pennington Road in the city of Live Oak. Upgrade two wire railroad preemption.	1,565,000	-	By 2030
CAL20763	SUT	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Live Oak Rehab	On SR 99 in Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive (PM 39.4/41.0): Roadway rehabilitation. The Live Oak Streetscape, Rehab, and Safety project (3F99U) combines SR 99 City of Live Oak Safety Improvements (2H230/CAL20731), SR 99 Live Oak Rehab (1H150/CAL20763), and Live Oak Collaborative Highway 99 Streetscape Improvements (3F990/SUT18865) for construction.	20,050,000	-	By 2030
CAL21088	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at NB SR 99/Riego Road Interchange a Loop ramp meter. Future Configuration is 2+1. (EB Riego Road to NB SR 99) (PM 1.169)	1,120,000	1,148,000	By 2044
CAL21085	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at SR 99/Riego Road Interchange Repair a Loop ramp meter. Future Configuration is 1+1. (WB Riego Road to SB SR 99) (PM 0.79)	900,000	922,500	By 2044
CAL21388	SUT	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Oswald Road Intersection Improvements	On SR 99 near Yuba City, from 0.6 mile south to 0.4 mile north of Oswald Road (PM 25.0/26.0): Construct intersection improvements.	14,585,000	-	By 2030
CAL20607	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Passing Lanes	Passing Lanes: Yuba City to Butte County Line.	24,406,000	-	By 2044
CAL20952	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation A	In and near Live Oak from Coleman Ave to Ramsdall Dr (PM 39.4-40.9)	20,050,000	20,551,250	By 2030
CAL21041	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation C	In Sutter County on Route 99 approx 0.1 mile south of Messick Road to Jct of Rte 20. (PM 24.1 - 30.6)	5,050,000	5,176,250	By 2030
CAL20887	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Ramp Meter at the SR 99/Sankey Road	In Sutter County at SB SR 99/Sankey Road ramp meter. (PM 3.04)	380,000	389,500	By 2044
CAL21296	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. Future Configuration is 1+1. (EB Sutter Bay Blvd. to NB SR 99)	900,000	922,500	By 2044
CAL21297	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (EB Sutter Bay Blvd. to SB SR 99)	380,000	389,500	By 2044
CAL21295	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to NB SR 99)	380,000	389,500	By 2044
CAL21298	SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to SB SR 99)	380,000	389,500	By 2044

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CAL21378	SUT	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SUT-99 Lomo Crossing	On Route 99 near Live Oak, from south of Encinal Road/Live Oak Boulevard to north of Kent Avenue (PM R34.8/36.6); also at Eager Road (PM R33.8/R34.0): Eliminate cross traffic access to Route 99 at Encinal Road/Live Oak Boulevard and improve acceleration features in proximity to the railroad crossing approach/departure for both directions of travel for vehicles required by law to stop at the railroad crossing, and improve/enhance access to the Eager Road interchange.	12,310,000	-	By 2030
CAL15780	SUT	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 20 / SR 99 Interchange ROW Acquisition	ROW Acquisition: for urban interchange at existing SR 20 / SR 99 intersection	30,507,000	-	By 2044
SUT18914	SUT	Planned	City of Live Oak	B- Road & Highway Capacity	Apricot St. Extension	Construct New Road: 2 lane collector from Samuel St. to Richard Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	1,716,000	1,941,496	By 2030
SUT18865	SUT	Programmed	City of Live Oak	B- Road & Highway Capacity	Live Oak Collaborative Highway 99 Streetscape Improvements	In Live Oak, SR 99, from Ash Street to Ramsdell Drive: widen from 2 to 4 lanes and build streetscape improvements. (Total project cost is $36.5m. The remaining work is programmed on two SHOPP projects: CAL20763, CAL20731.). Toll Credits for ENG, ROW, CON	11,370,000	-	By 2030
SUT18900	SUT	Planned	City of Live Oak	B- Road & Highway Capacity	Road E	Construct New Road: 2 lane collector from SR 99 to Riviera Rd. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	3,822,000	6,262,792	By 2044
SUT18902	SUT	Planned	City of Live Oak	B- Road & Highway Capacity	Sean Drive	Construct New Road: 2 lane collector from Luther Rd. to Road C. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	2,028,000	3,323,114	By 2044
SUT17014	SUT	Planned	City of Live Oak	B- Road & Highway Capacity	SR 99 Widening A	Widen: Add 2 travel lanes from Ramsdell Dr. to Riviera Rd. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	8,313,000	13,621,818	By 2044
SUT17016	SUT	Planned	City of Live Oak	B- Road & Highway Capacity	SR 99 Widening C	Widen: Add 2 travel lanes from Elm St. to Coleman Rd. Includes: sidewalks and drainage improvements. (Phase III)	6,120,000	10,028,333	By 2044
SUT17011	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Apricot St. Rehab	Pavement Rehabilitation: in Live Oak from N St. to Samuel St. Includes: resurface existing pavement.	360,000	369,000	By 2030
SUT17009	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Archer Ave. Phase 2	Pavement Rehabilitation: from L St. to K St. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	486,000	498,150	By 2030
SUT17025	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Archer Ave. Phase 3	Pavement Rehabilitation: from K St. to City Limit. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase III)	480,000	492,000	By 2030
SUT18915	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Bishop Ave.	Road Reconstruction: from SR 99 to Planning Area Limits Includes drainage, curb, gutter, sidewalk, and bike lanes.	1,047,000	1,073,175	By 2030
SUT18916	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Broadway St. and Elm St.	Road Reconstruction from Apricot St. to the Elm St./SR 99 intersection. Includes: drainage improvements, curb, gutter and sidewalk and bike lanes	650,000	666,250	By 2030
SUT17007	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Broadway St. Reconstruction	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	810,000	830,250	By 2030
LiveOak2	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	California St.	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	900,000	922,500	By 2030
SUT17023	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Center St.	Pavement Rehabilitation: from Pennington Rd. to Elm St. Includes: drainage improvements.	800,000	820,000	By 2030
SUT18907	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Class I Bikeways	Construct New Class I Bikeways off-street and along various new and existing City streets	3,405,000	3,490,125	By 2035
SUT18918	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Coleman Rd. Reconstruction and Bike Lanes	Road Reconstruction: from SR 99 to Sinnard Ave. Includes drainage, curb, gutter, sidewalk, and bike lanes.	2,110,000	2,162,750	By 2035
LiveOak1	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Coleman Rd. Reconstruction and Realignment	Road Reconstruction: from Larkin Rd. to SR 99. Includes realignment of Coleman Rd., new at-grade crossing of UPRR, drainage, curb, gutter, sidewalk, and bike lanes.	6,515,000	6,677,875	By 2044
SUT17020	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Elm St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, bike lanes, and drainage improvements.	567,000	581,175	By 2030
SUT17024	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Elm Street Reconstruction	In Live Oak: Elm Street from Larkin Road to L Street; reconstruct, install curb, gutter, sidewalks, drainage improvements.	580,000	594,500	By 2030
SUT17021	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Fir St.	Road Reconstruction: from Broadway to N Street. Includes: curb and gutter, and new sidewalk from California St. to N Street.	486,000	498,150	By 2030

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SUT56275	SUT	Programmed	City of Live Oak	C- Maintenance & Rehabilitation	General Plan Update	In Live Oak: Update the Land Use Element, Circulation Element, Public Utilities Services and Facilities Element, Public Safety, and Environmental Justice Element, and the associated Environmental Impact Report in Live Oak's General Plan.	350,000	-	By 2030
SUT17022	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Gum St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, and drainage improvements.	425,000	435,625	By 2030
SUT17018	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Ivy St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalks, and drainage improvements.	480,000	492,000	By 2035
SUT17001	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Kola Street Sidewalks	In Live Oak; Kola Street from State Route 99 to Larkin Road; reconstruct street, install curb, gutters, sidewalks, drainage improvements, new cross walk striping and pedestrian crossing warning lights.	800,000	820,000	By 2030
SUT17005	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	L Street Reconstruction A	In Live Oak: L Street from Pennington Road to Elm Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	770,000	789,250	By 2030
SUT18921	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	L Street Reconstruction B	In Live Oak: L Street from Elm St. to Ash Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	1,013,000	1,038,325	By 2035
SUT18922	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road and Elm Street	In Live Oak on Larkin Road from Archer Ave. to the Elm St./SR 99 intersection. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	581,000	595,525	By 2030
SUT18882	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road Reconstruction A	In Live Oak on Larkin Road from Apricot St. to current City Limit. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	2,450,000	2,511,250	By 2030
SUT16984	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road Reconstruction B	In Live Oak on Larkin Road from Nevada Street to Riviera Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	9,350,000	9,583,750	By 2035
SUT18880	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road Reconstruction C	In Live Oak on Larkin Road from current City Limit to Paseo Ave. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	4,510,000	4,622,750	By 2044
SUT18917	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Live Oak Community Trail	Construct New Class I Bikeway along the abandon Sacramento Northern Railroad right-of-way from Elm St. to the Pennington Rd./O St. Intx. (Phase 2)	885,000	907,125	By 2030
SUT18838	SUT	Programmed	City of Live Oak	C- Maintenance & Rehabilitation	Live Oak Community Trail Segment 4	West of SR 99 in the City of Live Oak, along the abandoned Sacramento Northern Railroad corridor, from Kola St. to Epperson Wy. (approx. 1/4 mi): Construct class 1 pedestrian/bicycle trail with landscaping and benches.	555,000	-	By 2030
SUT18938	SUT	Programmed	City of Live Oak	C- Maintenance & Rehabilitation	Live Oak Housing Element Update and Community Visioning Plan	In Live Oak: Complete a housing element update and a City of Live Oak Visioning Plan.	110,000	-	By 2030
SUT16987	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Luther Rd.	Road Reconstruction: from the current existing city boundary to Riviera Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	5,887,000	6,034,175	By 2035
SUT18884	SUT	Project Development Only	City of Live Oak	C- Maintenance & Rehabilitation	N St.	Construct New Road: 2 lane collector from current City Limit to Paseo Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	6,786,000	6,955,650	Post-2044
SUT18883	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	N St. Reconstruction A	Road Reconstruction: from Pennington Road to Elm St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	935,000	958,375	By 2030
SUT17017	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	N St. Reconstruction B	Road Reconstruction: from Kola St. to Epperson Way. Includes: curb, gutters, sidewalks, drainage improvements, and bike lanes.	1,256,000	1,287,400	By 2030
SUT18885	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	N St. Reconstruction C	Road Reconstruction: from Fir St. to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	1,418,000	1,453,450	By 2030
SUT17019	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Nevada St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalk, and drainage improvements.	600,000	615,000	By 2035
SUT18890	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	P St. Reconstruction A	Road Reconstruction: from Pennington Road to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	1,870,000	1,916,750	By 2035
SUT18889	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	P St. Reconstruction B	Road Reconstruction: from Park St. to Pennington Road Includes drainage, curb and gutter, sidewalk, and bike lanes.	567,000	581,175	By 2035

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SUT18891	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Paseo Ave.	Reconstruct roadway from Hwy. 99 to Township Road, realign west 0.5 mi. Includes: drainage improvements, curb, gutter, sidewalk, and bike lanes.	11,150,000	11,428,750	By 2044
SUT18858	SUT	Programmed	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Complete Streets Rehabilitation	Pennington Rd., from Connecticut Ave. to Broadway: reconstruct roadway and restripe existing bicycle lanes.. Toll Credits for CON	1,428,255	-	By 2030
SUT17012	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction A	Road Reconstruction from Hwy. 99 to Larkin Rd. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	500,000	512,500	By 2030
SUT18892	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction B	Road Reconstruction from Orchard Way to Sinnard Ave. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	1,800,000	1,845,000	By 2030
SUT17004	SUT	Project Development Only	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction C	Widen and Reconstruct: add 2 traffic lanes from Hwy. 99 to N Street. Includes: center median with turn pockets, drainage improvements, bike lanes, and underground utilities.	1,500,000	1,537,500	Post-2044
SUT17010	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction D	Road Reconstruction from Connecticut Ave. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	1,370,000	1,404,250	By 2035
SUT16997	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction E	Road Reconstruction: from Sinnard Ave. to Sheldon Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	1,079,000	1,105,975	By 2044
SUT16985	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction F	Road Reconstruction: from Township Rd. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	3,973,000	4,072,325	By 2044
SUT16990	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Riviera Rd.	Road Reconstruction: from Township Rd. to Larkin Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. (Phase II)	7,332,000	7,515,300	By 2044
SUT16983	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Riviera Road	In Live Oak, Riviera Road from SR99 to Larkin Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	4,518,000	4,630,950	By 2035
SUT18898	SUT	Project Development Only	City of Live Oak	C- Maintenance & Rehabilitation	Road 9	Construct New Road: 2 lane collector from Richard Ave. to Linda St. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	2,808,000	2,878,200	Post-2044
SUT16991	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Sinnard Ave.	Road Reconstruction: from Fir St. to Pennington Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	542,700	556,268	By 2030
SUT16981	SUT	Project Development Only	City of Live Oak	C- Maintenance & Rehabilitation	South Loop Road	In Live Oak, phase-1 Township to Sinnard, construct South Loop Road, a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes	1,581,650	1,621,191	Post-2044
SUT18906	SUT	Project Development Only	City of Live Oak	C- Maintenance & Rehabilitation	SR 99 Widening D	Widen: Add 2 travel lanes from Coleman Rd. to Paseo Ave. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase V)	734,400	752,760	Post-2044
SUT16989	SUT	Planned	City of Live Oak	C- Maintenance & Rehabilitation	Township Rd.	Road Reconstruction: from Pennington Road to Riviera Road. Includes drainage, curb, gutter, sidewalk, and bike lanes.	9,436,000	9,671,900	By 2044
SUT16988	SUT	Project Development Only	City of Live Oak	C- Maintenance & Rehabilitation	Township Road	In Live Oak, Phase-1 from Paseo Road to Pennington Road construct Township Road a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes.	17,083,000	17,510,075	Post-2044
SUT18999	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	Bridge St. - A	Widen: 4 lanes from El Margarita Rd. to Walton Ave.	5,000,000	6,400,423	By 2030
SUT19000	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	Bridge St. - B	Widen: 4 lanes from Geo. Washington Blvd. to El Margarita Rd.	5,000,000	7,241,491	By 2035
SUT19001	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	Bridge St. - C	Widen: 4 lanes from Western Pkwy. to Geo. Washington Blvd.	5,000,000	8,193,082	By 2044
SUT10250	SUT	Programmed	City of Yuba City	B- Road & Highway Capacity	Bridge Street Widening	In Yuba City, Widen Bridge Street from Cooper Street to Gray Avenue: widen to 4 lanes.	18,073,729	-	By 2030
SUT16969	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	El Margarita Rd.	Roadway Operational Improvements: from Hwy. 20 to Franklin Rd. add a continuous left turn lane and bike lanes.	5,189,000	6,642,359	By 2030
SUT16971	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	George Washington Blvd. Widening B	Construct New Road: 4 lanes from Pease Rd. to Hwy. 20.	16,486,000	24,473,560	By 2044
SUT16974	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	Pease Rd. New Interchange	Construct New Interchange: 4 lanes at Pease Rd. / Hwy 99. Includes: overcrossing and connecting ramps at Hwy 99.	57,880,554	85,924,008	By 2044
SUT16975	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	Percy Ave.	Widen: 4 lanes from Franklin Ave. to Garden Hwy. Includes: landscaped medians.	6,632,500	10,868,124	By 2044

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SUT16966	SUT	Planned	City of Yuba City	B- Road & Highway Capacity	Tharp Rd.	Widen: 4 lanes from Hwy. 20 to Butte House Rd.	4,109,000	4,648,956	By 2030
SUT18933	SUT	Programmed	City of Yuba City	B- Road & Highway Capacity	Tuly Parkway – Queens Avenue Extension	East of Elmer Rd and west of Blevin Road, construct Tuly Parkway as four lane road, from Butte House Road to Queens Avenue extension, and Queens Avenue from Tuly Parkway extension to Blevin Road, construct two lane road. Work will include road and traffic signal improvements.	3,300,000	-	By 2030
SUT16956	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Bogue Rd. Widening Phase 1	Widen: 4 lanes from Harter Pkwy to Hwy 99	17,526,000	17,964,150	Post-2044
SUT16976	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Bogue Rd. Widening Phase 2	Widen: 4 lanes from Township Rd. to George Washington Blvd.	4,041,000	4,142,025	Post-2044
SUT16957	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Bogue Rd. Widening Phase 3	Widen: 4 lanes from George Washington Blvd. to Harter Pkwy.	2,372,000	2,431,300	Post-2044
SUT56276	SUT	Programmed	City of Yuba City	C- Maintenance & Rehabilitation	Bridge Street Reconstruction Development Phase	On Bridge St. between SR-99 and Gray Avenue and between Cooper Avenue and Second Street: complete the environmental and design phases for roadway improvements that will support biking, walking, traffic volumes, and consistency with the facility's eastern segment connecting to the 5th St. bridge. (total project cost $4 million).. Toll Credits for ENG	4,000,000	-	By 2030
SUT16961	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Butte House Rd.	Widen: 4 lanes from Township Rd. to Tharp Rd.	18,361,000	18,820,025	Post-2044
SUT56277	SUT	Programmed	City of Yuba City	C- Maintenance & Rehabilitation	Butte House Road Complete Streets	On the north side of Butte House Road from Tharp Road to Blevin Road: Construct an ADA-accessible sidewalk and a Class II bike lane.	590,000	-	By 2030
SUT16963	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Clark Ave.	Roadway Operational Improvements: from Richland Rd. to Franklin Ave. add a continuous left-turn lane and bike lanes.	6,016,405	6,166,815	Post-2044
SUT16977	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Franklin Ave.	Widen: 4 lanes from Plumas Blvd. to Garden Hwy.	4,944,000	5,067,600	Post-2044
SUT16954	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Franklin Rd.	Widen: 4 lanes from Township Rd. to Hwy. 99.	18,515,000	18,977,875	Post-2044
SUT16970	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	George Washington Blvd. Widening A	Widen: 4 lanes from Hwy. 20 to Bogue Rd.	21,614,000	22,154,350	Post-2044
SUT18932	SUT	Programmed	City of Yuba City	C- Maintenance & Rehabilitation	Harter Parkway and Sutter Bike Path Gap Closure	In Yuba City: From Hooper Road to Harter Parkway on the north side of Jefferson Avenue and on Harter Parkway from Butte House Road to Spirit Way, extend the existing 4.6-mile-long Sutter Bicycle Path from Hooper Road to Harter Parkway and build a Class I shared use path on Harter Parkway from Butte House Road to State Route 20.	2,510,000	-	By 2030
SUT10260	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Harter Road	In Yuba City, construct 4 lanes, Harter Road between Lassen Boulevard and Bridge Street.	2,236,000	2,291,900	Post-2044
SUT16955	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Lincoln Rd. Widening D	Widen: 4 lanes from Township Rd. to Garden Hwy.	29,975,000	30,724,375	Post-2044
SUT16962	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Pease Rd. Widening	Widen: 4 lanes from Township Rd. to Hwy. 99	18,972,000	19,446,300	Post-2044
SUT16964	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	SR 99 Widening B	Widen: 6 lanes from Hwy. 20 to Bogue Rd.	31,434,000	32,219,850	Post-2044
SUT16960	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	State Route 20 - Stabler Lane to State Route 99	Widen State Route 20 from 4 to 6 lanes from Stabler Lane to State Route 99	7,453,000	7,639,325	Post-2044
SUT56278	SUT	Programmed	City of Yuba City	C- Maintenance & Rehabilitation	Walton Ave. Complete Streets	On west side of Walton Ave., between Hazel Ave. and SR 20: Construct sidewalks. Walton Ave., between Hazel Ave. and SR 20: Construct paved shoulders, buffered bike lane, upgrade traffic signals, and perform pavement repairs.	5,200,000	-	By 2030
SUT16965	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Walton Avenue Widening B	Widen Walton Avenue to 4-lanes from Bogue Road to Augusta Lane	9,879,408	10,126,393	Post-2044
SUT10813	SUT	Project Development Only	City of Yuba City	C- Maintenance & Rehabilitation	Western Parkway	Construct Western Parkway (4 lanes) from State Route 20 to Butte House Road	10,000,000	10,250,000	Post-2044

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SUT10340	SUT	Planned	Sutter County	B- Road & Highway Capacity	Riego Rd Widening	Widen Riego Rd to 4 lanes, Route 99 to Placer Co.	3,142,000	4,550,553	By 2035
SUT18850	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, Various locations.: See http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html#SACOG web site for backup list of locations.	1,046,028	-	By 2030
SUT18925	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Bridge Replacement On Howsley Rd Over Pleasant Grove Creek Canal	Howsley Rd Over Pleasant Grove Creek Canal at Natomas Rd. Replace 2 lane bridge with 2 lane bridge. No added capacity.. Toll Credits for ENG	15,003,179	-	By 2030
SUT18876	SUT	Project Development Only	Sutter County	C- Maintenance & Rehabilitation	Howsley Rd Widening	Widen Howsley Rd between Pleasant Grove Rd and Natomas Rd	3,960,000	4,059,000	Post-2044
SUT18875	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Kent Road Bridge at Sutter Butte Canal.	Kent Road over Sutter Butte Canal, 0.2 Mi South of McDonald Ave.: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	3,179,000	-	By 2030
SUT18856	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Larkin Rd. Bridge Replacement	Larkin Rd. over South Birch Sutter-Butte Canal, 0.2 miles north of Encinal Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge.	1,158,000	-	By 2030
SUT10370	SUT	Project Development Only	Sutter County	C- Maintenance & Rehabilitation	Lincoln Rd. Widening C	Widen: 2 lanes from Jones Rd. to Walton Rd. Includes: center lane.	3,000,000	3,075,000	Post-2044
SUT18855	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Nicolaus Ave. Bridge Replacement	Nicolaus Ave., over Coon Creek, 1 mile west of Pleasant Grove Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge.	1,422,000	-	By 2030
SUT18935	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Nuestro Rd Over Snake River - Bridge Replacement	Nuestro Rd over Snake River, 0.7 miles east of East Butte Rd. Replace existing 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,513,100	-	By 2030
SUT18936	SUT	Planned	Sutter County	C- Maintenance & Rehabilitation	Nuestro Road Bridge over Snake River	On Nuestro Road, 0.7 miles east of East Butte Road, Replace the existing structurally deficient bridge and the approach 300 feet east and west of the bridge for a total length of 640 feet. The width of the project site will be within the County right-of-way.	1,339,550	1,373,039	By 2030
CAL18590	SUT	Project Development Only	Sutter County	C- Maintenance & Rehabilitation	Route 99, New Interchange	Sutter County, north of Sacramento: along Route 99 between Riego Road and Sankey Road, construct new interchange	22,000,000	22,550,000	Post-2044
SUT18934	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Sanders Rd Over Sutter Co Extension Canal - Bridge Replacement	Sanders Rd over Sutter County Extension Canal, 1.2 miles west of Broadway. Replace existing 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,511,600	-	By 2030
SUT18937	SUT	Planned	Sutter County	C- Maintenance & Rehabilitation	Sanders Road Bridge over Sutter Butte Canal	On Sanders Road, 1.2 miles west of Broadway, Replace the existing structurally deficient bridge and the approach 300 feet east and west of the bridge for a total length of 640 feet. The width of the project site will be within the County right-of-way.	1,338,220	1,371,676	By 2030
SUT10500	SUT	Project Development Only	Sutter County	C- Maintenance & Rehabilitation	Sankey Rd.	Widen: 4 lanes from Pleasant Grove Blvd. to Hwy. 99 / Hwy. 70.	2,500,000	2,562,500	Post-2044
SUT18830	SUT	Planned	Sutter County	C- Maintenance & Rehabilitation	SR 99 Intersection Improvements	Intersection improvements to add turn lanes, address drainage issues and sound attenuation as needed along both sides of State Route 99 at Bogue Rd, Lincoln Rd, Richland Rd and Franklin Rd.	3,800,000	3,895,000	By 2030
SUT18873	SUT	Programmed	Sutter County	C- Maintenance & Rehabilitation	Tisdale Rd, Over Westside Canal-Sutter County	Tisdale Rd., over Westside Canal, 100 E Cranmore Rd.: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	2,845,000	-	By 2030
CAL21276	VAR	Programmed	Caltrans D3	B- Road & Highway Capacity	I-80 and US 50 Managed Lanes	On I-80 just from the I-80/Kidwell Road interchange in Solano County, through Yolo County, and to the W. El Camino interchange; also on US 50 from the I-80/US 50 interchange to the I-5/US 50 interchange in Sacramento County: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities, park-n-ride, and Intelligent Transportation System (ITS) elements.. Toll Credits for ENG, ROW, CON	465,000,000	-	By 2030
CAL21424	VAR	Programmed	Caltrans D3	B- Road & Highway Capacity	YOL 80 Managed Lanes - Phase 1	On I-80 from the I-80/Kidwell Road interchange in Solano County, through Yolo County, to the I-80/US 50 Interchange: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle improvements, and Intelligent Transportation System (ITS) elements.	1,000,000	-	By 2030

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CAL21381	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Bridge Deck Preservation - Various Counties	On Route 80 in Placer County at Troy Undercrossing No. 19-0106L/R (PM 68.55) and Kingvale Undercrossing No. 19-0107L (PM 69.23); also on Route 99 in Chico at Cohasset Overcrossing No. 12-0168 (PM R34.3): Polyester concrete overlay to one bridge deck, and deck-on-deck replacement and bridge rail replacement at three bridges.	4,470,000	-	By 2030
CAL21394	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Drum Forebay to Troy Drainage System Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R): Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	18,009,000	-	By 2030
CAL20650	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Install Vehicle Detection Stations	In Sacramento and Yolo Counties I-5 Install Vehicle Detection Stations on I-5 at 9 locations	1,000,000	1,025,000	By 2030
CAL20775	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Vertical Clearance Improvements in Yolo and Colusa Counties	On I-5 near Woodland, at County Road 96 OC #22-0155 (PM R14.27), County Road 95 OC #22-0156 (PM R15.85) and Zamora OC #22-0157 (PM R17.62); also in Colusa County, in and near Williams, at E Street OC #15-0067 (PM R17.98) and Lurline Avenue OC #15-0075 (PM R22.74): Establish standard vertical clearance.. Toll Credits for ENG	22,490,000	-	By 2030
CAL20788	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Rio Vista Bridge Operation Overhaul	In and near Rio Vista, at the Sacramento River Bridge No. 23-0024; also on Route 160 from PM L10.6 to R0.1; also in Solano County, from PM 26.1 to PM 26.4. Rehabilitate bridge by placing polyester concrete overlay on the bridge deck, replace bridge rails, install bridge approach slabs, construct Americans with Disabilities Act (ADA) compliant switchback ramp, and install vertical clearance signs.	10,745,000	-	By 2030
CAL21419	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Rio Vista Bridge Op-Systems Upgrade	Near Rio Vista, at the Sacramento River (Rio Vista) Bridge No. 23-0024; also in Solano County from PM 26.1 to 26.4. Repair and upgrade electrical, mechanical, and structural damaged components of bridge.	19,320,000	-	By 2030
CAL21377	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Sac & Sutter Counties Multi Location Bike and Ped Improvements	In Sacramento and Sutter Counties on Routes 20, 50, and 80 at various locations: Enhance crosswalk visibility, add bike lane delineation, install signs, flashing beacons and countdown pedestrian signal heads, and construct curb ramps and pedestrian barricades to improve bicycle and pedestrian safety.	3,777,000	-	By 2030
CAL21387	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SAC and SUT Bridge Rehab	In Sacramento and Sutter Counties, at the Route 99/5 Connector Overcrossing No. 24-0241F (PM R32.13), at the Garden Highway Undercrossing No. 18-0025R and at Arcade Creek Bridge No. 24-0126: Replace approach slabs.	1,000,000	-	By 2030
CAL20791	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Sac/Yol Counties TMS Field Elements	On US 50 in and near the cities of Sacramento, Rancho Cordova and Folsom, from Yolo County line to 0.8 mile east of Folsom Blvd (L0.0/18.3) and in Yolo County, in West Sacramento, from I-80 to Sacramento County line (PM 2.5/3.156): Install Transportation Management System (TMS) field elements.	46,660,000	-	By 2030
CAL20652	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	28,530,000	29,243,250	By 2044
CAL17380	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	400,000	-	By 2030
CAL20615	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	860,000,000	881,500,000	By 2044
CAL20616	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Collision Reduction	SHOPP - Collision Reduction	505,000,000	517,625,000	By 2044
CAL20617	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Emergency Response	SHOPP - Emergency Response	10,000,000	10,250,000	By 2044

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CAL20584	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	20,000,000	20,500,000	By 2044
CAL20618	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	9,500,000	9,737,500	By 2044
CAL20622	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	200,000,000	205,000,000	By 2044
CAL20619	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mobility	SHOPP - Mobility	105,500,000	108,137,500	By 2044
CAL20620	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	15,000,000	15,375,000	By 2044
CAL20621	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	570,000,000	584,250,000	By 2044
CAL21402	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 89 Pavement & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	13,940,000	-	By 2030
CAL21367	VAR	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 & 113 Bike ADA Safety Improvements	On SR 99 in the city of Sacramento, at 12th Avenue (PM 23.1) and at Florin Road (PM 19.7); also in Yolo County on SR 113 at Russel Boulevard (PM R1.1) and at County Road 31 (PM R2.1): Reconstruct and upgrade existing pedestrian infrastructure, enhance crosswalk and bike lane markings, add lighting and signs to improve pedestrian and bicyclist safety.	4,723,000	-	By 2030
CAL18808	VAR	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Managed Lanes in both directions	Managed Lane Facility in both directions from I-5 to the SR 99/ SR 70 Wye junction in Sacramento and Sutter Counties. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes and reversible lanes)	10,000,000	10,250,000	Post-2044
CAL20614	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on U.S. 50 between I-80 and Cedar Grove	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El Dorado and Sacramento Counties.	4,000,000	4,100,000	By 2030
CAL20611	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on I-5 between the San Joaquin County Line and SR113	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.	5,000,000	5,125,000	By 2044
CAL20610	VAR	Planned	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System On I-80 between SR113 and Bell Road and on Rt-51	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.	5,000,000	5,125,000	By 2044
CAL21408	VAR	Programmed	Caltrans HQ	C- Maintenance & Rehabilitation	FTA 5310 - Paratransit, Inc. - Mobility Management	Paratransit, Inc. will use FTA 5310 funds awarded by Caltrans to provide mobility management regional travel training for seniors and people with disabilities. The project received $300,000 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	300,000	-	By 2030
VAR56131	VAR	Planned	Capital Southeast Conne	B- Road & Highway Capacity	Capital SouthEast Connector - D3 - CON Prairie City Road to Sacramento/El Dorado County Line	Segment D3: Construct 4 lanes (Expressway), from Prairie City Road to the Sacramento County Line.	48,000,000	-	By 2030
ELD19469	VAR	Planned	Capital Southeast Conne	B- Road & Highway Capacity	Capital SouthEast Connector - E2 - CON From Latrobe Road to the US 50/Silva Valley Pkwy Interchange	Segment E2: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from Latrobe Road to the US 50/Silva Valley Parkway Interchange.	6,000,000	8,689,789	By 2035

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SAC25141	VAR	Project Development Only	Capital Southeast Connector JPA	C- Maintenance & Rehabilitation	Capital SouthEast Connector - C - CON	Segment C: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bond Road to Calvine Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	34,800,000	35,670,000	Post-2044
SAC25107	VAR	Project Development Only	Capital Southeast Connector JPA	C- Maintenance & Rehabilitation	Capital SouthEast Connector - D1 - CON	Segment D1: Construct 4 lanes (Expressway), from Calvine Road to SR 16 (Jackson Hwy). Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	47,200,000	48,380,000	Post-2044
VAR56132	VAR	Project Development Only	Capital Southeast Connector JPA	C- Maintenance & Rehabilitation	Capital SouthEast Connector- Phase 2	Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations.	209,300,000	214,532,500	Post-2044
CAL18320	VAR	Programmed	Capitol Corridor JPA	C- Maintenance & Rehabilitation	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	169,430,000	-	By 2030
VAR56199	VAR	Planned	Capitol Corridor JPA	E- Transit Capital (Major)	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	224,000,000	-	By 2035
SAC24732	VAR	Programmed	City of Citrus Heights	C- Maintenance & Rehabilitation	Auburn Blvd. Complete Streets - Phase 2 (Rusch Park to Whyte Avenue intersection)	Auburn Blvd. from the northern city limits, including Whyte Ave intersection in City of Roseville, to Rusch Park: Construct class II bicycle lanes, landscape buffered sidewalks, transit stop improvements. On Auburn Blvd. near Whyte Ave., construct new gateway traffic signal/intersection. On Whyte Ave at Auburn Blvd., close left turns from Whyte. Ave. (CMAQ funds only for eligible activities.) ($1,512,000 ATP for CON and $13,000 for CON Non-Infrastructure) ($1,000,000 of this project is for undergrounding, which will be non-participating. Therefore the project is still 100% federal with toll credits, excluding the $1m from the federal participating amount.) ($2,860,000 in CON is Solutions for Congested Corridor Funds from SB 1) ($9,552,155 of National Highway Performance Program funds is a repayment of a loan executed in September 2022 from Caltrans Local Assistance Highway Bridge Program.)	36,303,242	-	By 2030

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SAC25106	VAR	Project Development Only	City of Elk Grove	C- Maintenance & Rehabilitation	Capital SouthEast Connector - B3 - CON	Segment B3: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bradshaw Road to Bond Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	23,600,000	24,190,000	Post-2044
YOL19328	VAR	Programmed	City of West Sacramento	B- Road & Highway Capacity	Broadway Bridge	From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)	338,500,000	-	By 2035
SAC24420	VAR	Planned	Multiple Lead Agencies	B- Road & Highway Capacity	Sacramento River Crossing	New Northern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: Auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Richards Blvd or C Street, but final alignment options will be studied in subsequent planning efforts.	150,000,000	173,954,013	By 2030
VAR56273	VAR	Planned	Multiple Lead Agencies	C- Maintenance & Rehabilitation	Local Streets and Roads Maintenance	Lump-sum for annual local streets and roads maintenance	2,200,000,000	2,255,000,000	By 2044
VAR56272	VAR	Planned	Multiple Lead Agencies	C- Maintenance & Rehabilitation	Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	5,400,000,000	5,535,000,000	By 2044
YCT18199	VAR	Planned	Multiple Lead Agencies	E- Transit Capital (Major)	West Sacramento/Sacramento Streetcar (Phase 2)	Construction Phase 2 Downtown/Riverfront Streetcar: South to R Street and Broadway corridors	45,000,000	65,173,417	By 2035
REG18046	VAR	Programmed	RT	C- Maintenance & Rehabilitation	El Dorado County Transit Authority- Bus Replacement	Replace one 32- foot gasoline 2012 International Bus and three 35 ft Bluebird Diesel buses with four 35-foot Gillig diesel buses.	1,990,495	-	By 2030
REG18071	VAR	Programmed	RT	C- Maintenance & Rehabilitation	El Dorado Transit- Preventive Maintenance	El Dorado Transit (Subrecipient) Preventive maintenance for urban transit services within El Dorado County as well as commuter service to/from Sacramento (Sacramento Urbanized Area).FFY21: $43,520FFY22: $31,181	93,377	-	By 2030
REG18052	VAR	Programmed	RT	C- Maintenance & Rehabilitation	Operating Assistance for the UC Davis Medical Center Shuttle Service	Between UC Davis and UC Davis Medical Center with limited stops in between: Operating assistance for three years. Operations would take place weekdays, approximately between 5:30 AM and 8:30 PM.	6,000,000	-	By 2030
VAR56208	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region. (See VAR56207.). Toll Credits for CON	198,089	-	By 2030
VAR56271	VAR	Planned	SACOG	C- Maintenance & Rehabilitation	Green-Means-Go	Green Means Go is a multi-year pilot program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips.	400,000,000	410,000,000	By 2044

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VAR56286	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Mobility Zones	The project, which was awarded Federal RAISE grant funds, will fund an equity-centered regional planning project that will engage residents across and disadvantaged communities in designating "Mobility Zones" that address barriers to equitable mobility in the 6-county region. This work will include the the co-creation of clean, shared, and active transportation infrastructure projects that address barriers to equitable mobility and reduce carbon emissions in the locally designated "Mobility Zones". SACOG will work with a planning team and community members to develop and prioritize early action projects across clean, shared, and active mobility layers. Local jurisdictions and a technical advisory task force teams will advance priority projects with design, engineering, and pre-construction activities.	6,300,000	-	By 2030
VAR56276	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Planning Programming and Monitoring (RSTP) Phase 4	Conduct necessary planning, state and federal programming, and monitoring activities, including updates to the MTP, revisions to the MTIP and STIP, ensuring timely delivery of projects using state and federal funds, coordination with FHWA, FTA, Caltrans, CTC, transit operators, and local project sponsors. Ongoing. (See VAR56008, VAR56101, VAR56197). Toll Credits for CON	1,650,939	-	By 2030
VAR56196	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	PPM Sacramento, Sutter, Yolo, Yuba Counties	For SACOG staff to plan, program and monitor (non-construction) for the counties of Sacramento, Sutter, Yolo, and Yuba. (Previous phases: SAC21710, SUT10450, YOL17010, YUB15630) [COVID-Relief Funds- STIP are state-only funds.]	8,795,000	-	By 2030
VAR56287	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Regional Bike Share Program	In Sacramento and West Sacramento: Implement shared micromobility, including bike share and scooter share. Coordinate with regional partners to plan for shared micromobility system improvements, funding sources, and potential expansion of the program.. Toll Credits for CON	536,328	-	By 2030
VAR56282	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Regional Mobility Hub Strategy	The Regional Mobility Hub Strategy project will develop a strategy focused on mobility hub design and features for different types of stations in urban, rural and suburban contexts. Apply design solutions that prioritize people over private vehicles with the goal of mobility hubs reducing greenhouse gas emissions by reducing vehicle miles traveled (VMT). RSTP funds will be used on this project though not transferred to FTA. Toll/Transportation Development Credits will be used as match for the FTA grant funding a portion of this project.. Toll Credits for CON	500,000	-	By 2030
VAR56281	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Regional Transit Network Plan	This planning effort will begin implementation the Next Generation Transit Strategies and will focus on developing a regional transit network that improves transit travel speed and near-term infrastructure improvements to support high-capacity transit services to assist our regional transit operators in their post-pandemic transit recovery activities, which includes surveying efforts. This project is funded by FFY 2021 American Rescue Plan Act funds. No matching funds are required for these federal stimulus funds.	1,000,000	-	By 2030
VAR56277	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Remix software and transit technical assistance	Remix Software, Inc. is the sole manufacturer and service provider of the only cloud-based software service that offers an integrated package of data tools to analyze a broad range of transit route planning considerations. SACOG staff will provide transit planning and other technical assistance using Remix. Toll/Transportation Development Credits will be used for match.. Toll Credits for CON	200,000	-	By 2030

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CAL21374	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	SAC-PLA I-80 Managed Lanes: Project Study Report	On Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County: Project Study Report- Project Development Support (PSR-PDS) to study the potential conversion of the existing High Occupancy Vehicle (HOV) lane to a different facility, including an evaluation of pricing and/or tolling.. Toll Credits for CON	250,000	-	By 2030
VAR56283	VAR	Programmed	SACOG	C- Maintenance & Rehabilitation	Transportation Demand Management (TDM) Phase 4	In the SACOG region SACOG's TDM program promotes alternative mode use (such as rideshare, carpooling, vanpooling, public transit, bicycling, walking, telecommuting, and bikeshare) through outreach, incentives, programs, grants, and pilot projects. TDM activities are recognized as Transportation Control Measures by EPA. (Emission Benefits: ROG 0.54 and NOx 0.5 kg/day) (This is a continuation of Phase 3, VAR56184.)	6,000,000	-	By 2030
VAR56195	VAR	Programmed	SMAQMD	C- Maintenance & Rehabilitation	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each $3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	20,019,428	-	By 2030
VAR56201	VAR	Programmed	SMAQMD	C- Maintenance & Rehabilitation	Spare the Air Phase 3	Sacramento Federal Non-attainment Area: Spare The Air Voluntary Driving Curtailment Program. [Continued from SAC21080 and VAR56006] (Emission Benefits in kg/day: ROG 0.2, NOx 0.2)	3,058,808	-	By 2030
SAC25080	VAR	Programmed	Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - D3b	In Folsom/Sacramento County: White Rock Rd, from East Bidwell St to Carson Crossing Rd; Construct 4 lanes (Expressway).	48,000,000	-	By 2030
YCT18282	VAR	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	Increased Frequency on Route 42A/42B	In Woodland, Davis, West Sacramento, Downtown Sacramento, and the Sacramento International Airport (SMF): Increase frequency on Yolobus Route 42A/42B from 60 minutes to 30 minutes during peak hours, seven days per week, for a three-year demonstration period.	2,426,000	-	By 2030
YST10535	VAR	Programmed	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Commuter Bus Fleet Replacement & Minor Fleet Expansion	Purchase six heavy-duty, high floor, clean diesel commuter buses (40' - 45') to replace six buses	3,600,000	-	By 2030
YST10453	VAR	Programmed	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Demand Response Fleet Replacement	Purchase six demand response gasoline powered replacement buses to replace six diesel powered demand response buses.	1,280,000	-	By 2030
YST10538	VAR	Programmed	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Demand Response Fleet Replacement	Purchase ten demand response gasoline powered replacement buses to replace ten gasoline powered demand response buses.	1,600,000	-	By 2030
YST10536	VAR	Programmed	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Operating Assistance for FY 2023	Yuba-Sutter Transit Operating Assistance for FY 2023	8,855,000	-	By 2030
YST10537	VAR	Programmed	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Operating Assistance for FY 2024	Yuba-Sutter Transit Operating Assistance for FY 2024	9,599,400	-	By 2030
CAL21302	Various: ELD, NEV	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Build pre-wash facilities	SLT & Truckee MS	800,000	820,000	By 2044
CAL20571	Various: ELD, PLA, SAC, SUT, YUB, YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	50,000,000	51,250,000	By 2030
CAL20831	Various: NEV, PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Safety Corridor Improvements	Route 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	-	-	Post-2044
CAL21294	Various: PLA , SAC, YOL, SAC, GLE, SAC, PLA, SAC, SAC, YOL, PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	4,000,000	4,100,000	By 2030
CAL21068	Various: PLA, NEV	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC	7,000,000	7,175,000	By 2030

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ID	County	Status (Planned, Programmed or Project Development Only)	Lead Agency	Budget Category	Title	Description	Total Project Cost (2018 dollars)	Year of Expenditure Cost for planned projects	Completion Timing
CAL20881	Various: PLA, NEV	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110	10,900,000	11,172,500	By 2030
CAL20612	Various: PLA, YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	4,000,000	4,100,000	By 2030
CAL20830	Various: SAC, PLA	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Managed Lanes from Yolo/Sac County line to the I-80/SR65 IC	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-	-	Post-2044
CAL21299	Various: SAC, PLA	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	1,250,000	1,281,250	By 2044
CAL20613	Various: SAC, SUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on SR99 between the San Joaquin County Line and SR20	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Sacramento and Sutter Counties.	5,000,000	5,125,000	By 2044
CAL21096	Various: SAC, YU	Planned	Caltrans D3	G- System Management, Operations, and ITS	US 50 Integrated Corridor Management Projects	ICM projects on US 50 between Enterprise Blvd in West Sacramento and Cameron Park Drive in El Dorado County (Non-capacity)	45,530,000	-	By 2030
CAL21220	Various: YOL/SAC	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations.	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations: Sac US 50 (PM L0.00 - L2.400) Sac US 50 (PM R0.00 - 12.300) Sac SR 51 (PM 0.00 - 8.860)	4,500,000	4,612,500	By 2030
CAL20874	Various: YUB, BUT	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Route 70 near Honcut Bridges, guardrails and two-way left turn lanes	On Route 70 south of Lower Honcut Bridge to East Gridley Road, upgrade existing guardrail from BUT/YUB county line north, construct a 2 - 4 foot soft buffer from immediately south of the county line across the South, Middle, and North Honcut Creek Bridges (PM 0.00/ 0.20), transition soft buffer to a two-way left-turn lane (TWLTL) beginning at the first driveway (PM 0.50) and extend the TWLTL to conform to the existing TWLTL that begins at PM 3.76	44,070,000	45,171,750	By 2030
YST10532	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Commuter Bus Replacement B	Replace 5 Commuter Buses	3,125,000	3,203,125	By 2030
YST10534	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Commuter Bus Replacement C	Replace 5 Commuter Buses	3,125,000	3,203,125	By 2030
YST10523	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Commuter Bus Replacement D	Replace 11 Commuter Buses	6,875,000	7,046,875	By 2035
YST10527	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Commuter Bus Replacement E	Replace 5 Commuter Buses	3,125,000	3,203,125	By 2044
YST10528	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Fixed Route Bus Replacement A	Replace 11 Fixed Route Buses	5,500,000	5,637,500	By 2030
YST10530	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Fixed Route Bus Replacement B	Replace 11 Fixed Route Buses	6,500,000	6,662,500	By 2030
YST10522	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Fixed Route Bus Replacement C	Replace 15 Fixed Route Buses	7,500,000	7,687,500	By 2035
YST10525	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Fixed Route Bus Replacement D	Replace 13 Fixed Route Buses	6,500,000	6,662,500	By 2044
YST10529	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Paratransit Vehicle Replacement C	Replace 7 Paratransit Vehicles	1,050,000	1,076,250	By 2030
YST10531	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Paratransit Vehicle Replacement D	Replace 10 Paratransit Vehicles	1,500,000	1,537,500	By 2030
YST10521	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Paratransit Vehicle Replacement E	Replace 10 Paratransit Vehicles	150,000	153,750	By 2030

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YST10524	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Paratransit Vehicle Replacement F	Replace 10 Paratransit Vehicles	1,500,000	1,537,500	By 2035
YST10526	Various: YUB, SUT	Planned	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Paratransit Vehicle Replacement G	Replace 10 Paratransit Vehicles	1,500,000	1,537,500	By 2044
CAL15881	YOL	Programmed	Caltrans D3	B- Road & Highway Capacity	I-5 / SR 113 Connector Phase 2	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection.	111,295,137	-	By 2035
CAL20627	YOL	Planned	Caltrans D3	B- Road & Highway Capacity	SR 16 & CR 85B Intersection modification	Install intersection controls at SR 16 and County Road 85B	2,000,000	-	By 2044
CAL21181	YOL	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Add Aux Lane- New SR-113 NB to I-5 SB Connector (T)	I-5 - Add Aux Lane- New SR-113 NB to I-5 SB Connector (T)	66,310,000	67,967,750	Post-2044
CAL20900	YOL	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	Add Aux Lane- SR-275 on ramp to Harbor Blvd off ramp	Add Aux Lane- SR-275 on ramp to Harbor Blvd off ramp	5,440,000	5,576,000	Post-2044
CAL21241	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Esparto Maintenance Facility - Build crew room, rest rooms & office	Build crew room, rest rooms & office	450,000	461,250	By 2044
CAL20847	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, West Sac Maintenance Station - Crew Room	West Sac Maintenance Station - Crew Room	4,420,000	4,530,500	By 2030
CAL15882	YOL	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 / SR 113 Interchange	Construct New Interchange: NB SR 113 to SB I-5 freeway to freeway connection. Phase 3.	66,000,000	67,650,000	Post-2044
CAL20944	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Bridge Improvements A	In Yolo Cty near Woodland from Wye Line Rd OC (Br#22-158) to Cty Line Rd OC (Br#22-139) and in Colusa Cty at Cty Line Rd OC. EA 0F760	18,315,000	18,772,875	By 2030
CAL20812	YOL	Project Development Only	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Managed Lanes: Sacramento International Airport to SR 16	I-5 Managed Lanes: Yolo County Line to SR 16 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	-	-	Post-2044
CAL20978	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-505 Bridge Improvements	Putah Creek Bridges (Br#22-0072 R/L) on I505, 0.4 miles south of Jct 128 and 505 in Winters.	19,904,000	20,401,600	By 2030
CAL21065	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Detection	In Yol, Sac, Pla, & Nev Counties on Route 80 at various locations. Inductive Loop Replacement.	2,000,000	2,050,000	By 2030
CAL20832	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 ICM B	Implement ICM strategies on the I-80 Corridor in Yolo County (Non-capacity)	45,000,000	46,125,000	By 2044
CAL20964	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation B	In Yolo County in West Sacramento on Route 80 from 0.5 miles east of Mace Blvd Interchange to Sacramento River Bridge (Bryte Bend) and on Route 50 from Route 80 Junction to Jefferson Blvd UC (Br#22-0106 L/R).	343,305,000	351,887,625	By 2030
CAL20935	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation C	In and near Davis from Solano County Line to Yolo Causeway (Br#22-45)	33,800,000	34,645,000	By 2030
CAL21063	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Roadside Improvements	Install new pump plant that includes mechanical work (pump, piping, valves, pipe supports, etc.), electrical work (electrical cabinets, conductors, breakers, etc.) on Route 80 near Davis at Webster Road UC 22-0043	3,850,000	3,946,250	By 2030
CAL20794	YOL	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	I-80/US 50 Roadway Preservation in Yolo County	On I-80 in and near West Sacramento, from east of Mace Boulevard to Sacramento River Bridge (PM 4.3/R11.4); also on US 50, from I-80 to Jefferson Boulevard Overcrossing (PM 0.0/2.5): Rehabilitate pavement by placing Continuous Reinforced Concrete Overlay, reconstruct existing pavement, rehabilitate bridge decks, bridge median widening at two locations, and upgrade bridge railings.	249,187,000	-	By 2030
CAL20984	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Yolo County from Cache Crrek Bridge (Br#22-0019) to County Road 46. CAPM.	In Yolo County from Cache Crrek Bridge (Br#22-0019) to County Road 46. CAPM.	4,440,000	4,551,000	By 2030
CAL20993	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	6,800,000	6,970,000	By 2030
CAL21002	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	In Yolo County on Route 80, EB on ramp from Webster/Chiles Rd. Add storage lane and metering. Yol 80 EB Chiles Rd On-ramp.	In Yolo County on Route 80, EB on ramp from Webster/Chiles Rd. Add storage lane and metering. Yol 80 EB Chiles Rd On-ramp.	8,600,000	8,815,000	By 2030
CAL21146	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB S River Rd.	Install Meter - EB S River Rd.	380,000	389,500	By 2030

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CAL21162	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB E Gibson Rd. NB	Install Meter - EB E Gibson Rd. NB	300,000	307,500	By 2044
CAL20893	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB E Gibson Rd. SB	Install Meter - EB E Gibson Rd. SB	300,000	307,500	By 2044
CAL21156	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - EB Hutchinison Drive on SR 113	Install Meter - EB Hutchinson Drive NB	300,000	307,500	By 2044
CAL21173	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB Hutchinson Drive SB	Install Meter - EB Hutchinson Drive SB	300,000	307,500	By 2044
CAL21145	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB Jefferson Blvd	Install Meter - EB Jefferson Blvd	380,000	389,500	By 2030
CAL20907	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB Richards Blvd	Install Meter - EB Richards Blvd	300,000	307,500	By 2044
CAL21172	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB Russell Blvd SB	Install Meter - EB Russell Blvd SB	300,000	307,500	By 2044
CAL21139	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB County Rd. 102	Install Meter - NB County Rd. 102	380,000	389,500	By 2044
CAL20892	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB E Main Street	Install Meter - NB E Main Street	300,000	307,500	By 2044
CAL21141	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB N East St.	Install Meter - NB N East St.	380,000	389,500	By 2044
CAL21137	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB Old River Rd.	Install Meter - Old River Rd.	380,000	389,500	By 2044
CAL21150	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - NB Richard Blvd WB	Install meter - NB Richard Blvd WB	300,000	307,500	By 2035
CAL20890	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB Route 25A	Install Meter - NB Route 25A	300,000	307,500	By 2044
CAL21161	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB Route 27	Install Meter - NB Route 27	300,000	307,500	By 2044
CAL21160	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB Route 29	Install Meter - NB Route 29	300,000	307,500	By 2044
CAL21158	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB Russell Blvd	Install Meter - NB Russell Blvd	300,000	307,500	By 2044
CAL21140	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB SR-113	Install Meter - SR-113 Connector	1,940,000	1,988,500	By 2044
CAL21159	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - NB W Covell Blvd	Install Meter - NB W Covell Blvd	300,000	307,500	By 2044
CAL21165	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB 5 to SB 113	Install Meter - SB 5 to SB 113	1,940,000	1,988,500	By 2044
CAL21138	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB County Rd. 102	Install Meter - SB County Rd. 102	380,000	389,500	By 2044
CAL21143	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB E Main St.	Install Meter - SB E Main St.	380,000	389,500	By 2044
CAL21142	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB N East St.	Install Meter - SB N East St.	380,000	389,500	By 2044
CAL21144	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB Old River Rd.	Install Meter - SB Old River Rd.	380,000	389,500	By 2035
CAL21149	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - SB Richard Blvd. WB	Install meter - SB Richard Blvd. WB	300,000	307,500	By 2035
CAL21167	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB Route 25 A	Install Meter - SB Route 25 A	300,000	307,500	By 2044
CAL21168	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB Route 27	Install Meter - SB Route 27	300,000	307,500	By 2044
CAL20894	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB Route 29	Install Meter - SB Route 29	300,000	307,500	By 2044
CAL21170	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - SB W Covell Blvd	Install Meter - SB W Covell Blvd	300,000	307,500	By 2044
CAL21152	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - WB Chiles Rd	Install meter - WB Chiles Rd	300,000	307,500	By 2035

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CAL20891	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB E Gibson Rd. NB	Install Meter - WB E Gibson Rd. NB	300,000	307,500	By 2044
CAL21166	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB E Gibson Rd. SB	Install Meter - WB E Gibson Rd. SB	300,000	307,500	By 2044
CAL21153	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - WB Enterprise	Install meter - WB Enterprise	300,000	307,500	By 2030
CAL21157	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB Hutchinson Drive NB	Install Meter - WB Hutchinson Drive NB	300,000	307,500	By 2044
CAL20896	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB Hutchinson Drive SB	Install Meter - WB Hutchinson Drive SB	300,000	307,500	By 2044
CAL21148	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB Jefferson Blvd	Install Meter - WB Jefferson Blvd	300,000	307,500	By 2030
CAL21151	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - WB Mace Blvd	Install meter - WB Mace Blvd	900,000	922,500	By 2035
CAL20895	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB Russell Blvd SB	Install Meter - WB Russell Blvd SB	300,000	307,500	By 2044
CAL21147	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB SR-275	Install Meter - WB SR-275	300,000	307,500	By 2030
CAL21155	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - WB West Capitol Ave	Install meter - WB West Capitol Ave	300,000	307,500	By 2030
CAL21420	YOL	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Jennings/Knights Curve Improvement	Near Knights Landing, from north of Yolo County line to south of Leiser Road: Curve realignment.	8,630,000	-	By 2030
CAL21305	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery system	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery system	3,210,000	3,290,250	By 2030
CAL21008	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 113 Pavement Rehabilitation A	In Knights Landing from County Road 102 to Sacramento River Br (22-0040). Include YOL 45, PM 0.0/0.2	4,190,000	4,294,750	By 2030
CAL20983	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 113 Pavement Rehabilitation B	In Yolo County from Rte 5 North to Dubach Park.	1,750,000	1,793,750	By 2030
CAL20626	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 128 Class II Bike Lane	Where ROW permits, construct Class II bike lane on SR 128 from Valley Oak Dr. to E. Main St., Winters (PM 7.755 to 9.359)	2,730,000	-	By 2044
CAL20970	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 128 Pavement Rehabilitation	West of and in winters from Solano Co Line to Jct 505	13,000,000	13,325,000	By 2030
CAL21051	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabiliation	In Yolo County on Route 16 from approx 0.6 mile west of Cache Creek to approx. 0.1 mile east of County Road 42. (PM 0.0-8.2)	4,600,000	4,715,000	By 2030
CAL21050	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabilitation A	In Yolo County on Route 16 from approx. 0.3 mile west of County Rd 79 to County Road 21A. (PM 20.5-28.2)	12,100,000	12,402,500	By 2030
CAL20866	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabilitation B	In Yolo County on Route 16 from County Rd 42 to approx. 0.4 mile west of County Rd 79. (PM 8.2-20.5)	7,800,000	7,995,000	By 2030
CAL21040	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabilitation C	In Yolo County on Rte 16 from County Rd 98 to Route 5 Junction. (PM R40.5-R43.42)	4,600,000	4,715,000	By 2030
CAL20982	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Slope Stabilization	In Yolo County along SR 16. Slope stabilization, slide protection/repair, slide detention basin, slide clean up.	3,050,000	3,126,250	By 2030
CAL20663	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 45 CIR with HIMA Overlay	SR 45 from Junction 113 in Knights Landing to Colusa Co Line - Cold in-place recycle with Hot Mix Asphalt Overlay (EA 0G900)	15,200,000	15,580,000	By 2030
CAL21306	Yol	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 45: Replace AC Surfacing & RHMA Overlay	SR 45: Replace AC Surfacing & RHMA Overlay (0G900)	5,300,000	5,432,500	By 2030
CAL21049	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 84 Pavement Rehabilitation	In Yolo County on Route 84 from County Rd 161 to approx. 0.5 mile north of Courtland Rd.	6,540,000	6,703,500	By 2030
CAL20769	YOL	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Standard Vehicle Clearance on I-5 in Yolo County	On I-5 near Woodland, at Wye Line Road OC Bridge #22-0158 (PM 4.49), County Road 6 OC Bridge #22-0138 (PM R25.57), County Line Road OC Bridge #22-0139 (R28.92): Establish standard vertical clearance.. Toll Credits for ENG	18,315,000	-	By 2030
CAL21064	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Detection	In Yol, Sac, & ED Counties on Route 50 at various locations. Inductive Loop Replacement.	2,000,000	2,050,000	By 2030

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CAL21192	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	West Sac Mtce Station - Install wash facility	Install wash facility	975,000	999,375	By 2044
CAL20842	YOL	Planned	Caltrans D3	C- Maintenance & Rehabilitation	Winters. Repair/upgrade curb ramps.	Winters. Repair/upgrade curb ramps.	2,600,000	2,665,000	By 2030
CAL21418	YOL	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	YOL 84 MBGR Retaining Wall	In Yolo County, on Route 84. Replace guardrail with retaining wall.	720,000	-	By 2030
CAL21406	YOL	Programmed	Caltrans HQ	C- Maintenance & Rehabilitation	FTA 5310 - Dignity Community Care - Buses	Dignity Community Care will use FTA 5310 funds awarded by Caltrans to purchase two gasoline powered buses to allow them to continue and expand their transportation services. The project received $168,000 in Saccramento UZA funds. This project is 100% federally funded and does not require a local match.	168,000	-	By 2030
CAL21409	YOL	Programmed	Caltrans HQ	C- Maintenance & Rehabilitation	FTA 5310 - Shores of Hope - Operating	Shores of Hope will use FTA 5310 funds awarded by Caltrans to continue operating their social service transportation services to people with disabilities. The project received $312,958 in in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	312,958	-	By 2030
YOL17180	YOL	Planned	City of Davis	B- Road & Highway Capacity	Covell Blvd. Widening	Widen: 4 lanes from Shasta Dr. to Denali Dr. Includes: bike lanes and a center median.	1,600,000	2,375,209	By 2044
YOL17170	YOL	Planned	City of Davis	B- Road & Highway Capacity	Mace Blvd Curve	In Davis, between Alhambra Dr. and Alhambra Dr. (Mace curve), widen from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	2,300,000	3,331,086	By 2035
YOL19382	YOL	Programmed	City of Davis	C- Maintenance & Rehabilitation	14th Street / Villanova Corridor Improvements	In Davis, on 1) Fourteenth Street between F Street and Oak Ave; and 2) Villanova Drive between Anderson Road and Sycamore Lane, construct bike/ped safety improvements along 14 St. and Villanova Dr., including Safe Routes to School infrastructure improvements for North Davis Elementary School. . Toll Credits for CON	2,518,175	-	By 2030
YOL19401	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Anderson Road Improvements	Street redesign to improve walking, biking, and transit. Includes frontage improvements at Chavez elementary school, intersection safety improvements, widened sidewalks, and landscaped medians. Dedicated planning process with outreach scheduled for FY 17/18. Will be applying for Grant funding for construction in FY 19/20 and FY 20/21. Implements WBAR High Priority projects for Chavez E.S. Project currently ranks 1st in the Transportation Implementation Plan.	8,170,000	8,374,250	By 2044
YOL19535	YOL	Programmed	City of Davis	C- Maintenance & Rehabilitation	Anderson Road-Chavez Elementary School Improvements	In Davis, on Anderson Road, between Villanova Drive and Amherst Drive: Construct complete streets improvements. Specifically, construct separated bicycle facilities, frontage improvements, on-site improvements for loading activity and parking at Cesar Chavez Elementary School, intersection safety improvements at Villanova Drive and Rutgers Road, transit stop improvements, and on-street parking construction as well as landscaping at Redwood Park adjacent to the southern Cesar Chavez Elementary School Driveway.	3,590,000	-	By 2030
YOL19332	YOL	Programmed	City of Davis	C- Maintenance & Rehabilitation	Bicycle and Pedestrian Wayfinding & Data Collection Program	In Davis, citywide, implement a bicycle and pedestrian wayfinding system and install permanent and temporary automated bicycle and pedestrian counters at strategic locations. (Emission Benefits in kg/day: 0.61 ROG, 0.35 NOx, 0.14 PM10, 0.14 PM2.5)	207,000	-	By 2030
YOL19408	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Covell / Pole Line Road Protected Intersection	Protected intersection at Pole Line Road & Covell Blvd.	1,125,000	1,153,125	By 2044
YOL19406	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Covell Blvd Shared-Use Path (J Street to Pole Line Road)	Shared-use path on south side from J Street to Pole Line Rd.	760,000	779,000	By 2044
YOL17130	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Covell Blvd. Turn Lanes and Overcrossing	Add Turn Lanes: Covell Blvd. / Hwy. 113. Includes: turn lanes for access-egress to Hwy. 113 including the overcrossing structure.	15,000,000	15,375,000	By 2044
YOL19407	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Downtown Gateway Arch	Downtown gateway arch and bike/ped crossing of Richards Blvd immediately south of the U.P. Railroad bridge.	6,800,000	6,970,000	By 2044

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YOL19448	YOL	Programmed	City of Davis	C- Maintenance & Rehabilitation	Electrify Yolo	The City of Davis, in partnership with Valley Clean Energy, at various locations in Yolo County, Davis, and Woodland: Install electric vehicle (EV) charging infrastructure. In Davis, between UC Davis, downtown Davis, and the Davis Amtrak Station: Launch electric microtransit pilot project, an electric shuttle.	3,289,000	-	By 2030
YOL19409	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	EV Charging Station Infrastructure	Per EV Readiness Plan, identify priorities and funding for installation of charging stations at city facilities.	200,000	205,000	By 2044
YOL19410	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	F Street Improvements (Fifth Street to Covell Blvd)	Corridor safety improvements including intersection curb extensions, Class IV bike lanes, enhanced crossings, enhanced transit stops.	1,000,000	1,025,000	By 2044
YOL19537	YOL	Programmed	City of Davis	C- Maintenance & Rehabilitation	Fifth Street Improvements (L to Pole Line) - Road Diet	In Davis, Fifth Street, from L St. to Pole Line Rd.: Complete community outreach and engineering (non-construction) for a project that would reduce travel lanes (road diet) from four lanes to three, restripe lanes to 2016 standards, build class II bicycle lanes, a mid-block crossing, and bus turnouts.	100,000	-	By 2030
YOL19411	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Fifth Street Improvements (L Street to Pole Line Road)	Restripe/Redesign corridor to include Class IV parking-protected bike lanes, restriping, mid-block crossing.	350,000	358,750	By 2030
YOL19536	YOL	Programmed	City of Davis	C- Maintenance & Rehabilitation	H Street Pathway & Parking Improvements- Phase II	Davis, on H Street, from the H Street bike/pedestrian tunnel entrance to just south of the Davis Little League fields: Construct parking, roadway improvements, and traffic calming improvements. On H Street, between J Street and H Street: Construct pathway improvements at existing H Street tunnel, retaining wall improvements, new sidewalk, installation of fencing, utility adjustments, and new pathway along H Street.	2,225,000	-	By 2030
YOL17140	YOL	Programmed	City of Davis	C- Maintenance & Rehabilitation	I-80/Richards Interchange	In Davis: At the I-80/Richards interchange; reconstruct the north side of Richards Blvd. interchange to remove the loop on- and off-ramps and replace with new ramp in diamond configuration. Includes traffic signal installation. Install new Class II bike lanes and a parallel Class I trail (0.5 mi of Class I and 1 mi of Class II).. Toll Credits for CON	17,042,084	-	By 2030
YOL17160	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Lake Blvd. / Covell Blvd.	Traffic Signalization: at Lake Blvd/Covell Blvd.	250,000	256,250	By 2044
YOL19412	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Olive Drive / Train Depot Overcrossing	Grade-separated crossing between the Olive Drive neighborhood and the Amtrak station.	6,500,000	6,662,500	By 2030
YOL19402	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Olive Drive Improvements (S. Putah Creek Parkway to I-80)	Class IV bike lanes or two-way cycle track with accompanying street safety enhancements including enhanced crossings.	1,550,000	1,588,750	By 2044
YOL19403	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Pole Line Road / Fifth Street Intersection Improvements	Protected intersection at Pole Line Road & Fifth Street.	1,125,000	1,153,125	By 2044
YOL19404	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Russell Blvd Improvements (A Street to west City Limit)	Street redesign to improve circulation, multi-modal transportation, and intersection safety.	5,000,000	5,125,000	By 2044
YOL19405	YOL	Planned	City of Davis	C- Maintenance & Rehabilitation	Second Street Improvements (L Street to Mace Blvd)	Multi-modal and traffic calming/safety improvements on Second Street between L Street and Mace Blvd. Includes Class IV bike lanes and/or two-way cycle track.	3,571,000	3,660,275	By 2044
YOL19210	YOL	Planned	City of Davis	E- Transit Capital (Minor)	Downtown Multimodal Parking Structure	In Davis, at downtown Amtrak Depot, improve entrance and parking lot, provide additional parking, construct bike/ped crossing of the railroad tracks, and improve service by increasing the frequency of bus service to the facility. This improved bus service will require the purchase of an additional one to two heavy-duty buses. (Buses would be purchased with Earmarks CA-E2007?BUSP-0060 for $200,640 and CA-2008-BUSP-0060 for $217,380)	15,370,000	19,674,899	By 2030
YOL19431	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	15th Street Modifications	Design, environmental clearance and construction for streetscape improvements on 15th Street between Jefferson Blvd. and South River Road. The proposed improvement include pedestrian improvements, buffered bike lanes, and greenspace improvements	3,000,000	4,034,666	By 2035
YOL19445	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	5th Street/South River Road Reconfiguration (Phase 2)	Design, environmental clearance and construction of the northern 4-lane section of South River Road in Pioneer Bluff to US 50.	3,000,000	4,034,666	By 2035

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YOL19434	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Enterprise Crossing	Amendment to feasibility study, complete design, environmental clearance and construction of a proposed joint flood-protection improvement and transportation connection linking Southport to the Port Industrial Complex.	125,000,000	152,300,362	By 2030
YOL15670	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	I-80/Reed Ave. Interchange	I-80 at Reed Ave. interchange: widen ramps at the intersection with Reed Avenue, widen Reed Avenue, and limit some local street access. Add ramp metering to the on-ramps.	12,350,000	13,972,891	By 2030
YOL15950	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Lake Washington Blvd. Bridge Widening	Lake Washington Blvd.: Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes.	10,100,000	11,427,223	By 2030
YOL19428	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Locks Drive Modification and Extension	Design, environmental clearance and construction of the eastern extension of Locks Drive to Village Parkway.	4,000,000	4,873,612	By 2030
YOL19439	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Pioneer Bluff Districteast-west connections	Design, environmental clearance and construction of five new east-west local/collector roads in Pioneer Bluff. It is expected that one of the new roadway would include a signal on Jefferson Blvd.	30,000,000	43,448,945	By 2035
YOL19427	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Rail Street Phase 2 Improvements	Design, environmental clearance amendment , and construction of the southern section of Rail Street.	7,000,000	9,414,222	By 2035
YOL19385	YOL	Programmed	City of West Sacramento	B- Road & Highway Capacity	Riverfront Street Extension	Riverfront Street, from Mill Street extending .3 miles south, and 5th Street, from Bridge Street to 15th Street: Extend Riverfront Street as a two-lane roadway with sidewalks, lighting, wet and dry utilities and landscaping. Widen 5th Street between Mill Street and 15th Street to accommodate a cycle track (two way bike lane), underground overhead utilities, wet and dry utilities, and sidewalk. The cycle track will extend from Bridge Street to 15th Street and intersection enhancements at 15th Street and Bridge Street.. Toll Credits for ROW, CON	12,620,206	-	By 2030
YOL19351	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Seaway Property Infrastructure	Construct internal roadway, utilities and storm drainage network for Port Property Development	5,000,000	6,400,423	By 2030
YOL15180	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	South River Rd. Reconfiguration (Phase 3)	Reconstruct South River Road to 4-lanes from 15th Street to the 19th Street extension and restripe Village Parkway to Stonegate Boulevard, including restriping the 4-lane bridge from 2-lanes to 4-lanes over barge canal.	20,000,000	28,965,963	By 2035
YOL19446	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Stone Blvd Extension	Design, environmental clearance and construction for the eastern extension of Stone Blvd to South River Road in Pioneer Bluff.	4,000,000	4,873,612	By 2030
YOL19436	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Stone Lock District Roads	Design, environmental cleatance and construction of collector and local roads that serve the development of the southern neighborhood of the Stone Lock Disitrct.	30,000,000	40,346,665	By 2035
YOL19429	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	Stonegate Drive Extension	Design, environmental clearance and construction of the eastern extension of Stonegate Drive including cycle track and trailhead features.	4,000,000	4,873,612	By 2030
YOL15900	YOL	Planned	City of West Sacramento	B- Road & Highway Capacity	U.S. 50/Jefferson Blvd. Interchange	Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	26,450,000	38,307,487	By 2035
YOL19376	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Clarksburg Branch Line Trail and Bridge-Phase2	Construction of Bike Trail from River City High School to City Limits	2,000,000	2,050,000	By 2030
YOL19432	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Clarksburg Branch Line Trail Extension and Jefferson Blvd Bridge Improvements	Construction of a joint-use flood protection O&M corridor and recreation trail along the eastern side of Jefferson Blvd. and southern side of the Stone Lock facility. Design, environmental clearance, and construction of a pedestrian and bike facility along the eastern side of Jefferson across the Jefferson Blvd. bascule bridge to Stone Blvd.	2,000,000	2,050,000	By 2030
YOL15130	YOL	Project Development Only	City of West Sacramento	C- Maintenance & Rehabilitation	Harbor Blvd. Widening	Harbor Blvd., West Capitol Ave. to Industrial: widen 4 to 6 lanes.	6,000,000	6,150,000	Post-2044
YOL19424	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	I Street Bridge Deck Conversion	Design, environmental clearance, permitting and construction of approaches and the upper deck for the I St Bridge. The improvements include construction/modification of the approaches for ADA compliance, resurfacing of the deck and other appurtenant circulation improvements. Civic spaces will be incorporated into the project.	13,000,000	13,325,000	By 2030

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YOL19531	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	I Street Bridge Deck Conversion for Active Transportation Project	In the Cities of West Sacramento and Sacramento, I Street Bridge. Transform the upper deck of a historically significant railroad bridge (NRHP No. 82002233) from vehicle access to a dedicated bikeway and walkway connecting West Sacramento and Sacramento. (375k of funds in 2020 are State Sustainable Transportation grant).	22,562,000	-	By 2030
YOL19377	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	I Street to Indian Heritage Bike Trail	Construct Bike Trail under I Street Bridge and new C Street Bridge then continue atop levee to Indian Heritage Center	2,000,000	2,050,000	By 2030
YOL15160	YOL	Project Development Only	City of West Sacramento	C- Maintenance & Rehabilitation	Industrial Boulevard Widening	In West Sacramento, Industrial Boulevard from the Palamidessi Bridge at the Barge Canal to Harbor Boulevard: widen from 4 to 6 lanes.	16,440,000	16,851,000	Post-2044
YOL19449	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Intersection Safety	Various signalized and non-signalized intersections: Install approach medians and medians to prohibit left turns.(H9-03-026)	324,000	-	By 2030
YOL19450	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Intersection Safety & Signal Improvement	Various signalized intersections: Improve signal hardware and install flashing beacons. (H9-03-027)	756,400	-	By 2030
YOL19430	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Jefferson Streetscape Improvements	Design and construction of streetscape improvements on Jefferson Blvd from 15th Street to Stone Blvd. The proposed enhancements include buffered bike lanes, on-street parking, and greenspace improvements.	2,000,000	2,050,000	By 2030
YOL15940	YOL	Project Development Only	City of West Sacramento	C- Maintenance & Rehabilitation	Lake Washington Blvd. Widening	Widen Lake Washington Blvd. from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal.	4,000,000	4,100,000	Post-2044
YOL19451	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Pedestrian Crossing Safety	Intersections of Jefferson Blvd & 11th St , C St & 6th St, Sacramento Ave & Solano St, and Sacramento Ave & Simon Terrace: Install crossings with RRFBs and refuge islands, construct curb extensions, crosswalks, and other crossing improvements. (H9-03-028)	704,200	-	By 2030
YOL19452	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Pedestrian Intersection Safety	Various locations including Reuter/Andrews, Poplar/Westfield Village ES, Carrie Street/Bryte Park, Quail-Columbus Shared Use Path, and Columbus/La Jolla at Stonegate ES: Install striping for high-visibility crossings and stop bars, install RRFBs and signage, and construct ADA Curb Ramps, and curb extensions. (H9-03-029)	187,800	-	By 2030
YOL19437	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Pioneer Bluff Riverfront Trail	Design, evniromental clearance, permitting and construction of a joint-use flood protection O&M corridor and recreation trail along the Sacramento River in Pioneer Bluff.	2,000,000	2,050,000	By 2035
YOL19361	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Port of West Sacramento Entrance	This project includes the construction of a new port entrance, including the installation of a new rail crossing near Beacon and Industrial Boulevards. This project will increase the efficiency and safety of travel to, from and within the Port, and is required prior to the construction of a new area project. This project will improve transportation operations, and is likely to lead to significant positive economic benefits.	2,400,000	2,460,000	By 2035
YOL19539	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Sacramento Avenue Complete Streets Corridor Improvement Plan	In West Sacramento: Outline a vision of transportation and land enhancements for the Sacramento Avenue Corridor. Planning work includes documenting existing conditions and challenges, providing design recommendations, and presenting an implementation plan.	982,129	-	By 2030
YOL19443	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	South Market Sacramento River Bike/Ped/Transit River Crossing at Locks Drive	Feasibility study, preliminary design and environmental clearance for a proposed bike, pedestrian, and (possible) transit bridge across the Sacramento River connecting West Sacramento's Central Park and Stone Lock District to Miller Park and the Sacramento Marina.	120,000,000	123,000,000	By 2035
YOL19435	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	South River Road Trail Conversion	Design, environmental clearance, permitting and constriction of trail waterward of South River connecting the Clarksburg Branch Line Trail extension to Village Pwky and an additional 800 feet to the east. The project also includes the reconfiguration of South River Road east of Village Pkwy to a bike/pedestrain trail on the crown of the setback levee to the Stonegate Drive extension	3,500,000	3,587,500	By 2030

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YOL19550	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Southport Levee Recreation Trail	In the City of West Sacramento: Paving of 5.6 miles of Class 1 bike trail along the crown of the Southport Setback Levee.	1,800,000	-	By 2030
YOL19442	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Southport Setback Levee Trails	Design, enviromental clearance, permitting and construction of the a 10-mile trail loop connecting to the northern and southern ends with the Clarksburg Branch Line Trail, as well as connecting with existing and planned trails located along schools, parks, residences and shopping centers. The improvements include multiple trailhead access points, including ADA-compliant ramps, to the levee trail and trailhead features such as parking, lighting, and signage.	5,600,000	5,740,000	By 2030
YOL19425	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Stone Lock Ped/Bike Bridge	Design, environmental clearance and permitting for pedestrian and bike bridge across lockage canal between the navigation locks at the Stone Locks facility.	400,000	410,000	By 2035
YOL19440	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Sycamore Phase 4	Design, environmental clearance and construction of the southern extension and terminus of the Sycamore Trail. This phase would connect at Stone Blvd and include pedestrian crossing improvements across Stone Blvd and provide safe passage through the Barge Canal rail switching yard. Across the Barge Canal waterway a new bike/pedestrian bridge would be constructed and land at the future Arlington Oaks neighborhood park. The trail would continue along a converted Arlington Road and terminate at the intersection of Lake Washington Blvd and Jefferson Blvd.	4,300,000	4,407,500	By 2030
YOL19441	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Sycamore Phase 5	Design and construct a bicycle and pedestrian undercrossing on the UPRR and SNRR rail ROW from Rice Ave to Yolo Street.	6,000,000	6,150,000	By 2044
YOL19534	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Sycamore Trail Extension (Phase 3)	In West Sacramento, along the easement from Westmore Oaks School to the Park Blvd and Stone Blvd. intersection: construct Class 1 trail extension.	2,689,000	-	By 2030
YOL19386	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Sycamore Trail Phase 2 Bicycle and Pedestrian Overpass	Sycamore Trail, from Westmore Oaks School over US 50 connecting with Joey Lopes Park (Phase 2) and from Westmore Oaks Elementary School to the intersection of Park Blvd. and Stone Blvd (Phase 3): Clear environmental for a 1,500 foot concrete overpass. From Westmore Oaks Elementary School over US 50, connecting with Joey Lopes Park (Phase 2): Construct bicycle/pedestrian 1,500 foot concrete overpass.	16,902,300	-	By 2030
YOL15680	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	U.S. 50/South River Road	U.S. 50: Install ramp meters and modify ramp design at South River Rd interchange.	23,625,000	24,215,625	By 2030
YOL19456	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Washington District Gateway (River Walk North) - Phase 1	In the City of West Sacramento, Washington District, along the levee, from I Street Bridge to Broderick Boat Ramp, along D Street and 2nd Street into heart of Washington District at 3rd Street: Construct Class I trail extension. On 3rd Street between D Street and E Street: Construct mid-block crossing. On West side of 3rd Street between C and D Streets, and on south side of C Street between 3rd and 4th Streets: Construct streetscape improvements. . Toll Credits for ENG	6,390,031	-	By 2030
YOL19538	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	Washington District Gateway (River Walk North) - Phase 2	In the City of West Sacramento, Washington District, at 3rd St railroad crossing: Construct pedestrian rail crossing improvements.	191,000	-	By 2030
YOL19284	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	West Capitol Avenue Streetscape Improvements - Phase 3	In West Sacramento on West Capitol Avenue from Westacre Road to Sycamore Avenue, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, roundabout, utility relocation, new lighting, and substantial planting and hardscape treatments.	12,420,000	12,730,500	By 2035
YOL19285	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	West Capitol Avenue Streetscape Improvements - Phase 4	In West Sacramento on West Capitol Avenue from Sycamore Avenue to Harbor Boulevard, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, utility relocation, new lighting, and substantial planting and hardscape treatments.	12,720,000	13,038,000	By 2035

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YOL19460	YOL	Programmed	City of West Sacramento	C- Maintenance & Rehabilitation	West Sacramento Plug-in Partnership	In West Sacramento, at various locations: Construct and install between 25-35 Level 2 charging stations and 7-14 DC Fast Chargers, acquisition of 3-5 demonstration ZEVs. Provide outreach to freight stakeholders and the business community encouraging medium-duty fleet electrification.	2,774,000	-	By 2030
YOL19288	YOL	Planned	City of West Sacramento	C- Maintenance & Rehabilitation	Yolo Rail Realignment Project Rail Relocation (Phase 2A)	Design, environmental clearance, permitting and construction of the Yolo Rail Realignment Project, Phase 2A	70,000,000	71,750,000	By 2030
YOL19339	YOL	Planned	City of Winters	C- Maintenance & Rehabilitation	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd between El Rio Villa housing community and the city of Winters - pedestrian and bike improvements including overcrossing of Hwy 505	20,919,000	21,441,975	By 2030
YOL19549	YOL	Programmed	City of Winters	C- Maintenance & Rehabilitation	Paseo Park Project	In the City of Winters, between 1st Street and Railroad Avenue: Create an ADA accessible connection between Main Street and Newt's Expressway as well as beautification of the area. Work includes landscaped planter beds, seat walls for gathering opportunities and hardscape installation.	175,000	-	By 2030
YOL19529	YOL	Programmed	City of Winters	C- Maintenance & Rehabilitation	SR128/I-505 Overcrossing (Br. 22-0110)/Russell Blvd Bicycle and Pedestrian Improvements	In Winters, On Grant Ave/SR128 from Matsumoto Lane over Interstate 505 (SR 128-505 Sep. Br. 22-0110) then easterly on Russell Blvd/CR32 to Shams Way, a residential street in El Rio Villa: Modification of interchange ramps, widening of Br. 22-0110, widen existing sidewalk, construct sidewalks, bike lanes, crosswalks, and ADA improvements. See YOL19392 for previous phase.. Toll Credits for ENG	11,351,000	-	By 2030
YOL17550	YOL	Planned	City of Woodland	B- Road & Highway Capacity	County Rd. 102 Widening A	Widen: 4 lanes from Gibson Rd. to Farmer's Central Road.	4,000,000	6,554,466	By 2044
YOL17310	YOL	Planned	City of Woodland	B- Road & Highway Capacity	County Rd. 102 Widening C	Widen: 4 lanes from Beamer St. to East Main St.	2,896,851	4,746,828	By 2044
YOL19419	YOL	Planned	City of Woodland	B- Road & Highway Capacity	County Road 25A/SR 113 Interchange	This improvement consists of either: 1) Construct roundabouts at northbound and southbound ramp terminals and bypass lanes 2) The CR 25A/SR113 SB ramps intersection shall be modified to provide a traffic signal, widen intersection approaches to provide additional capacity, install a loop-on-ramp in the northwest quadrant of the interchange for westbound CR 25A to southbound SR 113 movements, and widen the CR 25A overpass of SR 113 to provide a second westbound through lane between the NB and SB ramp intersections. The SB Ramp intersection shall be widened to provide a southbound left turn lane and southbound right turn lane, an eastbound through lane and eastbound right turn lane, and a westbound through lane and a westbound right turn lane to feed the new loop-on ramp. The northbound ramp intersection shall be modified to provide a traffic signal and intersection approach widening. The northbound ramp intersection shall be widened to provide a northbound left turn lane and two northbound right turn lanes, an eastbound left turn lane and a second westbound through lane and a westbound right turn lane. This interchange improvement also includes widening CR 25A from the northbound ramp terminal to the SP-1A north/south road	10,000,000	11,314,082	By 2030
YOL19416	YOL	Planned	City of Woodland	B- Road & Highway Capacity	Marston Rd. Extension	Construct New Road: 2 lane collector from SP1A N-S Road to Parkland Ave.	550,000	704,046	By 2030
YOL19415	YOL	Planned	City of Woodland	B- Road & Highway Capacity	SP1A N-S (Arterial)	Construct New Road: 2 lane arterial from County Road 24C to County Road 25A	750,000	960,063	By 2030
YOL17330	YOL	Project Development Only	City of Woodland	C- Maintenance & Rehabilitation	County Rd. 102 Widening B	In Woodland, from Kentucky Ave to Beamer St, on CR102: widen from 2 to 4 lanes.	2,896,851	2,969,272	Post-2044
YOL19286	YOL	Planned	City of Woodland	C- Maintenance & Rehabilitation	I-5 / CR 102 Interchange (Phase 2)	Interchange Reconstruction: on I-5 at County Rd. 102 including overcrossing of I-5.	7,000,000	7,175,000	By 2044

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YOL17420	YOL	Planned	City of Woodland	C- Maintenance & Rehabilitation	Main St.	Roadway Operational Improvements: from Ashley Ave. to Cottonwood St., construct south side improvements	360,000	369,000	By 2044
YOL19532	YOL	Programmed	City of Woodland	C- Maintenance & Rehabilitation	Matmor Road & E. Gum Avenue Complete Streets and Rehabilitation	In the City of Woodland, on Matmor Road from Main Street to Gibson Road and on E. Gum Avenue from East Street to Matmor Road: Rehabilitate pavement on both segments (1.5 miles in total), reduce vehicle travel lanes to accommodate new buffered bike lanes, ADA ramp construction for non-existing and non-compliant curb ramps and sidewalk, curb and gutter repair as needed. (Road Diet)	5,700,000	-	By 2030
YOL19413	YOL	Project Development Only	City of Woodland	C- Maintenance & Rehabilitation	Matmor Road Extension	Construct New Road: 2 lane collector from Sports Park Drive to SP1 E-W Road	640,000	656,000	Post-2044
YOL19422	YOL	Project Development Only	City of Woodland	C- Maintenance & Rehabilitation	Maxwell Extension	Construct New Road: 4 lane from Veterans to 700 ft. east of Veterans	1,500,000	1,537,500	Post-2044
YOL17360	YOL	Project Development Only	City of Woodland	C- Maintenance & Rehabilitation	Parkland Ave.	Construct New Road: 2 lane arterial from Pioneer Ave. to East St.	9,044,751	9,270,870	Post-2044
YOL19418	YOL	Project Development Only	City of Woodland	C- Maintenance & Rehabilitation	SP1B E-W Collector	Construct New Road: 2 lane collector from East St. to Matmor Road.	540,000	553,500	Post-2044
YOL19528	YOL	Planned	City of Woodland	B- Road & Highway Capacity	CR 25A widening	Widen CR 25A from East Street to the southbound ramp terminal intersection from 2 lanes to 4 lanes	2,000,000	3,277,233	By 2044
VAR56140	YOL	Planned	Multiple Lead Agencies	C- Maintenance & Rehabilitation	Alternative Transportation Corridor- Davis to Woodland	Class 1 bike/low speed electric vehicle path between Davis and Woodland, along alignment identified in September 2009 feasibility study.	10,000,000	10,250,000	By 2035
VAR56182	YOL	Planned	Multiple Lead Agencies	C- Maintenance & Rehabilitation	Yolo Regional Freight Rail Project	Feasibility Study for realighment of freright rail out of the cities of Davis, Woodland and West Sacramento to area east of Davis to create enhanced freight operations, remove safety issues in cities, to encourage redevelopment of communities and to improved regional flood contrrol	500,000	512,500	By 2044
YCT18198	YOL	Programmed	RT	E- Transit Capital (Major)	Downtown Riverfront Streetcar Project	The Downtown Riverfront Streetcar Project will connect the Sacramento Valley Station (SVS) (Sacramento's intermodal transportation facility) to Sutter Health Park (AAA Professional Baseball Park, formerly known as Raley Field) in West Sacramento. (Total Project Cost: $ 130,518,142, which includes Project Development programmed separately under VAR56127, for $21,666,284.)	108,851,858	-	By 2030
UNI10479	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	City of Davis & Unitrans Rolling Stock Purchases	For the FY 2023 - FY 2026 quadrennial period:City of Davis/Davis Community Transit - Purchase one replacement gasoline-fueled paratransit vehicle per year for Davis Community Transit operations to maintain service reliability. Unitrans - Purchase two replacement diesel-fueled high-capacity buses and eight full size, heavy duty, 35-40 passenger, replacement battery-electric buses to maintain service reliability. All vehicles purchased by the City of Davis and Unitrans will be fully accessible in compliance with the Americans with Disabilities Act (ADA).	9,199,847	-	By 2030
UNI10480	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	City of Davis/Unitrans Short Range Transit Plan	Update the City of Davis' short range transit plan to extend the horizon year and review/update service assumptions and projected capital/operating costs and revenues.	200,000	-	By 2030
UNI10475	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	Unitrans Bus Rehabilitation Project	Rehabilitate 13 single-deck buses and two modern double-deck buses to extend their service lives. Work will include the installation of cleaner-burning CNG engines and new engine cooling packages in the single deck buses, and upgraded engines/cooling packages in the modern double deck buses. Rehabilitation activities also include exterior repainting.	2,920,000	-	By 2030
UNI10477	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	Unitrans Bus Stop & Passenger Amenities Improvements	Implement various bus stop improvements, accessibility, and passenger amenities, including but not limited to installation, replacement, and repair of bus shelters/benches, passenger information displays, and passenger safety/security equipment.	800,000	-	By 2030

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UNI10481	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	Unitrans Information Management Systems	Upgrade/replace Unitrans' bus dispatching, passenger counting, and vehicle location system, and replace human resource/payroll management system to meet Unitrans' current needs and integrate with new UC HR and payroll management processes.	640,000	-	By 2030
UNI10471	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	Unitrans Maintenance Facility Improvements	Perform repair and rehabilitation activities to maintain the Unitrans Maintenance Facility in a state of good repair, and replace operating equipment in the Maintenance Facility that has surpass their useful lives. The focus during the next quadrennial period of this MTIP (FY 2023 - FY 2026) is to to move to the next phase of electric bus infrastructure installation and associated pavement rehabilitation, and to initiate project development for future maintenance facility expansion.	13,961,118	-	By 2030
UNI10478	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	Unitrans Miscellaneous Support Equipment Purchases	Office, shop, operating equipment, facility, security enhancements, and non-revenue vehicles for existing facilities.	610,000	-	By 2030
UNI10476	YOL	Programmed	Unitrans	C- Maintenance & Rehabilitation	Unitrans Operating Assistance	Operation, maintenance, administration, and program development for the provision of fixed route transit service within the City of Davis. Program development includes training and direct educational expenses for employee development (pursuant to 2 CFR Part 200.472) in the areas of safety, security, and business administration. Davis Urbanized Area. FY 2023-2026	28,945,797	-	By 2030
YOL19249	YOL	Planned	Yolo County	C- Maintenance & Rehabilitation	County Rd. 99	Pavement Rehabilitation: from County Rd. 27 to County Road 25A. Includes: bike lanes.	2,000,000	2,050,000	By 2044
YOL19371	YOL	Planned	Yolo County	C- Maintenance & Rehabilitation	County Road 102 Widening	Widen County Road 102 between Davis and Woodland. Project may be implemented in phases as funding allows. Turn pockets and center medians are highest priority.	12,600,000	12,915,000	By 2044
YOL19370	YOL	Planned	Yolo County	C- Maintenance & Rehabilitation	County Road 27	Roadway Safety Improvements: from County Road 89 to County Road 102. Includes: pavement rehabilitation, paved shoulders & clear recovery zone.	38,000,000	38,950,000	By 2044
YOL19318	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 29 Bridge Replacement	CR 29 Over Dry Slough, 0.77 mi west of CR 98: Replace 2-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	3,391,143	-	By 2030
YOL19395	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 29 Over Chickahominy Slough - Bridge Replacement	CR 29 Over Chickahominy Slough, 2.53 miles west of CR 88. Replace existing 1 lane bridge with a 2 lane bridge - no added capacity.. Toll Credits for ENG, ROW, CON	2,700,000	-	By 2030
YOL19533	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 32A Railroad Crossing Relocation Project Positioning	A Project Study Report (PSR) for County Road (CR) 32A Railroad Crossing Relocation was completed in November 2021. The PSR proposed alternatives for relocating the existing at-grade Union Pacific Railroad crossing currently located on the CR 32A at CR 105 for improved railroad crossing safety and preservation of farming access. This “Project Positioning” work is expected to include, but not be limited to: beginning very preliminary right-of-way research/exploration for the PSR-recommended alternative, creating a feasible funding plan for the project, assembling a reasonable schedule for project completion. This “Project Positioning” work is also expected to roll into preliminary engineering and environmental for the PSR-recommended alternative.	100,000	-	By 2030
YOL19394	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 40 Over Cache Creek - Bridge Replacement	CR 40 over Cache Creek, 0.12 miles south of SR 16. Replace existing 1 lane bridge with a new 1 lane bridge - no added capacity.. Toll Credits for CON	4,065,298	-	By 2030
YOL18235	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 41 Bridge Replacement	CR 41, over Cache Creek, 500' east of SR 16: Replace existing deficient 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	5,694,000	-	By 2030
YOL19390	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 49 Over Hamilton Cr Bridge	CR 49, Over Hamilton Creek, 0/11 mi north of CR 50: Replace the existing 2-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	3,870,700	-	By 2030

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YOL19347	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 96 Bridge Replacement, Dry Slough	CR 96, over Dry Slough, 0.45 Mi North of CR 31: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	2,067,844	-	By 2030
YOL19346	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 96 Bridge Replacement, Union School Slough	County Road 96, over Union School Slough, 1.38 Mi South of CR 27: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	1,741,779	-	By 2030
YOL19333	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	CR 98 Safety and Bicycle Improvement - Phase 2	In Yolo County, along County Road (CR) 98 from 1,300 feet south of CR 29 (extent of CR 98 Phase I Project) to Solano County: Widen the road, adding shared eight-foot paved shoulders, roundabouts at intersections with CR 31, CR 32 and Hutchison Dr., and connect the University of California at Davis to the existing Class I Bikeway along the south side of Russell Boulevard (CR 32), west of the City of Davis.. Toll Credits for ROW	38,290,782	-	By 2030
YOL19423	YOL	Planned	Yolo County	C- Maintenance & Rehabilitation	CR32A at CR105 Railroad Grade crossing Relocation	Relocate Railroad crossing to the east to improve safety and operations	6,000,000	6,150,000	By 2030
YOL19454	YOL	Programmed	Yolo County	C- Maintenance & Rehabilitation	Guardrail Upgrades	Various locations on South River Road (north of Babel Slough Road, north of Freeport Bridge, and south of Freeport Bridge): Upgrade existing guardrails and end treatments to meet current standards. (H9-03-031)	1,000,000	-	By 2030
YCT18253	YOL	Planned	Yolo County Transportation District	C- Maintenance & Rehabilitation	New Satellite Facility	Engineering, Environmental and Construction of a new satellite facility for bus parking, maintenance and dispatch.	10,000,000	10,250,000	By 2044
YCT18252	YOL	Planned	Yolo County Transportati	E- Transit Capital (Major)	Capitol Corridor Multimodal Facility in Davis	Engineering, Environmental, and Construction of the City of Davis-Amtrak Multimodal station	25,000,000	40,965,411	By 2044
YCT18277	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	Battery Electric Bus Purchase	Purchase four (4) 40-foot Battery Electric Buses.	4,100,000	-	By 2030
YCT18291	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	CNG Fueling Dual Hose Dispenser Replacement	Replace the CNG Fueling Dual Hose Dispenser Replacement that is past its useful life. (Uses $240,000 of Woodland UZA 5339 funds, comprised of 163,170 from FFY 2021 allocation and $76,830 of FFY 2022 allocation)	300,000	-	By 2030
YCT18279	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	East Main Street Bus Stop Improvements	Construct new bus pads at three locations: (1) East Main at East Street (EB); (2) East Main at Matmor (EB); (3) East Main at Industrial/SR113 (EB)Construct new bus pullout and bus stop (including thicker concrete bus pad) at one location: (1) East Main at Industrial (WB)100% funded with FFY16 Woodland UZA 5307 funds (uses toll credits). Toll Credits for CON	378,200	-	By 2030
YCT18300	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	Replace 2 40' CNG Buses	Replace 2 40' CNG Buses using Woodland FFY2018 5307 funds $1,280,000.	1,600,000	-	By 2030
YCT18281	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	Re-Tank Nine (9) Compressed Natural Gas (CNG) Buses	Replace the compressed natural gas (CNG) tanks in nine (9) of Yolobus's existing 40-foot CNG Transit Buses (2008 Orion). The CNG tanks in these vehicles are due to expire between July and December 2022.	675,500	-	By 2030
YCT18301	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	Woodland Transit Center Planning	Evaluation of alternatives, feasibility study, 10% concept design, and cost estimates for a transit center in the City of Woodland using $44,582 of Woodland FFY 2022 5339 funds, along with $75,418 of the Woodland FFY 2018 5307 funds.	150,000	-	By 2030
YCT18299	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	Woodland UZA Fixed Route Preventive Maintenance	Preventive Maintenance for Yolo County Transportation District Fixed Route service that benefits the Woodland UZA: FFY 2018 FTA 5307 Funds	1,347,743	-	By 2030
YCT18286	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD ADA Operating Assistance (FTA 5307 Sac Large UZA) FFY21 Funds	ADA Operations for transit services that serve the Sacramento Large Urbanized Area. FFY 2021 Sac UZA apportionment.	318,500	-	By 2030
YCT18289	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Automatic Passenger Counters (APCs) and GTFS-Realtime Enhancements	Purchase and install Automatic Passenger Counters (APCs) and technology tools and software to enable GTFS-Realtme enhancements. Includes FFY21 5339 Sac UZA competitive funds of $299,900 and FFY18 Woodland Small UZA funds of $452,100.	940,000	-	By 2030

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YCT18287	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Preventive Maintenance (FTA 5307 Sac Large UZA) FFY21	Preventive Maintenance for transit services that serve the Sacramento Large Urbanized Area. FFY 2021 Sac UZA apportionment.	875,000	-	By 2030
YCT18296	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Route 42 Operating Assistance in Davis (5307 Small Urban)	Operating Assistance for continuation of service on Route 42, which serves the Davis Small UZA. $150,000 in FFY21 5307 Davis Small UZA funds and $206,853 in FFY17 5307 Davis Small UZA funds ($356,853 total 5307 funds).	713,706	-	By 2030
YCT18297	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Rt 42 and West Sac Fixed Route Bus Preventive Maintenance (5307 Sac UZA)	Preventive maintenance for fixed route buses that serve the Sacramento Large UZA (Routes 42, 37, 40, 41, 240). $954,800 in FFY21 Sac Large UZA 5307	1,193,500	-	By 2030
YCT18290	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Rural Operating Assistance (FTA 5311)	Operating assistance for rural transit services within the YCTD. Outside the Sacramento Urbanized Area and the Woodland Urbanized Area. FFY22 $200,210 and FFY23 $204,214	730,931	-	By 2030
YCT18288	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD SRTP and Zero Emission Fleet Plan	Prepare Short Range Transit Plan (SRTP) and Zero Emission Fleet Conversion Plan. Includes FFY20 5307 Sac UZA Competitive funds of $127,600 and FFY18 5307 Woodland Small UZA funds of $272,400.	500,000	-	By 2030
YCT18295	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Woodland ADA Paratransit Operations	Operating assistance for ADA Paratransit services that serve the Woodland UZA. FFY17 $105,180 and FFY18 $410,820	1,032,000	-	By 2030
YCT18293	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Woodland Fixed Route Bus Operations	Operating assistance for fixed route bus (Yolobus) services that serve the Woodland UZA. FFY17 $455,000	910,000	-	By 2030
YCT18292	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Woodland Fixed Route Bus Preventive Maintenance	Preventive maintenance for fixed route buses that serve the Woodland UZA. FFY17 $126,000	157,500	-	By 2030
YCT18294	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YCTD Woodland Microtransit Operations	Operating assistance for microtransit services that serve the Woodland UZA. FFY17 $219,000	438,000	-	By 2030
YCT18302	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	YOL 80 Managed Lanes - Tolling Advance Planning	On I-80 from the I-80/Kidwell Road interchange in Solano County, through Yolo County, to the I-80/US 50 Interchange: Procure tolling authority, design toll system, back office support, and	2,229,400	-	By 2030
YCT18298	YOL	Programmed	Yolobus/YCTD	C- Maintenance & Rehabilitation	Yolo County Bike and Pedestrian Trail Network Planning Project	In Yolo County: This planning project will engage the community in developing a plan for new multi-use trails to low-income, disadvantaged areas to jobs, healthcare, education, and services. Project activities will include conducting community outreach; mapping and prioritizing low-income, disadvantaged areas; completing conceptual design plans and cost estimates; and engineering priority trail segments. Working title: Yolo Active Transportation Corridors.	1,200,000	-	By 2030
CAL21228	YUB	Planned	Caltrans D3	B- Road & Highway Capacity	Yuba 49 at 5.97 slipout repair	Slipout Project (repair)	900,000	922,500	By 2030
CAL21423	YUB	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Binney Junction Pump Plants (CP1)	In and near Marysville, from 0.1 mile south of 14th Street to 0.1 mile north of Cemetery Road. Early Work Package No. 1 for Construction Manager/General Contractor (CMGC) parent project EA 0H160. Construct new pump plant at Marysville Underpass and reconstruct pump plant at Binney Junction Underpass.	14,600,000	-	By 2030
CAL20953	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	North of Nevada City in Yuba Co from Nevada Co Line to Sierra Co Line. CAPM.	North of Nevada City in Yuba Co from Nevada Co Line to Sierra Co Line. CAPM.	6,255,000	6,411,375	By 2030
CAL20864	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Pavement Rehabilitation B	In Yuba County on Route 20 from Yuba Street to 0.6 mile west of 17th Street. (PM 1.6-R2.0)	8,080,000	8,282,000	By 2030
CAL20980	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Pavement Rehabilitation C	In Marysville on Route 20 from I Street to Orange Street and on Route 70 from 3rd Street to 6th Street (PM 0.0-0.84)	5,435,000	5,570,875	By 2030
CAL20694	YUB	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Roadway Rehabilitation	On SR 20 near Marysville, from Marysville Road to 0.1 mile east of Yuba River Bridge (PM 13.3/R18.2): Rehabilitate roadway.	62,610,000	-	By 2030
CAL20432	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Safety Improvements	Roadway Safety Improvements: Parks Bar Rd. to Hammonton-Smartville Rd. Includes: standard shoulders, vertical and horizontal curve improvements, and EB & WB left-turn lanes.	6,500,000	6,662,500	By 2030
CAL21069	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Roadside Improvements	In Yuba County on Route 49 approximately 0.4 miles south of Sleighville Circle, cut back slope, install slope drainage and surface drainage	7,265,000	7,446,625	By 2030

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CAL21058	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Drainage Improvements	In Yuba County at McGowan Rd OC, PP 16-47W (Upgrade Pump Plant)	528,000	541,200	By 2030
CAL21226	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Diagonal Ramp Meter at the SR 70/North Beale Road interchange (EB)	In Yuba County at SR 70/North Beale Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 13.57)	380,000	389,500	By 2044
CAL20925	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Diagonal Ramp Meter at the SR 70/Plumas Lake Road interchange (WB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (WB Plumas Lake Road to SR 70) (PM 3.30)	380,000	389,500	By 2044
CAL21057	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Drainage Improvements	In Yuba County from 65/70 Separation to just east of Olivehurst Ave OC, PP 16-36W, 16-42W	1,200,000	1,230,000	By 2030
CAL21225	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Loop Ramp Meter at the SR 70/Plumas Lake Road interchange (EB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Loop ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 3.40)	380,000	389,500	By 2044
CAL18815	YUB	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Passing Lanes - Segments 4 & 5	On SR 70 north of Marysville, from Laurellen Road to Yuba/Butte County line (PM 16.2/25.8): Construct a new continuous passing lane in both directions. The Yuba 70 Segments 4 & 5 project (4F38U) combines SR 70 Safety Improvements - Segments 4 & 5 (4F380/CAL20679) and SR 70 Passing Lanes - Segments 4 & 5 (3F282/CAL18815) for construction.	36,000,000	-	By 2030
CAL20863	YUB	Planned	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Pavement Rehabilitation A	In Yuba County on Route 70 from approx. 0.5 mile east of Feather River Blvd to approx. 0.6 mile west of Olivehurst Ave.	10,100,000	10,352,500	By 2030
CAL20715	YUB	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Roadway Rehab & Operational Improvements(G13 Contingency)	On SR 70 in and near Marysville from south of 14th Street to north of Cemetery Road (PM 14.8/15.7): Roadway rehabilitation and operational improvements including turn pockets and auxiliary lanes. (G13 Contingency). Toll Credits for ENG	129,315,000	-	By 2030
CAL20679	YUB	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Safety Improvements - Segments 4 & 5	On SR 70 near Marysville from Laurellen Road to Butte County line (PM 16.2/25.8): Widen shoulders and improve clear recovery zone, add continuous a two-way left turn lane (TWLTL) throughout the project, 2 separate slow moving vehicle lanes are planned in each direction (each one is less than a mile in length), overlay with RHMA, replace and extend culverts, install TMS elements, fiber optic system elements, lighting intersection, and install a classification station. The Yuba 70 Segments 4 & 5 project (4F38U) combines SR 70 Safety Improvements - Segments 4 & 5 (4F380/CAL20679) and SR 70 Passing Lanes - Segments 4 & 5 (3F282/CAL18815) for construction.. Toll Credits for ENG	109,982,000	-	By 2030
CAL20960	YUB	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	Wheatland HMA and ADA	In and near Wheatland, from north of State Street to north of Evergreen Drive (PM R0.5/1.8): Rehabilitate pavement, add bike lanes, rehabilitate drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, construct Class 1 multi-use path, modify driveways, enhance crosswalk visibility as complete streets elements, and signalize the intersection at McDevitt Drive.	10,240,000	-	By 2030
CAL21397	YUB	Programmed	Caltrans D3	C- Maintenance & Rehabilitation	YUB SR 65 Pavement Rehab	On SR 65 near Olivehurst, from South Beale Road to SR 70 (PM 4.0/R9.38): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	21,510,000	-	By 2030
CAL20994	YUB	Project Development Only	Caltrans D3	G- System Management, Operations, and ITS	In Yuba County on Route 70 in the City of Marysville. NB/SB auxiliary lanes between Feather River Blvd IC and 3rd Street.	In Yuba County on Route 70 in the City of Marysville. NB/SB Accel. lanes between Feather River Blvd IC and 3rd Street.	199,000,000	203,975,000	Post-2044
CAL20431	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	SR 20 Passing Lanes	Passing Lanes: Loma Rica Rd. to Kibbe Rd. (PM 7.9/9.4)	2,500,000	2,562,500	By 2044
CAL20916	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 Connector ramp meter (EB) at NB SR 65	In Yuba County on SR 70 construct connector ramp meter at NB SR 65 (PM R8.51)	1,940,000	1,988,500	By 2030

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CAL21212	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Erle Road (WB)	In Yuba County on SR 70 construct ramp meter at WB Erle Road IC (PM R10.03)	380,000	389,500	By 2030
CAL21213	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Feather River Blvd (EB)	In Yuba County on SR 70 construct ramp meter at EB Feather River blvd IC (PM R11.35)	380,000	389,500	By 2030
CAL20918	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Feather River Blvd (WB)	In Yuba County on SR 70 construct ramp meter at WB Feather River blvd IC (PM R11.26)	380,000	389,500	By 2030
CAL21211	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Lindhurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Lindhurst Ave IC (PM R10.01)	380,000	389,500	By 2030
CAL21208	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at McGowan Road (EB)	In Yuba County on SR 70 construct ramp meter at EB McGowan Road IC (PM R7.60)	380,000	389,500	By 2030
CAL21207	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at McGowan Road (WB)	In Yuba County on SR 70 construct ramp meter at WB McGowan Road IC (PM R7.07)	380,000	389,500	By 2030
CAL21214	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at North Beale Rd (EB)	In Yuba County on SR 70 construct ramp meter at EB North Beale Rd IC (PM 13.57)	380,000	389,500	By 2030
CAL20917	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Olivehurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Olivehurst Ave IC (PM R9.27)	380,000	389,500	By 2030
CAL21210	YUB	Planned	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Olivehurst Ave (WB)	In Yuba County on SR 70 construct ramp meter at WB Olivehurst Ave IC (PM R9.09)	380,000	389,500	By 2030
YUB16100	YUB	Programmed	City of Marysville	A- Bike & Ped	Historic Downtown Marysville Safety and Walkability Enhancements	In the City of Marysville, along Historic Downtown Marysville's D Street Corridor between 3rd and 4th Street: Improve walkability by creating a pedestrian boulevard weekly. Install brighter lighting, raised crosswalks, improved shade landscaping and other pedestrian amenities.	282,391	-	By 2030
YUB16054	YUB	Programmed	City of Marysville	C- Maintenance & Rehabilitation	5th Street Road Rehabilitation	5th St., from SR 70 to J St., including the Medical Arts District: Rehabilitate road. On Second St. (2nd St.) from Hwy 70 to J St., including the Medical Arts District: Extend and realign (PSR only).. Toll Credits for CON	3,291,000	-	By 2030
YUB16081	YUB	Programmed	City of Marysville	C- Maintenance & Rehabilitation	Gavin and Veterans Park Modernization Project	In Marysville, at Gavin Park and Veterans Park: Improve pedestrian circulation and bicycle linkages and construct park modernization elements.	110,000	-	By 2030
YUB15981	YUB	Planned	City of Marysville	C- Maintenance & Rehabilitation	Pavement Rehab. Project IV	Pavement Rehabilitation: 25th St. from Sampson to Covillaud, Sicard St. from East 16th St. to East 19th St., Freeman St. from East 18th St. to East 19th St. and East 19th St. from Covillaud to Ramirez. (Project IV)	700,000	717,500	By 2044
YUB15982	YUB	Planned	City of Marysville	C- Maintenance & Rehabilitation	Pavement Rehab. Project V	Pavement Rehabilitation: Rideout Wy. from Covillaud to Ramirez St., Greeley from East 19th St. to East 22nd St. and Boulton from East 19th St. to East 22nd St. (Project V)	700,000	717,500	By 2044
YUB15979	YUB	Planned	City of Marysville	G- System Management, Operations, and ITS	Upgrade Signals	Traffic Signalization: Upgrade the 4 existing traffic signals (in Marysville) that are not on the State Hwy. System.	1,200,000	1,230,000	By 2044
YUB16052	YUB	Planned	City of Wheatland	B- Road & Highway Capacity	Olive Street Extension	Obtain right of way and construct arterial roadway.	2,400,000	2,584,538	By 2030
CAL18280	YUB	Project Development Only	City of Wheatland	B- Road & Highway Capacity	Wheatland Pkwy.	Construct New Road: 2 lane expressway from the future north end of Hwy. 65 Lincoln Bypass to the existing Hwy. 65, near South Beale Rd. Includes: access control.	15,000,000	15,375,000	Post-2044
YUB16053	YUB	Planned	City of Wheatland	C- Maintenance & Rehabilitation	C Street Resurfacing	Repair base failures, resurface and replace ped ramps.	280,000	287,000	By 2030

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YUB16051	YUB	Planned	City of Wheatland	C- Maintenance & Rehabilitation	Pedestrian Safety Enhancements at Railroad Grade Crossings	Construct ADA compliant sidewalks, detectable warning surfaces and extend rail crossings, and modify railroad warning devices.	980,000	1,004,500	By 2030
YUB16046	YUB	Planned	City of Wheatland	C- Maintenance & Rehabilitation	Wheatland Rd. Rehab	Pavement rehab and ADA pedestian compliance.	460,000	471,500	By 2030
YUB16087	YUB	Programmed	City of Wheatland	C- Maintenance & Rehabilitation	Wheatland Road Complete Streets Project	On Wheatland Rd. from State Route (SR-65) to Wheatland Park Rd.: Complete the design phase to rehabilitate pavement, improve and extend existing sidewalks and Class 2 bike lanes, and add safety lighting. On Wheatland Rd. from Wheatland Park Rd. to Oakley Ln.: Complete the design phase to rehabilitate pavement and add buffered Class II bike lanes.. Toll Credits for ENG	2,593,000	-	By 2030
VAR56289	YUB	Programmed	SACOG	E - Transit Capital	NextGen Transit Facility Environmental & Engineering	In Marysville: Environmental documents and engineering work for the NextGen Transit Facility to be located on a 19.7 acre parcel. The CON portion of the work is under YST10533. The work will be completed by Yuba Sutter Transit under a subrecipient agreement with SACOG.	557,350	-	By 2030
YUB16085	YUB	Programmed	Yuba County	A- Bike & Ped	Cedar Lane Elementary - Safe Routes to Schools Project	Around Cedar Lane Elementary School in the community of West Linda, Alicia Avenue, between Riverside Drive and Feather River Boulevard; Cedar Lane between Alicia Avenue and Garden Avenue: New sidewalks, crosswalks, striping, signage, ADA compliant ramps, storm drains, curbs, gutters, and Class III bicycle routes.. Toll Credits for CON	4,035,000	-	By 2030
YUB16078	YUB	Planned	Yuba County	A- Bike & Ped	Cedar Lane SR2S Project	Cedar Lane and Alicia Avenue Safe Routes to Schools	4,990,000	5,114,750	By 2030
YUB16074	YUB	Planned	Yuba County	A- Bike & Ped	Fleming & Ninth Avenue Safe Routes to Schools	Fleming & Ninth Avenue Safe Routes to Schools	3,582,000	3,671,550	By 2030
YUB16075	YUB	Project Development Only	Yuba County	A- Bike & Ped	Forty-Mile Road Bike Lanes	On Forty-Mile Road between Plumas-Arboga Road and State Route 65; construct bicycles lanes and wider shoulders; install new striping and signage.	4,564,800	4,678,920	Post-2044
YUB16077	YUB	Project Development Only	Yuba County	A- Bike & Ped	Marysville Road Bicycle Lane Project	On Marysville Road between Willow Glenn Road and State Route 49; widen roadway for bicycles lanes and widen shoulders.	18,180,000	18,634,500	Post-2044
YUB16029	YUB	Planned	Yuba County	A- Bike & Ped	North Beale Rd. Complete Streets Revitalization Phase 3	Construct complete streets improvements for a 9400 ft stretch on North Beale Rd. from Linda Avenue. to Griffith Ave. in the community of Linda. The project will construct curbs, gutters, sidewalks, ADA compliant corner ramps, transit stop enhancements, intersection improvements and several other streetscape features. (PE is programmed on YUB16008)	11,450,000	11,736,250	By 2030
YUB15903	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Anderson Rd.	Widen from 2 to 3 lane collector from Feather River Blvd. to Links Pkwy.	230,000	235,750	Post-2044
YUB15883	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Arboga Rd.	Widen: 4 lanes from McGowan Pkwy. to Erle Rd. Includes: curb, gutter, sidewalk, and landscaping.	3,250,000	3,331,250	Post-2044
YUB15880	YUB	Planned	Yuba County	B- Road & Highway Capacity	Arboga Road	New modified 4-lane arterial from Broadway Rd to Ella Ave, including pavement, curb, gutter, sidewalk and back of curb landscaping	6,600,000	10,814,869	By 2044
YUB15887	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Broadway St. Widening and Rehab	Widen 2 lanes to 4 lane arterial. Includes pavement, curb, gutter, sidewalk, and landscaping.	3,200,000	3,280,000	Post-2044
YUB15889	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Broadway St. Widening to 3 lanes	Widen 2 to 3 lane collector from Feather River Blvd. to Links Pkwy.	200,000	205,000	Post-2044
YUB15907	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Country Club Ave. Widening	Widen: 3 lanes from Feather River Blvd. to Plumas Lake Golf Course. Includes: curb, gutter, sidewalk, and landscaping.	363,800	372,895	Post-2044
YUB15895	YUB	Planned	Yuba County	B- Road & Highway Capacity	Ella Ave.	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd. Includes: curb, gutter, sidewalk, and landscaping.	3,756,000	4,807,998	By 2030
YUB15902	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Erle Rd.	Widen: 4 lanes from Edgewater East to Griffith Ave.	2,656,000	2,722,400	Post-2044
YUB16093	YUB	Programmed	Yuba County	B- Road & Highway Capacity	Erle Rd/SR70 Interchange Modification	In unincorporated Yuba County south of Marysville at the Erle Road and State Route 70 Interchange, reconfigure interchange to reduce impact from State Route 70 that bisects the community of Linda.	40,000,000	-	By 2030
YUB15927	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Feather River Blvd.	Widen: 4 lanes from Ella Ave. to south of Country Club Rd.	9,725,000	9,968,125	Post-2044

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YUB16097	YUB	Programmed	Yuba County	B- Road & Highway Capacity	Goldfields Parkway	In unincorporated Yuba County from Hammonton-Smartsville Road just east of Alberta Avenue to State Route 20 just west of Plantz Road; construct roadway.	1,200,000	-	By 2044
YUB15930	YUB	Planned	Yuba County	B- Road & Highway Capacity	Goldfields Pkwy.	Construct New Road: 2 lanes from North Beale Rd. to north of Hammonton-Smartsville Rd.	995,000	1,125,751	By 2030
YUB15931	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Goldfields Pkwy. Interchange	Construct New Interchange: Goldfields Pkwy. at Hwy. 65 / Hwy 70 connection.	66,000,000	67,650,000	Post-2044
YUB15929	YUB	Planned	Yuba County	B- Road & Highway Capacity	Goldfields Pkwy. Widening	Widen Road: 4 lanes (of 6 lane arterial) from Orchard S.S. to North Beale Rd.	2,100,000	3,441,095	By 2044
YUB15934	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Griffith Ave.	Widen: 3 lanes from Hammonton-Smartsville Rd. to Linda Ave.	6,600,000	6,765,000	Post-2044
YUB15942	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	La Porte Rd.	Widen and Realign: from Butte County to Willow Glen Rd.	3,200,000	3,280,000	Post-2044
YUB15944	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Links Parkway Extension to County Club Road	From Plumas Arboga Rd to Country Club Rd., construct new extension of Links Parkway.	12,000,000	12,300,000	Post-2044
YUB15943	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Links Pkwy.	Construct New Road: 2 lane arterial from Ella Ave. to current Links Parkway.	850,000	871,250	Post-2044
YUB15950	YUB	Planned	Yuba County	B- Road & Highway Capacity	McGowan Parkway	Construct 3-lane collector McGowan Parkway from Arboga Road to Union Pacific Railroad.	1,300,000	1,882,788	By 2035
YUB15951	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	McGowan Pkwy.	Widen: 4 lanes from UPRR to Hwy. 65. Includes: turn lane, curb, gutter, sidewalk, and landscaping.	278,000	284,950	Post-2044
YUB15877	YUB	Programmed	Yuba County	B- Road & Highway Capacity	North Beale Road Improvements	North Beale, from Linda Ave to Griffith Rd.: Widen Roadway from 2-lanes to 4-lanes and install curb gutter and sidewalk.	2,750,000	-	By 2030
YUB15909	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd.	Widen from 2 to 3 lane collector from UPRR to Algodon Rd.	8,700,000	8,917,500	Post-2044
YUB15958	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd. Ext	Plumas Arboga Rd. Extension to the new interchange at SR 65	2,675,000	2,741,875	Post-2044
YUB15916	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd. Widening A	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd.	2,500,000	2,562,500	Post-2044
YUB15908	YUB	Project Development Only	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd. Widening B	Widen 2 to 3 lane collector from Arboga Rd. to UPRR.	2,000,000	2,050,000	Post-2044
YUB15919	YUB	Planned	Yuba County	B- Road & Highway Capacity	Plumas Lake Blvd.	Construct New Road: 4 lanes from Plumas Lake Blvd. Interchange to Plumas Arboga Rd. Includes: a structure over the RR tracks.	2,700,000	3,456,228	By 2030
YUB15920	YUB	Planned	Yuba County	B- Road & Highway Capacity	River Oaks Blvd	Construct new 4-lane modified arterial from Algodon Rd to Draper Ranch South development.	7,500,000	9,600,634	By 2030
YUB15923	YUB	Planned	Yuba County	B- Road & Highway Capacity	River Oaks Blvd. Extension A	Road Extension: 2 inner lanes of 4-lane arterial from Feather River Blvd. to Lateral 16.	2,000,000	2,560,169	By 2030
YUB15921	YUB	Planned	Yuba County	B- Road & Highway Capacity	River Oaks Blvd. Extension B	Road Extension: 4 lanes from Broadway St. to Draper Ranch South development.	6,300,000	8,064,533	By 2030
YUB15580	YUB	Planned	Yuba County	B- Road & Highway Capacity	SR 65 Interchange at Forty Mile Road	South of Marysville, SR 65 at Forty Mile Road Interchange: modify interchange to accommodate traffic from the Yuba County Motorplex.	2,070,000	2,649,775	By 2030
YUB16066	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program	In Yuba County, Bridge Preventive Maintenance Program (BPMP), Various locations. See Caltrans Local Assistance HBP web site for backup list of bridges. (PM00129)	1,124,565	-	By 2030
YUB16056	YUB	Planned	Yuba County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program A	Bridge Preventive Maintenance Program (BPMP), various bridges in the County of Yuba. See Caltrans Local Assistance HBP website for backup list of bridges	332,420	340,731	By 2030
YUB16072	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Ellis Rd Over Simmerly Slough - Bridge Replacement	Ellis Rd over Simmerly Slough, 1.0 miles east of SR 70. Replace existing 2 lane bridge with a 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,609,625	-	By 2030
YUB16092	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Emission Reduction and Energy Conservation - Electric Charging Stations	NEED DESCRIPTION	100,000	-	By 2030

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YUB16088	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Feather River Blvd- State of Good Repair Project	On Feather River Blvd. in the unincorporated community of West Linda from Garden Ave. to Alicia Ave.: design and construct road rehabilitation, sidewalk gap closure on the southeast side of Feather River Blvd.; add sidewalks on the northwest side of Feather River Blvd., Class II bicycle lanes, crosswalks, storm drains, striping, signage, curbs, gutters, ADA compliant ramps, LED street lights, and transit stop shelters and benches.. Toll Credits for ENG, CON	2,402,000	-	By 2030
YUB16089	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Garden Avenue Safe Route to School Project	In the unincorporated community of West Linda in Yuba County, along Garden Avenue between Riverside Drive and Feather River Boulevard: Design and construction of Class II bicycle lanes, sidewalks, new crosswalks, striping, ADA compliant ramps, and curbs and gutters.	2,500,000	-	By 2030
YUB16090	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Hammonton Smartsville & Doolittle Drive Intersection Project	In unincorporated Yuba County, at the intersection of Hammonton-Smartsville Road (HSR) and Doolittle Drive: Add left-turn lane for westbound HSR; add right-turn lane and acceleration lane on eastbound HSR; and widen shoulders on both sides of HSR. Project will also construct a vertical curve correction to improve sight distance east of the HSR and Doolittle Drive intersection.	840,000	-	By 2030
YUB16091	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Hammonton -Smartsville Road Overlay and Shoulder Widening Project	East of the town of Linda: Between 2 miles and 4.9 miles east of Doolittle Drive: Widen shoulder.	3,122,000	-	By 2030
YUB15867	YUB	Project Development Only	Yuba County	C- Maintenance & Rehabilitation	Highway 70	Widen: overpass at McGowan Pkwy. Includes: new traffic signals.	4,200,000	4,305,000	Post-2044
YUB16032	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Iowa City Rd. Bridge Replacement	Iowa City Rd. over Jack Slough, 0.35 miles east of Fruitland Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, CON	2,768,097	-	By 2030
YUB16031	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Los Verjeles Rd. Bridge Replacement	Los Verjeles Rd., over South Honcut Cr., at Butte County Line: Replace existing 2 lane bridge with a new 2 lane bridge.	7,302,250	-	By 2030
YUB16065	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	In Olivehurst, along McGowan Parkway between SR 70 and Olive Ave.: Construct sidewalks, Class II bicycle lanes, ADA-compliant ramps, striping, traffic control devices, storm drain, and new crosswalks. Project includes a locally funded continuous left-turn lane. (SB 1 funds are LPP Formula that Yuba County receives.)	3,072,000	-	By 2030
YUB16098	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Signal System Upgrade at Multiple Locations	In the unincorporated parts of Yuba County in Olivehurst and Linda at various locations; improve signal hardware. H11-03-029	657,700	-	By 2030
YUB16033	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Spring Valley Rd. Bridge Replacement	Spring Valley Rd. over Little Dry Creek, 0.3 miles west of Marysville Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	2,836,775	-	By 2030
YUB16023	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	Waldo Rd/Dry Creek Bridge Replacement	Waldo Rd, over Dry Creek. Replace the existing one lane truss bridge with a new two lane bridge.. Toll Credits for ENG, ROW, CON	4,017,361	-	By 2030
YUB16095	YUB	Programmed	Yuba County	C- Maintenance & Rehabilitation	West Linda Comprehensive Safe Routes to School Project	In unincorporated Yuba County south of Marysville and west of State Route 70 in the community of Linda; construct sidewalks, bike lanes, and crossing improvements.	26,684,000	-	By 2030
YUB15893	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Broadway St. Signalization	Traffic Signalization: at Broadway St / Links Pkwy	270,000	276,750	Post-2044
YUB15910	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Country Club Ave. Signalization at Feather River Blvd.	Traffic Signalization: 4-way signal at Feather River Blvd.	267,000	273,675	Post-2044
YUB15912	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Country Club Ave. Signalization at Links Pkwy.	Traffic Signalization: 3-way signal at Links Pkwy.	215,000	220,375	Post-2044
YUB15897	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Ella Ave. / Arboga Rd.	Traffic Signalization: at Ella Ave/Arboga Rd.	215,000	220,375	Post-2044

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YUB15901	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Ella Ave. / Feather River Blvd.	Traffic Signalization: at Ella Ave/Feather River Blvd.	267,000	273,675	Post-2044
YUB15899	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Ella Ave. / Links Pkwy.	Traffic Signalization: at Ella Ave/Link Pkwy.	267,000	273,675	Post-2044
YUB15905	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	Erle Rd. / Goldfields Pkwy.	Traffic Signalization: 3-way traffic signal.	215,000	220,375	By 2030
YUB15928	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	Feather River Blvd Traffic Signal at River Oaks Blvd	Construct new traffic signal at Feather River Blvd and River Oaks Blvd.	300,000	307,500	By 2030
YUB15904	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Feather River Blvd. / Anderson Rd.	Traffic Signalization: at Feather River Blvd/Anderson St.	267,000	273,675	Post-2044
YUB15894	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Feather River Blvd. / Broadway Street	Traffic Signalization: at Feather River Blvd/Broadway St.	270,000	276,750	Post-2044
YUB15881	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	Goldfields Parkway Traffic Signal	Install new traffic signal at the intersection of North Beale Road and Goldfields Parkway	300,000	307,500	By 2030
YUB15939	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	Hammonton-Smartsville Rd. / Goldfields Pkwy.	Traffic Signalization: at Hammonton-Smartsville Rd/Goldfields Pkwy.	300,000	307,500	By 2030
YUB15940	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Hammonton-Smartsville Rd. / Griffith Ave.	Traffic Signalization: at Hammonton-Smartsville Rd/Griffith Ave.	300,000	307,500	Post-2044
YUB15938	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Hammonton-Smartville Rd. / Dantoni Rd.	Traffic Signalization: at Hammonton-Smartsville Rd/Dantoni Ave.	300,000	307,500	Post-2044
YUB15906	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Links Pkwy. / Anderson Rd.	Traffic Signalization: at Links Pkwy/Anderson Rd.	267,000	273,675	Post-2044
YUB15946	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	Loma Rica Rd. Signalization	Traffic Signalization: at Hwy. 20 / Loma Rica Rd.	300,000	307,500	By 2035
YUB15945	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Loma Rica Rd. Turn Pockets and Shoulders	Roadway Operational Improvements: Widen and construct turn pockets at various locations. Includes: shoulder widening.	2,650,000	2,716,250	Post-2044
YUB15949	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	Marysville Rd.	Roadway Operational Improvements: Construct turn pockets and widen shoulders at various intersections from Hwy. 20 to Willow Glen Rd.	3,955,000	4,053,875	By 2030
YUB15871	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	McGowan Parkway and Arboga Road Traffic Signalization	Install new Traffic Signal at the intersection of McGowan Parkway and Arboga Road.	250,000	256,250	By 2030
YUB15868	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	McGowan Pkwy. / UPRR	Rail Crossing Project: Upgrade the existing at grade intersection at the UPRR tracks.	810,000	830,250	Post-2044
YUB15886	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	N. Beale Rd. / Griffith Rd.	Traffic Signalization: at the intersection of North Beale Rd. / Griffith Rd.	215,000	220,375	By 2030
YUB15913	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Rail Crossing	Rail Crossing Project: Upgrade at the Union Pacific Railroad.	815,000	835,375	Post-2044
YUB15917	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Signalization A	Traffic Signalization: at Plumas Arboga Rd. / Feather River Blvd.	267,000	273,675	Post-2044

Projects listed as "Project Development Only" are anticipated to begin early stages of development including project planning, design, preliminary engineering, environmental clearance, and ROW acquisition by 2044. Under the financial constraint requirements for forecasting revenues, the construction phase is not included in the Draft Plan. If/when additional revenues for these projects become available to cover full construction costs, these projects can be considered as part of an amendment to the MTP/SCS following a technical analysis and reviewing consistency with plan requirements.

ID	County	Status (Planned, Programmed or Project Development Only)	Lead Agency	Budget Category	Title	Description	Total Project Cost (2018 dollars)	Year of Expenditure Cost for planned projects	Completion Timing
YUB15915	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Signalization B	Traffic Signalization: at Plumas Arboga Rd. / Arboga Rd.	267,000	273,675	Post-2044
YUB15918	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Signalization C	Traffic Signalization: at Plumas Arboga Rd. / Links Pkwy.	267,000	273,675	Post-2044
YUB15925	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	River Oaks Blvd. Signalization	Traffic Signalization: at River Oaks Blvd. / Broadway St.	270,000	276,750	Post-2044
YUB16076	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Texas Hill Road Operational Improvements	On Texas Hill Road - Roadway Operational Improvements: re-align curve, widen shoulders, and improve signage and striping.	850,800	872,070	Post-2044
YUB16073	YUB	Planned	Yuba County	G- System Management, Operations, and ITS	Transportation and Transit Adaptation Planning	Evaluate existing corridor vulnerability to flooding from extreme weather events, plus identify opportunities for improving drainage to mitigate for climate change, improve transit facilities, and improve water quality.	218,400	223,860	By 2030
YUB15956	YUB	Project Development Only	Yuba County	G- System Management, Operations, and ITS	Woodruff Ln.	Roadway Safety Improvements: Widen shoulders on each side of road from Hwy. 70 to Hwy. 20.	2,300,000	2,357,500	Post-2044
YST10533	YUB	Programmed	Yuba Sutter Transit	C- Maintenance & Rehabilitation	Next Generation Zero-Emission Bus Operations, Maintenance & Administration Facility	In Marysville, replace and upgrade existing transit maintenance facility for zero emission bus operations.	47,500,000	-	By 2030

Appendix B: 2023 MTP Revenue Forecast

Plan Finances

Transportation investments and programs included in the 2023 MTP are constrained to a reasonable estimate of future funding sources. The funding to support these investments comes from a number of federal, state, and local sources, each with specific purposes and restrictions. The dollar amounts are presented in both current year dollars and nominal or year of expenditure (YOE) values. The MTP uses current year dollars to illustrate the magnitude of investments in terms of project costs and revenues that are relevant to today. However, federal statute requires regional transportation plans to also provide costs and revenues in YOE dollars for transparency in the overall investments planned for in the MTP.

In total, SACOG forecasts $35.5 billion in revenues ($46.9 billion YOE) over the planning period. On average, this comes out to approximately $1.6 billion ($2.1 billion YOE) per year over 22 years.

Conversion between Current Year and Year of Expenditure (YOE) Dollars

The federal Infrastructure Investment and Jobs Act (IIJA Act) requires that all cost estimates be escalated to year of expenditure or nominal values to express a realistic estimate of future construction costs. The average rate of inflation used in the MTP is 2.5 percent based on the last 20 years of data on the California consumer price index reported by the California Department of Finance.

For revenue forecasting, the nominal rate of growth for each funding source is determined by extrapolating recent trends, either on a straight-line basis or in some cases using a trend curve. This methodology yields revenues in YOE dollars, which are then de-escalated using the inflation rates described above to yield current year dollars.

For project cost estimates, project sponsors provide SACOG with project costs in current year dollars, which are then uniformly escalated to YOE dollars using the inflation rate described above through the assumed completion timeframe for the project. Projects listed in the Metropolitan Transportation Improvement Program are already provided in year of expenditure dollars, so no adjustments are made to these projects.

Summary of Revenue Sources and Assumptions

The MTP must be financially constrained, meaning that the amount of funding planned and programmed must not exceed the amount of funding estimated to be reasonably available within the planning period. To meet this requirement, the revenue assumptions in the plan are based on existing federal, state, and local sources of funding or SACOG Board-approved assumptions of future funding for transportation purposes. Each funding source is extrapolated at historic rates of growth or by reasonable assumptions about future trends to determine the total amount of that source that will be available for implementation of the MTP. Attachments A and B describe the available revenues for each funding source over five- and six-year increments throughout the planning period. In developing the MTP, SACOG has taken into consideration both

transportation funding revenues and the costs of building, operating, and maintaining the regional transportation system over 22 years (Federal FFY 2022-23 through FY 2043-44).

Compared to the plan adopted by the SACOG Board in November 2019, this minor update of the federal MTP component of the plan increases overall revenues by roughly $500 million or by 1 percent from $35 billion to $35.5 billion. This increase is primarily due to higher than anticipated growth sales tax receipts since the adoption of the current plan. Overall growth rates for forecasted revenues remain consistent with the current plan.

Federal Funding

Federal funding assumptions are derived from the annual apportionments provided to SACOG by the federal government or from historic funding levels. The Infrastructure Investment and Jobs Act (IIJA), which was signed into law in 2021, sets the program structure and distribution formulas for federal transportation funds. SACOG projects funding from both the Federal Highway Administration and Federal Transit Administration Programs listed below, with revenue assumptions outlined in Table B.1.

Federal Highway Administration Programs

- Regional Surface Transportation Program (RSTP)
- Congestion Mitigation and Air Quality Program (CMAQ)
- Highway Bridge Program
- Other federal discretionary programs

Federal Transit Administration Programs

- Section 5307 Urbanized Area Formula Program
- Section 5309 Fixed-Guideway Capital Investment Grants
- Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- FTA 5311 Formula Grants for Rural Area
- FTA 5337 State of Good Repair Grants
- FTA 5339 Bus and Bus Facilities

Table B.1. Federal Revenue Sources and Assumptions

Federal Source	MTP
Congestion Mitigation and Air Quality (CMAQ)	**Base Year:** 2023 **Key Assumptions:** SACOG region will continue to receive CMAQ funds in a manner consistent with historic apportionments. **Growth:** 2.5% annual growth.

Regional Surface Transportation Program (RSTP)	**Base Year:** 2023 **Key Assumptions:** SACOG region will continue to receive RSTP funds in a manner consistent with historic apportionments. **Growth:** 2.5% annual growth.
Highway Bridge Program	**Base Year:** 2023 **Key Assumptions:** The region will continue to receive highway bridge program reimbursements for eligible activities that rehabilitate and replace structurally deficient bridges.
FTA Funds: 5307, 5310, 5311, 5337, 5339	**Base Year:** 2023 **Key Assumptions:** SACOG region will continue to receive FTA funds in a manner consistent with historic apportionments. **Growth:** 2.5% annual growth.
FTA 5309 Fixed-Guideway Capital Investment Grants	**Base Year:** N/A **Key Assumptions:** Presume continuation of FTA grants for major rail expansion projects at up to 50% of new rail capital project costs.

State Funding

Senate Bill 45 (SB 45) establishes the program structure and distribution formulas for most state transportation funds. The MTP assumes state funding will continue in a manner consistent with SB 45. Additionally, every two years, the California Transportation Commission (CTC) approves a STIP Fund Estimate that details the distribution of funding for state transportation programs that pass through the State Highway Account over a six-year period. The MTP's assumptions for state revenues, shown in Table B.2, are derived primarily from the 2018 State Transportation Improvement Program Fund Estimate (STIP-FE).

The state funding programs assumed in the MTP include:

- State Highway Operations and Protection Program - (SHOPP)
- State Transportation Improvement Program - (STIP) including;
    - Interregional - ITIP
    - Regional - RTIP
- State Cap and Trade Program
- State Transit Assistance - (STA)
- State Highway Maintenance
- Proposition 1B- Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA)

Table B.2. State Revenue Sources and Assumptions

State Source	MTP
State Highway Operations and Protection Program (SHOPP)	**Base Year:** 2023 **Key Assumptions:** Based on transfers from the State Highway Account (SHA), Federal Trust Fund, and the new excise tax on gasoline. Includes adjustments resulting from ABX8 6 and ABX8 9 (Gas Tax Swap) including 12% of the revenues generated by the new excise tax on gasoline following transfers for bond debt service. **Growth:** 1% average annual growth
Interregional Transportation Improvement Program (STIP- ITIP)	**Base Year:** 2023 **Key Assumptions:** ITIP will continue to receive 25% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account **Growth:** 4% average annual growth
Regional Transportation Improvement Program (STIP- RTIP)	**Base Year:** 2023 **Key Assumptions:** RTIP will continue to receive 75% of the total STIP allocations from the Federal Highway Trust Fund, State Highway Account, Public Transportation Account and the new excise tax on gasoline. **Growth:** 4% average annual growth
State Cap and Trade Program	**Base Year:** 2023 **Key Assumptions:** Cap and Trade revenues are made up of the 35% of auction proceeds that are allocated to Affordable Housing & Sustainable Communities, Intercity Rail, and Low Carbon Transit Programs. The region's capture of these revenues assumes SACOG member agencies receive revenues roughly equivalent the region's share of statewide population **Growth:** 5% average annual growth
State Transit Assistance (99313, 99314, State of Good Repair)	**Base Year:** 2023 **Key Assumptions:** STA will continue to receive funding from sales taxes on diesel fuels consistent with current funding formulas. **Growth:** 1% average annual growth
State Discretionary	**Base Year:** N/A

	Key Assumptions: Assumes the region will capture roughly 5% of statewide competitive discretionary program funding. **Growth:** 2% average annual growth

Local Funding

Local revenues are based on historic funding from local sources for each city, county, transportation commission, and transit operator in the region. Local funding sources provide the majority of the funds that support the MTP and include:

- Local Transportation Fund (LTF)
- Sacramento County Measure A - (1/2-cent)
- Sacramento County New Measure A - (1/2-cent)
- Placer County Sales Tax – (1/2 -cent)
- Gas Tax Subventions
- Gas Tax Swap (Excise Tax Subventions)
- Other Local Funds
- Developer Contributions
- Transit Fares
- Roadway User Fees

Local-Option County Sales Taxes in the MTP

The MTP plans for two new local option countywide sales tax measures in the region; one in Sacramento County and one in Placer County. In Sacramento County this would institute a new ½-cent sales tax to support road investments, maintenance, and transit within the county of Sacramento. Placer County is also pursuing a new ½ cent sales tax measure to support transportation investments in that county.

In 2019, the California Governor signed AB1413 which authorized the Placer County Transportation Planning Agency (PCTPA) to levy a use tax for transportation purposes. Additionally, recent polling shows that two-thirds of voters may support a sales tax initiative to fund transportation investments in the county. See Attachment 1 at the end of this document for a summary of the most recent polling results. PCTPA is continuing to engage communities and key partners in the county, including SACOG, as well as monitor both economic and political trends to inform the development and timing of a future ballot measure. More information on PCTPA's efforts, visit https://www.keepplacermoving.com.

Likewise, efforts continue in Sacramento County to bring a sales tax measure before voters to generate additional funding for transportation purposes consistent with the region's long-range plan. In 2016, the last time the Sacramento Transportation Authority included a proposed sales tax on voter ballots, the measure fell just 1.3% shy of the 67% majority requirement needed to enact the new tax. Three of the largest cities within the county actually showed sufficient support

for the measure with the City Sacramento receiving more than 70% yes votes, Elk Grove with 67.6% yes, and Rancho Cordova receiving 67.3% yes. Since then, the STA has reviewed the reasons why the measure may have been unsuccessful including starting voter outreach late in the process, low voter turnout, and a high number (nearly 52,000) under votes. In 2022, a citizen's initiative was unsuccessful, in part due to lack of consistency with the regional transportation plan. In February 2023, the Sacramento Transportation Authority established a Future Transportation Funding Subcommittee to examine local transportation needs for a transportation funding measure, the level of revision that should be considered from prior efforts, and the process, timeline, and community engagement that should be considered in developing the new transportation funding source that is consistent with the regional plan. The subcommittee includes elected officials from each of the jurisdictions in Sacramento County as well as two citizen advisory members. In addition to the activities underway by the subcommittee, Sacramento County officials are working with the Greater Sacramento Economic Council to conduct additional polling and engagement to gauge and build community support for the measure.

While one or both of these local option measures may go forward in the first four years of the MTP, in 2024 or 2026, the plan takes a more conservative approach by not including any new revenue in the plan's financial forecast until 2030. This assumption provides sufficient time for county officials to place measures before voters ahead of any anticipated revenues in the regional plan with voting cycles occurring in 2024, 2026, and 2028. SACOG will not include any new sales tax revenues as "available" or "committed" for transportation purposes per federal guidance on financial constraint in non-attainment and maintenance areas. However, given the active efforts on both these measures, positive polling results in Placer County, and previous levels of support in Sacramento County, SACOG believes the assumption of future sales tax measures is reasonable for planning purposes in the later years of the plan. Assuming no revenues until after 2030 also avoids including non-committed funding for specific transportation projects within the years of the Metropolitan Transportation Improvement Program which currently programs funds out to 2026. SACOG is also working on a major update of the regional plan with an anticipated adoption date of November 2025 that will revisit the assumptions of new sales taxes based on the latest information available from the ongoing efforts in both counties.

Note on Roadway User Fees in the MTP

Advancements in technologies enabling greater use of electric and alternative fuel and highly efficient vehicles will continue to impact gas tax revenues. In California, the California Energy Commission estimates that statewide demand for gasoline will decrease by one to two percent annually over the next decade. At the same time, SACOG projections indicate that the total number of vehicle miles traveled (VMT) will increase by roughly 16 percent, despite a decrease in per capita VMT of nearly 8 percent by 2044. This additional demand on the roadways, paired with decreasing gas consumption, creates a significant challenge for a gas tax-based system and necessitates exploration of a replacement.

The MTP includes revenues from both tolling specific facilities and from a mileage-based fee that would replace existing state fuel taxes. This assumption is supported by both national and statewide efforts to explore mileage-based systems. In 2009, the National Surface Transportation

Infrastructure Financing Commission identified direct user fees, such as tolling and mileage fees, as the most viable replacement for fuel taxes in the long term. Currently, at least ten states, including California are exploring or testing mileage fees in some capacity. SACOG supports further research, development, and demonstration of mileage-based user fees specific to the Sacramento region to help build and maintain our regional transportation system. SACOG is currently leading an effort with the Southern California Association of Governments and San Diego Association of Governments to develop a pricing pilot program in support of the pricing assumptions included in the regional plan. The revenue forecast for the plan conservatively estimates that revenues generated from user fees will not be available until the last 10 years of the plan. However, testing and research efforts will begin immediately as are efforts to begin implementation on the first tolled facilities in the region on I-80 in Yolo County.

Table B.3. Local Revenue Sources and Assumptions

	MTP
Local Transportation Fund (LTF)	**Base Year:** 2023 **Key Assumptions:** ¼-percent general sales tax for transportation will remain in place at existing rate. **Growth:** 3% annual average growth
Measure A	**Base Year:** 2023 **Key Assumptions:** ½-cent general sales tax in Sacramento County will remain in place at existing rate. **Growth:** 3% annual average growth
New Measure A	**Base Year:** N/A **Key Assumptions:** Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040. **Growth:** 3% annual average growth
Placer ½ cent sales tax	**Base Year:** N/A **Key Assumptions:** Equivalent of 1/2-percent general sales tax will begin in 2020 and last through the horizon year of the plan in 2040. **Growth:** 3% annual average growth
Gas Tax Subventions (Sec. 2103-2107.5) and SB1 Road Maintenance and Rehabilitation Account (Sec. 2031)	**Base Year:** 2023 **Key Assumptions:** Subventions will continue to flow to cities and counties based on existing formulas. **Growth:** 1% annual average growth
Other Local Funds	**Base Year:** 2023

	Key Assumptions: Based on 19-year historic average of budget information provided by local jurisdictions to the California State Controller. Contains all revenues from local sources dedicated to local streets and roads. **Nominal Growth Rate:** 2% average annual growth
Developer Contributions	**Base Year:** 2023 **Key Assumptions:** Developer investments in new roadways keep pace with housing growth over the life of the plan. **Growth:** 2% annual average growth
Transit Fare revenues	**Base Year:** 2023 **Key Assumptions:** Based on SACOG ridership projections and average fare per rider. Assumes future fare increases keep pace with inflation. Average fare per rider increases as more choice riders that pay closer to full fares increases to $1.24 by 2040 (in 2019 dollars).
Roadway User Fees	**Base Year:** N/A **Key Assumptions:** Net revenue captured from roadway user fees including tolling and mileage-based fees that would replace the fuel tax. Revenues based on vehicle miles traveled on the region's roadways. For estimating purposes, fees vary by location and time of day. The mileage-based user fee would replace the current gasoline tax and is estimated to range from 1 to 4 cents per mile.

Attachment A: Revenue Projections (in millions of nominal dollars)

	FFY 2023-2028	FFY 2029-2034	FFY 2035-2039	FFY 2040-2044	Total
Federal					
Federal Highway					
Congestion Mitigation and Air Quality - (CMAQ)	$153	$171	$163	$184	$670
Regional Surface Transportation Program - (RSTP)	$196	$227	$217	$245	$886
Federal Transit					
-FTA 5307 - Urbanized Area Formula Program	$201	$227	$217	$245	$890
-FTA 5309 - Capital Investment Grants	$50	$186	$352	$77	$666
-FTA 5310 - Elderly and Disabled Specialized Transit Program	$9	$10	$10	$11	$41
-FTA 5311 - Rural Transit Assistance Program	$11	$13	$12	$14	$50
-FTA 5337 - State of Good Repair	$74	$81	$78	$88	$320
-FTA 5339 - Bus and Bus Facilities	$17	$19	$18	$20	$74
-Small Transit Intensive Cities	$10	$11	$11	$12	$44
Other Federal Programs					
Highway Bridge Program	$262	$261	$249	$281	$1,053
Highway Safety Improvement Program	$63	$70	$67	$76	$276
Other Federal	$128	$148	$141	$160	$577
Federal Subtotal	**$1,173**	**$1,424**	**$1,534**	**$1,414**	**$5,546**
State	**FFY 2023-2028**	**FFY 2029-2034**	**FFY 2035-2039**	**FFY 2040-2044**	**Total**
State Highway Operations and Protection Program - (SHOPP)	$2,037	$2,127	$1,872	$1,968	$8,005
State Transportation Improvement Program - (STIP)					
-Interregional - IIP	$20	$70	$62	$65	$217
-Regional - RIP	$132	$188	$166	$174	$660
State Cap and Trade Program	$119	$147	$160	$205	$631
State Transit Assistance (99313 & 99314)	$133	$139	$123	$129	$524
State Transit Assistance (State of Good Repair)	$21	$22	$19	$20	$83
Active Transportation Program	$128	$142	$136	$154	$559
State Discretionary	$91	$100	$93	$103	$388
State Subtotal	**$2,681**	**$2,936**	**$2,632**	**$2,818**	**$11,067**

Local	FFY 2023-2028	FFY 2029-2034	FFY 2035-2039	FFY 2040-2044	Total
Sales Tax					
-Local Transportation Fund (LTF)	$930	$1,080	$1,058	$1,227	$4,295
-Sacramento County Measure A - (1/2%)	$798	$953	$934	$1,083	$3,767
-Sacramento County New Measure A - (1/2%)	$0	$806	$934	$1,083	$2,822
-Placer County Sales Tax - (1/2%)	$0	$346	$391	$442	$1,179
Gas Tax Subventions (Sec. 2103-2107.5)	$623	$764	$682	$717	$2,787
SB1 Road Maintenance and Rehabilitation Account (Sec. 2031)	$673	$904	$807	$848	$3,232
Other Local Funds	$1,247	$1,405	$1,305	$1,441	$5,399
Developer Contributions	$606	$669	$622	$687	$2,584
Transit Fares	$340	$457	$536	$752	$2,086
Roadway User Fees	$0	$178	$959	$1,085	$2,222
Local Subtotal	**$5,218**	**$7,561**	**$8,229**	**$9,365**	**$30,373**
Federal, State, and Local Total	**$9,072**	**$11,922**	**$12,394**	**$13,597**	**$46,986**

Attachment B: Revenue Projections (in millions of 2019 Dollars)

	FFY 2023-2028	FFY 2029-2034	FFY 2035-2039	FFY 2040-2044	Total
Federal					
Federal Highway					
Congestion Mitigation and Air Quality - (CMAQ)	$144	$138	$115	$115	$512
Regional Surface Transportation Program - (RSTP)	$184	$184	$153	$153	$675
Federal Transit					
-FTA 5307 - Urbanized Area Formula Program	$189	$184	$153	$153	$679
-FTA 5309 - Capital Investment Grants	$48	$145	$249	$51	$493
-FTA 5310 - Elderly and Disabled Specialized Transit Program	$9	$8	$7	$7	$31
-FTA 5311 - Rural Transit Assistance Program	$11	$10	$9	$9	$38
-FTA 5337 - State of Good Repair	$70	$66	$55	$55	$245
-FTA 5339 - Bus and Bus Facilities	$16	$15	$13	$13	$56
-Small Transit Intensive Cities	$9	$9	$8	$8	$33
Other Federal Programs					
Highway Bridge Program	$248	$211	$176	$176	$810
Highway Safety Improvement Program	$59	$57	$47	$47	$211
Other Federal	$120	$120	$100	$100	$440
Federal Subtotal	**$1,105**	**$1,148**	**$1,085**	**$887**	**$4,224**
State	**FFY 2023-2028**	**FFY 2029-2034**	**FFY 2035-2039**	**FFY 2040-2044**	**Total**
State Highway Operations and Protection Program - (SHOPP)	$1,932	$1,725	$1,325	$1,231	$6,214
State Transportation Improvement Program - (STIP)					
-Interregional - IIP	$18	$56	$44	$41	$159
-Regional - RIP	$124	$153	$117	$109	$503
State Cap and Trade Program	$113	$119	$113	$128	$473
State Transit Assistance (99313 & 99314)	$125	$113	$87	$81	$405
State Transit Assistance (State of Good Repair)	$20	$18	$14	$13	$64
Active Transportation Program	$121	$115	$96	$96	$428
State Discretionary	$85	$81	$66	$64	$297
State Subtotal	**$2,539**	**$2,380**	**$1,862**	**$1,762**	**$8,544**

Local	FFY 2023-2028	FFY 2029-2034	FFY 2035-2039	FFY 2040-2044	Total
Sales Tax					
-Local Transportation Fund (LTF)	$875	$874	$748	$767	$3,264
-Sacramento County Measure A - (1/2%)	$749	$771	$660	$677	$2,858
-Sacramento County New Measure A - (1/2%)	$0	$644	$660	$677	$1,981
-Placer County Sales Tax - (1/2%)	$0	$332	$277	$277	$885
Gas Tax Subventions (Sec. 2103-2107.5)	$585	$619	$483	$449	$2,136
SB1 Road Maintenance and Rehabilitation Account (Sec. 2031)	$629	$732	$571	$531	$2,463
Other Local Funds	$1,172	$1,138	$923	$901	$4,135
Developer Contributions	$570	$542	$440	$429	$1,982
Transit Fares	$319	$370	$378	$469	$1,536
Roadway User Fees	$0	$136	$678	$678	$1,492
Local Subtotal	**$4,899**	**$6,159**	**$5,820**	**$5,854**	**$22,732**
Federal, State, and Local Total	**$8,542**	**$9,688**	**$8,767**	**$8,503**	**$35,500**

April 2022 Polling Results and Board Direction for Potential 2022 Sales Tax Measure

Item I

Placer County
Transportation
Planning Agency






Voter Support for a Potential South Placer County Transportation Sales Tax Measure

Key Findings of a Survey Conducted:
April 10-16, 2022

FM3 RESEARCH | OPINION RESEARCH & STRATEGY

220-6380

Survey Specifics and Methodology

Dates	April 10-16, 2022
Survey Type	Dual-mode Voter Survey
Research Population	Likely November 2022 Voters in South Placer County
Total Interviews	615
Margin of Sampling Error	(Full Sample) ±4.0% at the 95% Confidence Level (Half Sample) ±5.7% at the 95% Confidence Level
Data Collection Modes	 Telephone Interviews  Online Interviews

(Note: Not All Results Will Sum to 100% Due to Rounding)

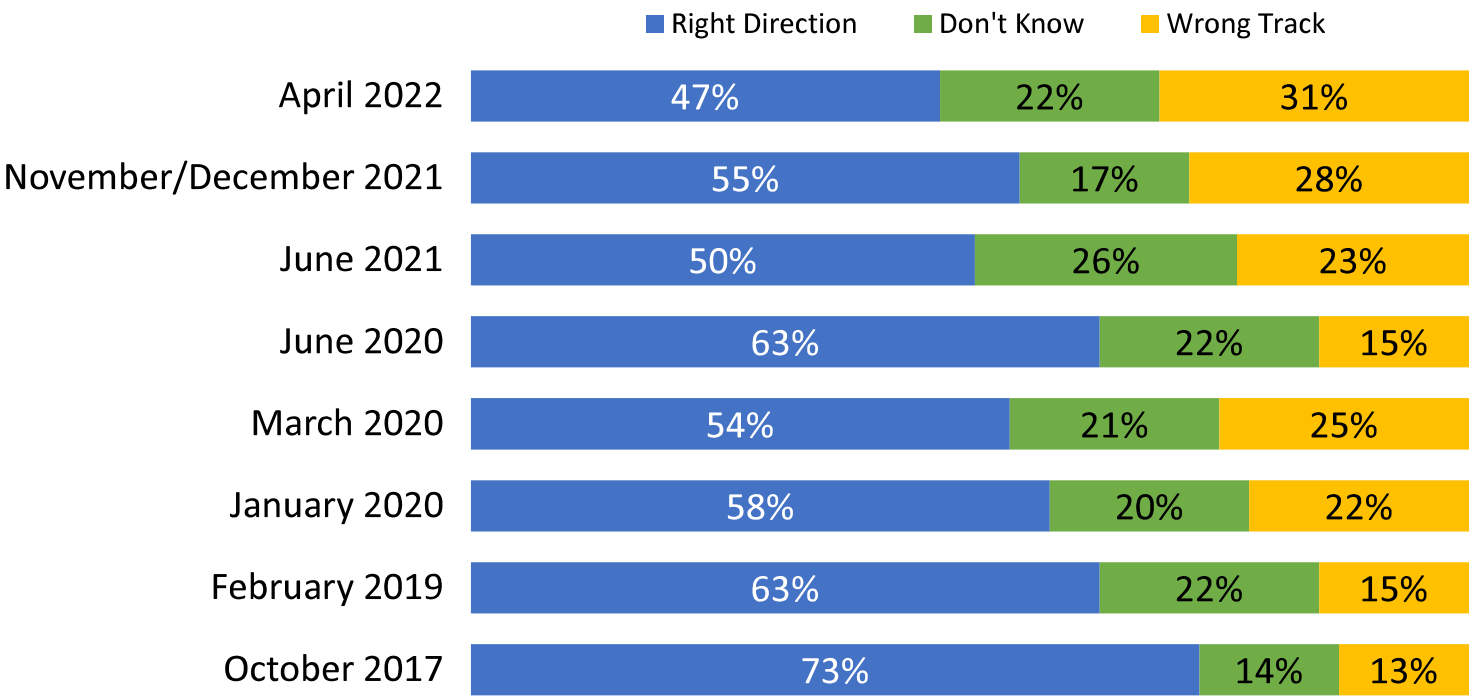





Views of Life in Placer County

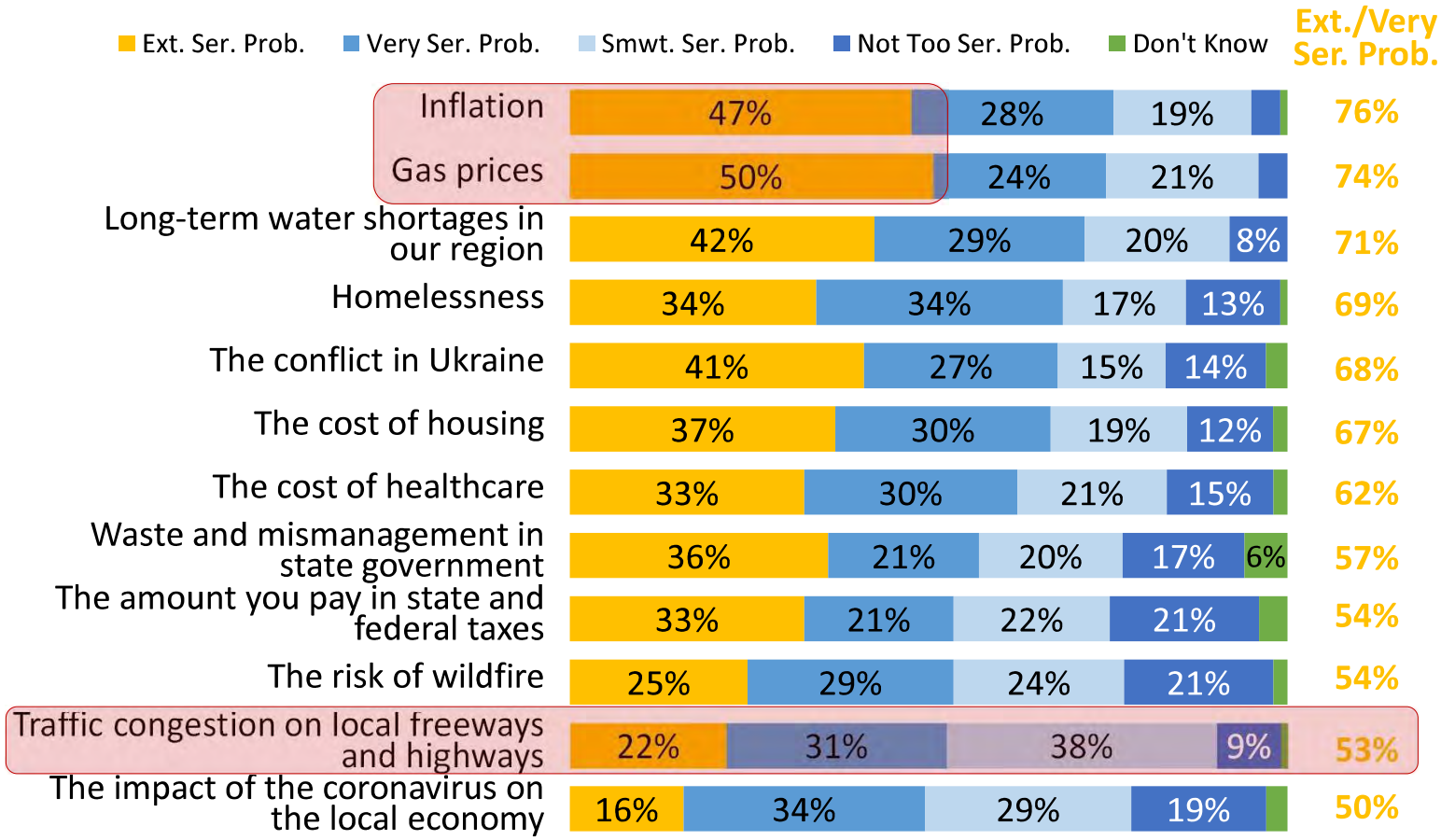
Voters are slightly more negative about the direction of the County than in the past.

Do you think things in Placer County are generally headed in the right direction, or do you feel things have gotten pretty seriously off on the wrong track?



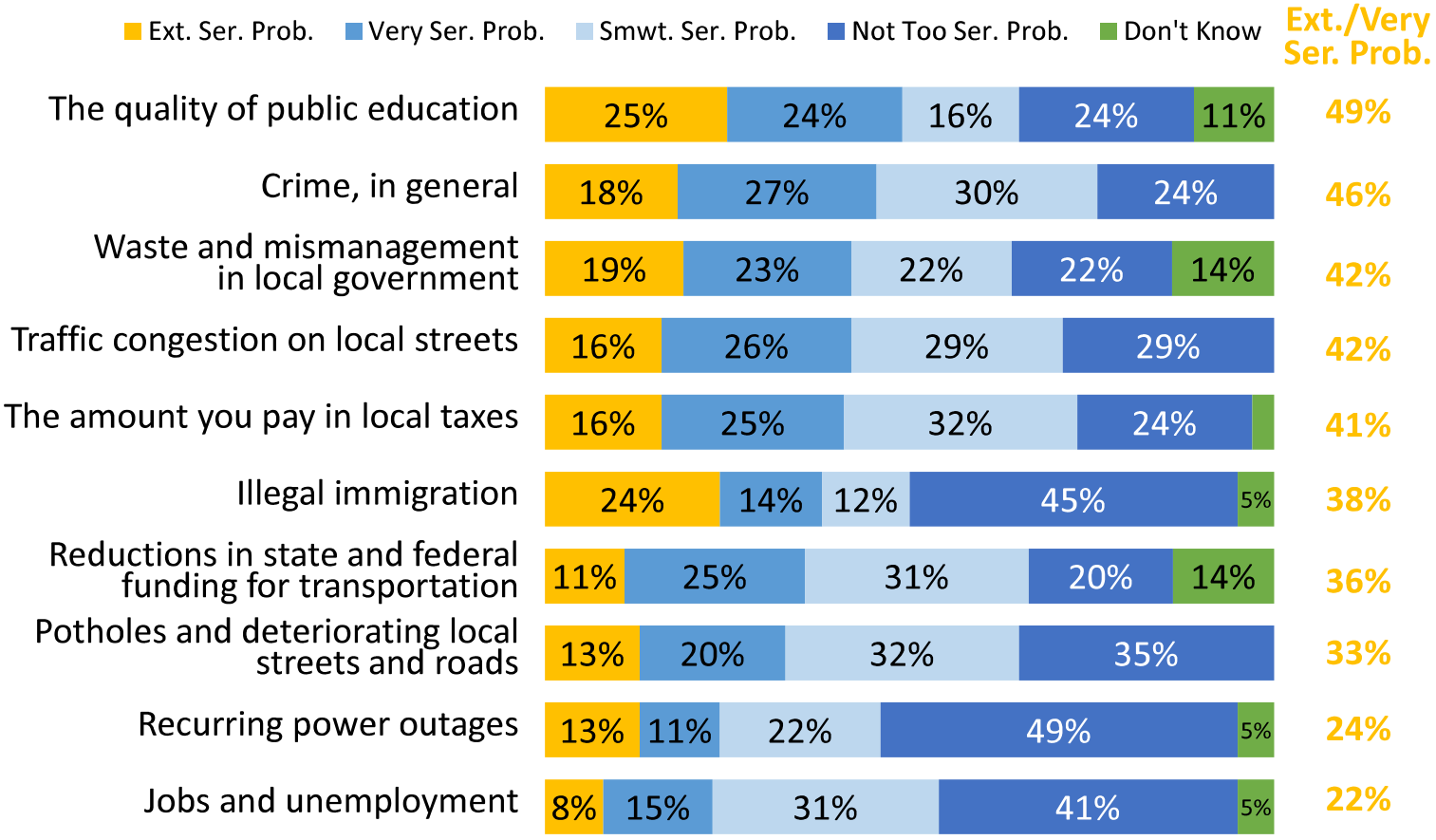
Q1.

Cost of living issues of inflation and gas prices are voters' top concerns.



Q4. I'd like to read you a brief list of issues that could be problems for people living in your local area. Please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or a not too serious problem at all for people living in your area. Split Sample

Traffic on local streets and deteriorating streets are not top tier concerns.



Q4. I'd like to read you a brief list of issues that could be problems for people living in your local area. Please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or a not too serious problem at all for people living in your area. Split Sample

Many issues, including education, crime and homelessness, are much more pressing concerns.

(Extremely/Very Serious Problem)

Issue	Oct. 2017	Feb. 2019	Jan. 2020	March 2020	June 2020	June 2021	Nov./ Dec. 2021	April 2022	Nov./Dec. 2021- April 2022 Difference
The quality of public education	28%	37%	39%	38%	42%	41%	35%	49%	**+14%**
Crime, in general	--	--	--	--	--	37%	32%	46%	**+14%**
Homelessness	--	54%	58%	59%	52%	59%	55%	69%	**+14%**
*Waste and mismanagement in state government	47%	60%	54%	59%	49%	58%	49%	57%	**+8%**
The cost of healthcare	57%	67%	63%	60%	64%	60%	55%	62%	**+7%**
The risk of wildfire	--	--	--	--	--	65%	50%	54%	**+4%**
*Waste and mismanagement in local government	47%	42%	43%	48%	37%	40%	38%	42%	**+4%**
Traffic congestion on local streets	--	47%	54%	52%	33%	45%	38%	42%	**+4%**
Long-term water shortages in our region	41%	49%	50%	57%	50%	69%	69%	71%	**+2%**
Recurring power outages	--	--	29%	30%	27%	29%	22%	24%	**+2%**
Reductions in state and federal funding for transportation	31%	43%	45%	46%	42%	40%	35%	36%	**+1%**
The amount you pay in state and federal taxes	43%	52%	56%	56%	58%	54%	54%	54%	**0%**

Q4. I'd like to read you a brief list of issues that could be problems for people living in your local area. Please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or a not too serious problem at all for people living in your area. Split Sample

Concern about traffic on local freeways is at its lowest point since 2017.

(Extremely/Very Serious Problem)

Issue	Oct. 2017	Feb. 2019	Jan. 2020	March 2020	June 2020	June 2021	Nov./ Dec. 2021	April 2022	Nov./Dec. 2021- April 2022 Difference
*The impact of the coronavirus on the local economy	--	--	--	38%	75%	57%	51%	50%	-1%
Illegal immigration	32%	45%	43%	35%	32%	36%	39%	38%	-1%
The cost of housing	--	54%	57%	56%	49%	63%	69%	67%	-2%
The amount you pay in local taxes	29%	33%	37%	44%	37%	42%	43%	41%	-2%
Traffic congestion on local freeways and highways	58%	67%	63%	66%	55%	55%	58%	53%	-5%
Potholes and deteriorating local streets and roads	35%	43%	41%	39%	38%	32%	40%	33%	-7%
Jobs and unemployment	22%	21%	17%	23%	39%	31%	32%	22%	-10%

Q4. I'd like to read you a brief list of issues that could be problems for people living in your local area. Please tell me whether you personally consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem, or a not too serious problem at all for people living in your area. Split Sample

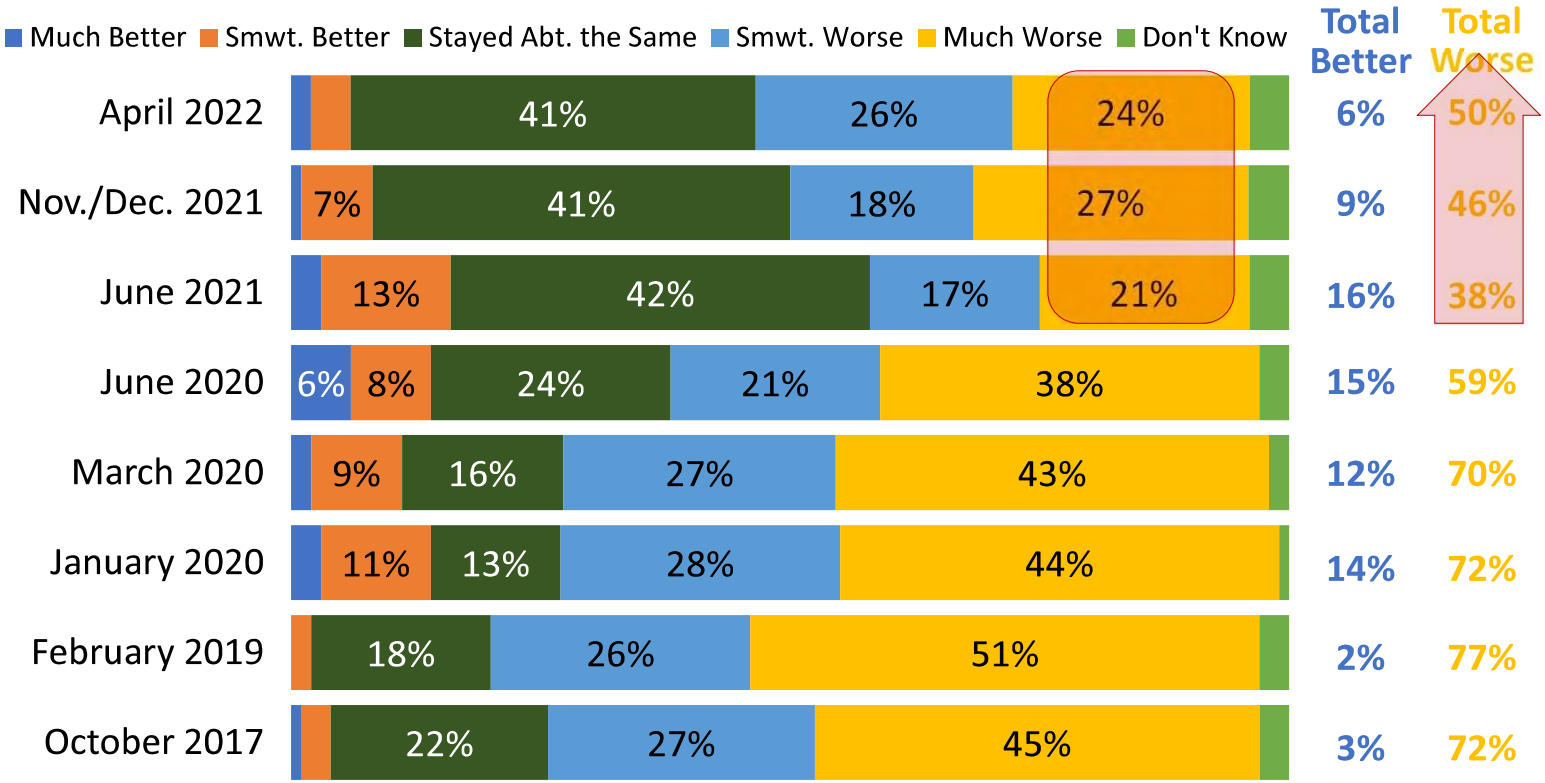
Digging Deeper into Perceptions of Traffic Congestion

- In each survey we have included a general question about whether voters feel traffic congestion has generally gotten better, worse or stayed the same in recent years.
- The coronavirus pandemic required us to amend this question in the past 3 surveys, as well as include prospective questions about future traffic congestion

June 2021 November 2021 April 2022	Thinking specifically about traffic do you feel local traffic congestion has gotten better, worse, or stayed about the same compared to before the coronavirus pandemic?
June 2020	Thinking specifically about traffic congestion—and putting aside the impact of stay-at-home orders over the past couple of months—do you feel it has gotten better, worse, or stayed about the same over the past couple of years?
Prior Surveys	Thinking specifically about traffic congestion, do you feel it has gotten better, worse, or stayed about the same over the past couple of years?

Half say traffic has gotten worse compared to before the pandemic.

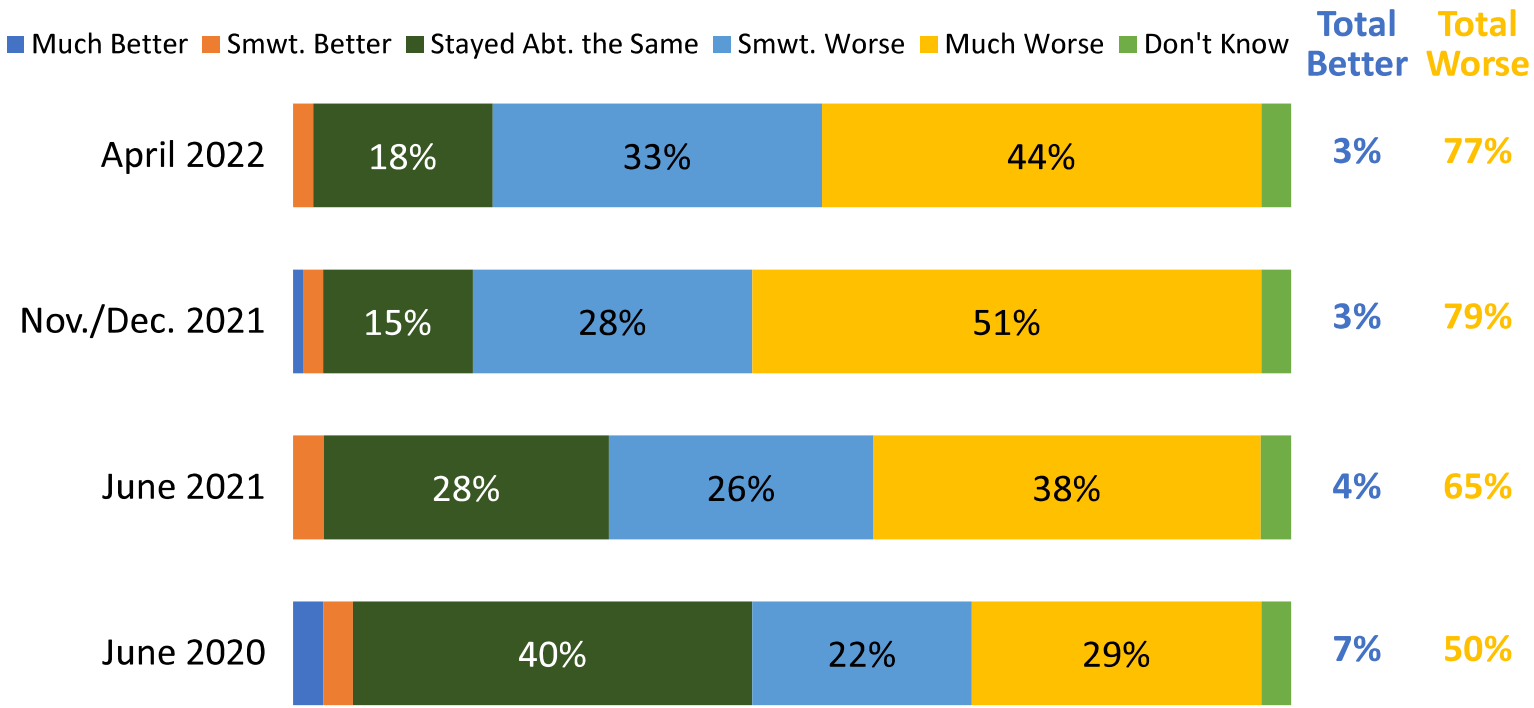
Thinking specifically about traffic, do you feel local traffic congestion has gotten better, worse, or stayed about the same compared to before the coronavirus pandemic?



Q5.

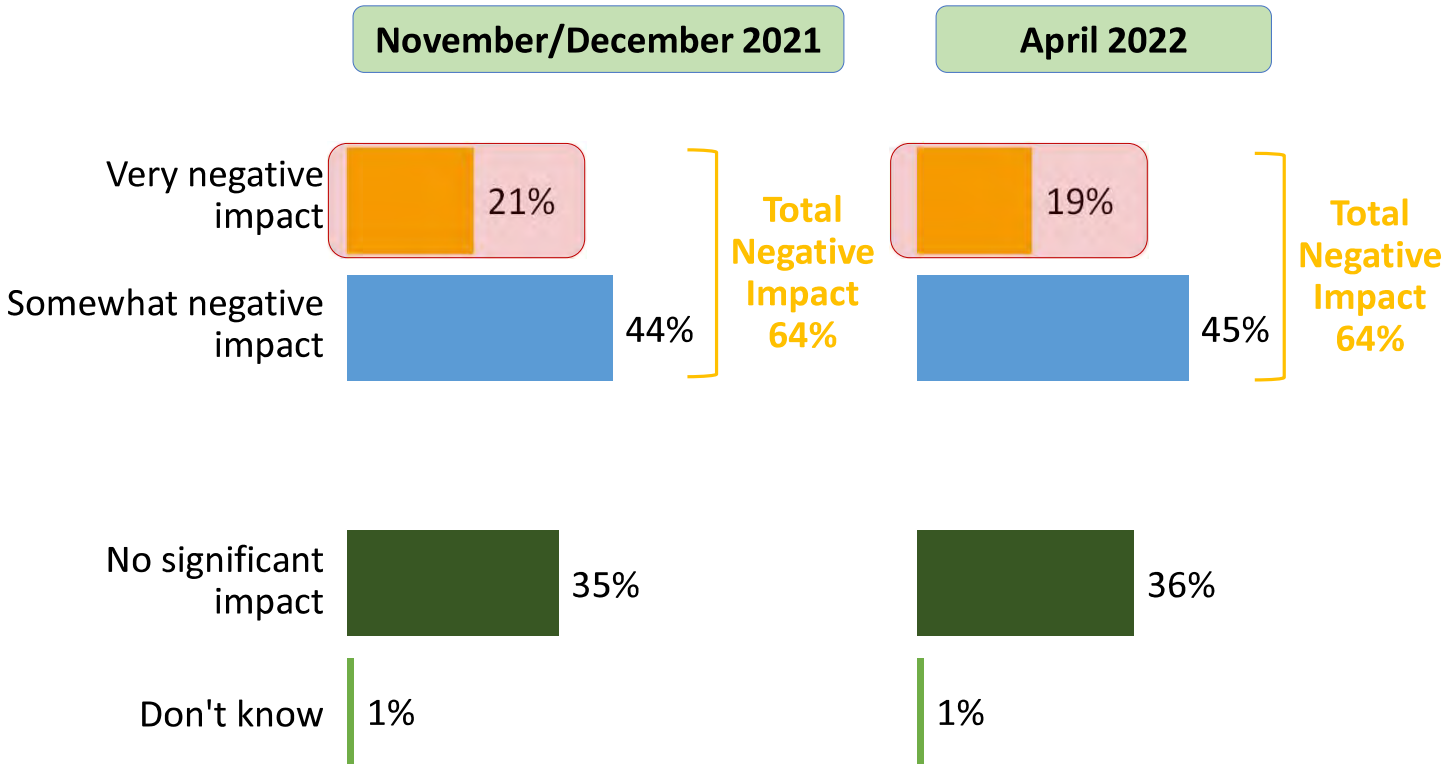
Voters broadly agree that traffic will be worse two years from now.

Do you feel that local traffic congestion will eventually be better, worse, or stay about the same two years from now?



Q6.

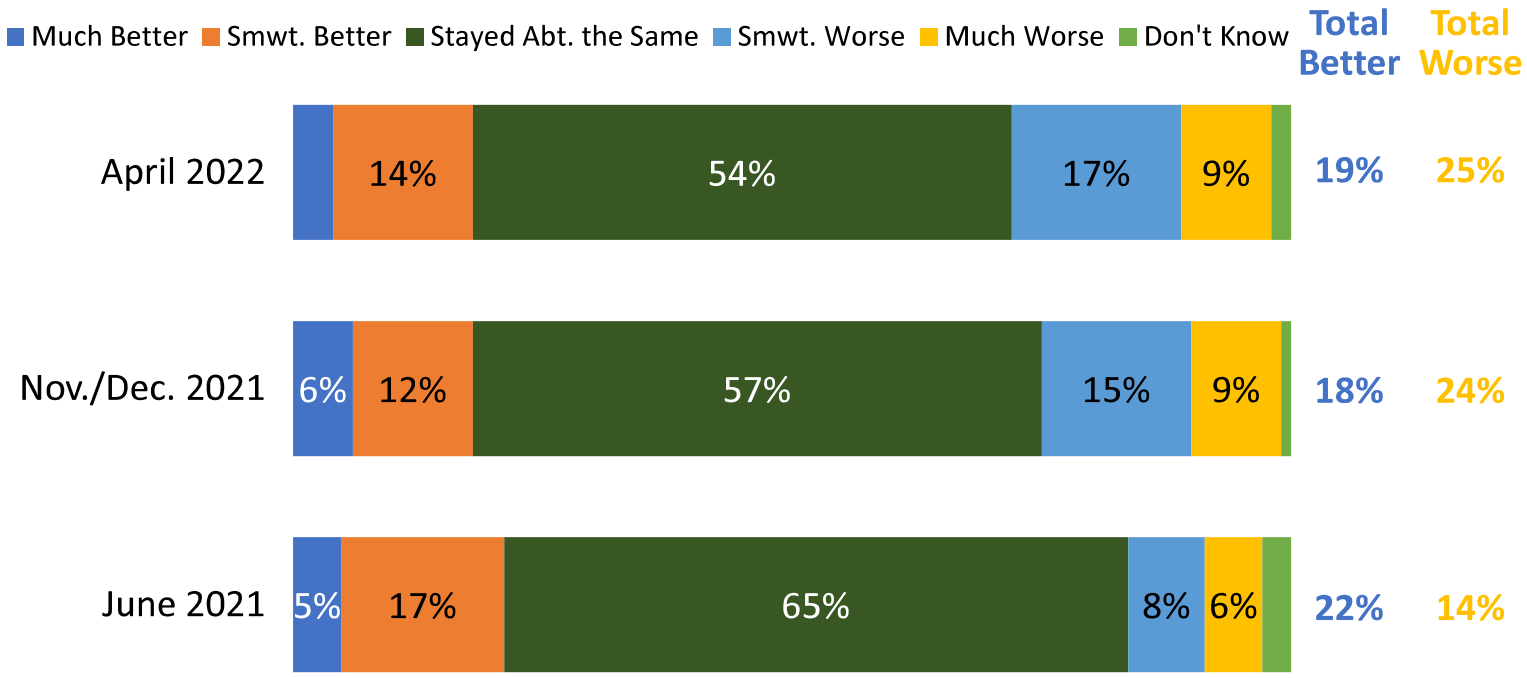
A majority say local traffic has a negative impact on their quality of life.



Q7. Do you feel that local traffic congestion has a negative impact on your quality of life or no significant impact on your quality of life?

A majority say their financial circumstances will likely remain the same over the next year.

<u>Over the next year</u>, do you expect that your household's financial circumstances will generally: get better, get worse, or stay about the same?



Q8.

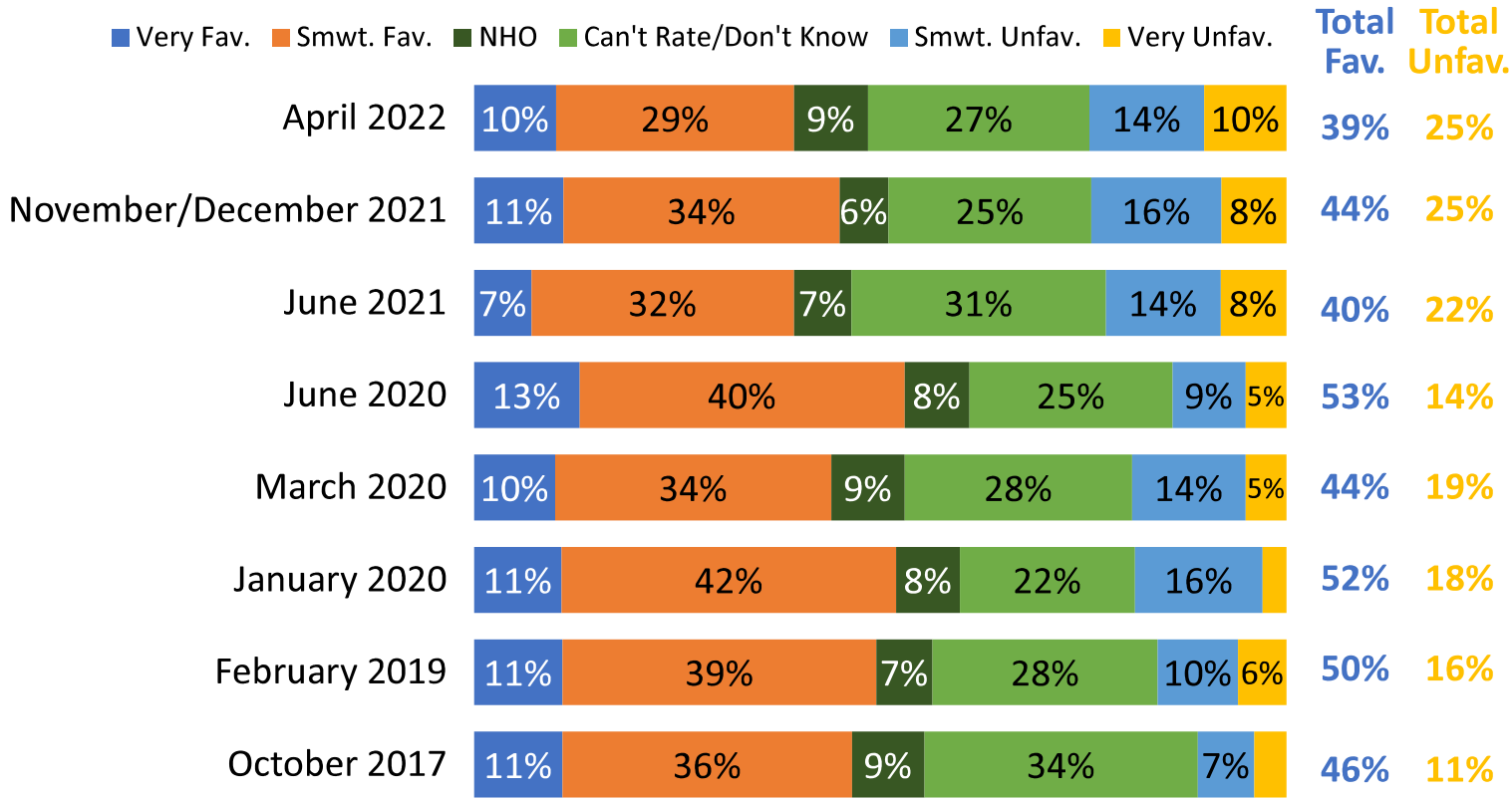





Views of Local Government

View of the Board of Supervisors are consistent with recent research.

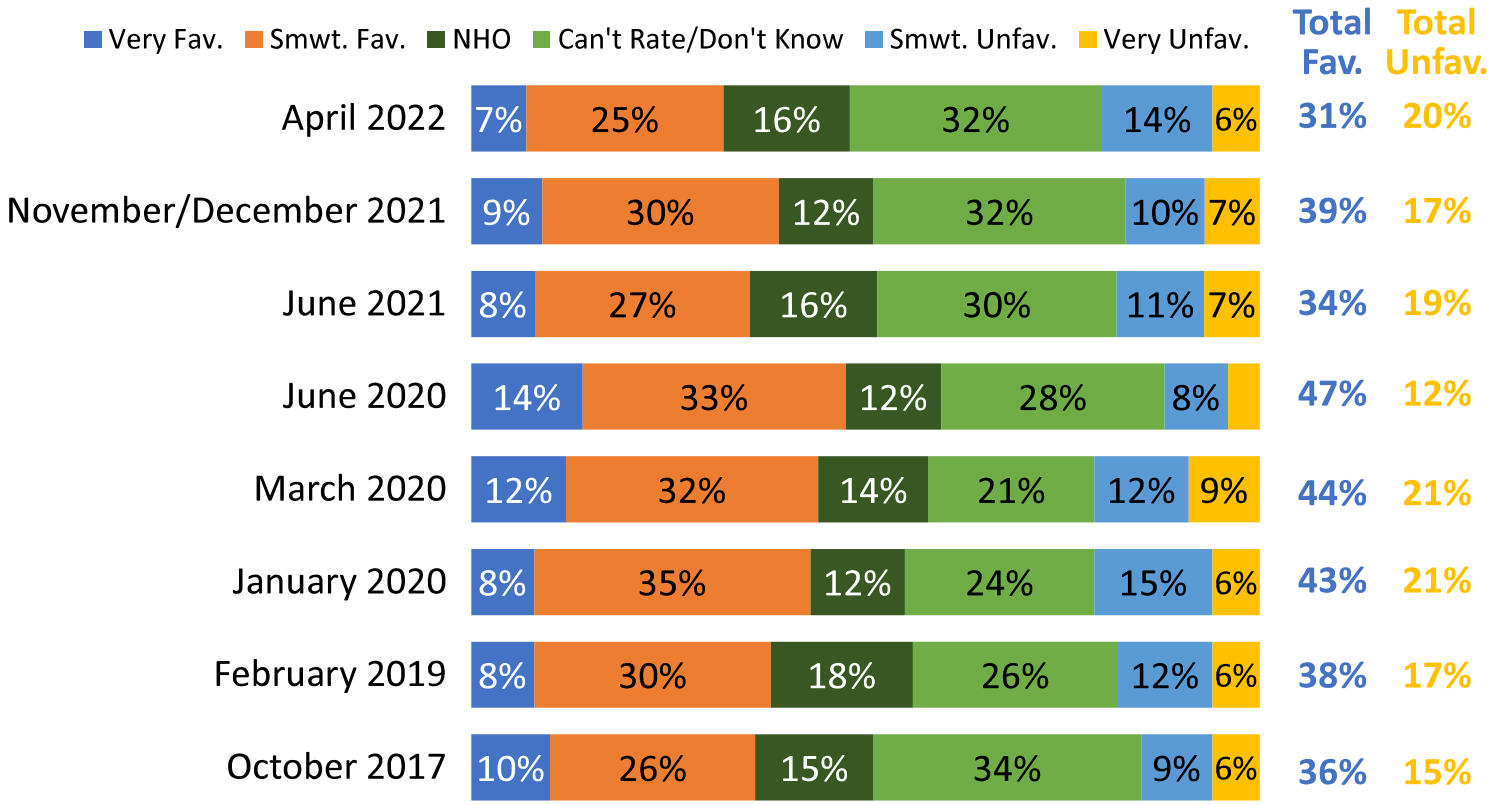
The Placer County Board of Supervisors



Q2a. I am going to read you a list of names of some institutions that are often in the public eye. Please tell me if your overall impression of the institution is favorable or unfavorable. Results from Prior Surveys were for the District Boundaries Only and Not Countywide

Similarly, views of PCTPA are generally consistent, though somewhat less favorable.

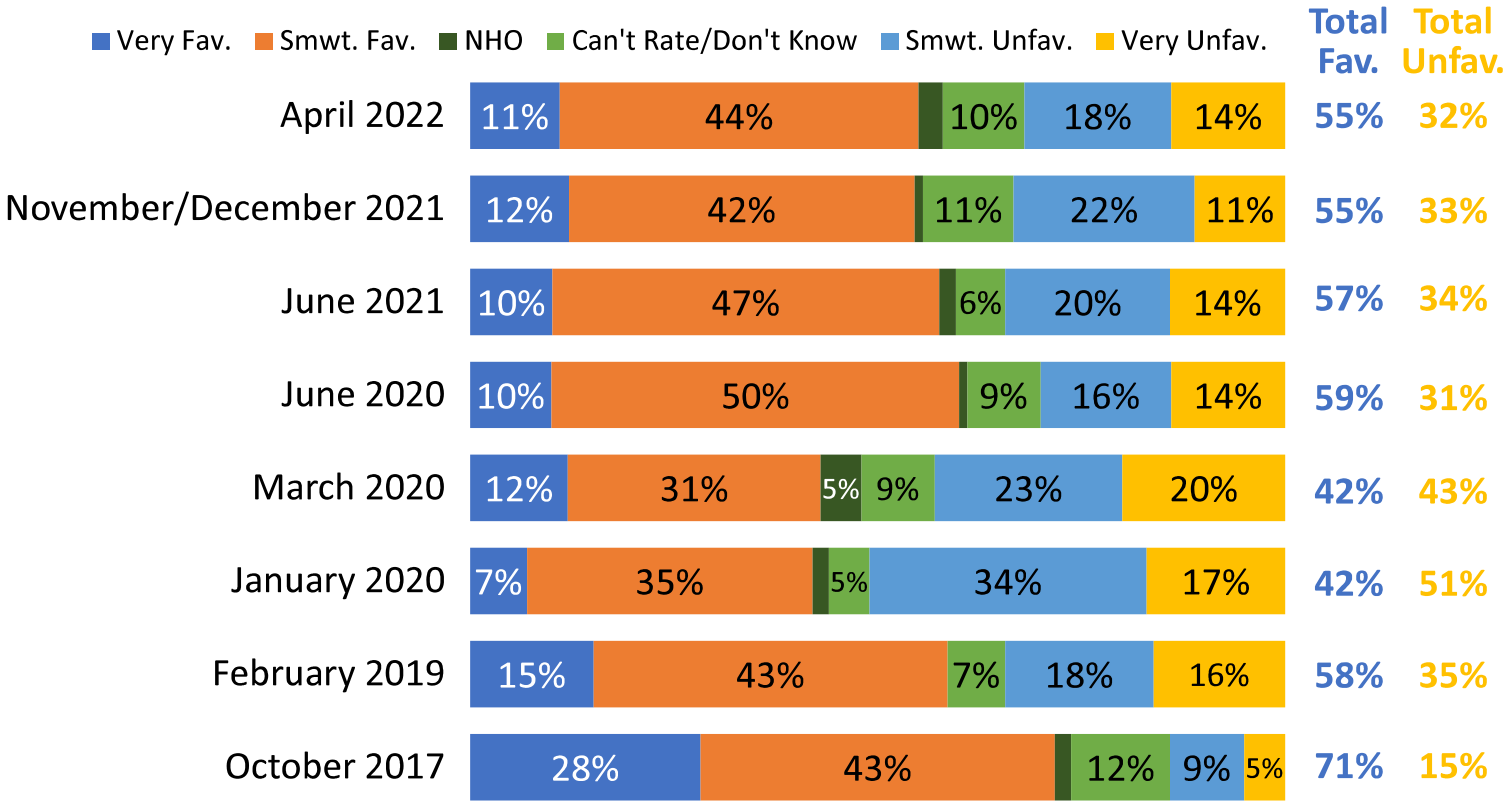
The Placer County Transportation Planning Agency



Q2b. I am going to read you a list of names of some institutions that are often in the public eye. Please tell me if your overall impression of the institution is favorable or unfavorable. Results from Prior Surveys were for the District Boundaries Only and Not Countywide

A majority of Lincoln voters view their city government favorably.

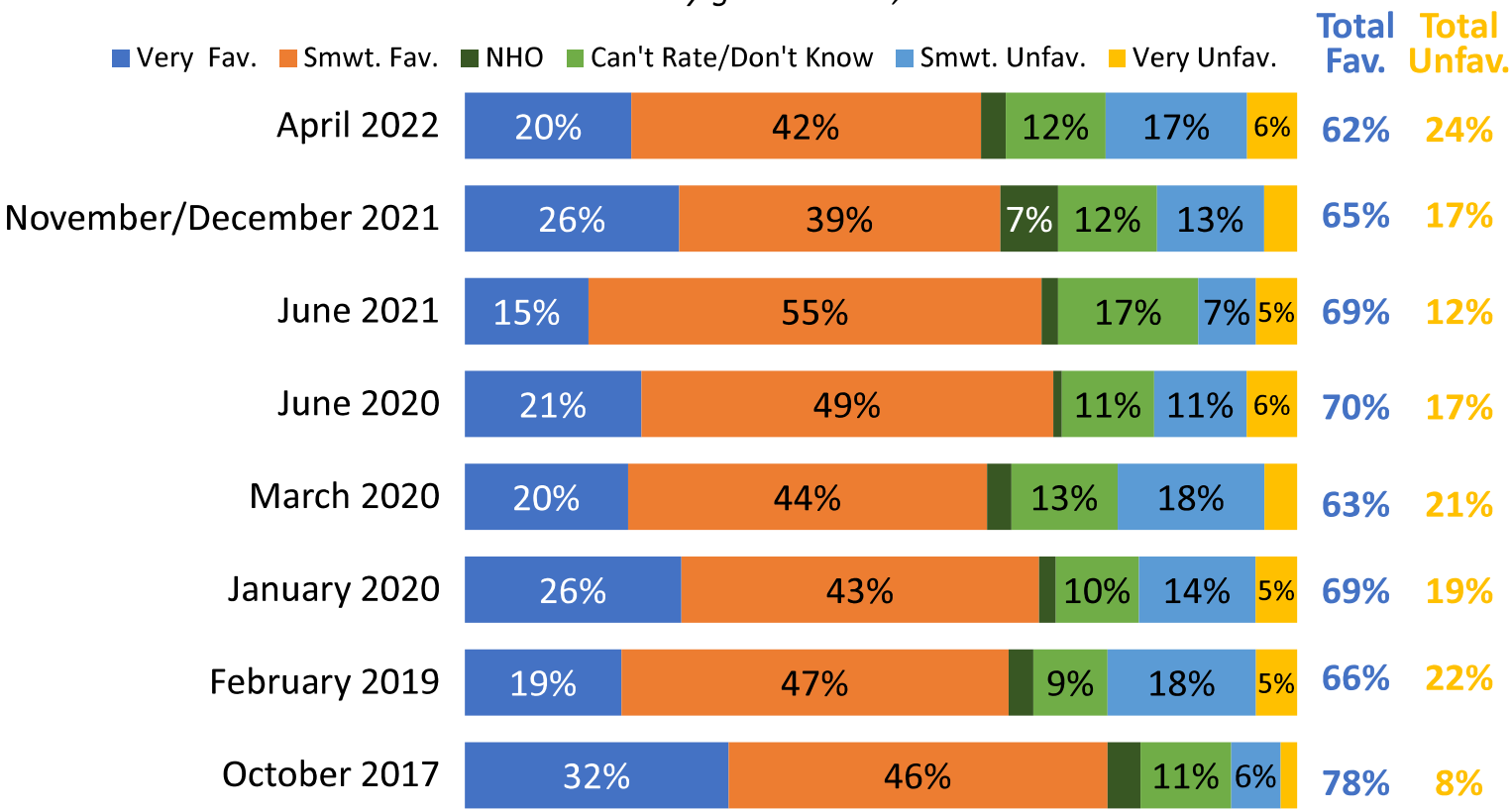
**Lincoln city government, overall*



*Q2c. I am going to read you a list of names of some institutions that are often in the public eye. Please tell me if your overall impression of the institution is favorable or unfavorable. *Asked in Respective City Only*

Three in five have a favorable opinion of Rocklin city government.

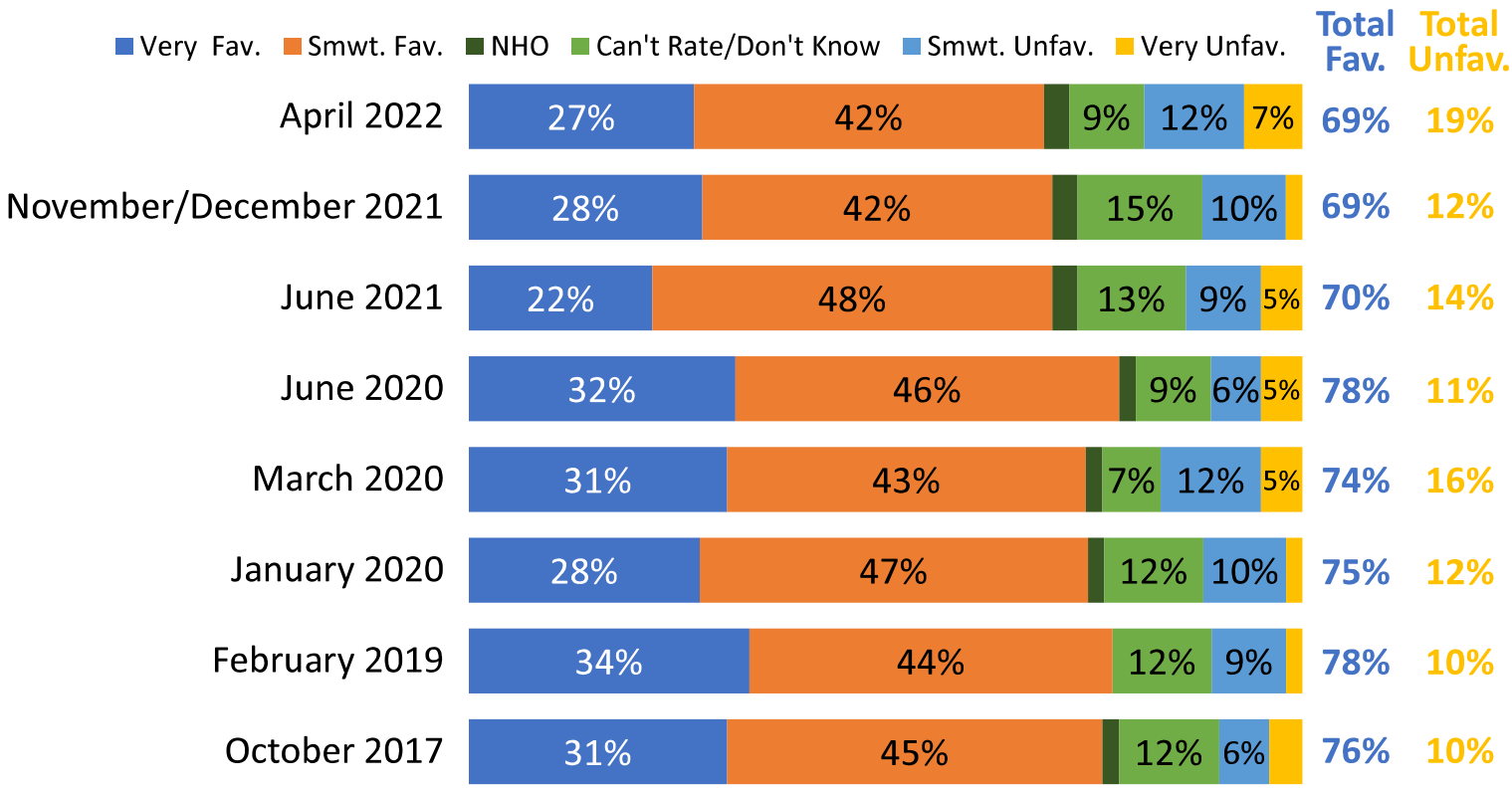
**Rocklin city government, overall*



*Q2d. I am going to read you a list of names of some institutions that are often in the public eye. Please tell me if your overall impression of the institution is favorable or unfavorable. *Asked in Respective City Only*

Two-thirds of Roseville voters view their city government favorably.

**Roseville city government, overall*



*Q2e. I am going to read you a list of names of some institutions that are often in the public eye. Please tell me if your overall impression of the institution is favorable or unfavorable. *Asked in Respective City Only*






Support for a Potential Transportation Sales Tax Measure

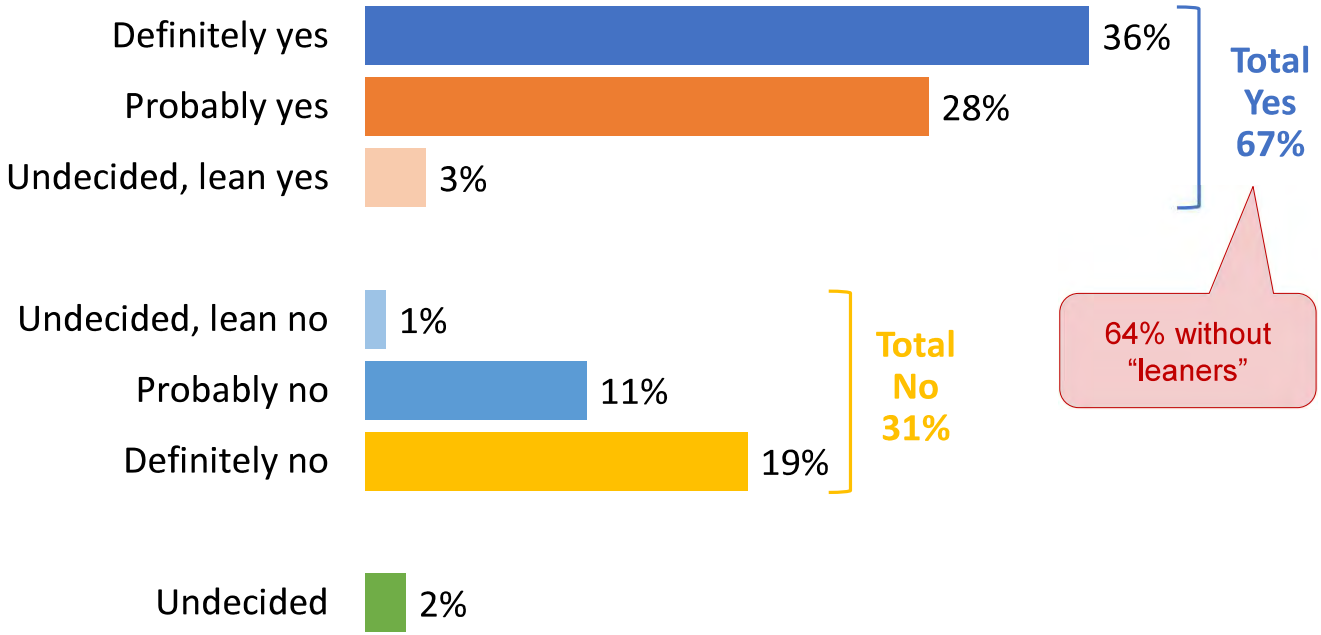
Ballot Language Tested

South Placer Traffic Relief Plan. Shall a measure to reduce traffic congestion and make transportation investments in Lincoln, Rocklin, and Roseville, including: completing 80/65 improvements; widening Highway 65; improving emergency responder access and wildfire evacuation by reducing traffic congestion/fixing bottlenecks; and funding local road repair; by establishing a ½-cent sales tax raising approximately $41,000,000 annually for 30 years, with independent audits, citizens' oversight, and increasing eligibility for state/federal matching funds, be adopted?

Q3. Do you think you would vote "yes" or "no" on this measure?

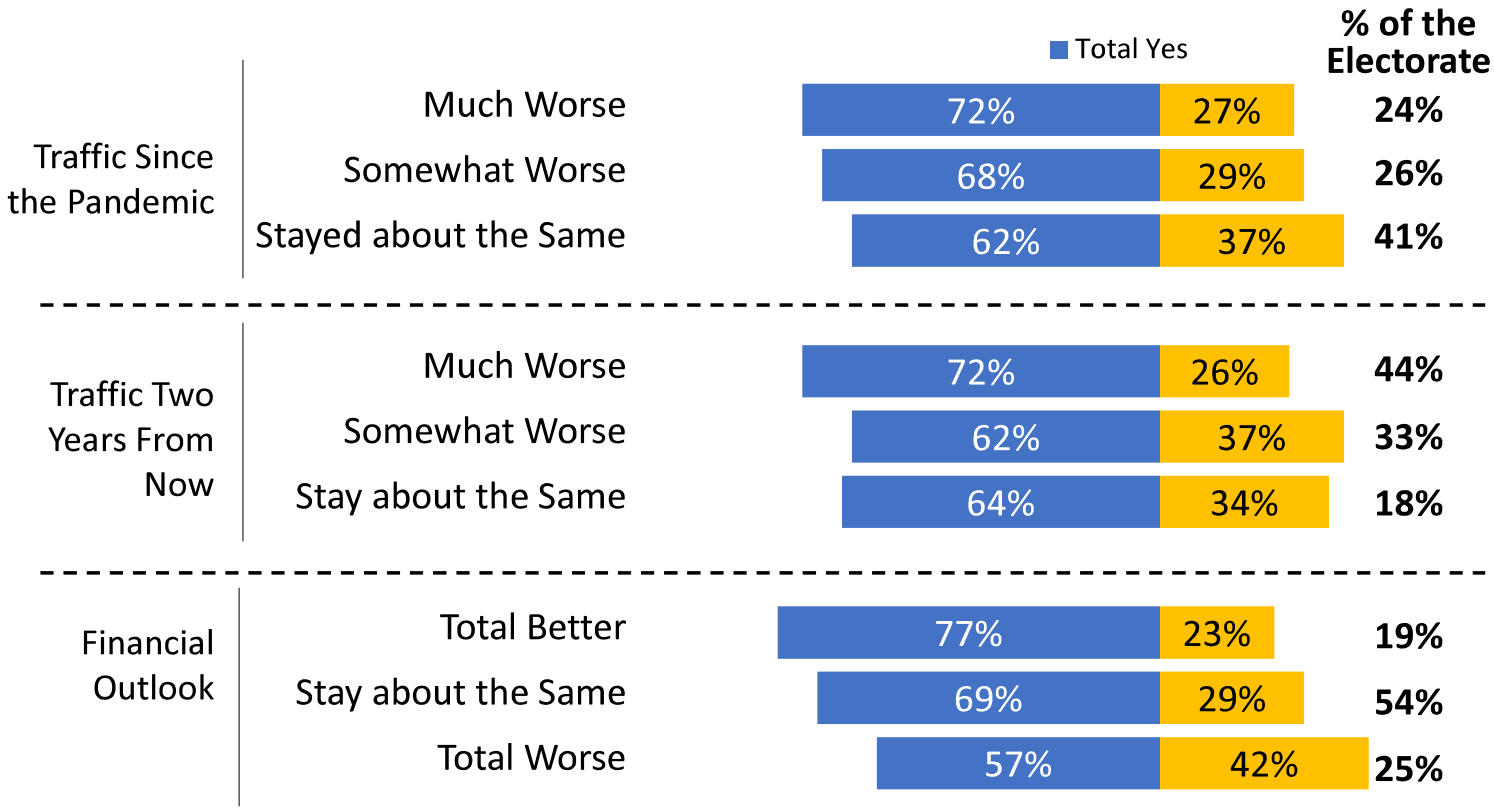
Two-thirds of voters support the measure initially.

Do you think you would vote "yes" or "no" on this measure?



Q3.

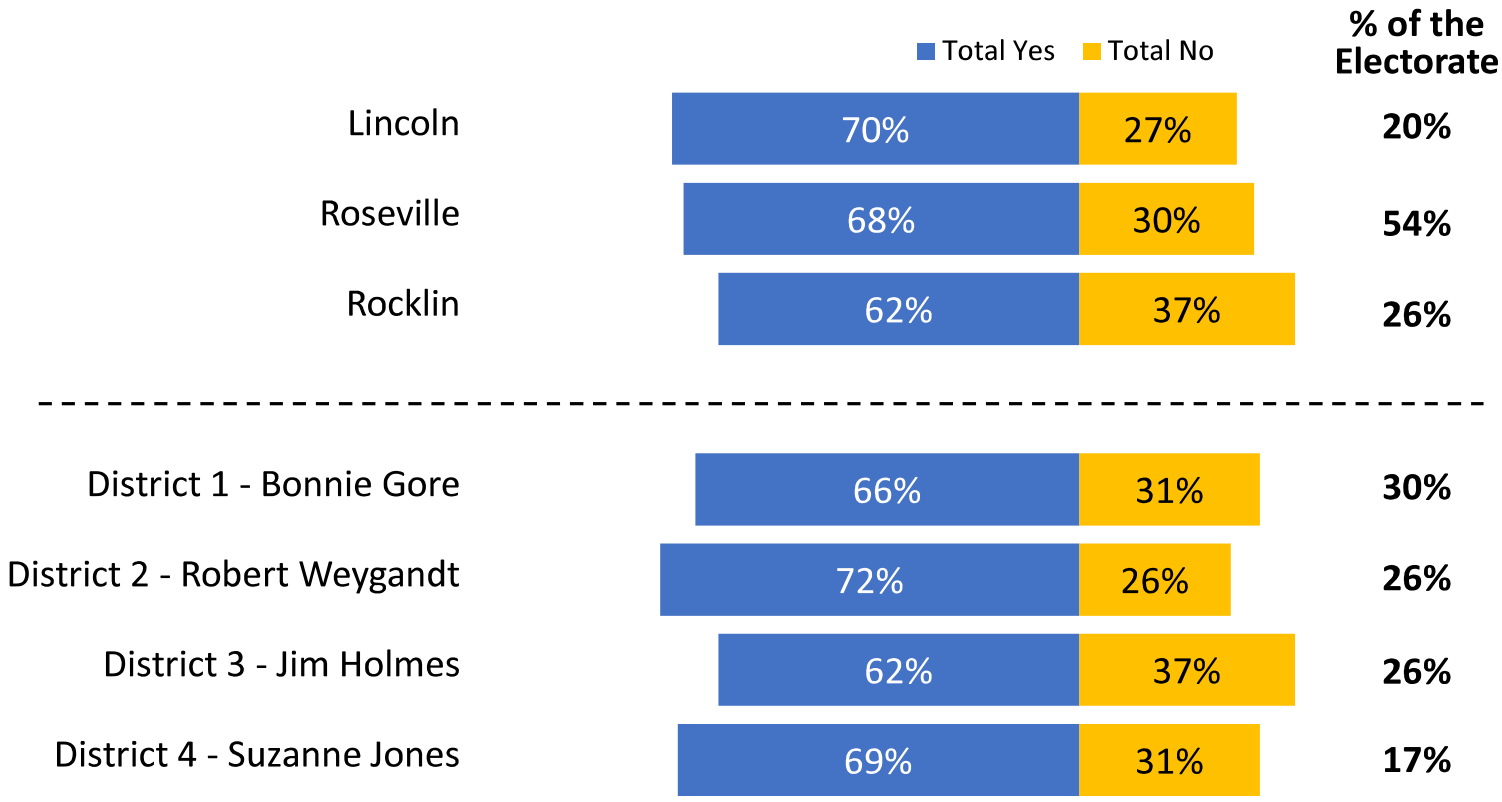
Traffic pessimists—and economic optimists—are more likely to support a measure.



Q3. Do you think you would vote "yes" or "no" on this measure?

Lincoln and Roseville voters are more supportive than Rocklin voters.

By City/Town & Board of Supervisors



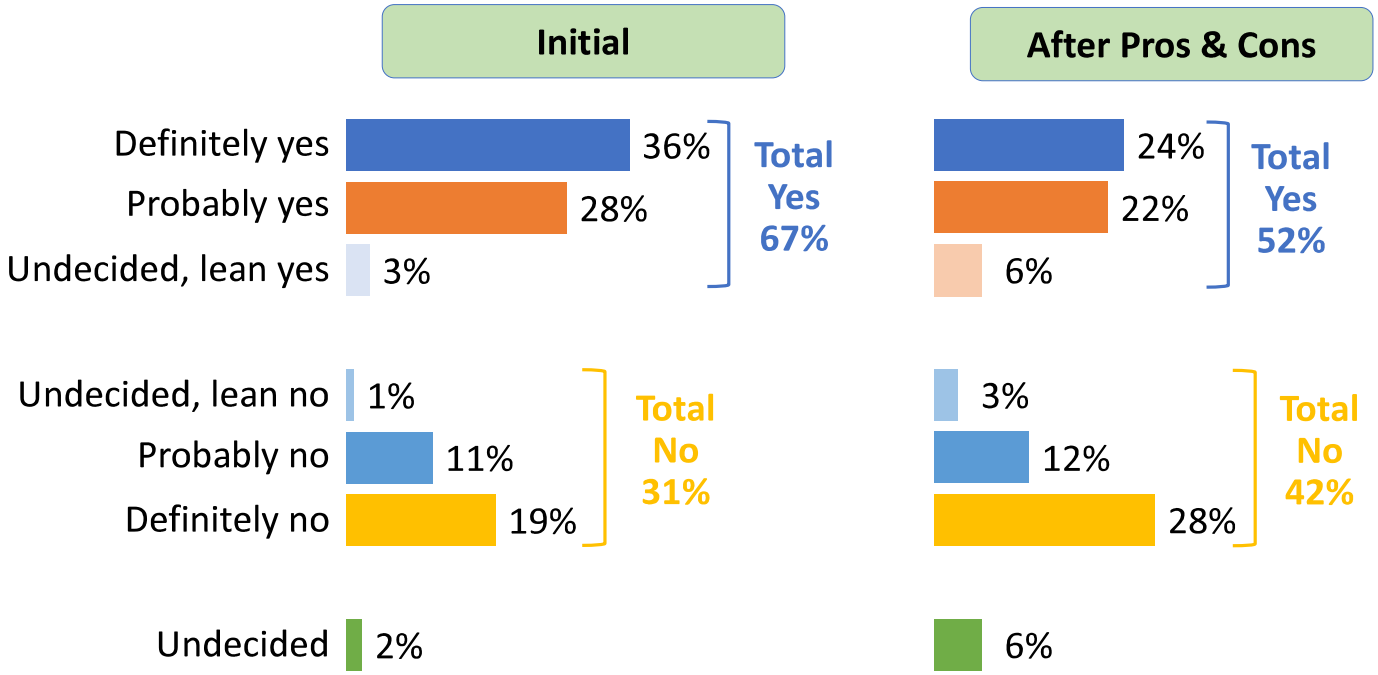
Q3. Do you think you would vote "yes" or "no" on this measure?





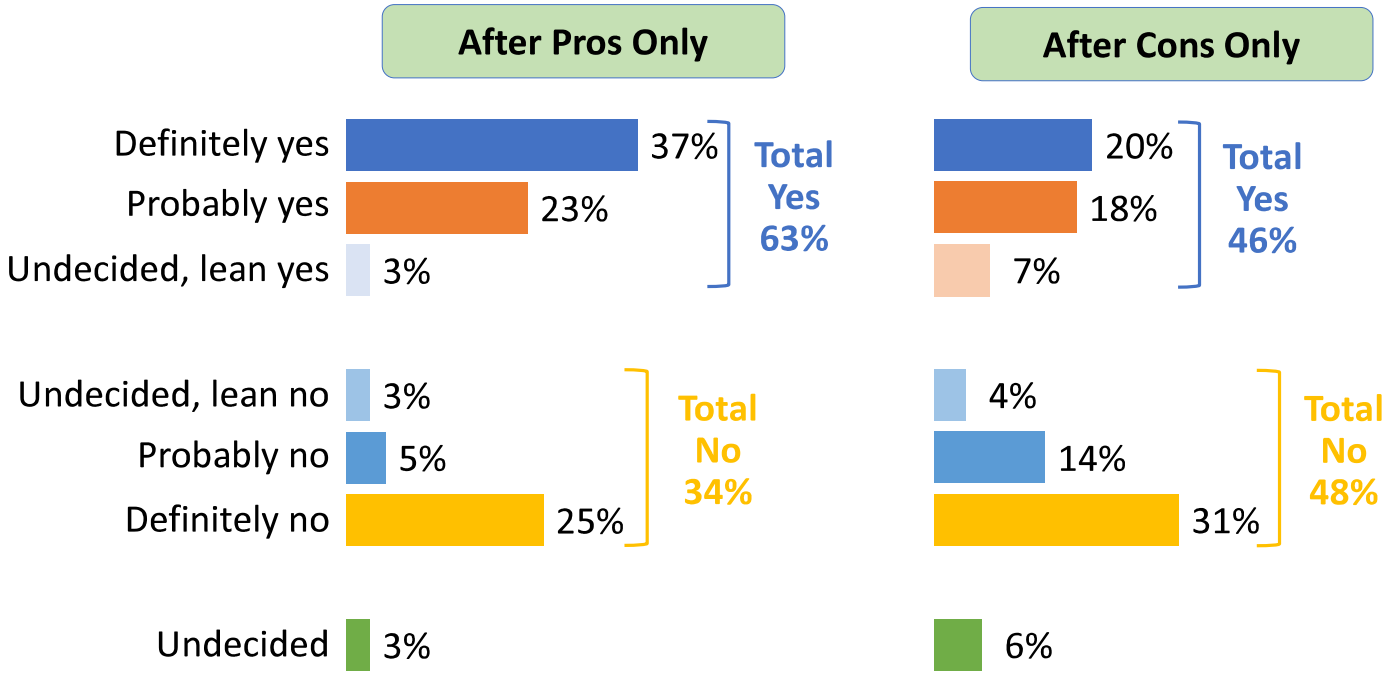

The Impact of Pro and Con Arguments

After an exchange of messaging, support decreases by 15 points.



Q3 & Q12 (Total). Do you think you would vote "yes" or "no" on this measure?

Even when voters heard pros in isolation, support still decreased slightly.



Q10. Do you think you would vote "yes" or "no" on this measure? Split Sample

Comparing Votes in Past Surveys

Survey	Initial "Yes" Vote	"Yes" After Only Positives	Final "Yes" Vote after Pros/Cons
Roseville, Rocklin, and Lincoln			
April 2022	67%	63%	52%
Nov/Dec 2021	63%	66%	51%
June 2021	64%	64%	58%
June 2020	61%	62%	54%
March 2020	62%	65%	56%
January 2020	63%	65%	56%
South Placer County			
February 2019	66%	73%	60%
October 2017	75%	76%	68%
All of Placer County			
Measure M Outcome	**64%**	**N/A**	**N/A**
October 2016	59%	N/A	N/A
September 2016	69%	70%	61%
February 2016	63%	63%	53%
May 2015	61%	61%	58%
June 2014	61%	60%	55%

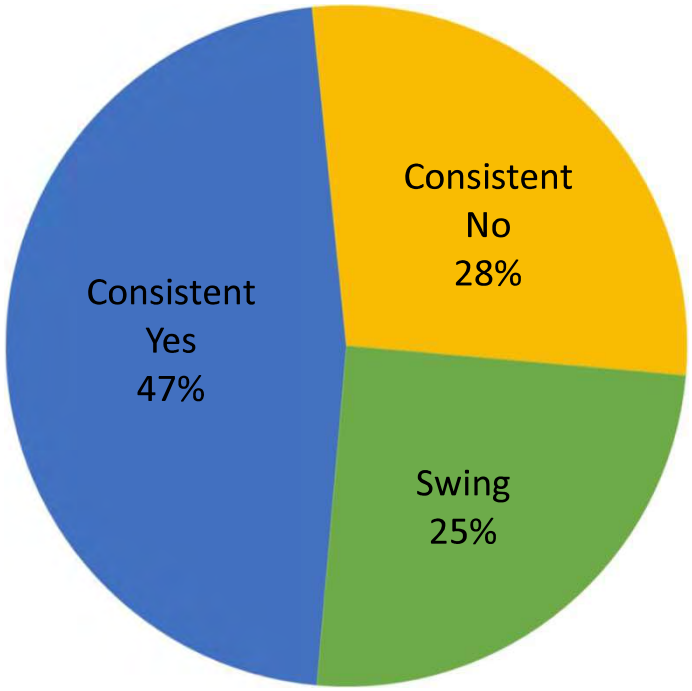
Last survey before placement

Q3 & Q12 Total. If the election were held today, would you vote yes in favor of it, or no to oppose it?

Segmenting the Electorate by Vote Consistency

- **Consistent Yes:** Voters who consistently indicated they would vote "yes" on the measure
- **Consistent No:** Voters who consistently indicated they would vote "no" on the measure
- **Swing:** Voters who do not fall into any of the other categories – remaining consistently undecided or switching positions

The following slide shows demographic groups that *disproportionately* fall into one category or the other.








Pro & Con Arguments

Messages in Favor of the Measure

Ranked by % Very/Somewhat Convincing

(I-80 ALTERNATIVES) This measure will reduce traffic congestion on Interstate 80 by providing commuters new alternatives when traveling west from South Placer County. These include widening Baseline Road from 2 to 4 lanes, and building a new expressway called the Placer Parkway linking Highway 65 at Whitney Ranch Parkway to Highway 99 north of the Sacramento Airport.

(HIGHWAY 65) Highway 65 is getting worse every year, and is now backed up for several hours each day. This measure provides funds to widen Highway 65 from 2 lanes in each direction to 4 all the way to Lincoln, relieving growing congestion on a key backbone for South Placer County.

^**(TRAFFIC - GENERAL)** Traffic congestion is back to 112% of 2019 levels and once again threatens our quality of life. Time stuck in traffic takes away from time better spent at home with family and friends. Plus, as our population grows, the number of cars will increase, leading to greater traffic gridlock. If we don't invest now in projects to better manage traffic flow, the problem will only get worse.

^**(80/65 INTERCHANGE)** Traffic comes to a crawl in and around the 80/65 interchange at almost all hours of the day, and it has become one of the most dangerous interchanges in the region. We need this measure to complete all phases of improvements to the interchange in all directions to both improve traffic flow and reduce congestion, and make the interchange safer to save lives.

(MATCHING FUNDS) With the recent passage of a historic federal infrastructure plan, there are going to be large amounts of funding available for much-needed transportation improvements if the County provides local funds. This measure will make it possible for South Placer County to receive its fair share of these once-in-a-lifetime matching funds, which would otherwise go to counties in the Bay Area or Southern California.

^**(ACCOUNTABILITY)** This has strong taxpayer safeguards to ensure the money is spent as promised, including an independent citizens' oversight committee; annual independent audits; and an annual public report to taxpayers. Additionally, 99% of the funds must be spent directly on transportation projects, and the tax will automatically expire after 30 years and cannot be extended without another vote.

Q9. Here are some statements from people who support this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure.
^Not Part of Split Sample

Messages in Favor of the Measure (Continued)

Ranked by % Very/Somewhat Convincing

^**(EMERGENCY RESPONDERS)** Many of South Placer County's streets, highways, and freeways are backed up with traffic. These conditions not only make it hard for emergency responders to reach people in a crisis quickly or transport them to a hospital but will make wildfire evacuations more challenging. Investing in our transportation system is also an investment in our safety.

(LONG-TERM PLAN) This measure is a critical part of a long-term plan to address traffic congestion now and into the future. It will both address current freeway and highway hot spots and future regional growth by expanding the capacity of our major roads and highways and public transportation options for local residents and commuters.

(ECONOMY/JOBS) A properly functioning and well-maintained transportation system is a key component of a strong economy with high-quality jobs. And we have seen the downside of our traffic problems, with congestion causing several companies to relocate out of South Placer. We need to invest in our roads and infrastructure to protect existing businesses and encourage new ones to locate here.

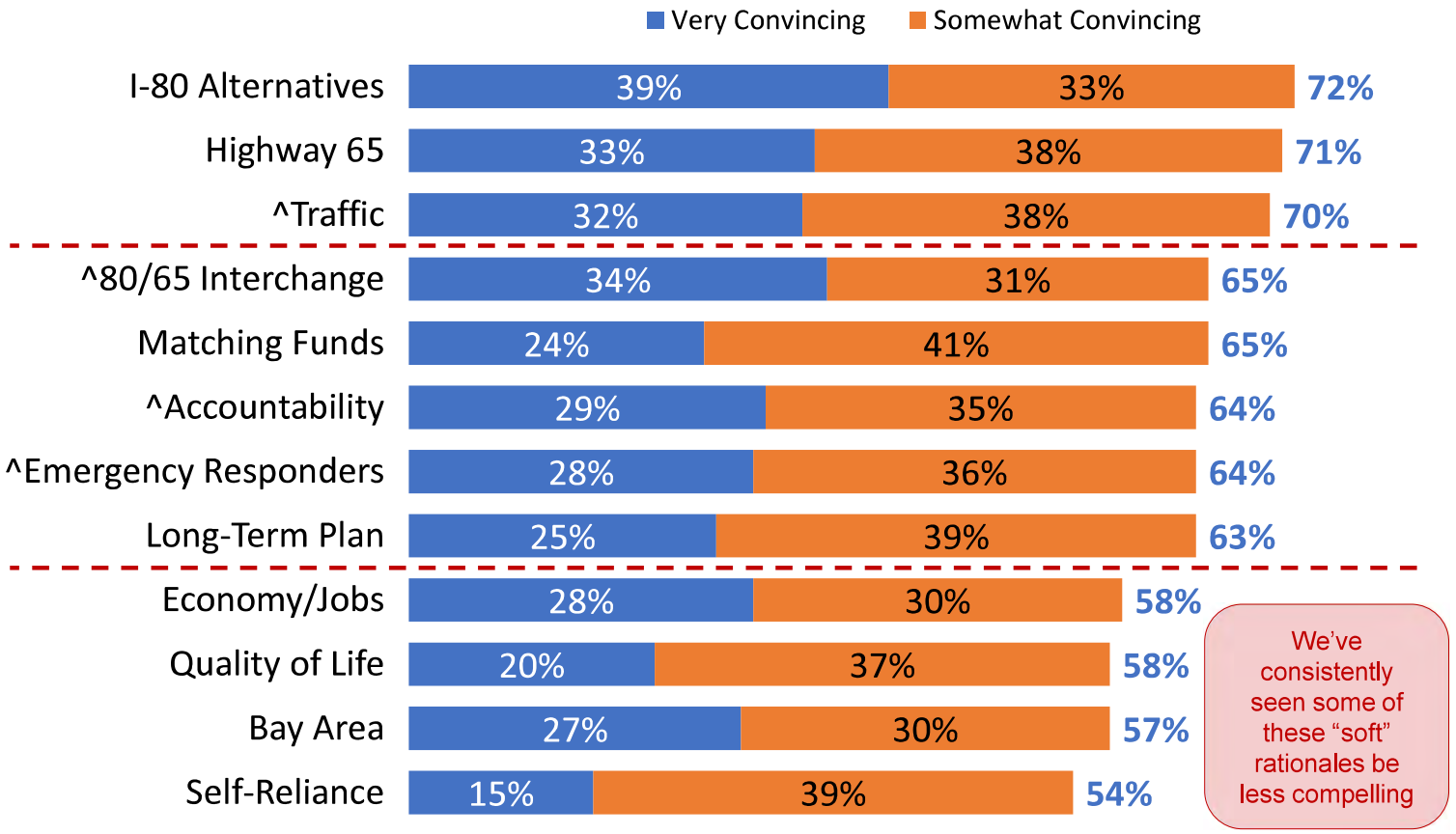
(QUALITY OF LIFE) Sitting in traffic is stressful and frustrating for all of us, and those wasted minutes and hours add up. Without taking action now, traffic congestion is going to start seriously impacting our quality of life, if it hasn't already. We need this measure to protect our quality of life and ensure that we can spend time on things far more important than sitting in our cars.

(BAY AREA) Bay Area residents continue to move to Placer County, something that has only accelerated during the coronavirus pandemic. State laws prevent us from limiting this growth, so we need measures like this to address the inevitable traffic congestion and keep our freeways and highways from becoming snarled like the Bay Area.

(SELF-RELIANCE) We can't control things happening at the federal and state level, and now even international events are having local impacts. But here in South Placer County, we have a long history of taking the steps to best ensure our own economic prosperity with local control in trusted leaders that live in our community. This measure is one of those opportunities to be self-reliant and to protect and preserve our future.

Q9. Here are some statements from people who support this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure.
^Not Part of Split Sample

The message describing alternatives to reduce congestion on I-80 is most convincing.



Q9. Here are some statements from people who support this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on the measure.
^Not Part of Split Sample

Messages in Opposition to the Measure

Ranked by % Very/Somewhat Convincing

(GAS TAX/VLF) We already pay billions of dollars in gas taxes that are supposed to pay for our roads and freeways. Plus, the state just recently increased the gas tax by 12 cents a gallon and increased the vehicle license fee specifically to fund more road repairs. They need to make sure every single penny we pay in transportation taxes now is spent wisely before asking us for a new tax.

***(POOR GROWTH PLANNING)** None of our traffic congestion should have been a surprise, especially given the unchecked rate of growth and development in our region. Instead of taxing residents even more, what we really need is better planning by local officials, less sprawling development, and more public transportation options.

(DEVELOPERS) Developers continue to build out South Placer County with little accountability to whether a community can actually support more people. They should be the ones paying to build the infrastructure that supports their money-making development deals, not taxpayers.

***(FEDERAL/STATE FUNDS)** With the recently passed, historic federal infrastructure bill and the State's recently announced $31 billion budget surplus, this tax simply isn't needed. We should see how much of those federal and state funds we can get for transportation projects before raising local taxes.

*Q11. Here are some statements from people who oppose this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no on the measure. *Split Sample*

Messages in Opposition to the Measure (Continued)

Ranked by % Very/Somewhat Convincing

*(USE EXISTING FUNDS) Given the amount of money we already pay in local taxes, NAME OF RESPONDENT'S CITY and the County simply need to tighten their belts, work together, and do a better job with the taxpayer dollars they already have.

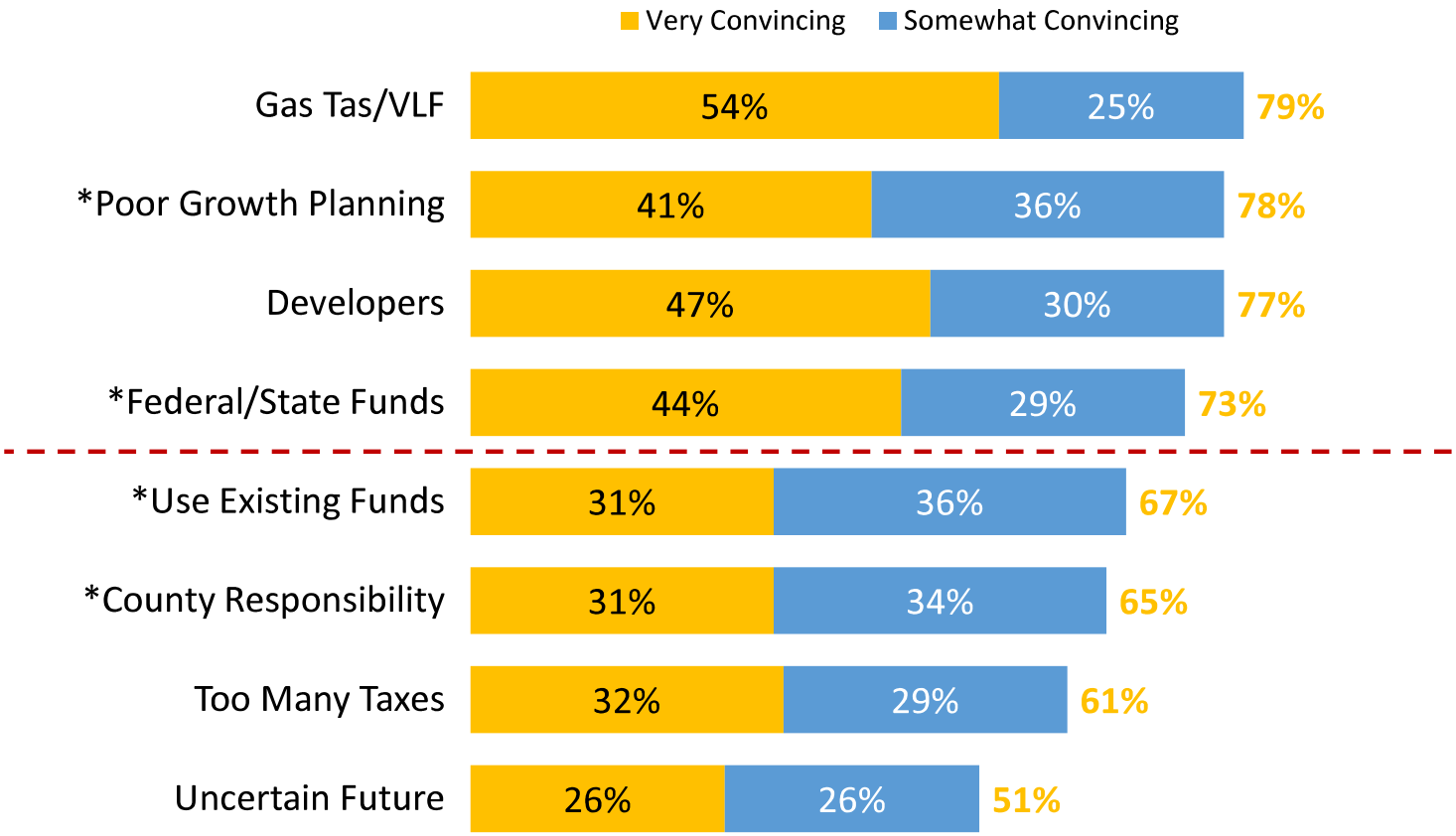
*(COUNTY RESPONSIBILITY) Local politicians and bureaucrats have created a new layer of government in an attempt to pass virtually the same tax measure that failed a few years ago. This is the County's responsibility, and we don't need more government or taxes. And, with a budget of over $1 billion, there's no reason Placer County can't find enough money to fund high-priority transportation projects.

(TOO MANY TAXES) Every election we are asked to pay more in taxes at the local, county, and state level for many different issues including public safety, libraries, parks, and schools. We simply can't afford to pay more.

(UNCERTAIN FUTURE) With the escalating conflict in Ukraine, rising gas prices, runaway inflation, and the potential for another COVID-19 wave, our day-to-day lives and the economy feel incredibly uncertain. This is just not the right time to be committing to a 30-year tax increase.

*Q11. Here are some statements from people who oppose this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no on the measure. *Split Sample*

A criticism focused on the gas tax is very convincing.



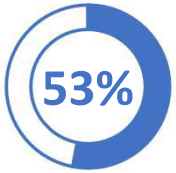
*Q11. Here are some statements from people who oppose this measure. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no on the measure. *Split Sample*



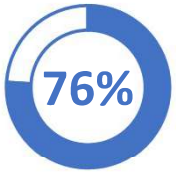



Key Takeaways and Conclusions

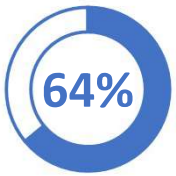
Key Numbers: Electoral Context



View traffic congestion on local freeways and highways as an "extremely" or "very serious problem," down from prior years



Think inflation is a very serious problem and a similar number say the same about gas prices.

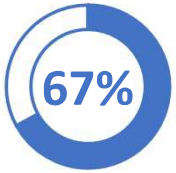


Say traffic congestion impacts their quality of life negatively, though only 19% feel the impacts are significant.

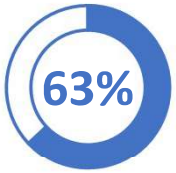
Summary:

While voters continue to say traffic is worsening—and are concerned it will be worse in the future—they don't feel these concerns with the same intensity as in prior years. Additionally, traffic doesn't rank anywhere near the top of voters' concerns, especially compared to cost-of-living issues like inflation and gas prices.

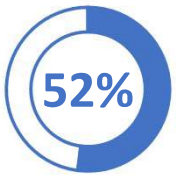
Key Numbers: Measure Viability



Would currently vote “yes” for a half-cent, transportation sales tax in Southern Placer County, the highest level in recent years.



Would vote “yes” for a measure after only being presented with arguments in favor of a measure

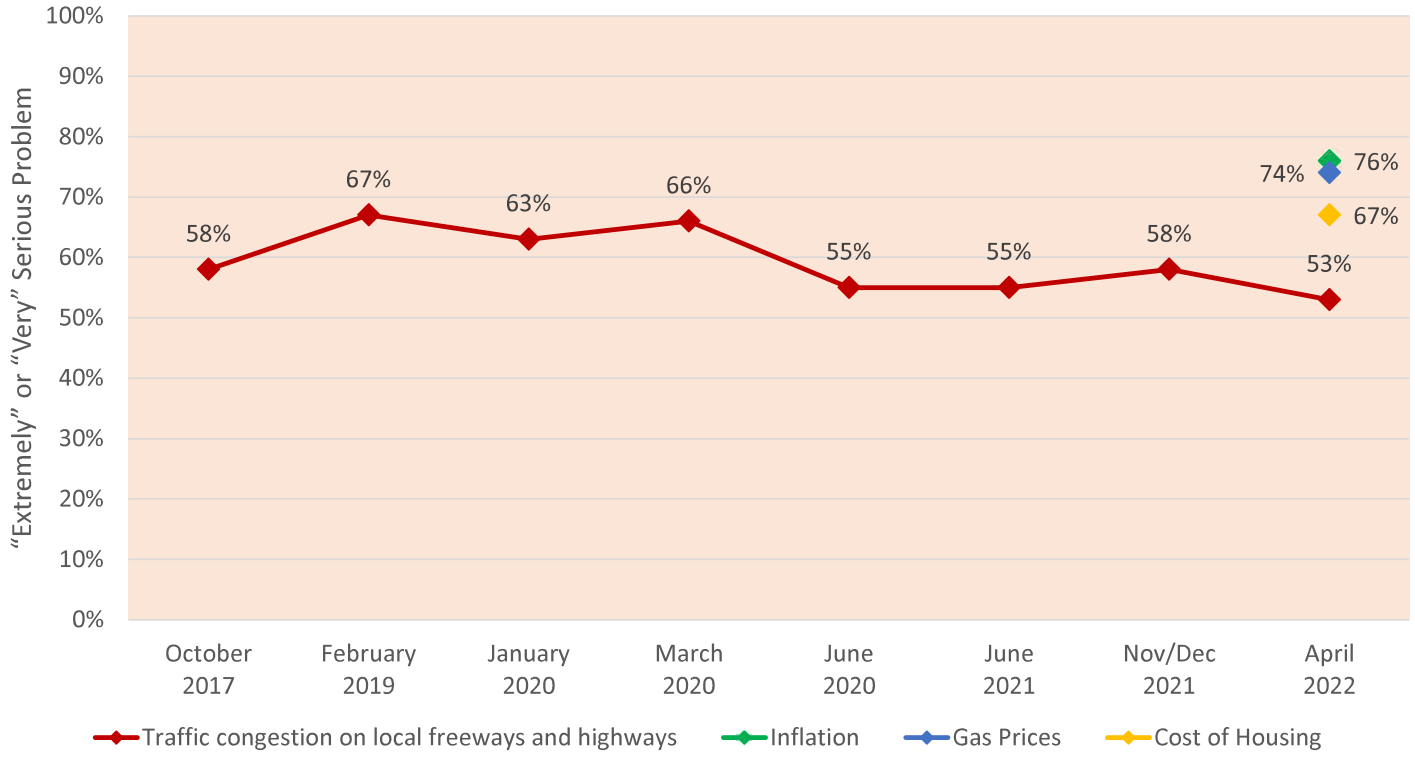


Would vote “yes” after hearing pro and con arguments

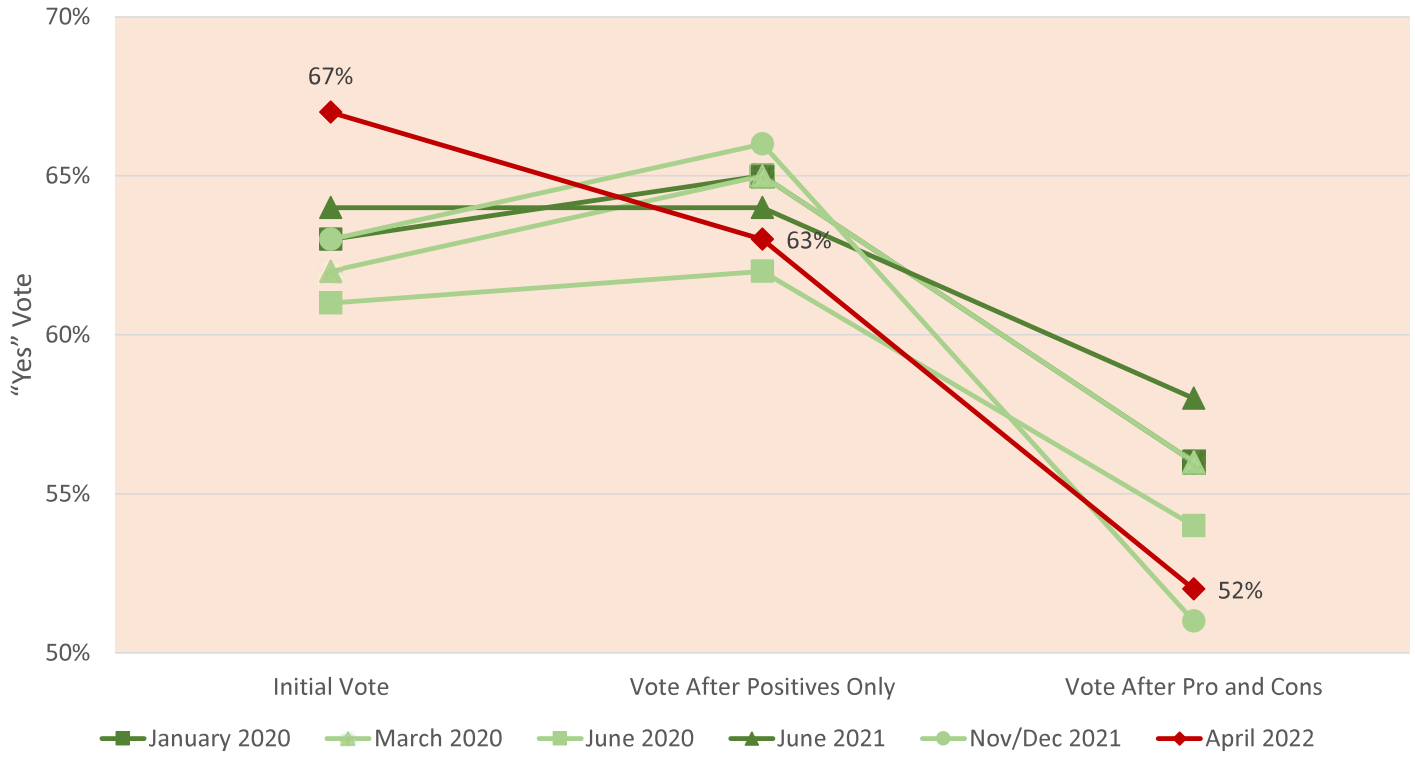
Summary:

Initial support for the proposed measure is right at the two-thirds threshold for passage—an improvement relative to recent public opinion. However, support falls below two-thirds after pro and con arguments, even after only positive arguments. This leads us to consider a few additional factors…

While most voters fear traffic will be worse in the future, it's a less concerning problem now, especially compared to cost-of-living issues.



Additionally, while in this survey the initial vote is a high point in the past two years, the votes after arguments are some of the lowest.



So, what do we make of all of this?

- In the last survey before placement of Measure M, the initial "yes" vote and vote after only positives (both 63%) were very close to the 64% "yes" in the actual 2020 election.
- In this survey, the initial vote is at two-thirds (67%), but the vote after positives only is only 63%, a wide enough spread to suggest a range of options.
- Additionally, the 52% after pros and cons is very similar to the 51% of our prior survey.
- With traffic congestion seen as a less pressing concern than even a few months ago—and views of the impact of traffic and worries about future traffic basically the same—these survey results suggests the prospects are very similar to that of the November/December 2021 survey.
- Consequently, reaching two-thirds in November 2022 will still be very challenging—especially if concerns about traffic continue to be eclipsed by pocketbook issues—unless PCTPA feels there is something that can positively disrupt this dynamic this summer and fall, without concerns about the cost of living also becoming more pronounced.

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2044 Land Use Forecast	**Total in Year 2016**		**Total in Year 2035**		**Total in Year 2044**		***Total at Build Out***		**Growth from 2016 to 2035**		**Growth from 2016 to 2044**	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Placerville												
Center and Corridor Communites	4,260	190	4,390	210	4,430	240	4,940	320	130	20	170	50
Established Communitites	5,250	4,360	5,530	4,710	5,610	4,790	7,100	5,340	270	350	350	430
Jurisdiction Total	**9,510**	**4,550**	**9,920**	**4,920**	**10,040**	**5,030**	**12,040**	**5,660**	**400**	**370**	**520**	**480**
El Dorado County Unincorporated												
Center and Corridor Communities (El Dorado Hills Town Center)	3,050	0	3,870	210	3,870	210	3,870	20	820	210	820	210
Established Communities (listed below)												
Cameron Park	5,330	8,280	6,330	8,790	6,670	8,930	9,280	13,010	1,000	510	1,340	650
El Dorado/Diamond Springs	6,220	4,520	6,950	4,590	7,100	4,680	11,390	10,430	730	60	880	160
El Dorado Hills	12,140	12,430	15,640	14,540	16,020	14,770	28,800	19,680	3,500	2,110	3,870	2,330
Placerville (minus city)	310	1,590	640	1,590	730	1,610	1,930	1,880	340	0	420	20
Shingle Springs	2,420	1,500	2,860	1,610	3,060	1,640	5,780	4,110	440	110	650	140
Rural Residential Communities (includes agricultural areas)	9,620	28,960	9,840	29,610	10,150	29,730	21,680	39,570	220	650	530	770
Developing Communities (listed below)												
Bass Lake Hills	80	100	90	1,000	110	1,140	120	1,460	10	890	30	1,040
Carson Creek	40	460	140	1,700	250	1,700	3,620	1,700	100	1,240	210	1,240
Valley View	150	1,390	150	2,840	150	2,840	150	2,840	0	1,450	0	1,450
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Marble Valley	0	0	0	0	0	0	0	0	0	0	0	0
Lime Rock Valley	0	0	0	0	0	0	0	0	0	0	0	0
Jurisdiction Total	**39,360**	**59,230**	**46,510**	**66,480**	**48,110**	**67,250**	**86,620**	**94,700**	**7,160**	**7,230**	**8,750**	**8,010**
EL DORADO COUNTY TOTAL	**48,870**	**63,780**	**56,430**	**71,400**	**58,150**	**72,280**	**98,660**	**100,360**	**7,560**	**7,600**	**9,270**	**8,490**

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Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Auburn												
Center and Corridor Communities (Amtrak station and Hwy 49)	2,980	480	3,280	630	3,350	690	3,810	860	300	150	370	200
Established Communities	6,600	5,660	7,250	5,960	7,380	6,020	9,110	7,290	660	300	780	360
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Baltimore Ravine	0	10	0	10	0	10	230	730	0	0	0	0
Jurisdiction Total	**9,580**	**6,150**	**10,530**	**6,600**	**10,730**	**6,720**	**13,150**	**8,880**	**960**	**450**	**1,150**	**560**
Colfax												
Center and Corridor Communities (I-80 Corridor area)	600	200	1,000	220	1,100	260	2,380	260	400	20	500	60
Established Communities	130	710	170	830	180	860	900	1,130	40	120	50	150
Jurisdiction Total	**730**	**910**	**1,170**	**1,050**	**1,280**	**1,120**	**3,280**	**1,390**	**440**	**140**	**550**	**210**
Lincoln												
Center and Corridor Communities	4,000	310	5,600	1,050	5,900	1,050	8,850	1,120	1,600	740	1,900	750
Established Communities	5,630	18,290	8,640	21,650	8,640	21,650	17,680	21,650	3,000	3,360	3,000	3,360
Developing Communities (listed below)												
Hwy 65 area	1,940	0	3,540	0	3,740	0	11,010	0	1,600	0	1,800	0
Village 1	50	30	100	1,530	340	2,030	680	4,800	50	1,500	280	2,000
Village 7	0	10	110	810	150	1,410	400	3,290	110	800	150	1,400
Village 5/SUD B	60	120	1,070	1,110	1,560	1,620	11,400	8,320	1,000	1,000	1,500	1,500
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Village 2	10	40	10	40	10	40	350	3,870	0	0	0	0
Village 3	0	10	0	10	0	10	unknown	4,840	0	0	0	0
Village 4	20	10	20	10	20	10	unknown	5,420	0	0	0	0
Village 6	0	10	0	10	0	10	unknown	5,080	0	0	0	0
SUD A	0	20	0	20	0	20	unknown	2,970	0	0	0	0
SUD C	110	10	110	10	110	10	unknown	0	0	0	0	0
Jurisdiction Total	**11,820**	**18,860**	**19,200**	**26,250**	**20,470**	**27,860**	**50,370**	**61,360**	**7,360**	**7,400**	**8,630**	**9,010**
Loomis												
Center and Corridor Communities (Town Center area)	470	150	730	550	790	550	1,290	700	250	400	320	400
Established Communities	2,730	1,470	3,130	1,520	3,230	1,540	4,040	1,950	400	50	500	70
Rural Residential Communities	410	850	490	910	510	940	780	1,320	80	60	100	90
Jurisdiction Total	**3,610**	**2,470**	**4,350**	**2,980**	**4,530**	**3,030**	**6,110**	**3,970**	**730**	**510**	**920**	**560**

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2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
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Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Rocklin												
Center and Corridor Communities (Rocklin Downtown Plan area and Amtrak station area)	1,310	1,000	1,710	1,310	1,810	1,500	1,900	1,900	400	310	500	500
Established Communities	18,650	20,060	22,340	24,430	22,640	24,430	26,500	24,540	3,690	4,380	4,000	4,380
Developing Communities (listed below)												
Highway 65 Corridor	190	30	2,990	840	3,690	1,040	5,000	1,230	2,800	800	3,500	1,000
Sunset Ranchos	430	1,750	630	4,250	630	4,250	1,200	4,250	200	2,510	200	2,510
Clover Valley	0	0	0	200	0	200	0	560	0	200	0	200
Jurisdiction Total	**20,580**	**22,840**	**27,670**	**31,030**	**28,770**	**31,420**	**34,600**	**32,480**	**7,090**	**8,200**	**8,200**	**8,590**
Roseville												
Center and Corridor Communities (Amtrak station area and Douglas/Sunrise)												
Dowtown Master Plan and remaining Amtrak station	2,550	1,550	3,490	2,150	3,750	2,350	10,790	2,270	950	590	1,200	800
Douglas West	1,600	300	1,850	360	1,900	410	1,920	420	250	60	300	110
Sunrise	2,200	340	2,680	430	2,800	490	3,500	490	480	100	600	150
Established Communities	76,020	49,300	93,490	59,210	96,520	60,220	115,050	60,230	17,470	9,910	20,500	10,930
Developing Communities (listed below)												
Creekview	0	0	30	1,500	200	2,010	420	2,010	30	1,500	200	2,010
Sierra Vista	0	10	1,500	4,800	2,000	6,090	7,500	8,660	1,500	4,800	2,000	6,090
Amoruso Ranch	0	0	0	500	0	1,750	1,460	2,830	0	500	0	1,750
Jurisdiction Total	**82,370**	**51,500**	**103,040**	**68,950**	**107,170**	**73,320**	**140,640**	**76,910**	**20,680**	**17,460**	**24,800**	**21,840**

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2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
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Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Placer County Unincorporated												
Established Communities	25,990	21,440	38,070	24,200	41,070	24,600	72,310	30,650	12,090	2,760	15,080	3,160
Rural Residential Communities (includes agricultural areas)	7,800	22,360	8,100	23,410	8,210	23,660	27,200	46,530	300	1,050	400	1,290
Developing Communities (listed below)												
Bickford Ranch	0	10	50	1,500	50	1,890	50	1,890	50	1,500	50	1,880
Placer Vineyards	40	170	640	2,870	840	3,880	6,000	14,130	600	2,700	800	3,700
Regional University	0	0	240	1,200	350	1,450	1,400	3,230	240	1,200	350	1,450
Riolo Vineyards	30	10	80	940	80	940	170	930	50	930	50	930
Placer Ranch	0	0	300	600	500	1,000	20,160	5,830	300	600	500	1,000
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Curry Creek	0	0	0	0	0	0	unknown	unknown	0	0	0	0
Jurisdiction Total	**33,860**	**43,990**	**47,480**	**54,720**	**51,100**	**57,420**	**127,290**	**103,190**	**13,630**	**10,740**	**17,230**	**13,410**
PLACER COUNTY TOTAL	**162,550**	**146,720**	**213,440**	**191,580**	**224,050**	**200,890**	**375,440**	**288,180**	**50,890**	**44,900**	**61,480**	**54,180**

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Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Citrus Heights												
Center and Corridor Communities (listed below)												
Sunrise Blvd	4,620	1,020	5,820	1,330	6,120	1,630	7,230	2,070	1,200	300	1,500	600
Riverside-Auburn (Boulevard Plan)	2,550	730	2,970	930	3,070	1,030	4,910	2,030	430	200	520	300
Established Communities	13,330	33,830	14,330	34,330	14,730	34,430	13,680	36,550	1,000	500	1,400	600
Jurisdiction Total	**20,500**	**35,580**	**23,120**	**36,590**	**23,920**	**37,090**	**25,820**	**40,650**	**2,630**	**1,000**	**3,420**	**1,500**
Elk Grove												
Center and Corridor Communities (Old Town Plan area)	1,080	70	1,280	170	1,280	170	1,500	180	200	100	200	100
Established Communities	42,230	52,320	49,730	58,660	50,730	59,230	54,680	63,000	7,500	6,340	8,500	6,920
Rural Residential Communities	830	1,210	850	1,460	890	1,600	2,910	3,570	20	250	60	390
Developing Communities (listed below)												
Lent Ranch	170	0	2,570	280	3,170	280	4,050	280	2,400	280	3,000	280
Southeast Planning Area	10	30	3,210	3,830	4,000	4,030	18,640	4,040	3,200	3,800	3,990	4,000
Sterling Meadows	0	0	0	1,180	0	1,180	0	1,180	0	1,180	0	1,180
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
East Study Area	0	20	0	20	0	20	3,880	4,810	0	0	0	0
South Study Area	0	40	0	40	0	40	30,370	16,250	0	0	0	0
North Study Area	0	0	0	0	0	0	0	320	0	0	0	0
West Study Area	0	20	0	20	0	20	6,130	9,220	0	0	0	0
Jurisdiction Total	**44,320**	**53,710**	**57,640**	**65,660**	**60,070**	**66,570**	**122,160**	**102,850**	**13,320**	**11,950**	**15,750**	**12,870**
Folsom												
Center and Corridor Communities (light rail station areas and Bidwell)	9,160	1,440	10,460	2,040	10,760	2,140	9,850	2,190	1,300	600	1,600	700
Established Communities	36,270	26,110	38,470	28,910	38,970	29,170	41,320	29,180	2,200	2,800	2,700	3,070
Developing Communities (listed below)												
Folsom South Area	0	0	1,300	5,800	2,000	6,700	13,620	11,340	1,300	5,800	2,000	6,700
Jurisdiction Total	**45,430**	**27,550**	**50,230**	**36,750**	**51,730**	**38,010**	**64,790**	**42,710**	**4,800**	**9,200**	**6,300**	**10,470**
Galt												
Center and Corridor Communities (downtown and Twin Cities)	1,910	470	2,420	600	2,420	600	3,300	610	500	130	500	130
Established Communities	3,050	7,480	4,850	9,330	5,050	9,330	9,230	9,330	1,810	1,850	2,000	1,850
Developing Communities (listed below)												
Eastview and SOI	370	220	810	1,020	970	1,230	24,180	7,120	450	800	600	1,000
Jurisdiction Total	**5,330**	**8,170**	**8,080**	**10,950**	**8,440**	**11,160**	**36,710**	**17,060**	**2,760**	**2,780**	**3,100**	**2,980**

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Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Isleton												
Established Communities	160	420	170	460	180	480	170	510	10	40	20	60
Jurisdiction Total	**160**	**420**	**170**	**460**	**180**	**480**	**170**	**510**	**10**	**40**	**20**	**60**
Rancho Cordova												
Center and Corridor Communities (Folsom Blvd Corridor Plan area and light rail station areas)	16,540	6,270	19,140	7,470	19,830	7,930	22,000	7,930	2,600	1,200	3,300	1,660
Established Communities	42,270	16,850	53,070	17,920	55,270	17,920	57,630	17,910	10,800	1,070	13,000	1,070
Developing Communities (listed below)												
Ranch at Sunridge	0	0	0	400	0	700	310	1,650	0	400	0	700
Rio Del Oro	0	0	1,200	4,300	1,500	5,000	15,090	12,190	1,200	4,300	1,500	5,000
Suncreek	0	0	0	2,600	200	3,200	2,380	4,890	0	2,600	200	3,200
Sunridge	600	3,740	1,800	7,290	2,090	7,990	2,550	8,040	1,200	3,550	1,500	4,250
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Arboretum	0	0	0	0	0	0	3,490	4,720	0	0	0	0
Westborough	0	0	0	0	0	0	4,110	7,070	0	0	0	0
Jurisdiction Total	**59,410**	**26,860**	**75,210**	**39,980**	**78,890**	**42,740**	**107,560**	**64,400**	**15,800**	**13,120**	**19,500**	**15,880**

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Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Sacramento												
Center and Corridor Communities (listed below)												
Blue Line Station Areas- American River to Swanston	8,970	3,100	10,790	3,950	11,270	4,250	14,550	6,050	1,820	850	2,300	1,150
Blue Line Station Areas- Marconi	980	1,280	1,130	1,810	1,130	1,890	1,360	1,900	150	530	150	620
Blue Line Station Areas- Roseville Rd/Watt	1,080	20	1,170	20	1,170	20	2,130	40	90	0	90	0
Green Line Station Areas- South Natomas	2,860	6,700	3,600	6,830	3,600	6,830	3,610	6,830	740	130	740	130
Green Line Station Areas- North Natomas Marketplace	7,120	2,280	7,830	3,690	7,970	4,180	14,920	6,200	710	1,410	850	1,900
Green Line Station Areas- Commerce Pkwy	1,900	1,670	3,040	4,100	3,320	4,840	3,440	4,760	1,130	2,430	1,420	3,170
Green Line Station Areas- Greenbriar	0	0	310	2,430	500	2,950	1,140	2,960	310	2,430	500	2,950
Downtown (East of 16th St)	38,130	12,920	41,320	16,120	42,120	16,920	42,000	16,400	3,200	3,200	4,000	4,000
Downtown (West of 16th St)	86,940	9,010	102,940	28,010	103,950	30,010	124,370	31,540	16,000	19,000	17,010	21,000
Franklin Blvd	2,630	1,840	2,940	2,220	2,940	2,220	3,040	2,260	310	370	310	370
Gold Line Station Areas- 39th to 59th	10,530	3,790	10,610	4,190	10,610	4,190	10,540	3,920	70	390	70	390
Gold Line Station Areas- 65th to Power Inn	9,550	2,160	11,730	7,520	12,260	7,570	14,040	7,900	2,180	5,370	2,710	5,410
Gold Line Station Areas- College Greens and part of watt	1,960	1,220	2,120	1,390	2,120	1,390	4,870	2,340	150	180	150	180
Blue Line Station Areas- Broadway to 47th	7,810	5,410	9,010	6,140	9,010	6,140	9,930	6,220	1,200	730	1,200	730
Blue Line Station Areas- Florin	2,340	1,400	2,710	2,950	2,710	2,950	3,700	2,710	370	1,550	370	1,550
Blue Line Station Areas- Meadowview to CRC	3,510	6,780	3,800	10,500	3,800	10,500	4,000	10,280	290	3,720	290	3,720
Blue Line Station Areas- 14th Ave to Florin Rd	2,550	1,950	2,590	2,710	2,600	3,180	3,330	3,180	40	770	50	1,240
Established Communities	119,870	132,940	136,870	150,730	139,870	151,940	194,590	156,140	17,000	17,790	20,000	19,000
Developing Communities (listed below)												
Delta Shores	0	0	3,000	4,300	4,000	4,900	4,000	5,220	3,000	4,300	4,000	4,900
Panhandle	0	0	0	800	0	1,100	0	1,620	0	800	0	1,100
Jurisdiction Total	**308,730**	**194,470**	**357,510**	**260,410**	**364,950**	**267,970**	**459,560**	**278,470**	**48,760**	**65,950**	**56,210**	**73,510**

Numbers are rounded. Totals may not sum due to rounding.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
2044 Land Use Forecast	**Total in Year 2016**		**Total in Year 2035**		**Total in Year 2044**		***Total at Build Out***		**Growth from 2016 to 2035**		**Growth from 2016 to 2044**	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Sacramento County Unincorporated												
Center and Corridor Communities (listed below)												
Auburn Blvd North/Madison Ave	8,090	400	9,390	890	9,800	1,090	11,940	1,300	1,300	500	1,720	690
Blue Line Station Areas- Roseville Rd/Watt	3,210	130	3,760	730	3,900	800	4,210	2,400	550	600	690	670
Fair Oaks Blvd West- Howe to Fulton	6,230	2,800	6,610	2,930	6,710	2,930	6,890	2,930	380	140	480	140
Fair Oaks Blvd Central- El Camino to Winding	6,120	3,700	7,070	4,400	7,320	4,560	10,290	5,210	950	700	1,200	860
Fair Oaks Blvd East- Fair Oaks Village	2,320	1,050	2,800	1,290	2,920	1,290	3,000	1,290	480	250	600	250
Florin Rd	8,080	1,530	8,830	2,420	9,030	2,700	12,490	6,930	750	900	950	1,180
Franklin Blvd	2,590	2,210	3,800	3,100	4,090	3,360	5,680	3,790	1,200	890	1,500	1,150
Fulton Ave	6,980	800	7,930	830	8,180	830	8,880	1,040	950	20	1,200	20
Gold Line Station Areas- Watt to Butterfield	12,020	4,990	14,790	7,640	15,460	8,060	16,960	8,000	2,760	2,650	3,430	3,080
Gold Line Station Areas- Hazel/Easton	1,470	580	3,760	2,590	4,270	2,790	19,410	2,800	2,300	2,010	2,800	2,220
Gold Line Station Areas- Folsom Blvd	0	0	0	0	0	0	1,210	0	0	0	0	0
Greenback Ln	4,050	2,060	4,340	2,260	4,500	2,400	4,640	2,400	300	200	460	340
Stockton Blvd- 14th Ave to Florin Rd	420	800	430	1,120	430	1,160	430	1,160	10	320	10	360
Stockton Blvd- Florin Rd to Mack Rd	3,570	2,940	4,360	3,890	4,660	4,580	5,630	5,830	800	950	1,090	1,650
Watt Ave Central- Auburn to Arden	9,460	2,470	12,460	2,920	13,280	3,200	13,420	3,200	3,000	450	3,810	740
North Watt and West of Watt	4,870	1,390	6,570	4,090	6,970	4,990	12,230	7,000	1,700	2,700	2,100	3,600
Established Communities	113,150	177,980	130,140	184,880	136,150	185,210	204,220	195,770	17,000	6,900	23,000	7,230
Rural Residential Communities (includes agricultural areas)	8,260	13,330	8,460	13,430	8,560	13,480	15,540	18,370	200	100	300	150
Developing Communities (listed below)												
Elverta	20	80	170	2,080	220	2,580	400	5,630	150	2,000	200	2,500
Florin Vineyard	1,430	560	1,510	960	1,530	1,040	6,240	9,920	80	400	100	480
Glenborough at Easton	10	0	670	3,230	810	3,230	1,800	3,240	660	3,230	800	3,230
North Vineyard Station	120	990	230	2,890	370	3,390	560	6,060	110	1,900	250	2,400
Mather South	0	0	0	1,440	260	1,810	5,080	3,530	0	1,440	260	1,810
Vineyard Springs	650	2,400	730	2,800	750	2,880	760	6,540	80	400	100	480
Cordova Hills	0	0	0	1,100	0	2,000	13,560	8,000	0	1,100	0	2,000
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
West Jackson	1,230	150	1,230	150	1,230	150	32,840	14,760	0	0	0	0
Jackson Township	10	180	10	180	10	180	8,040	6,140	0	0	0	0
Newbridge	140	20	140	20	140	20	2,560	3,080	0	0	0	0
Natomas North Precinct	20	30	20	30	20	30	14,350	23,520	0	0	0	0
Upper West Side	510	60	0	0	0	0	0	0	0	0	0	0
Jurisdiction Total	**205,030**	**223,630**	**240,210**	**254,290**	**251,570**	**260,740**	**443,260**	**359,840**	**35,710**	**30,750**	**47,050**	**37,230**
SACRAMENTO COUNTY TOTAL	**688,910**	**570,390**	**812,170**	**705,090**	**839,750**	**724,760**	**1,260,030**	**906,490**	**123,790**	**134,790**	**151,350**	**154,500**

Numbers are rounded. Totals may not sum due to rounding.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
2044 Land Use Forecast	**Total in Year 2016**		**Total in Year 2035**		**Total in Year 2044**		***Total at Build Out***		**Growth from 2016 to 2035**		**Growth from 2016 to 2044**	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Live Oak												
Center and Corridor Communities (downtown area)	310	80	550	100	600	120	1,970	340	250	20	300	40
Established Communities	700	2,470	950	3,040	1,000	3,430	2,450	4,340	250	570	300	960
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Recent annexation areas	10	20	10	20	10	20	7,590	2,720	0	0	0	0
Sphere of Influence Area	260	320	260	320	260	320	2,300	10,890	0	0	0	0
Jurisdiction Total	**1,280**	**2,890**	**1,770**	**3,480**	**1,870**	**3,890**	**14,310**	**18,290**	**500**	**590**	**600**	**1,000**
Yuba City												
Center and Corridor Communities (Central City and Hwy 20 corridor)	7,790	1,990	8,990	2,080	9,380	2,080	10,040	2,080	1,200	90	1,590	90
Established Communities	19,590	23,230	23,710	27,730	25,160	28,240	29,210	29,000	4,120	4,500	5,570	5,000
Developing Communities (listed below)												
South SOI/Hwy 99 Corridor	20	30	220	230	220	230	1,800	2,570	200	200	200	200
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Lincoln East (SOI)	220	190	220	190	220	190	1,570	4,870	0	0	0	0
Remainder Sphere of Influence area (includes Bogue Stewart)	300	620	300	620	300	620	3,490	5,010	0	0	0	0
Jurisdiction Total	**27,920**	**26,060**	**33,440**	**30,850**	**35,280**	**31,360**	**46,110**	**43,530**	**5,520**	**4,790**	**7,360**	**5,290**
Sutter County Unincorporated												
Established Communities (includes agricultural areas)	4,110	5,180	4,180	5,440	4,210	5,490	13,790	7,370	70	250	100	300
Developing Communities (listed below)												
Sutter Pointe	840	0	1,840	800	2,340	1,500	55,040	17,500	1,000	800	1,500	1,500
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Employment Centers	280	40	280	40	280	40	14,230	0	0	0	0	0
Jurisdiction Total	5,230	5,220	6,300	6,280	6,830	7,030	83,060	24,870	1,070	1,050	1,600	1,800
SUTTER COUNTY TOTAL	**34,430**	**34,170**	**41,510**	**40,610**	**43,980**	**42,280**	**143,480**	**86,690**	**7,090**	**6,430**	**9,560**	**8,090**

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2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
2044 Land Use Forecast	**Total in Year 2016**		**Total in Year 2035**		**Total in Year 2044**		***Total at Build Out***		**Growth from 2016 to 2035**		**Growth from 2016 to 2044**	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Davis												
Center and Corridor Communities (listed below)												
Core Area	6,490	1,830	6,990	2,480	7,120	2,630	4,500	750	500	650	630	800
Nishi	0	0	0	700	0	700	1,500	700	0	700	0	700
Established Communities	17,270	25,020	18,070	26,670	18,270	27,320	18,000	27,350	810	1,650	1,000	2,300
Jurisdiction Total	**23,760**	**26,850**	**25,060**	**29,850**	**25,390**	**30,650**	**24,000**	**28,800**	**1,310**	**3,000**	**1,630**	**3,800**
West Sacramento												
Center and Corridor Communities (listed below)												
Bridge District	520	390	3,720	4,090	4,520	4,390	13,720	4,570	3,200	3,700	4,000	4,000
Pioneer Bluff	980	0	1,580	1,010	2,590	1,700	7,500	3,700	600	1,010	1,600	1,700
Washington	2,980	1,150	3,880	2,950	4,080	3,150	5,690	3,080	900	1,800	1,100	2,000
remaining center and corridor area	1,990	1,020	2,340	1,720	2,490	2,020	21,290	7,340	350	700	500	1,000
Established Communities	25,020	16,820	29,720	20,620	30,920	20,620	38,440	20,640	4,700	3,800	5,900	3,800
Developing Communities (listed below)												
Liberty	20	20	70	1,520	70	1,520	70	1,500	50	1,500	50	1,500
Southport Industrial Park	1,590	230	4,290	430	5,000	430	5,010	1,380	2,700	200	3,400	200
River Park	10	40	10	40	10	840	unknown	2,790	0	0	0	800
Yarborough	20	60	60	1,060	60	1,460	unknown	3,000	40	1,000	40	1,400
Jurisdiction Total	**33,130**	**19,730**	**45,670**	**33,440**	**49,740**	**36,130**	**91,720**	**48,000**	**12,540**	**13,710**	**16,590**	**16,400**
Winters												
Center and Corridor Communities (Downtown Master Plan area)	100	50	200	50	220	50	200	60	100	0	120	0
Established Communities	2,180	2,350	2,790	3,150	2,940	3,310	4,940	4,250	610	800	760	960
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Sphere of Influence Area	0	0	0	0	0	0	unknown	unknown	0	0	0	0
Jurisdiction Total	**2,280**	**2,400**	**2,990**	**3,200**	**3,160**	**3,360**	**5,140**	**4,310**	**710**	**800**	**880**	**960**

Numbers are rounded. Totals may not sum due to rounding.

2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
2044 Land Use Forecast	**Total in Year 2016**		**Total in Year 2035**		**Total in Year 2044**		***Total at Build Out***		**Growth from 2016 to 2035**		**Growth from 2016 to 2044**	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Woodland												
Center and Corridor Communities (Downtown and East St Corridor Plan areas)	5,910	1,130	6,770	2,430	7,190	2,460	4,740	2,040	850	1,300	1,280	1,320
Established Communities	18,590	17,700	23,390	18,330	24,310	18,330	43,140	18,780	4,800	630	5,720	630
Developing Communities (listed below)												
Spring Lake Master Plan	1,390	1,630	1,600	4,170	1,600	4,170	1,600	4,180	210	2,540	210	2,540
Woodland Research and Technology Park	10	10	800	10	1,010	210	6,000	1,600	800	-	1,000	200
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Gateway Corridor	0	0	0	0	0	0	2,000	350	0	0	0	0
New Growth Area SP-1 (minus research and technology park)	0	0	0	0	0	0	400	600	0	0	0	0
New Growth Area SP-2	0	0	0	0	0	0	unknown	1,600	0	0	0	0
New Growth Area SP-3	280	40	280	40	280	40	unknown	250	0	0	0	0
Jurisdiction Total	**26,180**	**20,510**	**32,840**	**24,980**	**34,390**	**25,210**	**57,880**	**29,400**	**6,660**	**4,470**	**8,210**	**4,690**
Yolo County Unincorporated												
Center and Corridor Communities (UC Davis)	12,580	1,530	14,710	4,140	15,070	4,230	15,070	4,230	2,130	2,600	2,500	2,700
Established Communities (includes agricultural areas)	6,850	6,680	7,500	6,760	7,650	6,780	12,500	8,220	650	80	800	100
Jurisdiction Total	19,430	8,210	22,210	10,900	22,720	11,010	27,570	12,450	2,780	2,680	3,300	2,800
YOLO COUNTY TOTAL	**104,780**	**77,700**	**128,770**	**102,370**	**135,400**	**106,360**	**206,310**	**122,960**	**24,000**	**24,660**	**30,610**	**28,650**

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2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
2044 Land Use Forecast	**Total in Year 2016**		**Total in Year 2035**		**Total in Year 2044**		***Total at Build Out***		**Growth from 2016 to 2035**		**Growth from 2016 to 2044**	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Marysville												
Center and Corridor Communities (Downtown Economic Development Strategic Plan area)	3,140	390	3,290	410	3,340	410	3,340	440	150	20	200	20
Established Communities	4,610	5,060	4,980	5,280	5,070	5,280	6,200	5,360	370	220	460	220
Jurisdiction Total	**7,750**	**5,450**	**8,270**	**5,690**	**8,410**	**5,690**	**9,540**	**5,800**	**520**	**240**	**660**	**240**
Wheatland												
Center and Corridor Communities (dowtown area)	70	110	70	110	70	110	70	110	0	0	0	0
Established Communities	730	1,220	880	1,440	930	1,570	760	1,670	150	220	200	350
Developing Communities (listed below)												
Jones Ranch and Heritage Oaks	10	10	310	510	410	750	1,290	1,320	300	500	400	740
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044 (listed below)												
Nichols Grove	0	10	0	10	0	10	240	1,810	0	0	0	0
Hop Farm/Johnson Rancho	10	80	10	80	10	80	7,860	14,400	0	0	0	0
Rodden Ranch	0	0	0	0	0	0	0	370	0	0	0	0
Jurisdiction Total	**820**	**1,430**	**1,270**	**2,150**	**1,420**	**2,520**	**10,220**	**19,680**	**450**	**720**	**600**	**1,090**
Yuba County Unincorporated												
Center and Corridor Communities (listed below)												
North Beale Corridor Reinvestmant Plan area	590	150	880	210	990	210	1,180	210	300	50	400	50
Olivehurst Ave	250	200	310	250	310	250	550	450	60	50	60	50
Established Communities	3,420	6,960	4,070	7,380	4,220	7,460	6,060	10,520	650	420	800	500
Established Communities-Beale AFB	3,550	820	4,650	920	4,950	920	5,550	1,000	1,100	100	1,400	100
Developing Communities (listed below)												
East Linda	290	2,410	940	4,110	1,090	4,410	4,430	6,010	650	1,700	800	2,000
North Arboga Study Area	280	1,150	280	1,380	500	1,420	2,560	2,500	0	230	220	270
Plumas Lake	700	2,730	1,400	4,280	2,100	4,530	16,180	18,130	700	1,550	1,400	1,800
Highway 65 Employment Center	560	50	1,060	50	1,950	50	23,730	50	500	0	1,400	0
Rural Residential Communities (includes agricultural areas)	3,210	7,040	3,210	7,120	3,220	7,140	5,090	12,880	0	80	10	100
Jurisdiction Total	**12,850**	**21,510**	**16,800**	**25,700**	**19,330**	**26,390**	**65,330**	**51,750**	**3,960**	**4,180**	**6,490**	**4,870**
YUBA COUNTY TOTAL	**21,420**	**28,390**	**26,340**	**33,540**	**29,160**	**34,600**	**85,090**	**77,230**	**4,930**	**5,140**	**7,750**	**6,200**

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2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Update	Existing Conditions		2023 MTP/SCS Preferred Scenario TOTAL		2023 MTP/SCS Preferred Scenario TOTAL		Build Out Estimate		2023 MTP/SCS Preferred Scenario GROWTH		2023 MTP/SCS Preferred Scenario GROWTH	
2044 Land Use Forecast	**Total in Year 2016**		**Total in Year 2035**		**Total in Year 2044**		***Total at Build Out***		**Growth from 2016 to 2035**		**Growth from 2016 to 2044**	
Jurisdiction/Community Type	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units	Jobs	Housing Units
Region Total	**1,060,960**	**921,150**	**1,278,660**	**1,144,590**	**1,330,490**	**1,181,170**	**2,169,010**	**1,581,910**	**218,260**	**223,520**	**270,020**	**260,110**
Center and Corridor Communities	370,920	113,920	439,510	188,070	453,750	200,530	581,680	224,240	68,590	74,160	82,830	86,650
Established Communities	644,370	711,050	763,560	785,610	789,430	792,200	1,066,430	848,780	119,230	74,550	145,050	81,160
Developing Communities	12,130	20,480	41,740	93,080	52,870	110,000	301,670	230,980	29,620	72,620	40,740	89,510
Rural Residential Communities	30,130	73,750	30,950	75,940	31,540	76,550	73,200	122,240	820	2,190	1,400	2,790
Projects Not Identified for Growth in the 2020 MTP/SCS by 2044	3,410	1,950	2,900	1,890	2,900	1,890	146,030	155,670	0	0	0	0

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Appendix E: Plan Performance

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Federal Performance Management Targets

Transportation agencies rely on both monitored and forecasted data to support planning and investment decisions. In 2012, federal government enacted the Moving Ahead for Progress in the 21st Century Act (MAP-21), which placed increased emphasis on performance-based planning for both state and regional governments. The federal requirements hold state departments of transportation (e.g., Caltrans) and MPOs accountable for setting performance targets that will ensure transportation dollars are being used effectively and efficiently. Caltrans is required to set and report on progress towards three sets of annual performance measurement targets:

- Safety Performance Management (PM1): Fatalities and Injuries
- Pavement and Bridge Condition Performance Management (PM2): Infrastructure Conditions
- System Performance Management (PM3): Freight movement, congestion, and reliability

This appendix describes each federal performance metric, charts data collected to date, compares that data to currently adopted targets and describes how the MTP/SCS makes investments that support reaching those targets. For some targets, MPO's can either agree to support the State DOT target or establish a numerical target specific to the MPO planning area. Since this federal process started in 2018, SACOG has supported all of Caltrans statewide targets for all three sets of performance metrics. Below are summary tables of SACOG supported state targets for each performance metric.

Table 1 - Safety Performance Management (PM1): Fatalities and Injuries

		5 year Rolling Average Targets with annual percent reductions						
	Data Source	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024***
Number of Fatalities	FARS	3590.8	3445.4	3518	3624.8	3491.8	3808.2	4380.5
		7.69%	3.00%	3.03%	2.90%	-3.61%	-0.30%	
Rate of Fatalities (per 100 million VMT)	FARS & HPMS	1.029	0.995	1.023	1.044	1.042	1.216	1.300
		7.69%	3.00%	3.03%	2.90%	-2.00%	-1.70%	
Number of Serious Injuries	SWITRS	12823.4	12688.1	13740.4	15419.4	16704.2	15156.2	16628.1
		1.50%	1.50%	1.50%	1.30%	1.66%	-2.30%	
Rate of Serious Injuries (per 100 million VMT)	SWITRS & HPMS	3.831	3.661	3.994	4.423	4.879	4.904	4.918
		1.50%	1.50%	1.50%	1.30%	1.66%	-2.30%	
Number of Non-Motorized Fatalities and Non-Motorized Severe Injuries	FARS & SWITRS	4271.1	3949.8	4147.4	4340.8	4684.4	4131.7	4380.5
		10.00%	**	**	**	**	**	

* 2024 is currently draft

** Percent reduction targets for non-motorized fatal and serious injuries use the same percentages for that year.

Table 2 - Pavement and Bridge Condition Performance Management (PM2): Infrastructure Conditions

	2-year and 4-year targets			
Condition Target	**2019**	**2021**	**2023**	**2025**
Interstate Target - Good	45.1%	44.5%	47.2%	49.2%
Interstate Target - Poor	3.5%	3.8%	1.9%	1.7%
Non-interstate Target - Good	28.2%	29.9%	21.7%	28.2%
Non-interstate Target - Poor	7.3%	7.2%	10.5%	9.0%
Bridges on the NHS - Good	69.1%	70.5%	49.1%	47.3%
Bridges on the NHS - Poor	4.6%	4.4%	5.9%	4.4%

Source: Caltrans 2022 Transportation Asset Management Plan

Table 3 - System Performance Management (PM3): Freight movement, congestion, and reliability

	2-year and 4-year targets			
Travel Time Reliability and Excessive Delay	**2019**	**2021**	**2023**	**2025**
Percent of Reliable Person-Miles Traveled on the Interstate[1]	65.1%	65.6%	74.3%	74.8%
Percent of Reliable Person-Miles Traveled on the Non-interstate NHS[7]		74.0%	84.2%	84.7%
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)[7]	1.68	1.67	1.6	1.6
Annual Hours of Peak-Hour Excessive Delay Per Capita (PHED), Sacramento UA[7]		14.7	9.0	9.0
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program[2]				
VOC (kg/day)	961	971	2,862	5,724
CO (kg/day)	6,932	7,001	12,798	25,596
NOx (kg/day)	1,771	1,788	4,317	8,635
PM10 (kg/day)	2,456	2,480	2,152	4,305
PM2.5 (kg/day)	913	922	1,830	3,659
Percent of Non-single Occupancy Vehicle (SOV) Travel, Sacramento UA[3]	23.3%	23.8%	35.1%	35.1%

[1] National Performance Management Research Data Set (NPMRDS) Analytics Tool https://npmrds.ritis.org/analytics

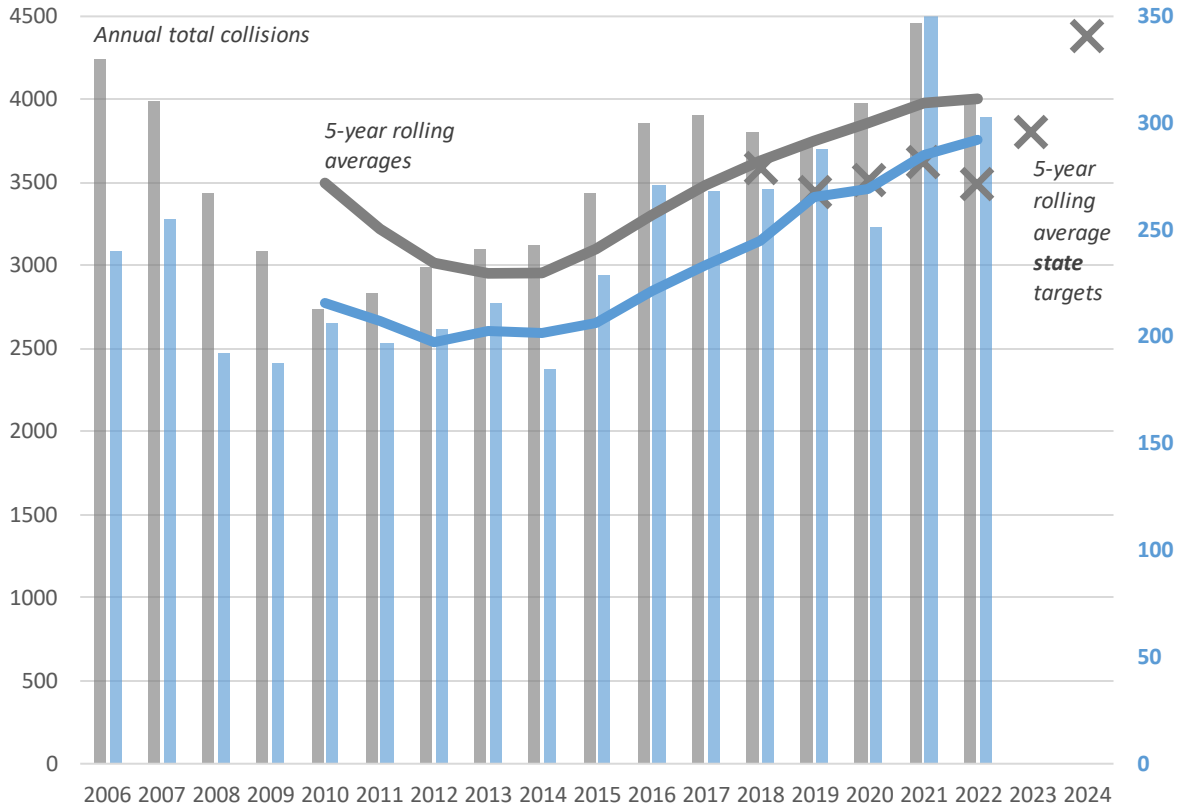
[2] CMAQ Public Access System (https://fhwaapps.fhwa.dot.gov/cmaq_pub/)

[3] U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Safety Performance Management (PM1: Fatalities and Injuries)

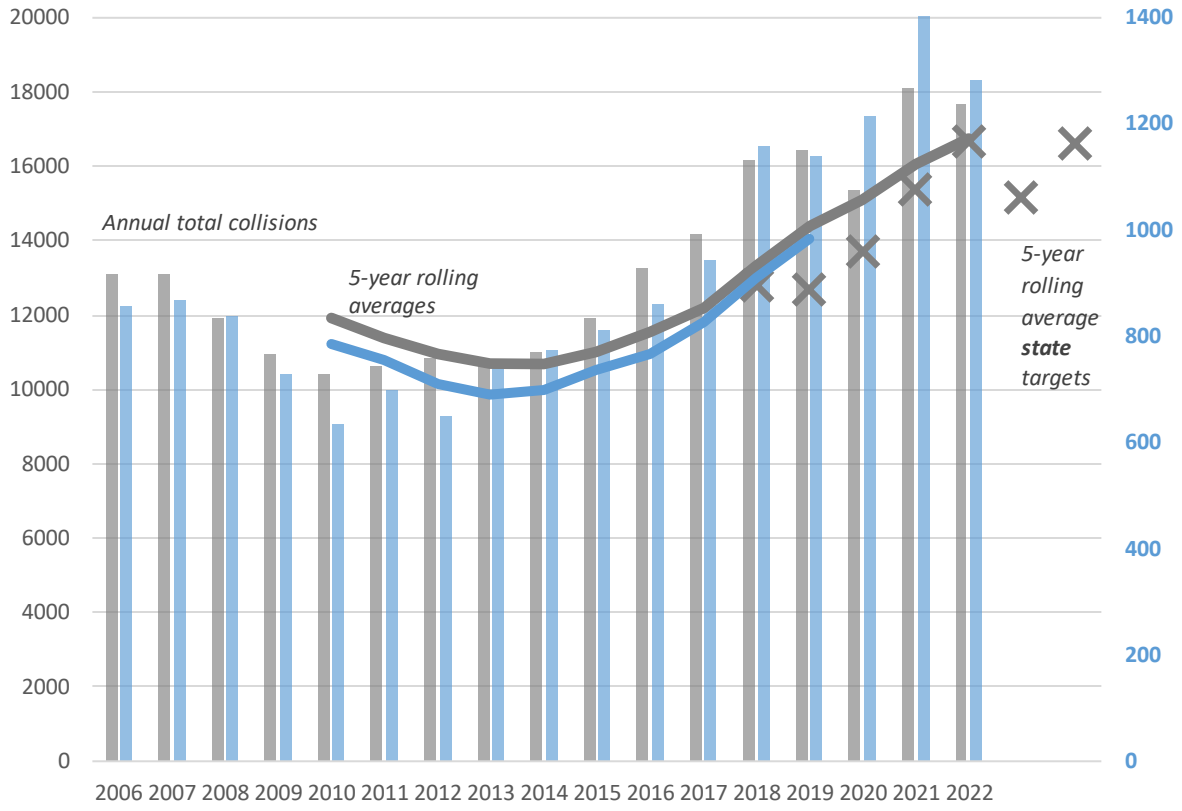
As our economy recovers and vehicle travel increases, more people are likely to be seriously injured or die from vehicle collisions. Over the last 10 years, an average of 258 people died in vehicle collisions on our region's roads and highways.[1] In 2021, 350 people died in vehicle collisions, the highest number of annual recorded deaths recorded and a 39% increase from the prior year.

Figure 1 - 2006 - 2022 Fatal Collisions: **State** vs **Sacramento Region**Error! Bookmark not defined.



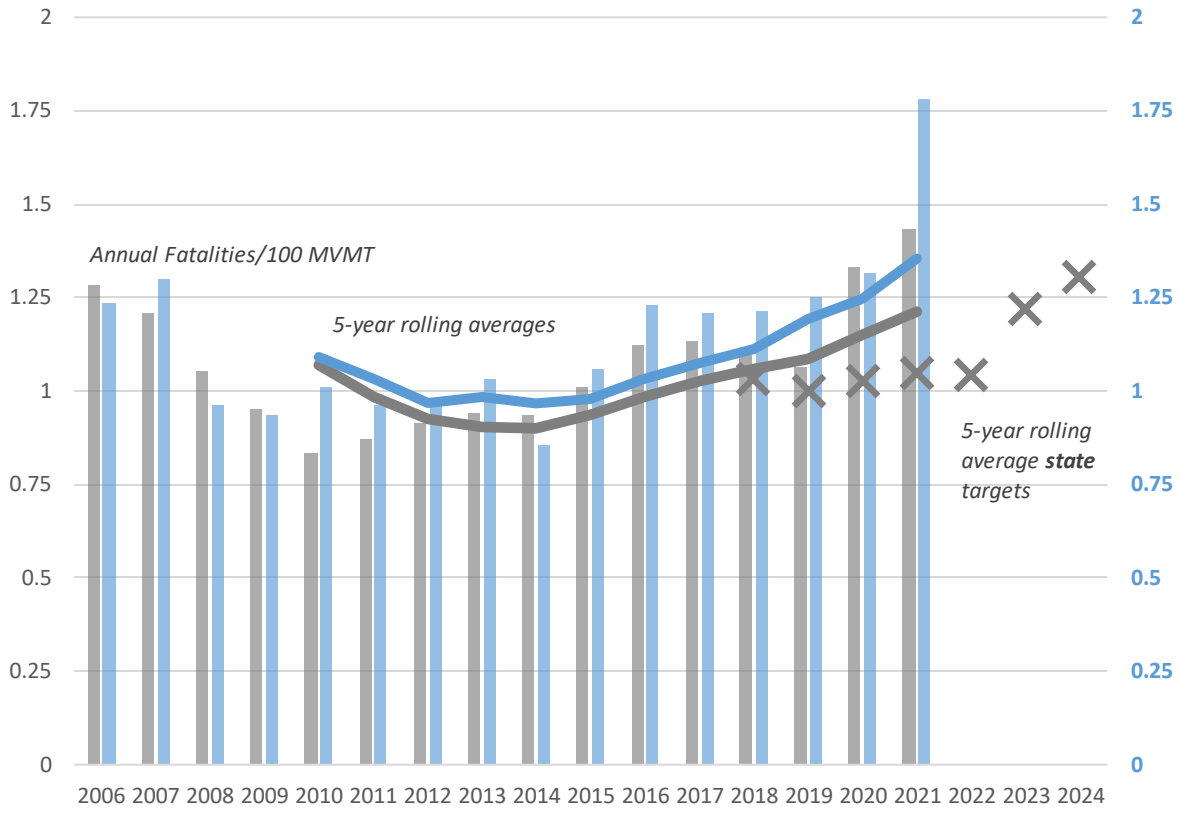
[1] UC Berkeley Safe Transportation Research and Education Center (SafeTREC) into the Transportation Injury Mapping System (TIMS). TIMS data for SACOG area fatalities use SWITRS data instead of FARS, due to spatial boundaries.

Figure 2 - 2006 - 2022 Serious Injury Collisions: State vs **Sacramento Region**



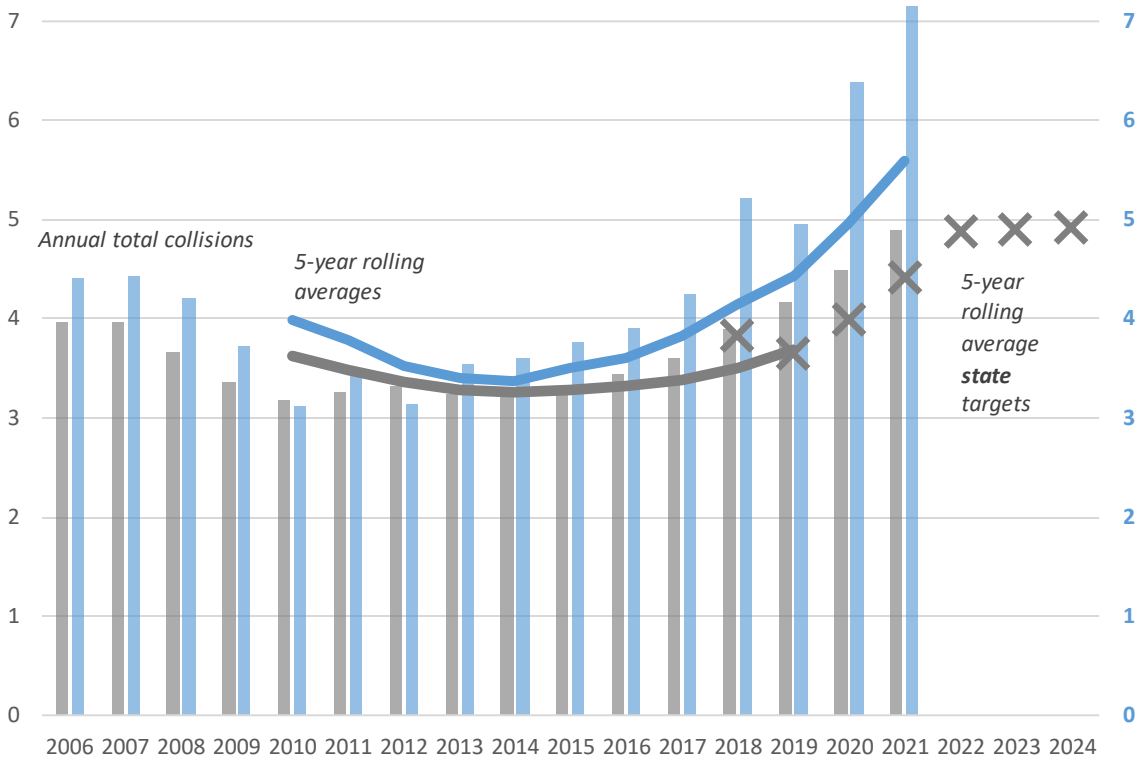
The region's collision fatality rate has set record highs never before seen of 1.78 fatalities per 100 million vehicle miles traveled (MVMT).[1] This is much higher than the 2016 statewide average of 1.44 fatalities per MVMT or more urban areas, such as the San Diego area with 1.21 fatalities per MVMT. But, the Sacramento region's rate is not as high as more rural areas, such as the Kern County area with 2.4 fatalities per MVMT.

Figure 3 - 2006 - 2021 Fatalities/100 MVMT: **State** vs **Sacramento Region**



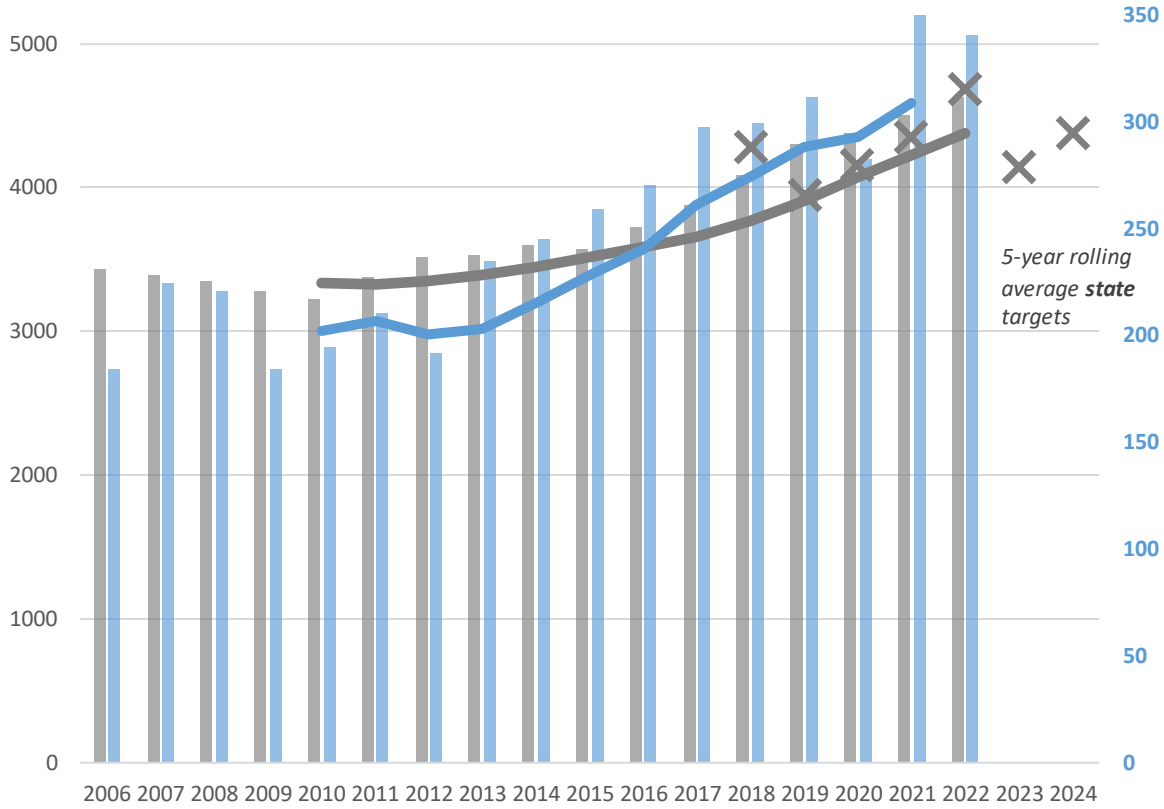
[1] UC Berkeley Safe Transportation Research and Education Center (SafeTREC) into the Transportation Injury Mapping System (TIMS). TIMS data for SACOG area fatalities use SWITRS data instead of FARS, due to spatial boundaries.

Figure 4 - 2006 - 2021 Serious Injuries/100 MVMT: **State** vs **Sacramento Region**



The region's non-motorized fatalities and serious injuries greatly exceed state figures, both showing increasing collisions at rates never before recorded. [1]

Figure 5 - 2006 - 2022 Total Non-Motorized Fatalities and Serious Injuries: **State** vs **Sacramento Region**

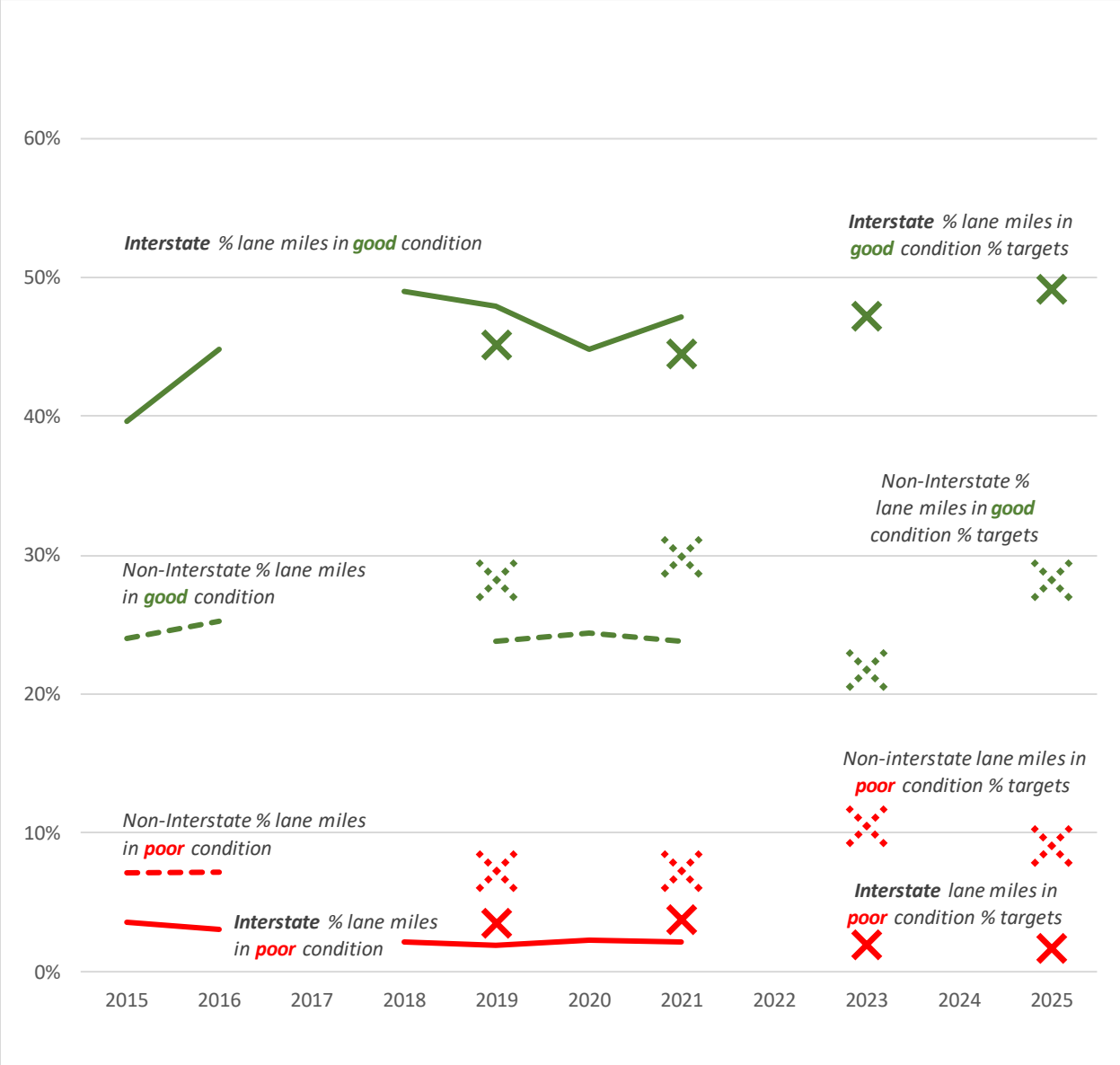


[1] UC Berkeley Safe Transportation Research and Education Center (SafeTREC) into the Transportation Injury Mapping System (TIMS) . TIMS charts for SACOG area fatalities use SWITRS data instead of FARS, due to spatial boundaries.

Pavement and Bridge Condition Performance Management (PM2: Infrastructure Conditions)

Maintaining our mobility assets in a cost-effective manner is critical to reducing long-term costs for pavement and bridge rehabilitation in the MTP/SCS. The statewide targets for infrastructure condition supported by SACOG include the following 2-year and 4-year targets to maintain interstate, non-interstate and bridges on the National Highway System (NHS) by a percentage of maintained lane miles as shown below: [1]

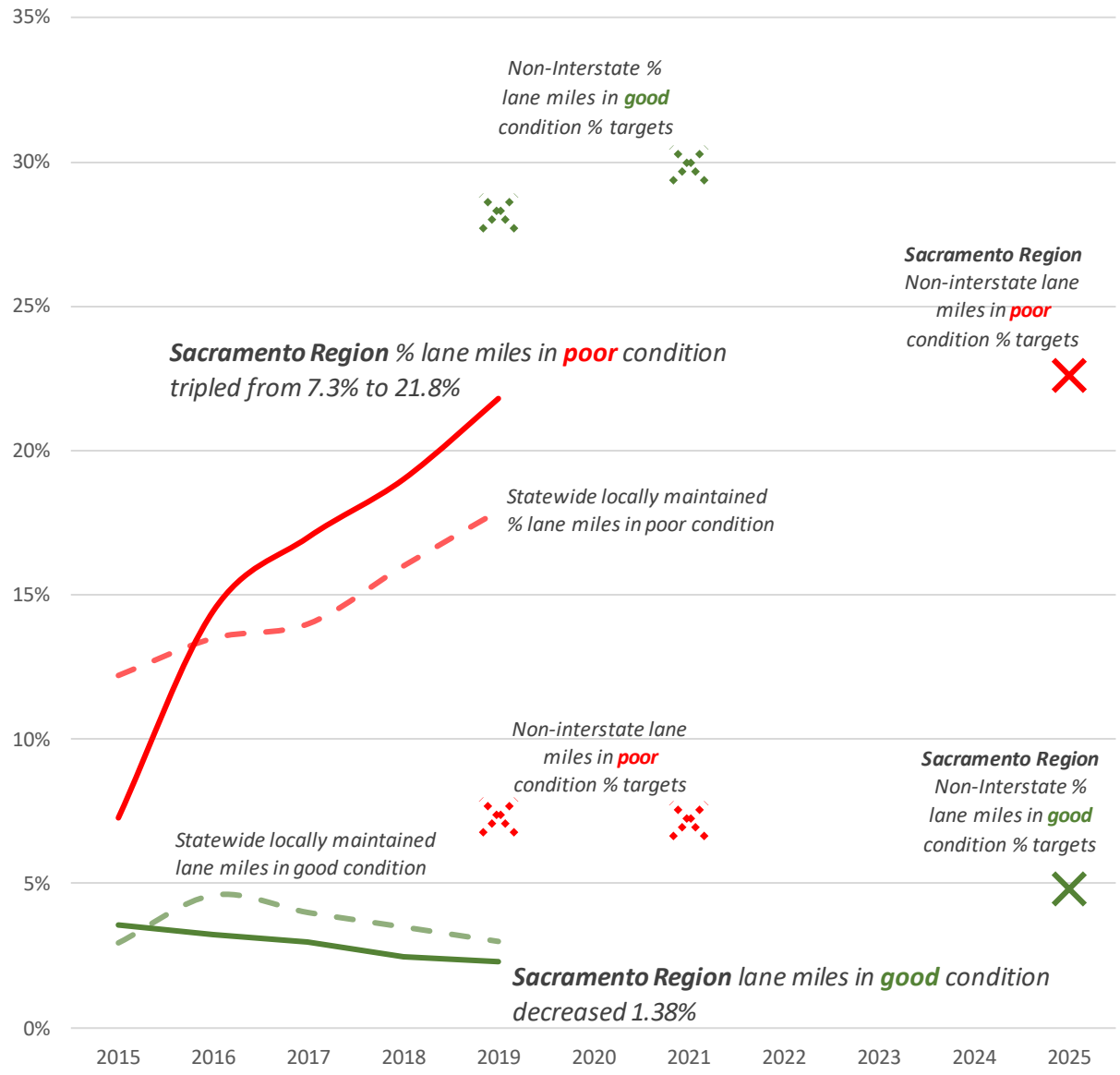
Figure 6 - 2015 to 2021 **Statewide NHS Interstate and Non-interstate,** Percent of Pavement Lane Miles in Good and Poor Conditions with two-year and four-year targets from 2019 to 2025



[1] Highway Performance Monitoring System (HPMS) Data

Caltrans NHS data for 2016 and 2015 show that Caltrans made progress increasing State-maintained pavement in "Good" condition and decreasing pavement in "Fair" or "Poor" condition. Locally maintained NHS pavement remains mostly in Fair condition without much progress made.

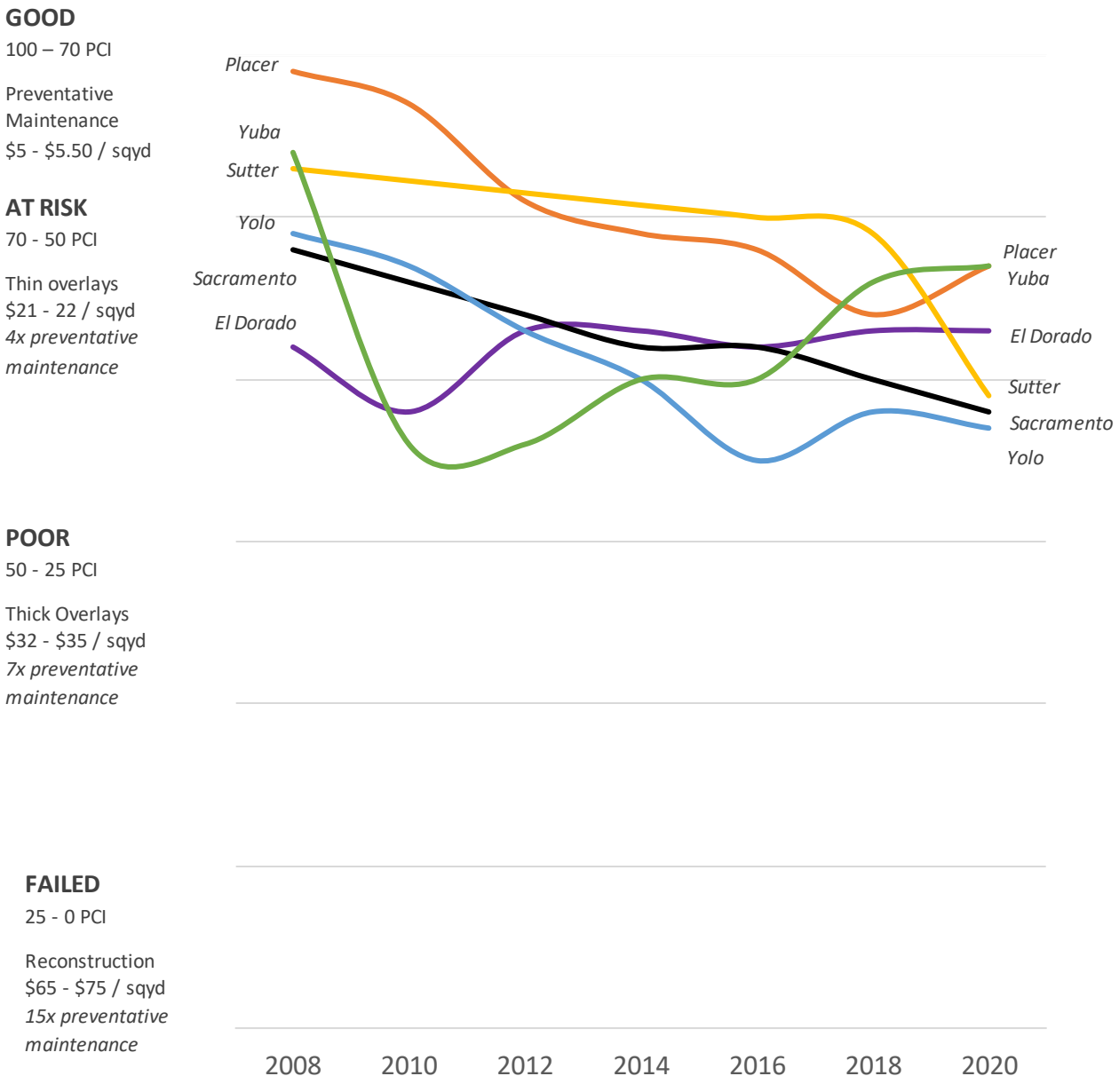
Figure 7 - 2015 to 2019 **Locally Maintained NHS Non-interstate Percent of Pavement Lane Miles**, Statewide vs Sacramento Region, with 2019 to 2025 targets



Our region's 1,398 lane miles of locally maintained NHS, mostly principle arterials feeding onto highways, is also mostly in "Fair" condition. However, this pavement is deteriorating rapidly, where lane miles in poor condition tripled from 7.3% to 21.8%.

The last 10 years of California Local Streets and Roads reports for our region show that countywide pavement conditions have largely fallen, except for Sutter and Yuba county agencies.[1] The region has managed to prevent average PCI's from falling into Poor or Failed conditions.

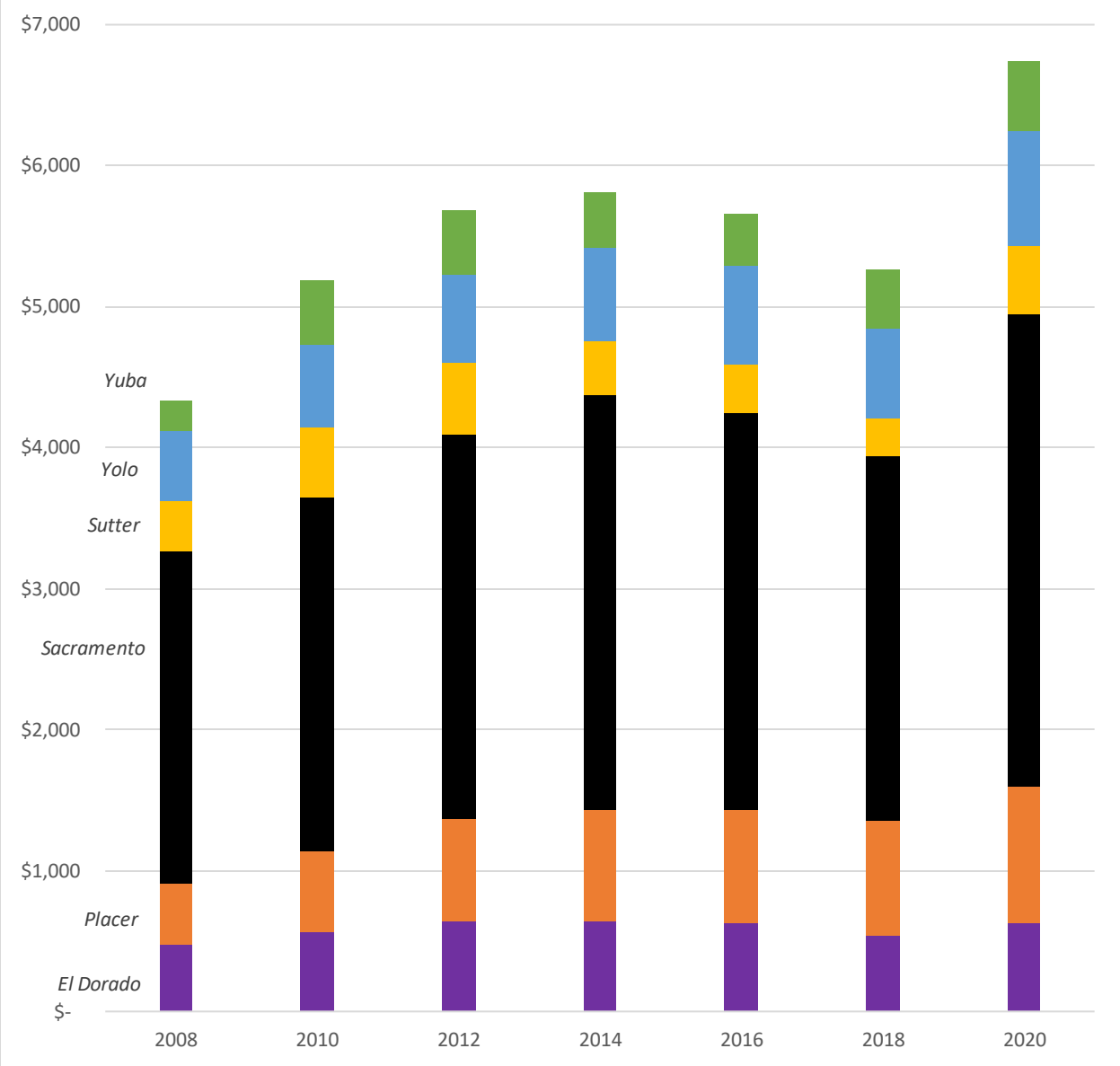
Figure 8 - Local Streets and Roads Pavement Condition Indices (PCI) 2008 to 2020 by County in the Sacramento Region



[1] California Statewide Local Streets and Roads Needs Assessments, 2008 - 2018,, https://www.cacities.org/Member-Engagement/Professional-Departments/Public-Works-Officers-Department/California-Statewide-Local-Streets-and-Roads-Needs.aspx, accessed August 2019.

As pavement conditions fall, costs to maintain pavement go up, but by how much? If you had 10 years to invest the right amount of money to avoid expensive road reconstruction costs of failed pavement, how much money would you need? 10-year pavement rehabilitation and reconstruction needs for the Sacramento Region in 2020 is over $6.7 billion.[1]

Figure 9 - 2008-2020 Local Streets and Road
10-year Pavement Needs (in millions) for the Sacramento Region



[1] California Statewide Local Streets and Roads Needs Assessments, 2008 - 2018, https://www.cacities.org/Member-Engagement/Professional-Departments/Public-Works-Officers-Department/California-Statewide-Local-Streets-and-Roads-Needs.aspx, accessed August 2019.

This is the cost to reach what the Assessment describes as "Best Management Practices."

> *In order to use taxpayer money wisely, it makes more sense to preserve and maintain roads in good condition than to wait and repair or replace them when they deteriorate or fail. The costs developed in this study are based on achieving a roadway pavement condition called Best Management Practices (BMP). At this condition level, preventive maintenance treatments (i.e., slurry seals, chip seals, thin overlays) are most cost-effective. In addition to costing less, preventive maintenance interferes less with commerce and the public's mobility and is more environmentally friendly than rehabilitation or reconstruction.*[1]

About 30 percent, or $11.6 billion, of the expenditures in the project list go to maintaining and rehabilitating the nearly 30 thousand lane miles of roads and highways in the region.

Example projects include:

- Caltrans District 3, "I-80 Pavement Rehabilitation B", $343 million
- Caltrans District 3, "US 50 Pavement Rehabilitation/Bridge Improvements", $278 million
- Caltrans District 3, "I-80 Kingvale Pavement Rehabilitation", $93 million

The plan also includes over $3.9 billion to rehabilitate both local and Caltrans maintained bridges throughout the region, not including bridge capacity and expansion projects.

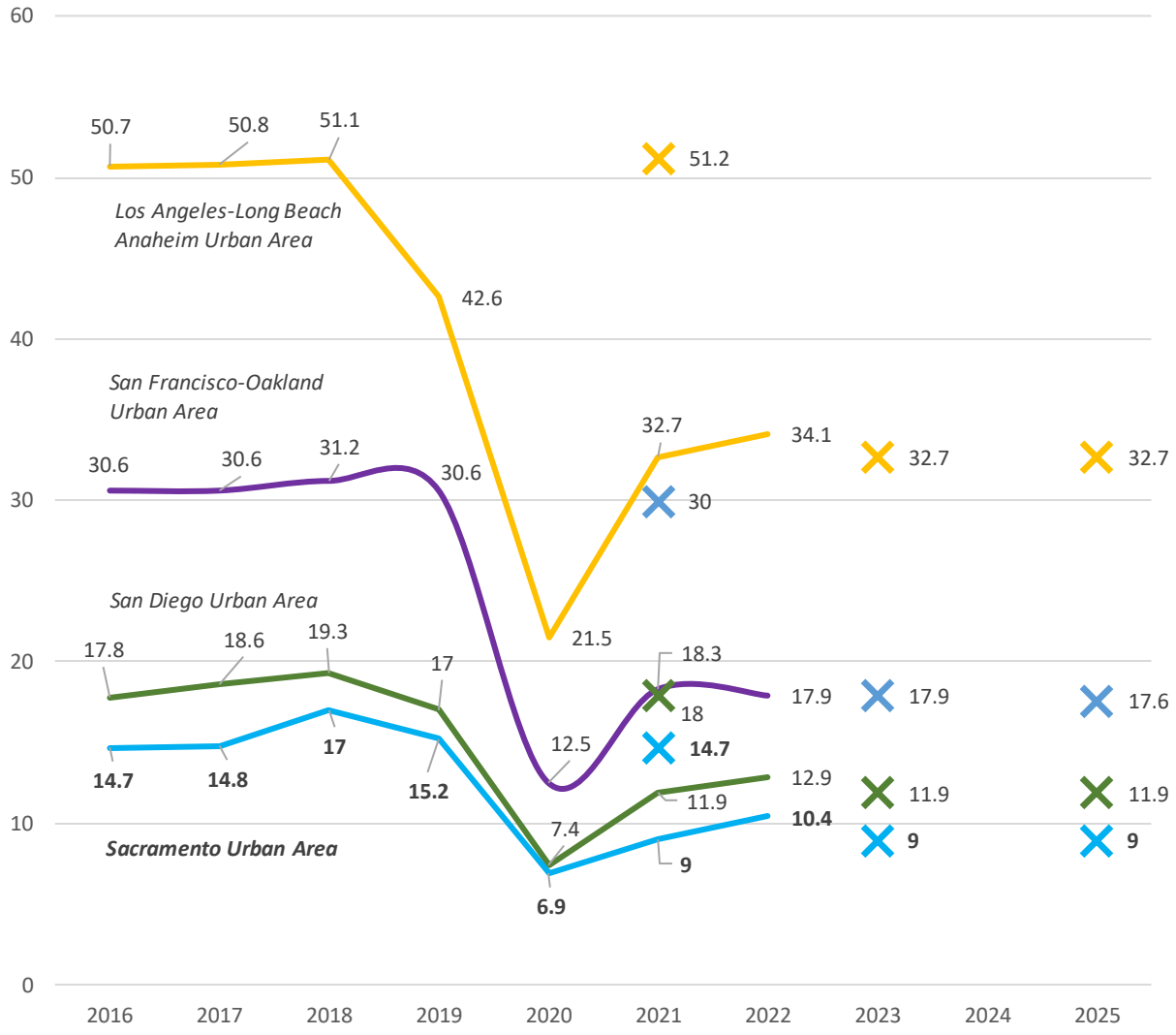
Example projects include:

- City of Sacramento, "I St. Bridge Replacement", $172 million
- Caltrans District 3, "SR 51 Bridge Deck Replacement", $164 million
- El Dorado County, "Mt. Murphy Rd/South Fork American River Bridge Replacement", $32 million

System Performance Management (PM3: Freight movement, congestion, emissions and reliability)

Stuck in rush hour traffic going below the speed limit? How many minutes or hours do you think drivers do that in urban areas? In 2018, the National Performance Management Research Data set (NPMRDS) uses "big data" to calculate how the average commuter in the Sacramento Urban Area spent a total of 15.2 hours that year delayed in rush hour traffic (or about 3.5 minutes of delay per day per 261 work days in a year).[1] SACOG supports meeting this statewide target of reducing excessive delay, currently at 1% after 4 years for 2018. This sets a target for the Sacramento Urbanized area of 14.7 hours of delay.

Figure 10 - Annual Hours of Peak-hour Excessive Delay (PHED) Per Capita for Urbanized Areas in Sacramento, San Francisco, San Diego and Los Angeles with targets, 2016 to 2022



[1] National Performance Management Research Data Set (NPMRDS) Analytics Tool https://npmrds.ritis.org/analytics

SACOG staff have spot checked the NPMRDS source data and calculations for the Sacramento Urban Area and believe that while the dataset is a useful tool for identifying delayed locations and the length of a delayed segment of highway, staff found multiple locations where the traffic count numbers used for the PHED metric differed significantly from local count data, resulting in inaccurate PHED estimates. SACOG staff plan to continue to work with NPMRDS data managers to improve the dataset's accuracy, using their online reporting tools.

Other targets include increasing the reliability of travel. Imagine someone is planning a trip. They might leave earlier to account for the possibility of unusually bad traffic or collisions (the 80th percentile) instead of typical conditions (the 50th percentile) to make sure they arrive on time. Every mile each person traveled under typical conditions is a reliable person-mile traveled. SACOG supports the statewide target of increasing the percent of reliable person-miles traveled by 1% by 2022, (currently 64% for interstates and 73% for non-interstates in 2017). The interstate system in the Sacramento Region remains more reliable at 77.1% than the statewide average of 65.7% in 2018.[1] However, the non-interstate system in the Sacramento Region appears slightly less reliable at 73.5% than the state overall at 74.8%. Again, SACOG staff continue to review the data behind the NPMRDS to improve the accuracy of these calculations.

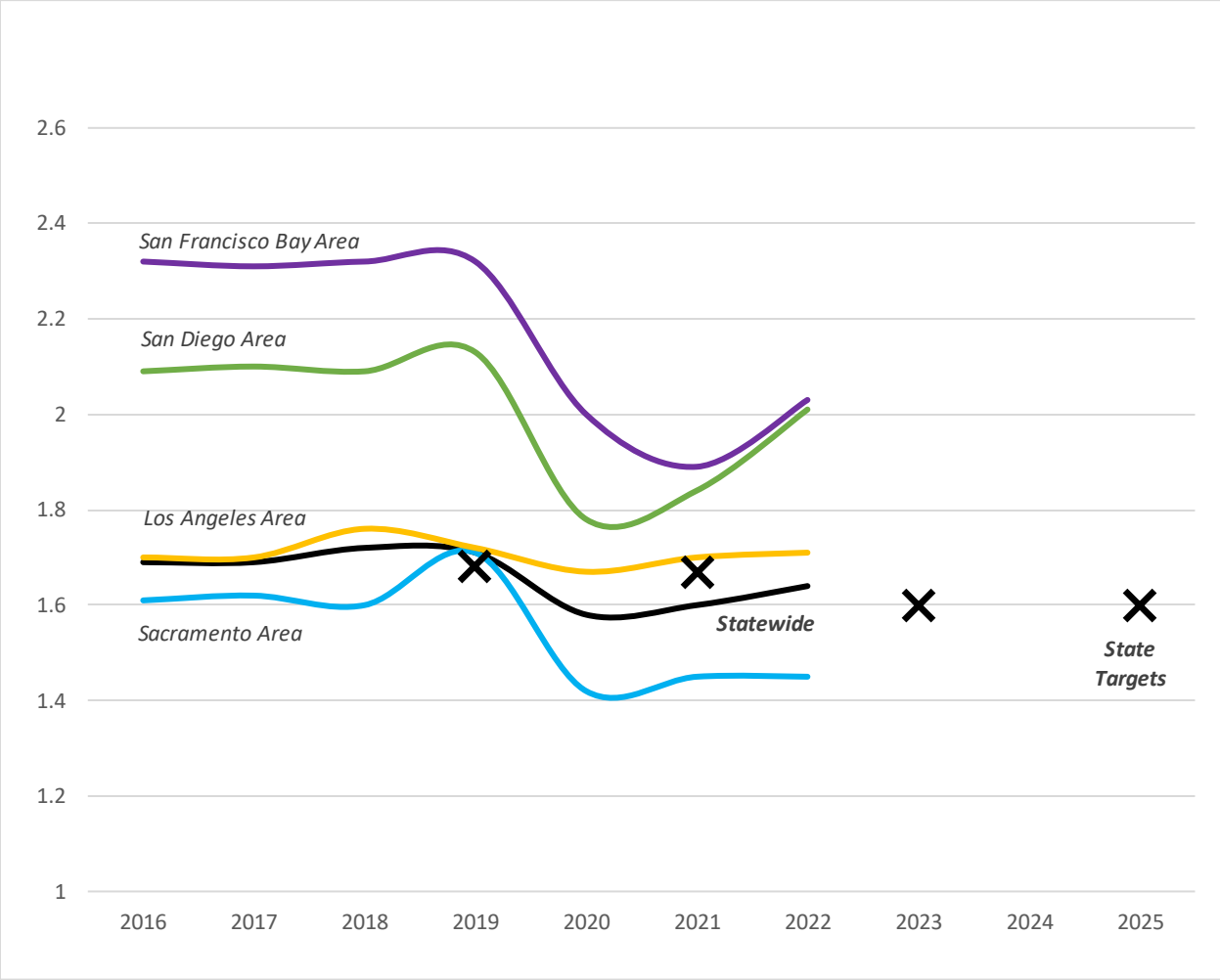
Figure 11 - 2016-2022 Percent of Reliable Person-Miles Traveled in the Sacramento Region vs State, interstate and non-interstate systems with 2-year and 4-year targets



[1] National Performance Management Research Data Set (NPMRDS) Analytics Tool https://npmrds.ritis.org/analytics

Freight reliability is calculated in a similar way, but instead of focusing on hours of delay in rush hour traffic, the Truck Travel Time Reliability is a ratio of greatly delayed truck travel times (95th percentile) divided by typical travel times (50th percentile). A ratio of 1.00 (1/1) would tell you that the worst travel times are the same as the typical travel times. A ratio of 2.00 would tell you that the worst travel times are twice as bad as typical travel times. The chart below shows NPMRDS Truck Travel Time Reliability Indices on interstates for the Sacramento Region have remained relatively stable between 1.60-1.62, which currently meets the 2-year and 4-year state targets of 1.68 and 1.76, respectively.[1]

Figure 12 - 2016-2022 Reliable Truck Travel Time (Ratio of Delay/Typical) in the Sacramento Region vs State, on the interstate and non-interstate systems with 2-year and 4-year targets



Roughly 20 percent, or $6.9 billion, of the expenditures in the project list go to road and highway capital improvements, including road widenings and new roads in growth areas, carpool and managed facilities on highways, and connections for local access to new development areas. The road expansion projects included in the MTP/SCS add about 1,000 lane miles to the regional road and highway system and are phased to align with the forecasted growth in homes and jobs. Of the 1,000 additional lane miles in

[1] National Performance Management Research Data Set (NPMRDS) Analytics Tool https://npmrds.ritis.org/analytics

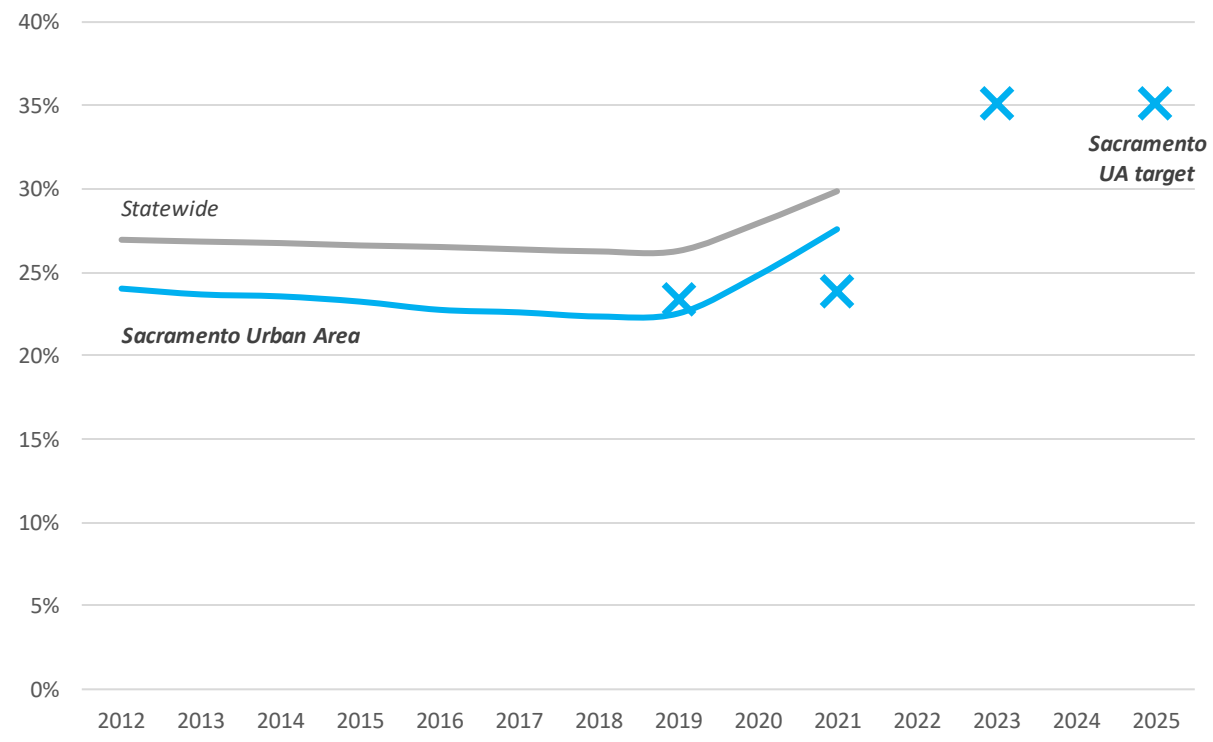
the plan, more than two-thirds of the system expansion investments occur on existing roads and highways, with the remaining one-third going to new roads that serve new growth in both infill and greenfield areas.

Example projects include:

- Caltrans District 3, "Managed lanes on I-5, I-80, SR 99 and Business 80" - $1 billion combined
- Caltrans District 3, "State Route 51 (Capital City) Corridor Improvements: J St to Arden" - $483 million
- City of West Sacramento, "Broadway Bridge", $255 million
- PCTPA, "I-80/SR 65 Interchange Improvements Phase 2", $250 million
- City of Sacramento, "Lower American River Crossing", $150 million
- City of West Sacramento, "Enterprise Crossing", $125 million

Other performance targets include increasing the percentage of non-single occupancy vehicle travel (e.g., walk, bike, transit, carpool, etc.) by 1%, from 22.8% to 23.8%, by 2022. [1]

Figure 13 - 2012-2021 Percent of Non-Single Occupant Vehicles (SOVs) in the Sacramento Urban Area vs State,1 with 2-year and 4-year targets



[1] U.S. Census Bureau, 2012-2017 American Community Survey 5-Year Estimates

About 30 percent, or $10.1 billion, of the total plan budget goes to operating and expanding transit service. The plan emphasizes more commuter and fixed-route bus services, modeled to increase regional bicycle, walk, or transit person trips per capita from 0.41 trips per capita to 0.50 trips per capita, a 23.28%.

Example projects include:

- Sacramento Regional Transit District, "Green Line: MOS2 Township 9 to North Natomas Town Center (CON)", $390 million
- Sacramento Regional Transit District, "Hi-bus infrastructure", $368 million
- City of Sacramento, "Sacramento Intermodal Transportation Facility - Phase 3", $225 million
- Capitol Corridor JPA, "Sacramento to Roseville Third Main Track - Phase 2", $195 million
- Sacramento Regional Transit District, "Gold Line Frequency and Service Enhancements", $195 million
- SACOG, "Sacramento-West Sacramento Downtown/Riverfront Streetcar Project (Phase 1)", $194 million
- PCTPA, "Placer County - Bus Rapid Transit Capital", $83 million
- Sacramento Regional Transit District, "Light Rail Low Floor Station Conversions - Gold Line", $50 million
- Sacramento Regional Transit District, "Circulator Bus/Microtransit Expansion Vehicles", $9.8 million

The final 16 percent, or $5.3 billion, of the plan include investments in road and highway operational and safety improvements, bicycle and pedestrian facilities, and programs such as transportation demand management (TDM) and community design funding to encourage smart-growth development projects. These expenditures also include pilot funding from the state for the Green Means Go Program, designed to lower greenhouse gases by accelerating infill development, reducing vehicle trips, and facilitating faster electric vehicle deployment.

Example projects include:

- City of Sacramento, "Central City Specific Plan Multi-modal improvements", $165 million
- City of Sacramento, "River District Transportation Improvements", $120 million
- City of Rancho Cordova, "Zinfandel Complex Improvements - Phase2", $46 million
- City of Roseville, "Bicycle Master Plan Class I Trail Buildout", $45 million
- Yuba County, "Marysville Road Bicycle Lane Project", $18 million
- City of Citrus Heights, "Saybrook/Misty Creek I-80 Pedestrian/bicycle overpass", $15 million

Many projects that rehabilitate local streets and roads also plan for the mobility of all users as complete street projects. The MTP/SCS makes provisions for the inclusion of complete streets by including lump sums in the project list for bicycle, pedestrian, and roadway improvements that can improve a roadway's accessibility to all users and through policies and strategies that encourage complete streets considerations whenever feasible.

Example projects include:

- City of Citrus Heights, “Auburn Blvd Complete Streets (phases 2-5)”, $106 million combined
- City of Rancho Cordova, “Complete Streets Rehabilitation - Sunrise Blvd”, $35 million
- City of Sacramento, “Broadway Complete Street Phase I & 2”, $8 million
- Sacramento County, “Folsom Boulevard Complete Street Improvements, Phase 1”, $5 million

Emissions Reductions by Applicable Pollutants under the CMAQ Program

The investments cited in the 2018 Sacramento Urbanized Area Congestion Mitigation and Air Quality Improvement Program Performance Plan, for the baseline performance period report 2018-2021, contribute to meeting the statewide targets for Total Emissions Reductions by Applicable Pollutants under the CMAQ Program: VOC (kg/day), CO (kg/day), NOx (kg/day), PM10 (kg/day), and PM2.5 (kg/day).

During the current performance period (2018-2021), 59 projects are expected to obligate CMAQ funds. A list of these projects is provided in the table below, and includes a description of how each project is anticipated to contribute towards achieving the performance targets for traffic congestion and on-road mobile source emissions.

Since the statewide baseline conditions reflect CMAQ funded projects that first obligated CMAQ funds between 2014 and 2017, the projects listed in Figure B only reflect CMAQ funded projects during the 2018-2021 performance period.

FHWA notes that reporting emissions benefits for each CMAQ project is not required but “could discuss relevant estimates of emissions reductions in order to demonstrate how the projects will contribute to the relevant targets.” SACOG estimates and records CMAQ project emissions benefits as directed by the California Air Resources Board’s (ARB) 2005 guidance document, “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects for Evaluating Motor Vehicle Registration Fee Projects and CMAQ Projects.” The emissions benefits calculated focus on VOC, NOx, PM10 and PM2.5 criteria pollutants. SACOG does not include estimates of CO emissions benefits at this time, but may do so in the future for traffic signal synchronization projects. The ARB guidance notes that “CO is a localized pollutant and not a regional pollution problem” where CMAQ projects are usually “funded primarily to reduce regional ozone and PM10 and have little impact on localized CO hot spots.” The Air Resources Board does note that “signal coordination projects, however, may be targeted at specific CO hot spots in CO nonattainment areas” and that “reporting CO emission reductions should be limited to targeted projects located in CO nonattainment or maintenance areas.”

Table 4 - Description of Projects in CMAQ Performance Plan for 2018-2021 Performance Period

Title	Lead Agency	1st CMAQ Obligation Year	VOC Benefit kg/day	CO benefit kg/day	NOx Benefit kg/day	PM10 Benefit kg/day	PM2.5 Benefit kg/day	Traffic Congestion Benefit? Peak-hour Excessive Delay	Traffic Congestion Benefit? Non-SOV Mode Share
Bell Road at I-80 Roundabouts	Placer County	2019	0.25		0.19		0.01	Yes	
CNG Bus	Placer County	2018	*	*	*	*	*	Yes	Yes
Cook Riolo Road Pathway	Placer County	2018	0.04		0.02	0.01	0.01		Yes
D W Babcock School Access Improvements	City of Sacramento	2019	0.05		0.03	0.01	0.01		Yes
Downtown Pedestrian Bridge	City of Roseville	2018	0.18		0.11		0.04		Yes
Dry Creek Greenway Trail	City of Roseville	2021	0.09		0.07		0.03		Yes
El Dorado County Fleet Electrification - EV Infrastructure	El Dorado County	2019	0.14		0.15	0.06	0.06		
El Dorado County Fleet Electrification/Hybrid	El Dorado County	2019	0.14		0.15	0.06	0.06		
El Dorado Hills Boulevard Class 1 Trail	El Dorado County	2019	0.08		0.04	0.02	0.02		Yes
El Dorado Trail - Missouri Flat Road Bike/Pedestrian Overcrossing	El Dorado County	2019	0.07		0.04	0.02			Yes
El Dorado Trail Ext. - Los Trampas Dr to Halcon Rd	El Dorado County	2018	0.01						Yes
Fair Oaks Boulevard Improvements, Phase 3	Sacramento County	2019	0.05		0.04	0.02	0.02		Yes

Title	Lead Agency	1st CMAQ Obligation Year	VOC Benefit kg/day	CO benefit kg/day	NOx Benefit kg/day	PM10 Benefit kg/day	PM2.5 Benefit kg/day	Traffic Congestion Benefit? Peak-hour Excessive Delay	Traffic Congestion Benefit? Non-SOV Mode Share
Florin Creek Trail/SOFA Bike & Pedestrian Improvements	Sacramento County	2018	0.01						Yes
Folsom Blvd Complete Streets Phase 5 (Bradshaw to Horn)	City of Rancho Cordova	2020	*	*	*	*	*		Yes
Folsom Blvd. Complete Streets Rehabilitation	City of Sacramento	2018	0.13		0.1	0.06			Yes
Folsom Blvd./Power Inn Rd. Intersection (Ramona Ave Phase I)	City of Sacramento	2018	0.05		0.04	0.02	0.02	Yes	
Folsom Cottage Sidewalk Infill	Sacramento County	2018	1.27		0.77	0.13			Yes
Folsom/Placerville Rail Trail	City of Folsom	2019	0.04		0.03	0.01	0.01		Yes
Franklin Ave. Pedestrian Improvements	City of Yuba City	2019	0.1		0.06	0.02	0.02		Yes
Franklin Cycle Track	City of Sacramento	2019	0.02		0.01	0.01	0.01		Yes
Garfield Ave. Bike Lanes and Pedestrian Connectivity Project	Sacramento County	2018	0.03		0.07	0.01			Yes
Hazel Avenue Sidewalk Improvements	Sacramento County	2018	0.07		0.05	0.02	0.02		Yes
Highway 49 Sidewalk Gap Closure	PCTPA	2018	0.06		0.04		0.01		Yes
I-80 HOV Across the Top	Caltrans D3	2018	67		62	55		Yes	Yes
Laguna Creek Trail and Bruceville Rd Sidewalks	City of Elk Grove	2020	0.08		0.06	0.04	0.04		Yes

Title	Lead Agency	1st CMAQ Obligation Year	VOC Benefit kg/day	CO benefit kg/day	NOx Benefit kg/day	PM10 Benefit kg/day	PM2.5 Benefit kg/day	Traffic Congestion Benefit? Peak-hour Excessive Delay	Traffic Congestion Benefit? Non-SOV Mode Share
Lake Natoma Trail – Gap Closure	City of Folsom	2018	0.01		0.01				Yes
Lincoln Boulevard Streetscape Improvements Project Phase 3	City of Lincoln	2020	0.08		0.05	0.02	0.02		Yes
Live Oak Community Trail Segment 4	City of Live Oak	2019	0.01		0.01				Yes
Mariposa Safe Routes to School Phase 3	City of Citrus Heights	2018	0.01						Yes
Martis Valley Trail	Placer County	2018	0.01		0.01				Yes
Meadowview Rd. Streetscape Phase 1	City of Sacramento	2019	*	*	*	*	*		Yes
Merrychase and Country Club Drive Bicycle and Pedestrian Improvements	El Dorado County	2019	0.04		0.03	0.01	0.01		Yes
Nevada Street Pedestrian & Bicycle Facilities	City of Auburn	2019	0.03		0.02				Yes
New York Creek Trail East - Phase 2	El Dorado County	2018	0.02		0.01				Yes
Oak Street Extension of Miners Ravine Trail	City of Roseville	2020	0.05		0.04		0.01		Yes
Pacific St at Rocklin Road Roundabout	City of Rocklin	2020	0.26		0.21		0.01	Yes	
Placer County Congestion Management Program	PCTPA	2019	11.44		11.59		5.54		Yes
Placer County Freeway Service Patrol	PCTPA	2021	5.62		2.25		0.34	Yes	

Title	Lead Agency	1st CMAQ Obligation Year	VOC Benefit kg/day	CO benefit kg/day	NOx Benefit kg/day	PM10 Benefit kg/day	PM2.5 Benefit kg/day	Traffic Congestion Benefit? Peak-hour Excessive Delay	Traffic Congestion Benefit? Non-SOV Mode Share
Placerville Drive Bicycle and Pedestrian Facilities	City of Placerville	2019	0.08		0.04	0.02	0.02		Yes
S. Auburn St. & I-80 Roundabout	City of Colfax	2018	0.05		0.05		0.01	Yes	
SECAT Program Phase 3	SMAQMD	2018	9		236	21			
Silva Valley Parkway at Harvard Way Intersection Improvements	El Dorado County	2018	0.03		0.02			Yes	
Silva Valley Pkwy Class I/II Bike Path - Harvard Wy to Green Valley Rd	El Dorado County	2018	0.02		0.01				Yes
South Sacramento Parkway Trail - West	City of Sacramento	2019	0.12		0.07	0.02	0.02		Yes
Spare the Air Phase 2	SMAQMD	2018	0.2		0.2				
Spare the Air Phase 3	SMAQMD	2021	0.2		0.2				
Sycamore Park Phase 2 and 3 Bicycle and Pedestrian Overpass	City of West Sacramento	2018	0.02		0.01	0.01	0.01		Yes
Sycamore Trail/Westacre and Bryte Bicycle Routes	City of West Sacramento	2018	0.12		0.06	0.03	0.03		Yes
Town Center Implementation Plan Improvements Phase 4	Town of Loomis	2019	0.03		0.02	0.01	0.01		Yes
Transportation Demand Management (TDM) Phase 3	SACOG	2020	0.54		0.5				Yes
Two Rivers Trail Phase II	City of Sacramento	2019	0.02		0.02	0.02			Yes

Title	Lead Agency	1st CMAQ Obligation Year	VOC Benefit kg/day	CO benefit kg/day	NOx Benefit kg/day	PM10 Benefit kg/day	PM2.5 Benefit kg/day	Traffic Congestion Benefit? Peak-hour Excessive Delay	Traffic Congestion Benefit? Non-SOV Mode Share
Washington Bl/All America City Bl Roundabout	City of Roseville	2020	*	*	*	*	*	Yes	
Washington Blvd/Andora Undercrossing Improvement Project	City of Roseville	2020	0.9		0.51	0.16		Yes	
Washington Boulevard Bikeway and Pedestrian Pathways Project	City of Roseville	2020	0.63		0.45	0.49			Yes
West Main Street Bicycle/Pedestrian Mobility and Safety Improvements	City of Woodland	2018	0.05		0.03	0.01	0.01		Yes
West Woodland SRTS	City of Woodland	2018	0.05		0.04	0.01	0.01		Yes
Western Placerville Interchange (Ray Lawyer Drive Park and Ride Lot)	El Dorado County Transit	2018	0.63		0.45	0.49		Yes	
Western Placerville Interchanges Phase 2	City of Placerville	2018	0.03		0.02			Yes	

Transit Asset Management Planning

In order to comply with provisions of federal MAP-21 legislation, transit agencies must develop a Transit Asset Management (TAM) plan. FTA defines transit asset management as "the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation." TAM plans must include an inventory of agency assets, including vehicles, facilities and other capital assets; an assessment of the condition of those inventoried assets; and a prioritized list of investments to improve a "state of good repair."

Below is a summary of the transit plans the MTP/SCS that inform the MTP/SCS.

SACOG Region Short Range Transit Plans, Long Range Transit Plans, and Comprehensive Operational Analyses:

1. Auburn Transit SRTP – 2018-2025 available here: http://pctpa.net/transit/2018-auburn-transit-short-range-transit-plan/
2. El Dorado County Transit SRTP/LRTP (Draft) – A draft of the most recent SRTP/LRTP was presented to the El Dorado County Transit Board on November 7, 2019. The draft document covers 2018-2023 for the SRTP, and 25 years for the LRTP 2018-2043. The draft can be found at https://eldoradotransit.com/board-meeting/november-7-2019/.
3. Placer County Transit SRTP – 2018-2025 available here: http://pctpa.net/transit/2018-placer-county-transit-short-range-transit-plan/
4. Rio Vista (Solano County) SRTP – Fys 2015-16 to 2024-25. This SRTP is included because the Rio Vista Delta Breeze bus service provides bus services to the City of Isleton in Sacramento County. The SRTP is available here: https://sta.ca.gov/wp-content/uploads/2019/07/3.-SRTP-City-of-Rio-Vista-Section.pdf
5. South County Transit/Link SRTP - 2017-2021 available here: https://www.sacog.org/sites/main/files/file-attachments/sacramento_county_srtp_final.pdf?1529445085
6. Yolo County Transportation District (Yolobus) SRTP – 2014-2021 available here: http://yolobus.com/pdf/YCTD_SRTP_FY_2014-2021_final_reduced.pdf
7. City of Davis SRTP (Unitrans + Davis Community Transit) – Fys 2014-15 to 2020-21 available here: https://unitrans.ucdavis.edu/media/uploads/2017/10/18/city-of-davis-final-draft-srtp.pdf
8. City of Elk Grove Transit (e-tran) Comprehensive Operational Analysis – 2018-2022 available here: https://www.elkgrovecity.org/UserFiles/Servers/Server_109585/File/Departments/eTran/04_12_2017_StaffReport.pdf
9. Roseville Transit SRTP – 2018-2025 available here: http://pctpa.net/transit/2018-roseville-transit-short-range-transit-plan/
10. Sacramento Regional Transit has multiple planning documents including: SRTP – 2012-2022, Strategic Plan – 2015-2022, SacRT Forward system modernization, etc. All Sacramento RT planning documents can be found at http://www.sacrt.com/aboutrt/RTPlanning.aspx
11. Western Placer Consolidated Transportation Services Agency (WPCTSA) SRTP – 2018-2025 available here: http://pctpa.net/transit/2018-wpctsa-short-range-transit-plan/

Yuba-Sutter Transit SRTP – 2016-2021 available here:
https://www.yubasuttertransit.com/files/6fd6b2518/Yuba+-Sutter+SRTP+2015+Final+Plan_optimized.pdf

The inventory of transit vehicles below compiles the existing transit fleet information from the collection of TAMs in the SACOG region.

2020 RTP Performance

This section describes how implementing the MTP/SCS would result in changes to the region. Regional model outputs are summarized by the following topics with some related to PM2 and PM3 metrics.

- Land Use Patterns
- Housing Mix
- Access to Employment Activities
- Road and highway System (Related to PM2)
- Transit System (Related to PM3)
- Travel Choice and Traffic (Related to PM3)
- Vehicle Miles of Traveled
- Greenhouse Gas Emissions (Related to PM3)

Land Use Patterns

The MTP/SCS includes growth in a variety of communities throughout the region to provide residents with choices on where to live and work. The land use forecast assumes 64 percent of new homes will occur in infill areas, which are characterized in the MTP/SCS as Established Communities and Center and Corridor Communities. By 2044, the MTP/SCS forecasts that more homes, 17 percent of all homes compared to 12 percent in 2016, will be in Center & Corridor Communities where residents access to the greatest mix of amenities, jobs, and transportation options.

Table 5 – Share of Homes by Community Type

Performance Metric	2016 Baseline	Change (2016-2044)	By 2044
Share of homes in Center & Corridor Communities *(percent of total homes in region)*	113,880 *12%*	86,661 *33%*	200,541 *17%*
Share of homes in Established Communities *(percent of total homes in region)*	712,012 *77%*	81,365 *31%*	793,377 *67%*
Share of homes in Developing Communities *(percent of total homes in region)*	20,793 *2%*	89,313 *34%*	110,106 *9%*
Share of homes in Rural Residential Communities *(percent of total homes in region)*	74,438 *8%*	2,789 *1%*	77,227 *7%*
Total Homes	**921,123**	**260,128**	**1,181,251**

Housing Mix

The region has most of its homes today in large-lot, single-family products (60 percent in 2016). The MTP/SCS plans to provide a greater diversity of homes for future residents by increasing the number of small-lot and attached housing available throughout the region. To achieve more housing choices by 2044, the MTP/SCS forecasts 74 percent of new homes over the next 20 years to be small-lot or attached products.

Table 6 – Share of Homes, Rural Residential/Large Lot vs. Small Lot/Attached Homes

Performance Metric	2016 Baseline	Change (2016-2044)	By 2044
Share of homes in rural residential and large-lot single-family homes	553,334	+68,580	621,914
(percent of total homes in region)	*60%*	*26%*	*53%*
Share of homes in small-lot single-family or attached homes	367,789	191,548	559,337
(percent of total homes in region)	*40%*	*74%*	*47%*

Access to Employment Activities

Access, in this instance, means the number of activities a person can reach within a given travel time and mode. Improved access to jobs correlates strongly with lower vehicle miles traveled. Access can be increased in two ways: 1) improving travel speeds, and increasing the area one can reach within 30 minutes; 2) putting more activities closer to homes through more focused growth. The MTP/SCS affects both, through more infill and compact development, reduction of congestion on key corridors for drivers, and improvements to transit service to reduce transit travel times.

The MTP/SCS also greatly improves access to jobs from environmental justice areas. Environmental Justice areas are places in region with concentrations of lower income and/or minority residents, single-parent households, elderly residents, non-English speaking residents, residents with less than high school degrees, and disabled residents.

Table 7 – Access to Jobs from Homes by 30-minute Drive and Transit Times and from Environmental Justice Areas

Performance Metric	2016 Baseline	Change (2016-2044)	By 2044
Jobs within 30-minute drive of homes	377,257	109,539	486,796
Jobs within 30-minute transit of homes	4,829	17,534	22,362
Jobs within 30-minute drive of homes in environmental justice areas	457,670	150,943	608,612
Jobs within 30-minute transit of homes in environmental justice areas	6,670	25,872	32,542

Average VMT per worker to jobs centers captures both trip length and mode of travel. Average VMT per worker can be reduced by shortening the commute, or by shifting more travel into non-vehicle modes like biking or walking. The MTP/SCS shortens commutes, by improving jobs-housing ratios, and enhances non-vehicle and transit modes to jobs centers.

Table 8 - Average Vehicle Miles Traveled per Worker to Jobs Centers

Performance Metric	2016 Baseline	Change (2016-2044)	By 2044
Average vehicle miles traveled per worker to jobs centers	17.4	n/a	15.39

Road and highway System

Increase in lane miles of major roads and highways by about 19 percent compared to 2016. More than two-thirds of this increase is on existing facilities and phased to add capacity as housing and employment growth occur. The MTP/SCS does not include significant road and highway expansion for growth that is anticipated to happen beyond the 20-year period of the plan, but might eventually be needed to accommodate local general plans.

Table 9 - New or Expanded Major Road Lane Miles

Performance Metric	2016 Baseline	Change (2016-2044)	By 2044	Average Lane Miles added per Year
New or Expanded Major Road Lane Miles	6,465	1,258	7,722	52

Transit System

The MTP/SCS doubles transit service hours by 2040 compared to 2016. This service increase comes primarily from commuter and fixed-route buses, with a smaller increment coming from light rail. The transit network in the MTP/SCS emphasizes increased frequencies on productive transit routes near homes to provide faster access to jobs and job centers.

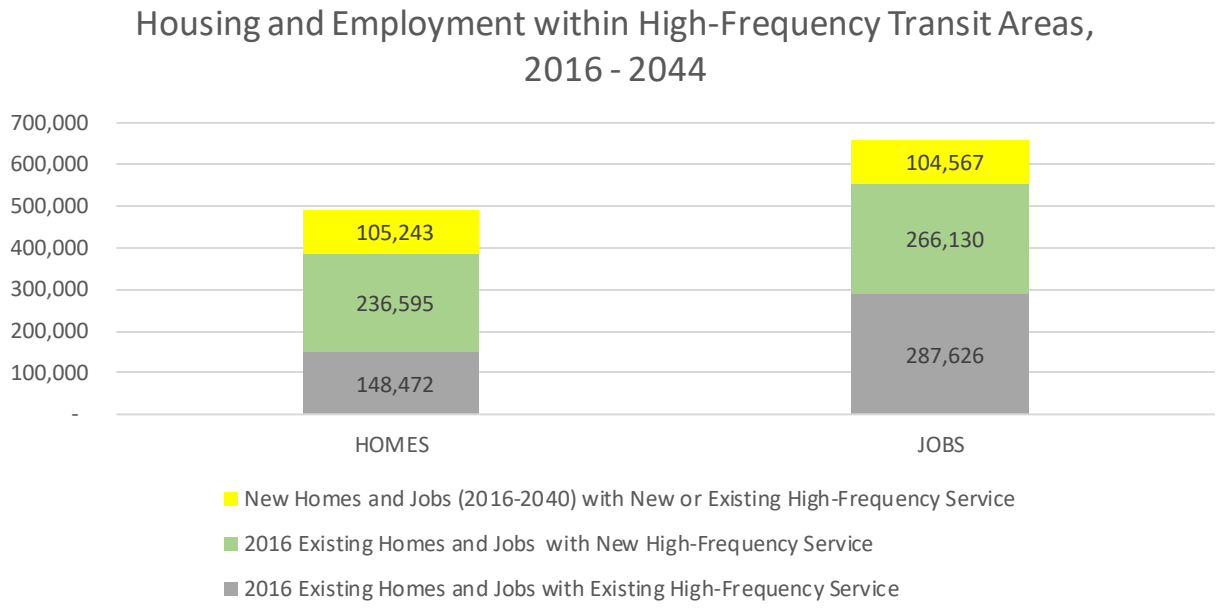
Table 10 - Weekday Transit Revenue Service Hours by Service Type 2016 and 2040 Proposed MTP/SCS

Service Types	2016	2044 MTP/SCS	Change from 2016	
			#	%
Light Rail	301	385	+84	28%
Tram/Streetcar	0	86	+86	N/A
Express Bus	336	826	+490	146%
BRT/Fixed Route Bus	2,962	5,948	+2,986	101%
Shuttle	369	907	+538	146%
Regional Rail	26	57	+31	119%
Regional Total	3,994	8,209	4,215	106%

Population (thousands)	2376.3	2996.8	620.5	26%
Service Hours Per Capita (x 1000)	1.68	2.74	1.1	63%

The numbers of homes and jobs near high-frequency transit service, with vehicles coming at least every 15 minutes, more than double by 2040

Figure 14 - Housing and Employment within High-Frequency Transit Areas, 2016 - 2044



Travel Choice and Traffic

The MTP/SCS provides more opportunities for residents to choose to travel by transit, biking, or walking. This is made possible by developing in a way that allows people to live closer to jobs and amenities and investing in transit, bicycle and pedestrian infrastructure, and programs to encourage options that do not rely on driving.

Table 11 - Non-Auto Mode of Travel for SACOG Region, 2016 and 2044

Performance Metric	2016 Baseline	Change (2016-2044)	By 2044
Share of commute trips by transit, bike or walk to jobs centers	13%	n/a	18%
Mode share for transit, walking and bicycling (percent of all trips)	12%	n/a	14%

Table 12 - Mode of Commute and Non-commute Travel for SACOG Region, 2016 and 2044

Weekday Commute Trips			
Mode	**2016**	**2040**	**Change**
Drive Alone	1,702,550	2,038,695	+336,145
Carpool	383,140	481,265	+98,125
Transit	32,005	83,676	+51,671
Bike	51,161	84,677	+33,516
Walk	148,952	227,717	+78,765
Other			
Total	2,317,808	2,916,030	+598,222
Commute Mode Share			
Drive Alone	73.5%	69.9%	-3.5%
Carpool	16.5%	16.5%	-.0%
Transit	1.4%	2.9%	+1.5%
Bike	2.2%	2.9%	+.7%
Walk	6.4%	7.8%	+1.4%
Other	n/a	n/a	n/a
Work At Home Workers	51,264	90,021	+38,757
Total Workers	945,446	1,191,610	+246,164
% Work At Home Workers	5.4%	7.6%	+2.1%

Weekday Non-Commute Trips			
Mode	**2016**	**2040**	**Change**
Drive Alone	1,812,523	2,316,096	+503,573
Carpool	3,380,284	4,053,132	+672,848
Transit	69,029	165,753	+96,724
Bike	158,961	213,462	+54,501
Walk	503,336	720,289	+216,953
Other	101,289	101993	+704
Total	5,924,133	7,468,732	+1,544,599
Non-Commute Mode Share			
Drive Alone	30.6%	31.0%	+.4%
Carpool	57.1%	54.3%	-2.8%
Transit	1.2%	2.2%	+1.1%
Bike	2.7%	2.9%	+.2%
Walk	8.5%	9.6%	+1.1%
Other	1.7%	1.4%	-.3%

The MTP/SCS reduces the amount of travel on heavily congested roadways by 2044 in three ways; 1) targeting capacity investments where traffic bottlenecks occur; 2) providing options to take non-driving modes and reducing vehicle demand during peak travel hours; and 3) providing express lanes in some congested corridors, allowing more travelers access to less congested facilities.

Table 13 provides a tabulation of congested VMT in the SACOG region by household-generated, and all other sources including commercial vehicle and external. Household-generated congested VMT per capita declines a little bit from 2016 to 2044, with a decrease of 1.6 percent. Regional total congested VMT per capita declines from 1.56 in 2016 to 1.53 in 2040, a 2.4 percent decrease.

Table 13 - Congested Vehicle Miles Traveled by Source in SACOG Region 2016 and 2044 MTP/SCS

Variable	2016	2044 MTP/SCS
Weekday Congested VMT (CVMT) by Source		
Household-Generated Commute CVMT [1]	1,575,800	1,894,200
Household-Generated Other CVMT [1]	1,335,600	1,717,976
Total Household-Gen. CVMT [1]	2,911,400	3,612,176
Commute Share of HH-Gen CVMT	54%	52%
Commercial Vehicle/Through-Travel CVMT [2]	804,600	961,724
Total CVMT	3,716,000	4,573,900
Per Capita or Per Job Rates		
Population	2,376,300	2,996,800
Household-Generated CVMT per Capita	1.2	1.2
Total CVMT per Capita	1.56	1.53
Percent Changes in CVMT Per Capita or Per Job, compared to 2016		
HH-Generated CVMT per Capita		-1.6%
Total CVMT per Capita		-2.4%

1 Household-generated CVMT is cumulative vehicle travel by residents of the region on roadways which are at-or-above capacity, for their travel within the region. Household-generated CVMT is split into commute and other shares.

2 Commercial vehicle CVMT is cumulative vehicle travel for moving goods, services and freight within the region. It includes commercial travel in passenger vehicles, light trucks, and vans as well as in larger trucks. Externally generated VMT is cumulative vehicle travel from residents outside the region, but who travel to destinations within the region, or travel through the region.

Vehicle Miles Traveled

Table 14 shows VMT by three sources in the region for 2016 and 2044: household-generated, commercial vehicle, and external.

Household-generated, which includes all travel by residents of the region for work, school, shopping and other household purposes, accounts for almost three-quarters of all VMT in all scenarios. Household-generated VMT per capita is projected to decrease from 17.9 miles in 2016 to 16.5 miles by 2044, a decrease of 7.9 percent.

Commute travel includes all travel by workers from home to work and back home, including any intermediate stops for other non-work activities (e.g., to drop off a child at school, to shop, or to attend to personal business). It accounts for about 44% of total household-generated VMT.

Commercial vehicle travel includes vehicles of all types which are transporting services or goods on road-ways within the SACOG region. This source of VMT is not just bigger, multi-axle trucks—it includes transportation of services (e.g. office equipment repair, plumbers, home delivery) which may use smaller vans or even passenger vehicles, as well as small-to-medium sized trucks.

Combining all sources of VMT, including external and through travel VMT, forecasted VMT per capita declines from 24.6 miles to 23.3 miles from 2016 to 2044, a 5.3 percent decrease.

Table 14 - Vehicle Miles Traveled by Source in SACOG Region 2016 and 2044 MTP/SCS

Variable	2016	2044 MTP/SCS
Weekday VMT by Source		
Household-Generated Commute VMT [1]	18,879,600	21,668,600
Household-Generated Other VMT [1]	23,700,000	27,810,200
Total Household-Gen. VMT [1]	42,579,600	49,478,800
Commute Share of HH-Gen VMT	44%	44%
Commercial Vehicle VMT [2]	9,216,100	11,639,800
Through-Travel VMT [3]	6,644,100	8,706,400
Total VMT	**58,439,800**	**69,825,000**
Per Capita or Per Job Rates		
Population	2,376,300	2,996,800
Jobs	1,060,700	1,332,300
Household-Generated VMT per Capita	17.9	16.5
Commercial Vehicle VMT per Job	8.7	8.7
Total VMT per Capita	24.6	23.3
Percent Changes in VMT Per Capita or Per Job, compared to 2016		
HH-Generated VMT per Capita		-7.9%
Commercial Vehicle VMT per Job		0.6%
Total VMT per Capita		-5.3%

Source: SACOG, September 2019.

[1] Includes travel by residents of households within the SACOG region, plus travel within the SACOG region by households outside the region. Total household-generated VMT is split into commute (i.e., all VMT generated by workers going from home to work and back, with any stops along the way), and other (all non-commute).

[2] Commercial vehicle VMT is cumulative vehicle travel for moving goods, services and freight within the region. It includes commercial travel in passenger vehicles, light trucks, and vans as well as in larger trucks.

[3] Through-travel VMT is all travel on roadways passing through the SACOG region.

Greenhouse Gas Emissions

The assumptions and indicators described in the MTP/SCS offer the best path to achieving the 19 percent per capita greenhouse gas (GHG) emissions reduction target assigned to SACOG by the California Air Resources Board (CARB). Table 15 provides the bottom line calculation of the GHG reduction, which is subject to review of CARB, upon adoption of the SCS by SACOG. A more detailed breakdown of the GHG reduction is provided below.

Table 15 – SB 375 Greenhouse Gas Emissions Reduction

Performance Metric	2005 Baseline	2044 MTP/SCS	% of Reduction
Weekday passenger vehicle CO2 emissions (percent change per capita from 2005)	23.2	18.9	-19%

The SB 375 GHG emissions reduction target is unique, in that the base year (2005) and horizon year (2035) are different than the base year and horizon year for the proposed MTP/SCS, and the formula for calculating the reduction is very complicated. All aspects of the target are determined by the California Air Resources Board (CARB). Several fundamentals of the calculation are worth noting, though. The calculation is based on vehicle activities forecasted by SACSIM19 travel demand model, with vehicle fleet forecasts and emissions calculated using versions of the state's EMFAC emissions models[11]. Both models (SACSIM19 and EMAC) are required to calculate the target, with EMFAC being used as a post-process to each SACSIM19 model run needed to calculate the emissions. In short, the MTP/SCS factors generating the GHG reduction can be reasonably approximated, but there is no precise way of calculating the exact contribution of each factor precisely.

Given these limitations, though, there is a strong interest in understanding the connection between the target and specific factors and effects that are included in the proposed MTP/SCS. Table 16 provides an accounting of these factors and effects.

Table 16 --Breakdown of SB 375 GHG Reduction Factors

	Approx. Reduction
MTP/SCS Policy & Program – Related Factors	
Increased Non-SOV Mode Share	6%
Shortened Vehicle Trips	5%
Pricing & Pay-As-You-Go Fees	1-2%
ITS & TSM	+/- 0.5%
Local EV Programs	+/- 0.5%
Exogenous Factors	
Aging Population	2%
Increase in Auto Cost	3%
Total Reduction	+/-19%

Source: SACOG, 2019.

For the factors related to the policies and programs of the MTP/SCS, the approach to estimating the approximate share of the GHG reduction are described below.

- For increased Non-SOV mode share, the trip length and increase in trip rate for transit, bike and walk trips was calculated for year 2005 and year 2035 using the SACSIM19 model, and the increase in person miles traveled by these modes was used to calculate the share for modeled

[11] In setting the original SB 375 targets in 2010, CARB was very careful to focus the target on factors related to land use, transportation, and reduction in VMT, rather than changes to the vehicle fleet, power sources, fuels, etc. The fleet and fuel factors were the focus areas of statewide programs. In order to focus SB 375 on land use, transportation and VMT reduction, a special set of emission rates were added to EMFAC, that factor out the changes related to the state fleet and fuel programs, and those rates are used by all MPOs for SB 375 implementation purposes.

travel. To this share was added an off-model increment for transportation demand management programs, and a small share for increased micro-mobility use.

- For shortened vehicle trips, the average trip length for all auto mode trips (SOV and carpool), and the decrease in average trip length was used to calculated a share of GHG reduction.
- For facility pricing, and mileage-based or Pay-As-You-Go (PAYGO) fees, the additional cost of auto travel for both programs was calculated as an average related to a non-priced alternative, and the increment was translated into a VMT impact using a VMT elasticity.
- For ITS and TSM, the impact of more robust deployment of these programs, relative to 2005, were assessed using the "Moving Cooler" document.
- For the impact of local EV deployment programs, which are locally funded programs to increase the rate of EV market penetration within the SACOG region were qualitatively assessed, and translated into percentage change in GHG, over-and-above the much larger state programs.
    - For the last two factors, the technical assumptions and calculations have been reviewed by CARB as part of the 2012 and 2016 Sustainable Community Strategy submissions.

The SB 375 GHG emissions reduction also includes factors that have little to do with the proposed MTP/SCS in terms of implementation. These factors that are largely outside the control of MPOs or their local member agencies are often labeled "exogenous" factors. Two major exogenous factors affecting GHG emissions are:

- Aging population—the share of persons 65-years-or-older is forecasted to increase from 13 percent in 2016 to 21 percent by 2044. Older persons travel less, and generate less VMT and GHG emissions from that travel, than younger persons.
- Increase in auto cost—the basic cost of operating an automobile was forecasted to increase over the timeline of the proposed MTP/SCS, and this increase accounts for a part of the GHG reduction. This increase is based on forecasted cost of fuel, changes to the efficiency of the passenger vehicle fleet, and changes to the non-fuel operating costs like tires, maintenance and repair, averaged to a per-mile cost. This part of the vehicle cost excludes "policy" costs like facility-based pricing, and PAYGO fees.

The fact that a part of the 19 percent GHG reductions is generated by exogenous factors, rather than policies or programs of the MTP/SCS, is not new. When the SB 375 targets were set in 2010, those factors were part of the calculation of the targets, and that fact was re-confirmed when the targets were re-set by CARB in 2018.

The "factors" referenced in Table 16 are driven by many specific policies and actions included in the proposed MTP/SCS. The complex relationship between the many specific policies and actions in the proposed MTP/SCS, and the grouped "factors" for which GHG reductions were approximated above, is provided in Table 17.

Table 17 – MTP/SCS Policies and Actions Contributing to GHG Reduction

MTP/SCS Policy or Action	Shortened Vehicle Trips	Increased Transit, Bike, Walk Trips	Pricing & PAYGO	ITS/TSM	Local EV
Policies					
3--Support more seamless travel through better traveler information for trip planning, reliable service and coordination between operators for transit, shared mobility and other first/last mile connections.		X			
4--Support piloting innovations in new mobility and transit service and programs.		X			
6--Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of choices to driving alone.		X			
7--Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets.					X
8--Support transit agencies looking to secure funds to improve the frequency, span, and coverage of productive transit service.		X			
11-- Initiate a leadership role in testing and piloting roadway pricing mechanisms, such as facility-based tolling and mileage-based fees, in partnership with the state, federal, and local agencies and private sector organizations.			X		

MTP/SCS Policy or Action	Shortened Vehicle Trips	Increased Transit, Bike, Walk Trips	Pricing & PAYGO	ITS/TSM	Local EV
12--Take steps to implement tolling or pricing of specific lanes on major facilities, such as freeways, to improve traffic management, reliability, and operations of those facilities and to help raise funding for the cost of building and maintaining large capital investments.			X	X	
13--New major capital projects on the region's freeways should examine pricing options to both manage demand and provide a financing mechanism for capital costs.			X	X	
14-- Revenues generated from facility-based pricing should be used to build and maintain a regional network of paid express lanes and, where surplus revenue is available, on strategic transit services (e.g. express buses) or other mobility solutions that can reduce vehicle miles traveled and provide multiple travel options along priced corridors.		X			
24--Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.		X			
27--Invest in transportation improvements that improve access to major economic assets and job centers.	X				
28--Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.	X	X	X	X	X
Actions					
Secure funding and implement the Green Means Go Pilot Program to encourage infill development.	X	X			X

MTP/SCS Policy or Action	Shortened Vehicle Trips	Increased Transit, Bike, Walk Trips	Pricing & PAYGO	ITS/TSM	Local EV
Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote job growth and jobs-rich communities to promote housing growth.	X	X			
Develop a Regional Housing Needs Plan with action steps and incentives that put member agencies in a better position to accelerate infill housing production.	X	X			
Continue to provide incentives, tools, and other project support to grow regional jobs and housing. Examples include the Economic Prosperity Plan, Housing Policy Toolkit, SB 375 and SB 743 CEQA streamlining.	X	X			
Continue to provide technical assistance to support urban, suburban, and rural community revitalization. Examples include Civic Lab Year 2, Rural Main Streets Technical Assistance, and the Transit Oriented Development Action Plan.	X	X			
Continue to assist transit and local agencies to find ways to develop, test, and pilot new mobility services such as microtransit, bike share, and other services. Examples include Civic Lab Year 1, bike share, and Citrus Heights microtransit pilot.		X			
Lead a collaborative effort to shape a vision of next generation transit for the region that includes strategies to integrate traditional transit services with new mobility options.		X			
Develop and implement new employer- and residential-based transportation demand management programs. Examples include TDM mini grants for piloting ideas.		X			

MTP/SCS Policy or Action	Shortened Vehicle Trips	Increased Transit, Bike, Walk Trips	Pricing & PAYGO	ITS/TSM	Local EV
Partner with cities and transit operators undergoing updates to transit plans, service changes, and transit-oriented development efforts. Examples include SacRT Forward, Transit Asset Management Planning, and Transit-Oriented Development Action Plan.		X			
Actively support transit agencies in securing funding to improve transit stations and replace aging bus and light rail vehicles. Examples include 2018 SECAT program changes to fund zero-emission buses and transit funding awards from state Senate Bill 1 competitive grant programs.		X			
Work with Caltrans and other local partners to identify options for governance and administration of revenues from facility-based pricing, in coordination with ongoing managed lane studies.			X		
Work with regional partners to develop pilots focused on innovative tolling and PAYGO concepts.			X		
Collaborate with the state and metropolitan planning organizations on efforts to study mileage fees as a replacement to fuel taxes.			X		
Support local agencies in pursuing options to implement new local fees and taxes dedicated to transportation improvements.			X		

Travel Demand Forecasting Model

SACOG utilized its regional travel demand model to compare the proposed MTP/SCS for 2044 conditions to the 2016 baseline conditions. SACOG's primary model is the Sacramento Regional Activity-Based Simulation Model or "SACSIM". SACOG periodically updates and improves SACSIM, and releases versions of the model and data for use by member agencies when the MTP/SCS is adopted, with versions numbered according to the year the version was finalized. SACSIM15 was used for the 2016 MTP/SCS. SACSIM19 was used for the analysis of this proposed MTP/SCS.

Sections below will cover high level descriptions and summaries about model structure, model calibration, validation, sensitivity test, and treatment of travel induced by additional road way capacity.

Model Structure

SACSIM includes four sub-models for predicting travel demand. The major sub-model is "DAYSIM," which is an advanced-practice activity-based tour sub-model for predicting household-generated travel. DAYSIM is a demand micro-simulation, which represents travel activities as tours, or series of trips, connecting the activities a person engages in during the course of a normal day. DAYSIM allows for detailed representation of key factors influencing household-generated travel, such as detailed characteristics of land use in the region, age of residents, household income, cost of fuel, and other factors.

SACSIM also includes a more conventional, state-of-practice sub-model for predicting commercial vehicle travel. Two classes of commercial vehicles are modeled: two-axle commercial vehicles, and three-plus-axle commercial vehicles. Two-axle commercial vehicles include a wide range of vehicles, ranging from a passenger vehicle, which might be used to transport a computer repair person and their tools and equipment to an office to perform a repair, to a relatively small truck delivering produce to a restaurant or store. Three-plus-axle commercial vehicles also include a wide array of vehicles, ranging from medium-sized delivery trucks to large, five-axle tractor-trailer combinations. The common element tying these vehicles together is that they are used to transport goods and services, and are not used for personal (household-generated) travel.

SACSIM also includes state-of-practice sub-models for predicting air passenger ground access to the Sacramento International Airport, and for predicting external travel (including travel by residents of the region to locations outside the region, residents outside the region traveling to locations within the region, and travel that goes through the region, but does not stop within the region).

Vehicle or transit passenger trips are assigned to detailed computer representations of the region's highway and transit networks using state-of-practice software and programs. The resulting assignments are used for evaluation of vehicle miles of travel (VMT) on roadways, congested travel on roadways, and travel on the region' transit system.

The analysis period of SACSIM is a "typical weekday." A typical weekday is intended to represent weekday conditions during a non-summer month (i.e., a time period when most workers are at work,

rather than on vacation, and when schools are normally in session). Where annual or other time periods are required, typical weekday estimates of travel are scaled to represent those time periods.

For each round of the MTP/SCS the SACSIM version is a adjusted to capture observed travel behaviors. SACSIM also goes through periodical coding updates to address new policy requirements during the planning process. Every new version of SACSIM is then thoroughly inspected over to ensure model performance. SACSIM19 was used for the analysis of this proposed MTP/SCS. SACSIM19 is adjusted to capture observed travel behavior in the MTP/SCS base year (2016 for project). The process of measuring the degree to which the model captures observed travel in the base year is known as "validation". This step is undertaken in compliance with guidelines provided by the California Transportation Commission. In addition to validation, sensitivity testing is performed to ensure that SACSIM is appropriately sensitive to key factors affecting travel (e.g. cost of travel, household income, age, etc.).

Public Access to Model and Data

The updated SACSIM modeling scripts and data files are made available for review and comment by local member agencies and the transportation consulting community in the following ways:

- SACOG maintains a basic description of the SACSIM on its website for the public at large to get a basic understanding of the model and its uses, and to connect members of the public to SACOG staff members that can provide additional information as needed. https://www.sacog.org/modeling
- SACOG hosted a SACSIM19 users' conference in January 2019. The conference included a one-day session providing a general overview of the SACSIM19 model, directed at non-modeling planning professionals and representatives of community and advocate groups in the morning session, and a deeper dive into SACSIM19 model functionality for transportation planners and modelers in the afternoon session. Input from the attendees was solicited on the usefulness of the users' conference as a way of disseminating information on SACSIM19, and on user preferences for improvements to SACSIM19 moving forward. https://www.sacog.org/pod/travel-demand-model-user-conference
- SACOG implemented a formal beta-test process, call for participants announced in November 2018, group starting in January 2019 and ending in March 2019. The beta-test process allowed for early access to the draft SACSIM19 for learning and testing purposes. 10 organizations and firms participated. The beta-test included a one-day training session on SACSIM19, technical support as needed, and bi-weekly teleconferences calls to check in on testing progress and to address questions or issues experienced by the beta testers. More information about beta testing can be found under https://www.sacog.org/pod/travel-demand-model-beta-testing-group
- Early release of the SACSIM19 MTP/SCS draft preferred scenario land use and transportation network files, and data files, scripts and executables to local agencies and their consultants, for use in reviewing the MTP/SCS and to provide a baseline for undertaking analysis of local projects. Agencies took advantage of this release of the draft MTP/SCS on projects such as the Placer Sacramento Gateway Plan, Caltrans Managed Lanes studies.

- Modeling changes were presented to ARB staff in discussions related to the proposed technical methodology for assessment of greenhouse gases for implementation of SB 375, pursuant to Section 65080 of the Government Code.

Major Changes between SACSIM15 and SACSIM19

SB 375 has placed an emphasis on enhanced regional transportation and land use modeling and Proposition 84 funds have been awarded to California MPOs to expedite the development and enhancements of their regional transportation and land use modeling tools and methods necessary to comply with SB 375. While many MPOs will focus their initial efforts on enhancements to four-step trip-based models, SACOG is already at the cutting-edge of tour/activity-based models with the Sacramento Activity-Based Travel Simulation Model (SACSIM). As part of the SB 375 model enhancement effort, SACOG has completed a phased multi-year model improvement program. Major changes between SACSIM15 and SACSIM19 are shown in Table 18.

Table 18 – Major Improvements in SACSIM19

Feature	Used for…	SACSIM15	SACSIM19	Change in Modeling
New generation DAYSIM with updated choice models and software structure	Simulation of individual's daily travel activities	Software constraints on number of skims allowed.	Re-estimated choice models; Fully object-originated programming; Shadow pricing to maintain supply/demand of work and school locations	Easy to use & add network skims by modes, VOT classes, time periods; better estimation / forecasting of travel patterns etc
Proximity buffering (# of households, jobs, K12 enrollments, etc within travel distance of each parcel)	Modeling attractiveness of parcels as destinations	-Simple radial buffers (¼ & ½ mile) -Unweighted (i.e. activities at far edge of buffer count same as near edges	-Buffers based on network distance -Buffers decay weighted—closer activities count more	-Captures linearity of many activities clustered along major arterials -Captures accessibility "shadows" created by freeways, rivers, etc.
Valuation of time (VOT)	-Assessing trade-offs between cost of travel and time of travel -Useful for any model—but necessary to correctly model pricing	-Three levels of VOT, based on household (HH) income range -All members of high income HH have high VOT -All members of low income HH have low VOT	-Distributed VOT -VOT varies for all persons -Higher VOT more likely for high income HH… -…but VOT mixes across HH income -Some high income have low VOT, some low income have high VOT	-Necessary for implementation of pricing -Necessary for fairly capturing equity impacts of pricing -Causes some trade-offs on shorter, slower routes and longer, faster routes

Feature	Used for…	SACSIM15	SACSIM19	Change in Modeling
Transit and Traffic Assignment Time Periods	-Identify peak hour travel -Congestion levels, accessibility, boarding/alighting during peak hours of travel.	4 daily transit periods 4 daily traffic periods (AM,MD,PM,NT)	5 daily transit periods 9 daily traffic periods	-Better control over hourly diurnal flows.
Vehicle Equivalence on Traffic Assignment (weighting trucks more heavily in estimates of congestion)	-Identifying congested segments and bottlenecks -Reflecting higher congestion impact of bigger trucks	No weighting of bigger trucks	-passenger vehicles =1 -smaller commercial vehicles = 1.5 -3+ axle commercial vehicles = 2.0	-Better practice—called out in last peer review -Overall higher congestion levels
Transit sub-modes (rail, commuter bus, standard fixed route bus)	-Reflecting preferences for different types of transit in mode choice	-Transit mode choice only accounts for mode of access (drive vs. walk) -All transit treated generically	-Continue to account for mode of access -Sub-modes allowed as part of mode choice (rail, commuter bus, fixed route bus)	Better balance of transit trips & boardings amongst the sub-modes
Facility-based Pricing	Modeling toll roads, high-occupancy/toll roads, express lanes	n/a	Full suite of options for modeling toll facilities with dynamic tolling and occupancy class exceptions. User settings for minima/maxima tolls, tolling periods, etc.	New functionality, allows for modeling the impact of tolling on travel behavior and on revenue
Pay-As-You-Go Pricing (PAYGO)	Modeling of mileage-based user fees	Limited to single-point auto-operating cost, inclusive of PAYGO. Fixed by time period, geography. Does not affect path-building.	PAYGO added as roadway network variable, captured in path-building and skims. Can vary by time period or geography.	Captures effects of PAYGO more realistically, and affects path-building and skims for auto modes.

Source: SACOG, 2019.

Model Calibration

DAYSIM is the core of SACSIM and is consisted of two modules: long term and short term choices. Both modules are consisted of a series of nested choice models. In operation, given the households' residence, DAYSIM runs long term module first and simulates people's long term choices such as usual work and school locations, and auto ownership, and then run short term choice module such as day pattern, main destination, tour mode, trip mode etc. With this hierarchical or nested choice structure, the lower level choices were affected or constrained by upper choices. For examples:

- Choices of usual locations for work and school affect the choices of work and tour destinations, since the usual locations are the most likely destinations.
- Auto ownership affects both day pattern and tour (and trip) mode choice, by generating auto ownership market segments used in the model.

In SACSIM19, all DAYSIM choice models were re-estimated using the new parcel data, skim data and the expanded 2000 survey. Mode choice models were calibrated to 2018 survey as shown in Table 19.

Table 19 – Mode Share in 2016 Model Comparing to 2018 Household Travel Survey

Mode	2018 HTS	2016 Model
Walk	7.7%	7.8%
Bike	2.3%	2.5%
Carpool	45.5%	45.1%
Drive Alone	42.1%	42.1%
Transit	1.2%	1.2%
Other (School Bus,Taxi etc.)	1.2%	1.2%

Source: SACOG, 2019

Validation of Highway Assignment

Model Validation provides systematic checks to establish a confidence level in a travel demand model. Validation efforts focus on model components used for major performance indicators for forecasting. SACSIM19 validation focuses on highway traffic assignment, transit assignment, and sensitivity testing. SACSIM19 full model documentation will provide thorough information on all model variable components that influence results. The intent of this section is to provide high level validation results to assess SACSIM19 performance. Because SACSIM19 forecasts do not only cover roadway design, but also air quality and conformity analysis, temporal validation was included to assess model relationship to represent multiple time periods.

SACSIM19 traffic count model validation was performed on the highway assignment for the MTP/SCS base year 2016. Twenty-four-hour traffic counts are collected throughout the SACOG region. Since counts come in various temporal resolution, formatting, and collection techniques such as using roadway tube counts, turning movement at intersection, ongoing sensors, or annual monitoring reports, a subset of those counts are processed and used to represent a typical weekday traffic count to

compare with model volumes. Table 20 provides a regional validation summary for SACSIM19 forecasted 2016 traffic volumes compared to CTC recommended guidelines for MPO travel demand models[12]. 2005 SACSIM19 back-cast comparison is also included. The 2005 back-cast serves as both a temporal validation of SACSIM19 and an additional model validation to our air quality and conformity analysis base year. Both 2005 and 2016 are within all guideline statistic performance indicator thresholds.

Table 20 – SACSIM19 and CTC Guidelines on Highway Assignment Validation

Guideline	Threshold	2005	2016
% of Locations w/ Model < Max Deviation	>75%	86%	78%
Correlation Coefficient	> 0.88	0.95	0.97
RMSE for Daily Traffic Assignment	<0.40	0.36	0.38

Source: SACOG, 2019

While these regional guidelines serve an important role for model validation, they are only a partial indication of model performance. Highway facility classification determine how much traffic volume can travel on a given roadway at a point of time. The facility classification determines road capacity levels measured as how many vehicles per hour per lane (vphpl) a facility can sustain operations; this is a major contributor to model performance. Table 21 provides a comparison of forecasted 2016 model volumes to traffic counts by facility type. The table includes comparisons of average weekday volumes.

Table 22 includes SACSIM19 back-cast traffic volume to counts from 2005. This back-cast comparison serves as both the temporal validation of SACSIM19 and the base year for air quality and conformity analysis[13]. Count locations and quantities vary between 2005 and 2016 due to different collection efforts and available data at that time. Multiple validation tables by functional class also serve as supplementary source of count data for locations of facility types that may have a smaller count samples one year and provide additional model confidence.

[12] California Transportation Commission, *2017 Regional Guidelines for MPOs*, p.49.
[13] *Code of Federal Regulations,* Title 40, Sec.93.122

Table 21 – Weekday Highway Volume Validation By Functional Class of Roadway

Functional Class	No. of Road Sections	Sum of Counts	Sum of Model (if Counted)	Validation Ratio	Avg. Link Error	RMSE
Freeway	371	21,477,673	20,565,616	0.96	0.13	0.18
Expressway	7	88,286	114,724	1.30	0.54	0.63
Major Arterial	571	8,310,889	9,057,658	1.09	0.29	0.38
Minor Arterial	463	4,477,209	4,438,807	0.99	0.30	0.44
Collector	425	1,434,337	1,284,906	0.90	0.53	0.79
Ramp	10	54,413	75,661	1.39	1.05	1.22
Rural Highway	24	148,190	144,000	0.97	0.17	0.20
Rural Art./Coll.	325	1,150,651	1,113,827	0.97	0.37	0.51
Total	2,196	37,141,648	36,795,199	0.99	0.24	0.38

Source: SACOG, 2019

Table 22 – 2005 Weekday Highway Volume Validation by Functional Class of Roadway

Functional Class	No. of Road Sections	Sum of Counts	Sum of Model (if Counted)	Validation Ratio	Avg. Link Error	RMSE
Freeway	189	10,772,487	11,092,769	1.03	0.15	0.22
Expressway	12	353,236	305,954	0.87	0.16	0.34
Major Arterial	296	4,903,641	5,014,035	1.02	0.21	0.28
Minor Arterial	172	1,789,679	1,558,188	0.87	0.29	0.38
Collector	118	630,976	505,006	0.80	0.40	0.56
Ramp	264	1,199,460	1,114,769	0.93	0.53	0.85
Rural Highway	76	325,402	363,834	1.12	0.28	0.40
Rural Art./Coll.	138	511,391	543,470	1.06	0.36	0.49
Total	1,265	20,486,272	20,498,025	1.00	0.22	0.36

Source: SACOG, 2019

Validation of vehicle miles traveled (VMT) by travel demand models to estimates of observed VMT gathered through the Highway Performance Monitoring System (HPMS) is required by federal statute for agencies like SACOG which implement air quality conformity analysis[14]. VMT is also identified as an important performance indictor for tracking progress of the SCS.[15]

This requirement has been more generally applied for validation of travel demand models used for other purposes. For example, validation to HPMS is identified as a key recommended validation task in the FHWA guidance on validation of travel demand models[16]. That said, there are differences between the VMT estimates developed for HPMS and those estimated using SACSIM19: HPMS is an "annual average" estimate, that is intended to capture the average for 365 days of travel. SACSIM19 is a "typical weekday" estimate, that is intended to capture mid-week days during spring and fall months. In areas with a high percentage of weekend travel (e.g. areas with a high percentage of recreational travel), or in areas with extreme variations in seasonal travel (e.g. areas with a high percentage of seasonal recreational travel, or other seasonal activities like agriculture) the differences between HPMS and SACSIM19 could be significant.

Table 23 reports the comparison of SACSIM19 estimates of VMT to HPMS-sourced estimates. At region level, SACSIM19 estimates line up very closely with HPMS-sourced estimates, with less than two percent difference for each of the validation years (2005, 2016). Additionally, at region level, the changes to total and per capita VMT forecasted by SACSIM19 correspond to the changes observed in HPMS data. Between 2005 and 2016, both HPMS and SACSIM19 data show a decline. HPMS data shows a 2 percent decline in VMT per capita, compared to a SACSIM19 4 percent decline. Both changes are in the correct direction and the correct order of magnitude.

Table 23 – Comparison of Daily Vehicle Miles Traveled Estimates: HPMS and SACSIM19

	2005		2016		Validation Ratio	
County	HPMS[1]	SACSIM	HPMS[1]	SACSIM	2005	2016
El Dorado[2]	3,941	4,420	4,095	3,842	1.12	0.94
Placer[2]	8,581	9,276	9,161	10,101	1.08	1.10
Sacramento	32,145	32,035	35,652	34,560	1.00	0.97
Sutter	2,374	1,758	2,672	2,228	0.74	0.83
Yolo	5,683	5,151	6,071	5,842	0.91	0.96
Yuba	1,849	1,853	1,928	1,866	1.00	0.97
	54,573	54,493	59,579	58,439	1.00	0.98

[14] Ibid.
[15] California Transportation Commission, *2017 Regional Guidelines for MPOs*, p.23.
[16] Federal Highway Administration, *Model Validation and Reasonableness Checking Manual*, 2010 edition. http://tmip.fhwa.dot.gov/resources/clearinghouse/1397

Population	2,140		2,376			
VMT per Capita	25.5	25.5	25.1	24.6	1.00	0.98

Source: SACOG, 2019

[1] HPMS estimates of VMT from the Caltrans *California Public Road Data* reports.

[2] Adjusted from whole county data from El Dorado and Placer Counties to the non-Tahoe-Basin portions.

[3] VMT and Population represented in thousand

Validation of Transit Assignment

SACSIM19 changed from SACSIM15 by:

- Adding a transit sub-mode component to skimming and mode choice models. The three sub-modes are light rail, commuter bus, and local bus. This change allows SACSIM19 to better capture the differences between these modes in terms of speed, comfort, etc.
- Creating different transit fares based on a person's age and student status, instead of assuming a flat average fare.
- Splitting the 6pm-11pm evening service period into two separate periods, 6pm-8pm and 8pm-11pm, to better capture differences in transit services between early and later evening.

SACSIM first predicts how many trips people will take on transit, then assigns those trips to routes in the transit network and estimates each route's total boardings. A single trip can entail multiple boardings, e.g., one transit trip that requires one transfer results in two boardings. SACOG staff performed validation tests for both total transit trip share and transit assignment, i.e., how many boardings those trips resulted in, for each transit sub-mode (rail, local bus, and commuter bus).

As shown in Table 19 under model calibration, transit trip share (1.2%) in 2016 model was calibrated to and validated against SACOG's 2018 household travel survey (HTS).

Below, Table 24 summarizes transit assignment validation results. Generally, SACSIM19 overpredicted boardings by about 22 percent for all three transit sub-modes. Although the difference in observed versus modeled boardings is substantial, it does not affect the model's VMT and emissions estimates, which are based on transit trips rather than boardings. And since, as described above, SACSIM19's transit trip share is very close to observed trip share, we consider its VMT and emissions estimates to be reasonable.

Table 24 – Weekday Transit Passenger Boardings and Vehicle Service Hours by Service Type: Comparison of Model to Counts

	Daily Pass. Boardings			**Weekday Vehicle Service Hours**		
Service Types	Observed	Model (raw)	Validation	Observed	Model	Validation
Year 2016						
Light Rail	41,732	51,189	1.23	301	317	1.05
Fixed Route Bus	73,323	89,533	1.22	3,319	2,663	0.80
Commuter Bus	5,093	6,324	1.24	321	482	1.50
Total	120,148	147,046	1.22	3,940	3,462	0.88

Source: SACOG, September 2019.

Note: Model estimates included only for lines for which observed boardings data were available from operators.

We also validated SACSIM19's estimate of vehicle service hours (VSH) against observed base year VSH. As Table 28 shows, modeled VSH overall was about 12 percent lower than observed VSH. However, this varied by sub-mode, with modeled VSH exceeding observed by only five percent for light rail, significantly exceeding observed VSH for commuter bus by about 50 percent, and falling short of observed local bus VSH by about 20 percent.

Sensitivity Tests

Sensitivity testing measures how sensitive model outputs are to changes in specified model inputs, e.g., the sensitivity of predicted vehicle-miles traveled (VMT) to changes in the assumed per-mile auto operating cost. We quantify sensitivity as the elasticity of the output with respect to the input. Conceptually, elasticity can be defined as:

Elasticity of output with respect to input = percent change in output / percent change in input

E.g., if a 10% increase in auto operating cost led to a 1% decrease in VMT, we would say the elasticity of VMT with respect to auto operating cost is -0.01/0.1, or -0.1.

Using elasticity, we estimated the model's sensitivity to the following inputs with respect to the indicated outputs as shown in Table 25.

Table 25 – List of Variables in Sensitivity Test

Model input variables tested	Model output values checked for sensitivity
Auto operating cost	Total person-trips, vehicle trips, VMT, CVMT, transit person-trips, bike + walk person trips
Transit fare	
Off-street parking price	
Household income	

Where possible, we then compared the model's elasticity to observed elasticities to see if the model's elasticity was similar in magnitude (big vs. small) and direction (negative elasticity value vs. positive value). We considered the model sensitivity for a given input-output relationship to be reasonable if its elasticity was in the same direction and roughly same magnitude as elasticities that have been observed in the real world. Table 26 below is an example showing the elasticity of modeled VMT with respect to each of the tested model inputs compared with the range of observed elasticities for VMT.

Table 26 – List of Variables in Sensitivity Test

Model input variables tested	Modeled elasticity of VMT with respect to input variable	Range of observed elasticities of VMT with respect to input variable
Auto operating cost	-0.135	-0.38 to -0.03
Transit fare	+0.001	Small, positive in sign[1]
Off-street parking price	-0.005	Smaller magnitude than -0.04, negative in sign[2]
Household income	+0.12	+0.05 to +0.18

[1]None of the studies we reviewed explicitly quantified the relationship between transit fare levels and VMT, but we assumed a modest positive elasticity assuming that as transit fares increase, some riders will choose to drive instead, increasing VMT.

[2]-0.04 was the lowest sensitivity among the studies we reviewed. However, all studies looked at parking in local areas with generally limited free parking (e.g., downtowns, college campuses, etc.), while our elasticity reflects the entire region, which in most areas has ample free parking. Given the generally available substitute of free parking at a regional level, we suspect changes to parking price will have more modest effects on VMT than those found in the studies we reviewed.

While we were unable to test for all possible input-output combinations, mainly because of a lack of real-world elasticities to compare against, SACSIM's elasticities were generally reasonable. A more complete description of SACSIM elasticity testing, along with specific findings, will be available in the SACSIM19 model documentation.

Facility-Based and Pay-as-You-Go Pricing Testing

Pricing corridors and a VMT user fee are strategies implemented to meet 2020 MTP/SCS key performance targets. Express lanes along major corridors are included to improve traffic management and reliability throughout the region. A mileage-based or Pay-As-You-Go (PAYGo) fee charge is implemented as a sustainable replacement to the gas tax and manage transportation network efficiently and equitably.

Both corridor pricing and user fee are a new feature to SACSIM19. Around the country, implementation of travel modeling software to capture express lanes, in particular, is recognized as a very complex challenge, so testing of these features is critical. Testing of these new features included sensitivity testing and reasonable-ness checking, based on guidelines provided by state and federal agencies[17]. In addition to SACOG's testing, the beta-test group and early release of the draft SACSIM19 software and data files, described above in the "Public Access to the Model and Data" section, provided significant additional critical review of these new features. Testing focused on the high-occupancy/toll (HOT) and

[17] Federal Highway Administration, *Model Validation and Reasonableness Checking Manual*, 2010 edition. http://tmip.fhwa.dot.gov/resources/clearinghouse/1397

express lanes facility pricing, because those facilities are the major priced facilities included in the proposed MTP/SCS. HOT lanes, for purposes of this document, are conventional, one-lane HOV lanes, which allow priced access to drive alone vehicles or trucks. Express lanes, for purposes of this document, are generally multi-lane facilities that may allow HOV2 or HOV3+ vehicles access at reduced (or no) price, but allows priced access to drive alone vehicles and trucks. SACSIM19 has the capability to model "all-tolled" roadway facilities, however—given that no all-tolled facilities are included in the propose MTP/SCS, testing mainly focused around HOT and express lanes.

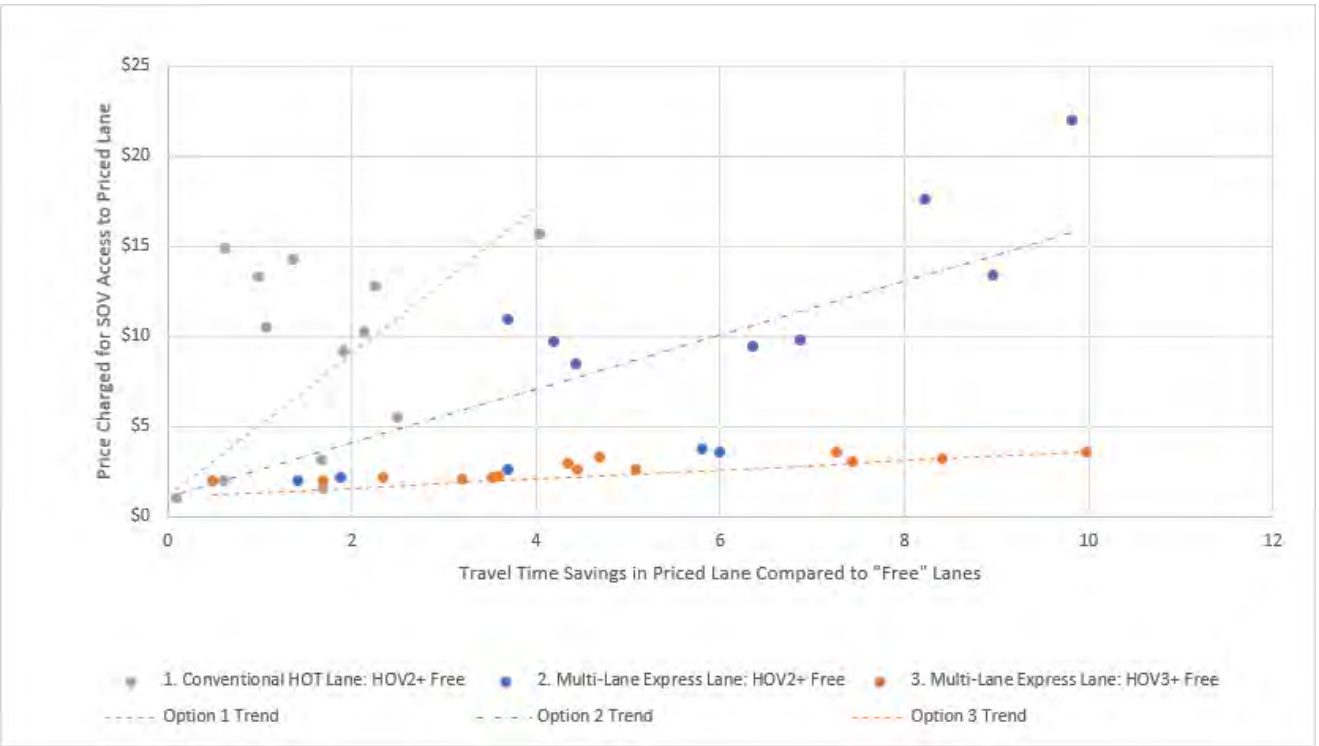
For HOT or express lanes facilities, SACSIM19 pricing software was developed to represent different rules on free versus paid access to HOT or express lanes. The general framework of the software is to iteratively identify a balance point between price of access, based on the rules for access for a given project, that ensures some level of travel time savings for the HOT or express lane, relative to the "free" parallel lanes. Testing focused on two dimensions: sensitivity of price-setting to time savings; and variations on the relationship between price and time savings, based on the rules governing access to the priced facility. Testing results for three options:

- A conventional HOT lane, with HOV2 and HOV3+ vehicles allowed access for free, and drive alone vehicles and trucks accessing for a price. Available capacity for priced access to the HOT lane is the smallest for this option, because in the highest demand corridors, HOV2 and HOV3+ vehicle nearly fill up the lane. In order to limit the number of drive alone vehicles and trucks that can access the facility, the prices may have a drastic increase surge.
- A conventional 2-lane express facility, with HOV2 and HOV3+ vehicles accessing the facility free, and drive alone vehicles and trucks accessing the facility for a price. Because the facility has two lanes per direction, rather than one, there is generally more capacity to offer for priced access, and prices tend to be somewhat lower than the HOT lane option.
- An express lane option that allows free access to HOV3+ vehicles only, and priced access to HOV2 and drive alone vehicles, and trucks. This option prices off many HOV2s, so the amount of capacity available for priced access is the highest of the three options, and the prices tend to be the lowest of the three.

Figure 15 graphically illustrates the results of the of the three test options, across 14 test corridors. Shown in the figure is the comparison of corridor time savings (defined as the number minutes saved in the priced lane, compared to the parallel free lane) and average price charged to access the priced lane (or lanes). For all three options, the expected relationship showing price increasing with time savings offered by the priced facility is evident. The three options differed very widely, and in expected ways, on the magnitude of price and its volatility across the corridors within each option. Option 1, the conventional HOT lane, showed the highest prices (average just under $10) relative to time saved, largely because in the highest priced corridors, very little-to-no capacity was available to priced access, and virtually all potential users had to be priced off. Table 27 provides option-level tallies, and shows that of users of the HOT lane, only 2 percent paid their way into the lane—98 percent had access for free. At the other end of the spectrum is option 3, the express lane, which allowed free access only to HOV3+ vehicles. This option offered priced access to the largest number of users, and the prices charged were the lowest at under $3 average, and 50 percent of the users

paying. Option 2 (express lane with free access to HOV2 and HOV3+ vehicles) splits the difference between Options 1 and 3.

Figure 15—Price Versus Time Savings for Three Managed Lane Options



Source: SACOG, 2019.

Table 27 – Managed Lane/Pricing Tests

	Facility Pricing Scenario	Drivers Accessing Time Savings for Free	Drivers Accessing Time Savings with Toll	Travel Time Savings in Priced Lane (minutes)	Average Toll Rate per Mile	Average SOV Toll Facility Price	VMT Accessing Travel Time Savings (thousands)	Percent VMT Accessing Travel Time Savings	Percent VMT Accessing Travel Time Savings and Paying Toll
1	Conventional HOT Lane	HOV2+	SOV, Truck	-1.5	$0.89	$9.71	974	21%	2%
2	Multi-Lane Express Lane	HOV2+	SOV, Truck	-5.1	$0.58	$9.68	1,170	27%	11%
3	Multi-Lane Express Lane	**HOV3+**	**HOV2, SOV, Truck**	-4.7	$0.36	$2.89	877	21%	50%

SACOG, 2019

Suggested by one of the beta-testers of the new SACSIM19 pricing features was testing around extreme pricing values. The specific suggestion was to test a range of pricing for access to a facility up to $100, which is recognized as an unreasonably high price for an actual project. Testing around extreme values is informative for software testing, and not as a potential actual project proposal. A test of this nature was conducted based on change in travel decisions comparing a range in pricing, time of day, and demand of a particular route. Table 28 shows testing along Interstate 80 over the Causeway between Davis and Sacramento. Three scenarios of an all-lane tolled facility are compared at different pricing rates: $5, $25, and $100 dollars. It is important to note that ALL of these pricing rates were set purely for testing purposes, and that actual rates for a proposed express lane project will be the subject of extensive project development work, public input, and policy debate. It is also important to note that the test scenario was based on all-lanes tolling, as opposed to express lanes, where a "free" option always exists. The $5 dollar rate shows a shift of 31 percent of vehicles use alternative routes. At $25, almost 90 percent of traffic avoided the facility. At $100 dollars, the price is so extreme the facility is effectively closed down, and all traffic avoids it. This test shows SACSIM19 highway assignment is sensitive to the level of pricing added to a facility as different persons have a range of valuation of time with respect to their preferred routing choices.

Table 28 – All Lane Pricing Sensitivity to Extreme Values Test

SACSIM19	DAILY					
	Causeway EB			Causeway WB		
2035	Quantity	Change	% Change	Quantity	Change	% Change
2035 Base	95,242	0	0.00%	95,974	0	0.00%
$5 Toll, All Time Periods, Mainline & HOV	64,162	-31,080	-32.60%	65,496	-30,478	-31.80%
$25 Toll, All Time Periods, Mainline & HOV	10,334	-84,908	-89.10%	11,825	-84,149	-87.70%
$100 Toll, All Time Periods, Mainline & HOV	19	-95,223	-100.00%	16	-95,958	-100.00%

Source: SACOG, 2019.

In addition to corridor pricing, a mileage-based user fee was also tested. Table 29 shows sensitivity testing on different mileage based user fee rates based on time of day and location. A discounted fee was applied for rural areas and off peak hours with less congestion. When the user fee increase, the household VMT and Congested VMT decrease. The orders of magnitude of decrease changes based on the rate showing the model is sensitive to different user fee rates.

Table 29 – User Fee Sensitivity Testing

Scenario	HH VMT % Change from Base	HH Congested VMT % Change from Base
No user fee – Baseline	0.0%	0.0%
1/2 cent peak/off peak rural/urban user fee	-0.3%	-1.9%
2/4 cent peak/off peak rural/urban user fee	-1.5%	-8.2%

SACOG, 2019
Scenarios for Sensitivity Testing only and do not reflect the 2020 MTP/SCS preferred scenario.

Treatment of Travel Induced by Addition of New Roadway Capacity

Research suggests that provision of new roadway capacity, all other things being equal, can itself result in generating additional vehicle travel. This phenomenon is often labeled "induced travel," and is in reality composed of many different effects. Those effects fall into two general categories:

- Short-term effects--changes in the near term to individual and household travel behavior due to a new or expanded roadway. All of the short-term effects are the result of travel on the new or expanded roadway being faster or more reliable than the prior condition:
    - Driving slightly out of one's way in order to use a new facility, compared to prior routes;
    - Shifting trips made by walking, biking, transit, or some non-private-vehicle mode to a private vehicle; or
    - Making more trips using a vehicle compared to the prior condition.

- Long-term effects—changes in long-term individual or household choices, or causing new growth and development in areas where options to driving are a few, or where the density and mix of uses require longer-than-average (regional) vehicle trips:
    - An individual deciding to relocate his or her place of residence from an area where lower-than-average vehicle use is required, to an area where higher-than-average vehicle use is required, simply because new roadway capacity makes the move more attractive.
    - A property owner or developer deciding to build in an area where higher-than-average vehicle use is required for future residents, simply because new roadway capacity makes that area more marketable and valuable to future homebuyers.

The proposed MTP/SCS includes policies focused on limiting the potential impact of induced travel. Almost $9 billion of the $35 billion budget is anticipated to go to expanding the transportation system. Of this capacity budget, $6.8 billion will go to road and highway expansion projects, including operational, safety, and multi-modal elements as part of large capital projects. The $6.8 billion in capacity projects were selected from nominations of over $12 billion. More than two-thirds of the $6.8 billion will be invested in existing, rather than new, streets and roads. These investments implement **Policy 18** of the plan, which states that "system expansion investments that are not directly paid for by new development should be focused on fixing major bottlenecks that exist today, and/or incentivize development opportunities in infill areas."

Screening questions related to project phasing were used to assess the relative need for the $12 billion in nominated highway capacity projects for the proposed MTP/SCS. The screening questions were also intended to assist in synchronizing roadway capacity investments to areas with significant existing needs, or areas with significant planned growth.[47] The screening questions included: 1) is there evidence of significant congestion on the roadway, either in the base year or in the planning horizon year?; 2) where a capacity increase is proposed, is the scale of the capacity increase similar to the scale of the growth in demand?; and 3) with the proposed capacity increase in place, is the roadway well-utilized in peak periods in the planning horizon year? The screening process started with a "Discussion Scenario" short list of about $6 billion in capacity projects, among the $12 billion in nominated.

For example, if a capacity project was nominated for roadway segment "A," and there was no evidence of congestion on Segment A in either the base year or the future year, the project was identified for exclusion from the proposed plan. Similarly, if the nominated project for segment "A" was widening from two lanes (one in each direction) to six lanes (three in each direction), the nominated project increased capacity by 200 percent. If the 2040 demand on segment "A" only increased 20 percent, the nominated project was flagged for potential exclusion from the proposed MTP/SCS, or for potential down-scaling of the nominated project. Though it is impossible to boil all project decisions down to a formula, the screening questions did serve as flags for projects that could be excluded. The screening criteria were only one input into decisions on project inclusion—other criteria included safety, project readiness, financial capacity of the sponsoring agency to fund the project, connection of the project to other committed projects in the MTP/SCS, and other factors.

The model's ability to capture short-term induced travel effects was assessed through simple sensitivity tests, shown on Table 30. The tests were structured to add (or reduce) roadway capacity from a base model run, and assess the changes to model outputs resulting from the changes to roadway capacity. These tests focus on short term effects described above, because the land uses are held constant between the base and test scenarios, and the test effects include only the short term effects. Three changes were assessed: the effect of roadway capacity on travel speed ("Speed w.r.t. Lane Mi" in the table); the effect of speed on VMT ("VMT w.r.t. Speed"); and the effect of roadway capacity on VMT ("VMT w.r.t. Lane Mi"). Elasticity values based on historic research were assembled for each of the effects. For the "primary" effects (the effect of roadway capacity on speed, and the effect of speed on VMT), only one study was found (Cervero, 2002). For the "combined" effect (effect of roadway capacity on VMT), a range of values based on historic research were found (Handy & Boarnet, 2014). Based on the primary effects, the range of calculated elasticities were reasonable. The combined effects fell at the low end of the range based on historic research (+0.06 for the "expand" tests, +0.16 for the "reduce" tests, compared to a range of +0.1 to +0.6).

There are constraints on the ability to represent the effects captured as "short term" effects in the historic research using fixed land use scenario travel models. The travel model tests were based on very large increments in roadway capacity, with completely fixed population, employment, costs, etc. —these are the sorts of test that can be done with a travel model, and cannot be replicated in the real world. For the historic research on induced travel, all factors change, and the ability to control for those changes is based on the availability and quality of year-over-year data. Additionally for the historic research, the year-over-year changes in highway capacity tend to be very small compared to the model tests, which added (or reduced) 6 to 11 percent of major roadway capacity in the tests. For example, the "expand" tests (#1a and #2), 13 to 24 years of roadway capacity increments were added to the "base". In many cases, capacity is added in locations were little to no demand exists in the "base", and where the roadways in the "base" are not congested. For these tests, the "elasticities" of speed with respect to roadway capacity are lower, simply because many of the capacity expanded roadways were no faster than the base condition. More nuanced highway capacity increments for the model testing may result in different estimates of sensitivity.

Long term induced travel effects are even more difficult to assess in a travel model than the short term effects, because, as described above, the dynamics of transportation system development, growth, and demographic change that resulted in the observed estimates of induced travel in historic research may be included in the forecasting and project selection that go into the development of the MTP/SCS. Additionally, when comparing change in roadway capacity, growth and VMT over a long span of time,

the effects of many factors that affect VMT must be accounted for (e.g. age, costs of travel, urban form, etc.)—these variables, to differing degrees, were controlled for statistically in historic research and analysis of induced travel. For the testing of short term sensitivity to highway capacity, those factors were taken out of play by holding land use, demographics, costs, etc. constant in the model. To evaluate the long-term effects, these factors, by definition, cannot be held constant.

For purposes on this assessment, the following framework was applied:

1. Major factors affecting VMT, both policy and exogenous, which were assumed to be largely independent of each other (i.e. not highly correlated), were identified. Factors that are highly correlated (i.e. the vary in similar ways) could result in double-counting factors.
2. For each major factor, model inputs corresponding to the factor were assembled for base year (2016) and horizon year (2040), and percentage changes were calculated for each.
3. A range of elasticities, based on historic research, were identified. The primary reference for this was a detailed meta-analysis prepared by Ewing & Cervero (2011), which provided ranges of reasonable values, but also provided details on individual studies to allow identification of specific studies most comparable to the SACSIM19 household generated VMT metric.
4. The range of VMT elasticities for each major factor were applied to the changes in model inputs calculated in step #2 to calculate a range of expected changes based on the elasticities.
5. The elasticity-calculated VMT changes were summed, and compared to the SACSIM forecasted changes. For total household-generated VMT, the expectation on change, all else being equal, would be the change in household population (26%). The elasticity-calculated VMT changes were summed, and added to the population change. For household-generated VMT per capita or per household (the two most common "rate" metrics relevant to the historic research on VMT elasticities), the change in total population is controlled through the rate calculation. For the per capita and per household rates, the elasticity-calculated VMT changes were summed alone.
6. The assessment compares the SACSIM19 forecasted changes to VMT to the range of changes based on the elasticity calculations, with reasonability of the forecasts determined by where the forecasts fall in the range.

Table 31 presents the details of this assessment. Major factors affecting VMT through the 2016-to-2040 forecast period are:

- Regional auto accessibility, quantifying the number of activities (jobs being the most commonly used) within a given travel time. Historic research has consistently shown that increasing auto accessibility correlates significantly with reduced VMT. The theory, in short, is that having more options for activities around a household, members of a household can find more distance-efficient ways of meeting their needs for work, shopping, etc. Regional accessibility is the most powerful of the land use / transportation factors affecting VMT. For purposes of this assessment, the number of jobs within 30 minutes peak period drive time was used. The range of elasticities used for this factor was -0.17 to -0.31.
- Regional transit accessibility, which is definitionally the same as the auto measure, but the travel time is based on transit rather than auto. The change in the regional average transit accessibility for the proposed MTP/SCS is extreme (450%), but is focused on a much smaller area within the region than auto accessibility, and is out-of-scale for the likely variations in

transit accessibility in the historic research—for this reason, the change was bounded to 50% for this assessment. The range of elasticities used for this factor was -0.03 to -0.04.

- Density is also a significant factor in predicting VMT, with historic research consistently showing higher density correlating with lower VMT. The metric used to represent change in density in the SACOG land use forecasts was net residential density (i.e. the number of dwellings divided by the net developed residential acreage). This factor is correlated with accessibility. Defining density using net developed acreage, rather than gross area, helps to minimize this correlation. The change in net residential density was also bounded to 50% to reduce the potential correlation with accessibility. The range of elasticities used for this factor was -0.04 to -0.07.
- The cost of traveling by car also has a significant negative effect on VMT. The per mile cost of auto travel, based on forecasts of costs of gasoline, changes to the efficiency of vehicles, and the changes to variable costs of maintaining a vehicle, increase from about 19 cents per mile to 25 cents per mile over the forecast period. The range of elasticities used for this factor was -0.17 to -0.31.
- Aging is also a significant factor affecting VMT over the forecast period of the proposed MTP/SCS. In general, older persons travel less than younger persons, all else being equal. The percentage of persons aged 65-and-over increases from about 13 percent in 2016 to 21 percent by 2040. Persons 65-and-over travel about 20 percent less than persons younger than 65, and this change was "translated" into an expected change to VMT.
- The final factor affecting VMT considered was induced travel. As discussed above, the change in highway capacity, measured by the number of land miles of arterial-and-above roadways, has been shown through historic research to increase VMT, even controlling for many of the factors discussed above. The range of elasticities used for this analysis was +0.6 to +1.0.

For purposes of summing VMT effects from the factors above, the first five factors are all indirect (i.e. increases cause a decrease in VMT). The induced travel effect is direct (i.e. increases in lane mileage cause an increase in VMT). The "low" end of the range of effects was based on low sensitivity in terms of reducing VMT. For this reason, the "low" end combined the lowest of the indirect effects in absolute value, and the highest induced travel elasticity. For this low end, the potential for reducing VMT through the indirect effects (accessibility, density, cost, aging) is the lowest, and the direct, induced travel effect is the highest (+1.0). The high end of the range combines the reverse (i.e. the highest absolute magnitude indirect effects, and the lowest direct effect). From these calculations, the changes in VMT could be: as high as +24% in total household-generated VMT, and -2% in VMT per capita or per household; or as low as +7% in total VMT, and -19% in per capita or per household VMT. The forecasted changes using SACSIM19 were +16% in total household-generated VMT, -8% in per capita VMT, and -10% in per household VMT. The SACSIM19 forecasts fall in the middle of the range of expected changes based on the elasticity calculations.

Table 30 – SACSIM19 Assessment Results of Short-Term Induced Travel Effects

			Changes (% from Base)			Calculated Elasticies		
Test/Test Factor	**Base**	**Test**	**Speed**	**Lane Miles**	**VMT**	**Speed w.r.t. LaneMi**	**VMT w.r.t. Speed**	**VMT w.r.t. LaneMi**
Test 1a: Expanded Roadway								
Landuse/Populaton	2027	2027	+1.2%	+5.6%	+0.3%	+0.21	+0.26	+0.06
Roadway Network	2027	2040						
Test 1b: Reduced Roadway								
Landuse/Populaton	2027	2027	-2.5%	-5.6%	-0.9%	+0.44	+0.37	+0.16
Roadway Network	2027	2016						
Test 2: Expanded Roadway								
Landuse/Populaton	2016	2016	+3.8%	+11.9%	+1.1%	+0.32	+0.29	+0.09
Roadway Network	2016	2040						
Test 3: Reduced Roadway								
Landuse/Populaton	2040	2040	-5.0%	-10.6%	-1.6%	+0.47	+0.33	+0.16
Roadway Network	2040	2016						
Range of Values from Historic Research						+0.42	+0.24	+0.1 to +0.6

Source: SACOG, 2019.

Table 31 – SACOG Growth Forecasted and SACSIM19 Assessment of Long-Term Induced Travel

Model Input	**2016**	**2040**	**Difference**	**% Change/1/**						
Household Population	2,376,311	2,996,832	+620,521	26%						
Households	881,799	1,136,599	+254,800	29%						
					Range of Elasticities[2]			**Elasticities Applied**		
Other factors affecting VMT:					**Low**	**High**	**Avg.**	**Low**	**High**	**Avg.**
Accessibility (jobs w/in 30' drive)	377,257	486,796	+109,539	+29%	-0.17	-0.31	-0.20	-5%	-9%	-6%
Transit Accessibility (jobs w/in 30' transit)	4,000	22,000	+18,000	+450%	-0.03	-0.04	-0.03	-2%	-2%	-2%
Density (DU's per net res. Acre)	1.2	2	+0.8	+67%	-0.04	-0.07	-0.05	-2%	-4%	-3%
Aging (% of Pop > 65 yrs)	13%	21%	+8%	+62%	-0.15	-0.25	-0.20	-1%	-2%	-2%
Auto Operating Cost (Yr 2017 cents/mile)	19	25	+6	+32%	-0.13	-0.30	-0.18	-4%	-9%	-6%
Lane Miles of Capacity--Arterial & Above Roadways	8,290	9,275	+985	+12%	+1.00	+0.60	+0.70	+12%	+7%	+8%
Model VMT Outputs								Sum of Applied Elas. /3/		

SACOG Total Weekday Household-Generated VMT	42,580	49,479	+6,899	+16%		+24%	+7%	+17%
HG VMT per capita	17.9	16.5	-1.4	-8%		-2%	-19%	-9%
HG VMT per HH	48.3	43.5	-4.8	-10%				

Source: SACOG, 2019

Notes:

[1]Bounded to no greater than 50% to match reasonable range of changes

[2] Range of elasticities based on available meta-studies

Potential Limitations to Travel Demand Model

While the SACSIM model represents ranges from state of practice to advanced practice in travel modeling, travel behavior and the transportation systems are changing quickly in response to emerging trends, new technologies, and different preferences. Some of the new travel options and technologies emerging in the SACOG region are discussed below. Additionally, information about how technology is affecting travel is accumulating over time. Some of these emergent changes that could influence future travel forecasts include:

- Substitution of internet shopping and home delivery for some shopping or meal-related.
- Substitution of telework for commute travel.
- New travel modes and choices:
    - TNCs, car share, bike share, scooter share, and on-demand micro transit have increased the travel options available to travelers in the SACOG region and have contributed to changes in traditional travel demand relationships.
    - Automation of vehicles—both passenger vehicles and commercial vehicles and trucks are evolving to include more automation. Research, development and deployment testing is proceeding on fully AV, for which no human driver would be required, and the vehicle itself can navigate the roadways take people or goods where they need to go. Forecasts of how quickly research and development and deployment testing will transition to fully deployment and marketing of fully AV vary widely both on the pace of the transition, and the market acceptance of fully autonomous operation. More uncertainty exists for the behavioral response to AVs. In terms of impact on the transportation system and the environment, a scenario of concern would be one in which AVs are privately owned, like most vehicles are currently, but the automated function of the vehicles would entice users to travel more.
    - Connected vehicles (CVs)—can communicate wirelessly with its surroundings including other vehicles, bicyclists, pedestrians, roadway infrastructure (i.e., traffic signals, toll facilities, traffic management facilities, etc.) and the internet. The influence that CVs may have is still speculative but includes potential for reductions in collisions and congestion and greater overall network performance optimization.

SACSIM does not explicitly capture the above-mentioned new modes of travel and emerging trends in travel behavior. Through validation of the model to 2016 conditions, the cumulative effect of the new modes and changes are reflected in the resulting travel demand estimates, but the underlying behavioral impact of the modes are not modeled. Significant uncertainties exist at the present time, that prevent explicit modeling of these new modes and emerging trends for the analysis of the proposed MTP/SCS. Future deployment level of new modes of travel are not known. For example, Uber and Lyft have both significantly increased the number of trips they serve, but both continue run large operating losses, and are reliant on venture capital investments to cover the losses. A sustainable business model may require significant changes to services offered and prices charged, both of which could affect the trajectory of use and impact on travel behavior. Similar issues apply to bike share services.

The impact of new modes on individual and household travel behavior is not fully understood, and is the subject of ongoing research. Limitations on accessing utilization data directly from TNC vendors, in particular, is a known issue constraining the ability to fully understand the impact of those services. Regulatory and legislative efforts to address the limits on access are underway in California and elsewhere, but these efforts will take time. Only a few household travel surveys, including the 2018 SHTS, have surveyed TNC use in detail, and the e-assist JUMP bikes were introduced partway through the 2018 SHTS. Other major research studies focused on TNC use, and TNC driver behavior, are just being launched in California, but the data collection has not even started, much less the analysis of the data. Until this sort of research is completed, there is no effective way to incorporate even the known new modes into travel demand models.

SACOG is participating in some of the ongoing monitoring and research on the deployment and impact of new modes of travel, and will incorporate analysis findings related to individual and household travel behavior into later versions of SACSIM.

AV, Shared Mobility & CV Scenario Analysis

SACOG's regional travel forecasting model, SACSIM, can test different scenarios on the market penetration of AVs (i.e. the percentage of households owning an AV) and the degree to which AVs are shared (i.e. "hired" by users like a present-day TNC) as opposed to being owned as private personal/household vehicles. The scenario testing functionality was built based on the following behavioral assumptions regarding AVs and vehicle sharing:

- AVs are likely to reduce the perceived cost of time spent in a vehicle, because travelers in AVs can engage in other activities.
- Owned AVs within a household can be "re-purposed" to serve more residents within the same household (i.e. an owned AV can be used by one worker to get to work, travel with no occupant back to the household and serve another household member's trip).
- AVs in general are likely to reduce the number of vehicles privately owned.

    - If AVs are owned and used privately, the fact that a single vehicle can be re-purposed to serve several household members reduces the need for each household member to have his/her own personal vehicle.
    - If AVs are not widely owned privately, but are widely available for shared use, households can avoid purchasing a vehicle altogether, or can use a shared AV like a TNC to fill in if a household vehicle is being used by another household member.
- If AVs are widely deployed and widely shared, they will compete with transit, especially for shorter trips.

Five future scenarios have been tested, based three factors:

- AV adoption rate—this is the percentage of privately-owned vehicles that are AVs. Owning AVs within a household has several effects in the modeling. Household AVs are more heavily used (e.g. the same vehicle may drop off one household member at work, and return home to serve another household member going to a different activity, like school). The greater utility of the AV makes owning fewer vehicles possible for some households—but it also results in "zero occupant" vehicle trips.
- Connected vehicle effects on highway capacity--as AVs become more prevalent, highways could potentially operate more efficiently and at higher capacity, by "platooning" of AVs through connected vehicle technology. In the modeling, this factor results in reduced congestion and faster travel speeds.
- TNC (shared vehicle) utilization rate--expressed as the percentage of vehicle trips made using TNCs rather than driving a privately-owned vehicle. In the modeling, this factor results in lower vehicle ownership, and greater reliance on TNCs for shorter trips that may otherwise be served by transit, biking or walking.

There are many other primary and secondary factors and uncertainties not included in these five tests: effects of AVs and TNCs on the market for paid parking; variations in the impact of AVs on the "cost" of time spent in a vehicle; uncertainties on the future costs of AV and TNC use relative to other modes; and other factors.

Table 32 compares the outcomes of the five scenarios described below:

• **Scenario 1** is essentially a "baseline" for these tests, with the future looking essentially like today: no AVs, no CV effects on highway capacity, and very low TNC usage.

• **Scenario 2** assumes a very slow rate of adoption of AVs, with only about 4 percent of privately owned vehicles being AVs. At this low level, the potential effects of CVs on highway capacity would not occur. TNC use in this scenario is high at 9 percent of all personal vehicle trips—though no firm estimates of TNC mode share for all trips exists for other regions, some evidence suggests this is approximately the level of TNC use in San Francisco today. Because the shifts in this scenario are relatively modest, the changes relative to Scenario #1 are also relatively small, and the overall impact of VMT is negligible. The biggest impact is on vehicle ownership, which

drops by about 12 percent compared to Scenario 1.

Table 32 – Comparison of AV/TNC Testing Scenarios

	#1	#2	#3	#4	#5
	Future Looks kind of Like Today	Slow AV Adoption, TNC Share Growing Fast	AV Adoption & TNC Share Growing Slightly Faster	Full AV Adoption, Some CV Effects; TNC Share Growing Fast	Full AV & CV Adoption; TNCs Are Dominant Vehicle Mode
Autonomous Vehicle, Connected Vehicle, TNC Factors					
AV Market Penetration	0%	4%	21%	89%	88%
Connected Vehicle Effects - Roadway Capacity/1/	n/a	n/a	n/a	10% to 20% Increased	20% to 50% Increased
% of Vehicle Trips by TNC Mode	<1%	9%	17%	13%	53%
Outcome Metrics		**Change from Scenario #1**			
Household-Generate VMT (millions)	48.7	+0%	+3%	+16%	+9%
HHG VMT per Capita	17.09	+0%	+3%	+16%	+9%
Bike/Walk Mode Share	11.6%	-7%	-17%	-24%	-59%
Transit Mode Share	1.8%	+2%	-12%	-34%	-66%
Private Auto Mode Share	86.0%	-10%	-17%	-11%	-52%
Vehicles Per Household	1.81	-12%	-20%	-32%	-40%
Roadway VMT (millions)	71.7	+0%	+2%	+13%	+7%
Congested VMT % of Total Roadway VMT	6.4%	+0%	+6%	-30%	-60%

Source: SACOG, 2019.

/1/ For scenario #4 and #5, assumed freeway capacity will be increased more 20% or 50%, while 10% or 20% for all other roadways.

• **Scenario 3** assumes a faster rate of AV adoption (21 percent) and greater willingness to use TNCs (17 percent). For this scenario, no CV highway capacity effects were assumed. The higher reliance on TNCs shifted more trips from bike, walk, and transit. For both AVs and TNCs, the higher rate of zero-occupant trips generated by re-positioning both household AVs and TNC providers resulted in a small increase in VMT compared to scenario 1.

• **Scenario 4** assumes that AVs are owned by nearly all households (89%), but used largely privately, so TNC usage is relatively low (13 percent). In this scenario, AVs are essentially used as chauffeurs by most households, shuttling various household members to different activities, and often dead-heading to serve another household member. At this high level of AV adoption, some of the effects of CVs on highway capacity were assumed, with a 10 to 20 percent increase in capacity relative to Scenario 1. Mode shifts from bike, walk and transit to vehicle modes is greater for this scenario, and household-generated VMT increases by 16 percent compared to Scenario 1. Congestion on the roadways decreases sharply, due to the CV effects.

• **Scenario 5** assumes both high AV adoption, high TNC usage, and the largest CV effects on

highway capacity. The impact on vehicle ownership is the greatest (-40%), and the increased usage of TNCs offsets somewhat the number of zero-occupant vehicle trips—so the increase in VMT (+9%) is lower than Scenario 4.

Take-aways from this testing:

- Testing of three factors (AV market penetration, shared vehicle use, and changes to highway capacity) showed a wide range of potential impact to the MTP/SCS—most of which showed increases in VMT and likely increases in GHG. Only Scenario 2 showed no significant increase in VMT.

- Testing also showed that while the biggest shifts in numbers of trips to TNC modes came from private auto modes, the impacts of the shifts on transit, biking and walking were significant, ranging from a negligible change (Scenario 2) to over 50 percent reduction (Scenario 5).

- There are limitations to the modeling and scenario testing. There is no explicit representation of the supply side, or vehicle side, of AVs, and "deadheading" (AVs that are traveling empty en route to pick up a passenger) are not part of the scenario testing. Until the supply side is represented, additional research could be a way to make scenarios "smarter" and more connected. With scenario testing, modelers provide the inputs and assumptions, so the models can be limited in their results. As a next step, SACOG is exploring how to account for deadhead travel for TNCs in its models.

Appendix G: Communication and Outreach for the MTP/SCS

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Context for the Planning Document

SACOG welcomes public involvement in all our planning efforts. SACOG's general approach to including opportunity for public involvement is based on the guidance outlined in SACOG's adopted Public Participation Plan. Federal law provides some flexibility in designing public participation processes based on the scope of relevant projects, or plan in this case. Because the 2023 Federal MTP update is targeting changes primarily to projects programmed in the Metropolitan Transportation Improvement Program, SACOG is following the documented public involvement process for formal amendments of the agency's Transportation Improvement Program including scheduled open houses to receive public input, public hearings at the SACOG Transportation Committees, and at least a 45-day public comment period in advance of anticipated board adoption of the 2023 Federal MTP.

It's worth noting that the policies, strategies, and investments in the current MTP/SCS were developed through an extensive public outreach effort described in sections below. Additionally, SACOG is underway with significant public outreach and engagement campaign for the 2025 Blueprint. In part, the more focused public involvement process for the 2023 federal plan update is designed to focus on the very limited scope of that update as well as to avoid confusion between these two concurrent efforts.

Plan Process and Framework

The SACOG Board of Directors, in its policy role overseeing long-range transportation planning in the region, is ultimately responsible for this plan. The board considered recommendations from SACOG policy committees, advisory committees, local agencies, residents, public and private sector stakeholders, and SACOG staff, and actively deliberated on the plan during all stages of development.

The development of this MTP/SCS can be generally divided into three planning phases, each inclusive of public and private sector stakeholder participation, jurisdiction and partner agency coordination and consultation, and regular direction from the SACOG board. The three phases are: issue exploration and policy framework; policy research and analysis using discussion scenario; and preferred scenario development.

Issue Exploration and Policy Framework

The MTP/SCS process kicked off with the development of regional growth projections of population, employment, and households, and exploration of existing and future opportunities and challenges around economic prosperity, disruptive technology and innovation, the declining fuel tax, and regional growth patterns. The culmination of this work resulted in a 2020 MTP/SCS Policy Framework and 2044 Regional Growth Projections being adopted by the board in December 2017. The policy framework was focused on an overall theme of economic prosperity and how we support an economically prosperous future. It teed up the following policy research and analysis:

1) Future Uncertainty: In a time of change, how do we support near-term implementation and plan for an uncertain future?

2) Economic Development and Opportunity: What growth and development pattern is needed to support and sustain regional economic development and opportunity?

3) Performance-Based Investment Strategy: What transportation infrastructure investments are needed to support an economically prosperous region?

Policy Research and Analysis Using Discussion Draft Scenario

Using the three policy areas described above, the MTP/SCS began research and analysis, using a Discussion Draft Scenario to test different land use and transportation policies. This is also the time when significant input from member agencies, partner agencies, stakeholders, and the general public was gathered and considered. The rest of this appendix is dedicated to describing these outreach efforts.

Preferred Scenario Framework and Analysis

With stakeholder and public input, and significant modeling and analysis complete, a preferred scenario and plan framework was prepared. The Preferred Scenario Framework was adopted by the SACOG Board in December 2018. The framework set the general parameters, policies, and constraints for creating a preferred scenario that is the basis for the MTP/SCS. A summary of the direction the framework provided is below.

1) Performance Targets – Create a scenario that achieves the 19 percent per capita greenhouse gas reduction target, pursue a pilot project for GHG reduction with the state, and improve or maintain other performance objectives important to the board as compared to the 2016 plan.

2) Land Use Pattern – Create a land use forecast that is based on the best available information, prioritizes performance to meet the plan's objectives, supports the regional Blueprint, continues to support both housing choice and strong employment centers, and is reviewed by member agency staff to ensure it is consistent with local planning efforts.

3) Transportation Budget – Create a reasonable forecast of revenues available to support transportation investments in the plan that is based on the latest information available and considers new or innovative ways to pay for transportation as traditional fuel and sales taxes become less reliable in the future.

4) Investment Priorities – Create a performance-based preferred scenario project list that emphasizes maintenance and preservation of the existing system, is cost-effective when it comes to system expansion, and supports investments that further the objective of economic prosperity.

5) New Mobility – Create a preferred scenario that considers new technologies and services like autonomous vehicles, micro-transit, and ridesharing and looks for ways to enhance any potential benefits from these technologies while managing impacts to the transportation system.

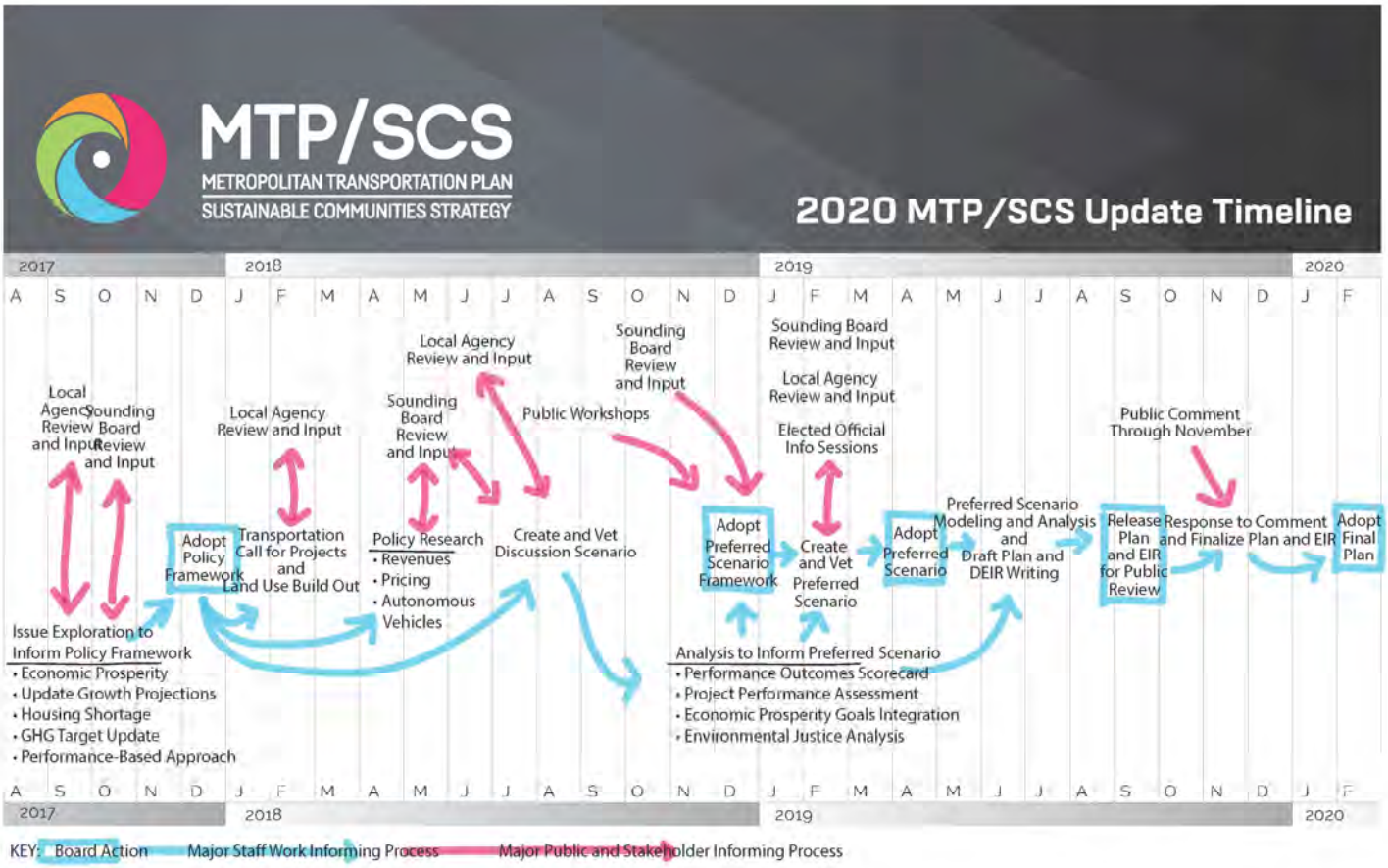
6) System Pricing – Create a preferred scenario that explores a broad range of system pricing strategies that can replace the current fuel tax with a more sustainable approach, while paying for the upkeep of the transportation system, helping manage traffic congestion, and improving system performance.

Overall Outreach & Communications Strategy

SACOG is committed to having a transparent, accessible, and clear process for outreach and communications for the 2020 MTP/SCS. SACOG will meet all state and federal statutory requirements as described in statute and in the Public Participation Plan (PPP), and when feasible will implement optional best practices. SACOG intends to gather feedback early and frequently during the development of the 2020 MTP/SCS so that public opinion is considered by the SACOG Board and reflected in the plan.

SACOG is required to conduct public engagement during the development of any MTP/SCS plan. For the 2020 MTP/SCS, staff developed an Engagement and Communications Plan to meet state and federal statute and implement best practices beyond the required engagement. The Engagement and Communications Plan incorporates the guidelines from the federally mandated Public Participation Plan adopted in 2013. Meaningful engagement and communications increase transparency, address conflicts in a solutions-oriented manner, and build empowered stakeholders. The Engagement and Communications Plan was reviewed, updated, and evaluated regularly to document tasks completed, and to make plan adjustments as needed.

Timeline



Outreach & Communication Plan (*living document*)

Strategy 1. To meet state and federal requirements for public engagement		
Tasks	**Audience**	**Timing**
Task 1a. Create a one-stop request for information on the 2020 MTP/SCS update will be on the SACOG website for access to key input and feedback points for the public, key decision points for the Board, technical information, and meeting/workshop information	Any interested parties	Winter 2017 through 2020
Task 1b. Create opportunity for meaningful involvement of tribal governments	Tribal governments in the region	Fall 2018 through 2020

Task 1c. Implement at least eight public workshops in the region with workshops held in El Dorado and Placer counties will be coordinated with EDCTC and PCTPA.	Any interested parties, general public	Fall 2018
Task 1d. Hold three public hearings on the draft SCS.	Any interested parties, general public	Winter 2019/2020
Task 1e. Interagency consultation and coordination with federal, state, and local agencies	FHWA, Caltrans, CARB, EPA, Caltrans, AQMDs, DSC, freight operators, airports, active transportation	Fall 2017 through 2020
Task 1f. Build a comprehensive contact list of cross-sector stakeholders	staff use	2017-2020
Task 1g. Provide a 45-day public comment period on the draft 2020 MTP/SCS	Any interested parties	Winter 2019/2020
Task 1h. Host elected official information meetings on the draft 2020 MTP/SCS	Boards of Supervisors and City Councils	Winter/Spring 2019
Task 1i. Employ visualization techniques to communicate information in the 2020 MTP/SCS	Any interested parties	Fall 2018-2020
Task 1j. Respond to public comments that are formally submitted during the public comment period.	Any interested parties	Winter 2019/2020
Task 1k. Conduct one workshop on the GHG targets set by CARB pursuant to SB 375	Board, any interested parties, state & federal agencies	TBD
Task 1l. Make publicly available the final 2020 MTP/SCS	Any interested parties, general public	Winter 2020
Strategy 2. To increase feedback from low-income communities and communities of color (Environmental Justice areas) through targeted engagement (required)		
Tasks	**Audience**	**Timing**
Task 2a. Conduct small group meeting(s) and/or focus groups	Leaders/ organizations working in EJ communities	Fall 2018
Task 2b. Assess the representation of EJ communities in public workshops	Staff use	2018
Task 2c. Employ non-traditional engagement, such as tactical engagement and storytelling	Members of EJ communities	Fall 2018

Task 2d. Consult with community leaders on most effective tactics	Leaders/ organizations working in EJ communities	Spring 2018
Task 2e. Utilize trusted messengers, and leverage ongoing activities in target communities	Members of EJ communities	As needed
Strategy 3. To gather feedback from stakeholders representing a broad variety of interests from throughout the region		
Tasks	**Audience**	**Timing**
Task 3a. Initiate the sounding board and monitor its effectiveness	Private sector and nonprofit organizations	Fall 2017 through 2020
Task 3b. Regular electronic communication through the committee cycle. Verbal updates provided at SACOG board committee meetings or at board meetings as needed	Board Members	Summer 2017 through 2020
Task 3c. Meetings with, and communications to, member jurisdiction staff on the process, requests for information, and providing information for review and feedback	Local staff, federal agencies, air districts, transit agencies, regional managers	Fall 2017 through 2020
Task 3d. Employ media outreach (earned and paid as needed)	General public	As needed/ key milestones
Task 3e. Leverage community newsletters, social media, blogs and other similar publications outside of traditional media	Potential stakeholders	Fall 2018-2020
Task 3f. Presentations to various public agency staff and boards in the region	Public agencies (by request or as coordinated by SACOG)	As requested
Task 4g. Inform and engage local executive staff through quarterly updates	Regional Managers	As needed/ key milestones
Strategy 4: To maintain ongoing and accessible external communication to any interested parties		
Tasks	**Audience**	**Timing**
Task 4a. Develop materials such as webinars, videos, graphics, etc. that provide information on the 2020 MTP/SCS process and points of engagement for stakeholders and general public.	Any interested parties	Spring 2018-2020
Task 4b. Maintain a 2020 MTP/SCS webpage(s) with information and timeline including but not limited to purpose, contact information, meeting locations	Any interested parties	Winter 2017-2020

Task 4c. Leverage the Regional Public Information Officers network	Determined by each PIO	Summer 2018
Task 4d. Develop white papers or issue briefs on policy issues in the 2020 MTP/SCS	Board, known stakeholders	As needed/ key milestones

Deliverables

Strategy 1 Deliverables: To meet state and federal requirements for public engagement

- ✓ Website dedicated to providing information on the 2020 MTP/SCS update: https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy-update
- ✓ Comprehensive tribal engagement: see section below on Tribal Engagement
- ✓ Eight public workshops: see section below on Public Outreach
- ✓ Interagency consultation: see section below on Member and Partner Agency Outreach
- ✓ Assemble and provide information back and forth with a cross sector sounding board: see section below on Sounding Board and Regional Planning Partnership
- ✓ Hold elected official information sessions: see section below on Elected Official Information Sessions

Strategy 2 Deliverables: To increase feedback from low-income and communities of color through targeted engagement (required)

- ✓ SACOG established the Equity Working Group: a group of regional experts and advocates convened to provide feedback on the methodology for the Environmental Justice Analysis in the 2020 MTP/SCS and the current strategies for community outreach, specifically in low-income communities and communities of color. For more information on the Equity Group, please see the Environmental Justice Appendix.
- ✓ The public workshops conducted were heavily focused on being in locations where traditionally underrepresented residents faced fewer barriers to participation. Location and demographic information are available in the Public Outreach section of this document.

Strategy 3 Deliverables: To gather feedback from stakeholders representing a broad variety of interests from throughout the region

- ✓ SACOG convened the MTP/SCS Sounding Board to connect with non-profit organizations, stakeholders, advocates, and additional agencies for them to provide input and feedback

through the development process of the MTP/SCS. For more information on the Sounding Board, see below.

- ✓ SACOG provided committees and the board with updates on the MTP/SCS throughout the process.
- ✓ Staff scheduled meetings with local staff, federal agencies, air districts, transit agencies, regional managers to ensure partner agencies staff were up to date

Strategy 4 Deliverables: To maintain ongoing and accessible external communication to any interested parties

To maintain accessible communication regarding the plan, SACOG updated the MTP/SCS webpage with informational items from SACOG committee and board meetings and provided key milestone updates. Staff also shared MTP/SCS information with the region's Public Information Officer Group to ensure communications staff across the region were informed on the MTP/SCS. Additionally, SACOG staff have provided issue briefs and white papers on different topics for the region, including housing type preferences, road and transit maintenance needs, safety, and transportation revenues.

Public Engagement

In the Summer of 2018, SACOG released an online survey complemented by eight public workshops in the region to provide the SACOG Board with public perspectives on the future of transportation and economic prosperity for the Sacramento region. To reach out to as many residents in the region as possible, and to include underrepresented communities, workshops were located at already existing community events to meet people where they were already naturally gathering, included English and Spanish speaking staff, and promoted a fun environment for families to enjoy. For the workshops in El Dorado and Placer counties, staff worked with the El Dorado County Transportation Commission and Placer County Transportation Planning Agency to identify ideal locations and customize the workshop content.

The primary purpose of the workshops was to get public participation in the workshop survey, which focused largely on connecting with residents and soliciting their preferences and opinions on land use, housing, economic prosperity, transportation needs, and new mobility options. The workshops allowed community members to stop by, relax at cafe tables, share their transportation stories, and take the survey at their own pace. In addition to the in-person workshops, the survey was available online, creating access 24 hours a day.

The top priorities that came from the public workshop survey were creating jobs to increase regional economic prosperity, affordable housing, preserving open space, and creating walkable communities.

Date	*County*	*Location*
11-Aug	Yolo	Woodland Tomato Festival
18-Aug	Sacramento	Oak Park Farmers' Market
25-Aug	Sacramento	Elk Grove Multi-Cultural Festival
26-Aug	Yuba	Marysville Flea Market
2-Sep	Sacramento	Carmichael Farmers' Market
4-Sep	Placer	Sierra Community College
6-Sep	Sutter	Yuba City First Thursdays
8-Sep	El Dorado	Saturday Night in the Park

Outreach Results at a Glance

- The online survey was available from August 10, 2018 through September 25, 2018
- 1,130 responses recorded
- 16% (181) of the surveys were completed in person
- 84% (949) of the surveys were completed online

Sounding Board

In an effort to engage a range of public and private stakeholder interests throughout the 2020 MTP/SCS planning process, staff re-engaged with the Sounding Board that was formed in the development of the last MTP/SCS. The Sounding Board was a cross-sector group representing a variety of interests, including the private sector, nonprofits, and public agencies. The Sounding Board heard presentations on key components of the region's long-range transportation plan and provided feedback to the SACOG staff and Board of Directors. The Sounding Board began to meet in September 2017 and then was folded into the Regional Planning Partnership (RPP) in October 2018. Merging the Sounding Board into the RPP created efficiencies as there was significant crossover in participants. Further merging the groups created opportunities for members of the Sounding Board to interact with local staff. After the last official Sounding Board meeting, the RPP met three more times and were updated on the MTP/SCS process and milestones.

Sounding Board Meeting Schedule (Later RPP)

Date	*Meeting*
9/22/2017	Sounding Board
3/23/2018	Sounding Board
5/24/2018	Sounding Board
6/27/2018	Regional Planning Partnership
8/22/2018	Regional Planning Partnership
9/26/20118	Regional Planning Partnership
10/31/2018	Sounding Board – Webinar
11/7/2018	Regional Planning Partnership
3/27/2019	Regional Planning Partnership
4/24/2019	Regional Planning Partnership

Tribal Outreach

Tribal governments are unique and important sovereign nations. As such, direct and individual outreach for the MTP/SCS is important. The Sacramento region has four federally recognized tribes: Shingle Springs Band of Miwok Indians, United Auburn Indian Community, Wilton Rancheria, and Yocha Dehe Wintun Nation. SACOG staff reached out to all four tribes and met with two of the tribes to discuss the plan and the planning process. SACOG attempted to meet with all four tribes but was unable to schedule a meeting with two. SACOG also coordinates with PCTPA and EDCTC for tribes with their jurisdictions to ensure consistent communication.

Additionally in November 2018, SACOF also reached out to other tribes in the region as part of the notifications required by Assembly Bill 52. The outreach included notification of the project lists to the following tribes:

- Buena Vista Rancheria of Me-Wuk Indians
- Colfax-Todds Valley Consolidated Tribe
- Cortina Rancheria - Kletsel Dehe Band of Wintun Indians
- Estom Yumeka Maidu Tribe of the Enterprise Rancheria
- Ione Band of Miwok Indians
- Mechoopda Indian Tribe
- Mooretown Rancheria of Maidu Indians
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Strawberry Valley Rancheria
- Tsi Akim Maidu
- Washoe Tribe of Nevada and California

SACOG met with two of the tribes on the following days:

Date	*Meeting*
8/27/2018	Meeting with United Auburn Indian Community, PCTPA, and SACOG
4/3/2019	Meeting with Yocha Dehe Wintun Nation

Member and Partner Agency Outreach

Elected Officials Outreach

SACOG staff conducted six separate meetings specifically for the region's elected officials in the Winter of 2019 in accordance with Senate Bill 375. The purpose of these meetings was to provide city and county elected officials who may not sit on the SACOG Board ample opportunity to provide input on the MTP/SCS and gain better understanding of how the MTP/SCS builds off existing local plans (e.g., capital improvements programs and general plans). In addition to the required meetings per county, staff offered additional meetings at the request of board members.

Date	*Meeting*
2/11/2019	Yolo County
2/14/2019	Sacramento County
3/5/2019	Yuba County
3/7/2019	El Dorado County
3/26/2019	Sutter County
3/27/2019	Placer County

Member Agency Outreach

SACOG staff had routine communication and meetings with member agency staff to keep them up to date on the progress of the MTP/SCS. SACOG also had routine communication with the other regional planning agencies: Placer County Transportation Planning Agency and El Dorado County Transportation Commission. County Executives and City Managers also received regular updates on the MTP/SCS at their quarterly meetings.

Member agency involvement is critical to the plan and their input and participation was sought throughout the process. More formal comment periods for member jurisdictions included:

- A vetting of the 2016 existing land use conditions and build out inventory in early 2018
- A call for transportation projects for consideration in the plan (including project scope, cost, and timing) in early 2018
- A vetting of the Discussion Draft transportation and land use scenarios in spring and summer 2018
- A vetting of a Draft Preferred Transportation and Land Use Scenario in early 2019.

Staff hosted webinars to communicate with member agency transportation and land use staff on key updates. These webinars augmented the Regional Planning Partnership meetings and board committee and board meetings.

Date	*Topic*
September 207	2020 MTP/SCS Kick-Off Meeting for Local Agencies
March 2018	2020 MTP/SCS Update – Economic Prosperity & GHG Targets
May 2018	2020 MTP/SCS Update – Land Use Allocations & Project List/System Pricing & New Technologies
August 2018	2020 MTP/SCS Update – Process Update & Initial Project Screening

Additional Outreach

SACOG received a grant from the California Endowment to promote public health in land use in planning. Components of the grant were specific to the MTP/SCS and allowed for external outreach strategy evaluation and metrics assessment. A full report on the grant can be found below under Task 2 and Task 4.

Public Participation Plan

SACOG's Public Participation Plan can be found on our website: https://www.sacog.org/publication/outreach-public-participation-plan

Appendix H: 2023 MTP/SCS Environmental Justice Analysis

Moving Equity Forward

A regional vision that can help local jurisdictions create a high quality of life at their local community levels is the core of the MTP/SCS. High quality of life has many components and is different for many people, but at the core of it is the built environment. The ability to get to work, run errands and/or go out for fun comfortably and in a timely manner by walking, biking, or taking transit has an impact on overall health and quality of life. The update of the Plan gives SACOG an opportunity to take a snapshot look with an equity lens to assess travel behavior specifically in Environmental Justice (EJ) communities from a regional perspective, what investments could be made to increase transportation choices for EJ communities.

SACOG data shows that residents living in EJ communities walk, bike, and take transit at a higher rate than the rest of the population. Access to infrastructure and how well it supports the needs of EJ communities can be a significant factor in their ability to access jobs, schools, and services. It is therefore important that we strive to better understand the needs of EJ communities and ensure that we are not negatively impacting them in our future planning work.

SACOG is required by law to do an Environmental Justice and Title VI analysis as part of the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). Through this analysis, SACOG can determine if the Plan has any disproportionate negative impacts on low-income people and/or people of color living in the region, and if the Plan has disparate impacts specifically based on race, color, or national origin. As a federally designated metropolitan transportation planning organization (MPO), SACOG is required to comply with the rules and policies set by FHWA, which outlines three main principles underlying environmental justice:

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

Requirements at the federal and state level for Environmental Justice and Title VI are helpful in shaping long range plans and investments that do not discriminate against different communities and as a starting point for understanding the unique needs of EJ communities. The EJ Analysis can also help in understanding how to best engage residents and promote projects and funding in communities that need it most. The information that is reflected in this analysis shows technical information, such as race and income, but it is encouraged that it be coupled with local community knowledge. While the information in this analysis should be used to understand communities, it is also important to keep in mind that this information does not tell their whole story. SACOG strives to close the gap between meeting legal requirements and the actual needs in the most vulnerable communities and residents by going beyond the specific requirements outlined by state and federal law and understanding our role as a regional agency to best support local jurisdictions. During this plan update, staff implemented best

practices and attempted to take on equity in a more robust way, which included convening an Equity Working Group to vet ideas and receive feedback on the EJ Analysis, analysis on existing travel behaviors, updating the existing methodology for the required Environmental Justice Analysis, an accessible public workshop format, and inclusive outreach strategies.

During every MTP/SCS cycle, SACOG has taken the time to look at the previous Plan's communications and outreach strategies and how to improve to better include those that are underrepresented. In this MTP/SCS update, SACOG took a three-pronged approach to advancing our equity work:

1. Outreach and Engagement
2. Updated Environmental Justice Analysis
3. Supporting Further Analysis by Local Agencies

Outreach and Engagement

Public outreach

Outreach for the MTP/SCS was structured to be inclusive of as many people as possible, including low-income residents, communities of colors, and historically disenfranchised communities. SACOG was required to host eight meetings (one in every county and three in Sacramento due to size) and the location and times became a significant way to reach out to the community. The workshops were hosted at locations that already convened many people and when possible, focused on communities of color and lower-income residents. Aside from the workshops, residents were also able to participate through an online survey that reduced the barrier of having to attend in person to participate. The structure of the in-person workshops were also beneficial for including families with children, reaching people who would otherwise not have learned about the input process, and welcoming people with engaging activities so they could learn about the plan.

Survey participant demographics compared to Census demographics prior year surveys.

Date	*County*	*Location*
11-Aug	Yolo	Woodland Tomato Festival
18-Aug	Sacramento	Oak Park Farmers' Market
25-Aug	Sacramento	Elk Grove Multi-Cultural Festival
26-Aug	Yuba	Marysville Flea Market
2-Sep	Sacramento	Carmichael Farmers' Market
4-Sep	Placer	Sierra Community College
6-Sep	Sutter	Yuba City First Thursdays
8-Sep	El Dorado	Saturday Night in the Park

County	*2018 Surveys*	*2014 Surveys*
Yolo	93	87
Sutter	36	26
Yuba	50	24
Sacramento	586	288
Placer	94	19
El Dorado	38	22
No County	236	NA
Total Responses	1,130	653

Race/Ethnicity	*2018 Survey*	*2017 Regional Census*
African -American	1.7%	6%
Asian/NHI	6.1%	14%
Hispanic/Latino	9%	22%
Caucasian	61.5%	52%

Multiple	6%	5%
Other	2.6%	0%
Decline to Sate	13.1%	Not applicable

Household Income	*2018 Survey*	*2017 Regional Census*
Less than $15,000	5.3%	10%
$15,000 - $24,999	4.5%	8%
$25,000 - $34,999	3.9%	8%
$35,000 - $49,999	8.9%	12%
$50,000 - $74,999	16.4%	17%
$75,000 - $99,999	12.4%	13%
$100,000 - $149,000	20.6%	17%
$150,000 - $199,999	8.9%	8
More then $200,000	6.8%	8
Decline to State	12.3%	Not Applicable

Gender	*2018 Surveys*	*2017 Regional Census*
Female	59.7%	51%
Male	36.2%	49%
Gender non-binary	0.8%	NA
Decline to State	3.3%	NA

Age	*2018 Survey*	*2017 Regional Census*
15 to 24	7%	13%
25 to 34	19%	14%
35 to 54	39%	26%
55 to 64	19%	13%
65+	15%	15%
Decline to State	21%	NA

Equity Working Group

In the Summer of 2018, SACOG convened an Environmental Justice Working Group, later renamed the Equity Working Group, to gather feedback on the methodology for the EJ Analysis in the plan and outreach strategies, particularly in low-income communities and communities of color. This group was funded in part by a grant from the California Endowment (see Appendix F for more information on this grant) and California Senate Bill 1 formula funds.

The Equity Group discussed the following topics over three meetings:

- Regional Economic Prosperity Strategy
- Existing MTP/SCS outreach strategies and methodology for defining EJ Communities, including terminology and definitions
- Data and definitions for the MTP/SCS EJ analysis
- Draft MTP/SCS EJ Communities map

The group also attended SACOG's Board of Directors workshop on inclusion and had a special roundtable discussion with Dr. Manuel Pastor to discuss equity efforts in the Sacramento region.

Outreach Best Practices

SACOG is dedicated to implementing best practices for meaningful outreach and providing support and guidance to our member agencies. Best practices for meaningful outreach include: identifying and implementing strategies that resonate with the target community, reducing barriers for engagement, and being clear and transparent with outreach intentions and how the community's input will be used. SACOG has conducted webinars to help member agencies develop effective outreach plans and processes – *Effective Public Engagement that Doesn't Break the Budget.*

Updated Environmental Justice Analysis

Defining Environmental Justice Areas

The first step in the EJ analysis is to define and identify Environmental Justice Areas. There are an increasing amount of funding sources available, like the Caltrans Sustainable Transportation Planning Grant Program, for projects and plans that support disadvantaged communities or regionally defined areas like SACOG's Environmental Justice areas. Building on the extensive work SACOG has done to identify these communities in the previous two MTP/SCS updates, SACOG worked with the Equity Working Group to review and refine the previous methodology for defining these areas. Through this process, SACOG updated the criteria for 'Other Vulnerabilities' to include households with one or more person with a disability. The areas of analysis were also renamed from Low Income-High Minority (LIHM) areas, as used in the 2016 MTP/SCS, to Environmental Justice (EJ) Communities. This was an important discussion and change, as communities of color will not be minorities in the future and EJ is the terminology being used more broadly now with the passage of Senate Bill 1000.

The Equity Working Group also looked at the previous plan's threshold for race and ethnicity. While there was no change to this criterion, it is important to note that the Sacramento region is highly diverse and uses a 70-percent threshold for block groups, instead of the typical 50-percent. Seventy percent was used in prior plans to best represent the Sacramento region due to 50-percent threshold including most of the region, and not adequately capturing possible disadvantages that concentrated communities of color face. Although this working group discussed the pros and cons of using the 50-percent and covering a larger area versus using 70-percent to try and narrow in on more concentrated communities of color, there was no conclusion by the group for which was preferred. Because SACOG went through extensive vetting of the EJ Communities criteria, including the 70-percent threshold for communities of color, in the 2012 MTP/SCS, this plan carries that forward.

The EJ Communities were developed with the following criteria for areas within El Dorado, Placer, Sacramento, Sutter, Yolo and Yuba Counties, excluding the Tahoe Basin portions of El Dorado and Placer Counties:

> **SOURCE:** 2012-2016 5-year Census ACS block group level data
>
> **CRITERIA:** Block Groups are selected as EJ Communities if they are non-white race groups and/or low income and/or qualify as an "other vulnerability" area and/or are within the CalEnviroScreen 3.0 identified Census Tracts.
>
> **CRITERIA DETAILS:**

1. **Race/Ethnicity**: Block groups where the Non-White and/or Hispanic resident population is 70 percent or higher; 259 block groups qualify.

2. **Low Income**: Block groups where 45 percent or more of households earn less than 200% of the federal poverty level; 429 block groups qualify.

3. **Other Vulnerabilities**: Block groups that fall within the top quintile of all regional block groups in at least four of the following six measures; 85 block groups qualify.

   Other Vulnerability Measures:
   - Concentration of Older Adults aged 75 or more
   - Concentration of Linguistically Isolated Households
   - Concentration of Single Parent Households with Children under the age of 18
   - Concentration of Low Educational Attainment with Less than a High School Diploma or GED for the population aged 25 or more
   - Concentration of Severely Housing Cost Burdened Households where households spend 50% or more of their income on housing costs (both renter and owner households)
   - Concentration of Households with at least one person with a disability

4. **CalEnviroScreen 3.0** (CES3.0); 151 block groups qualify:

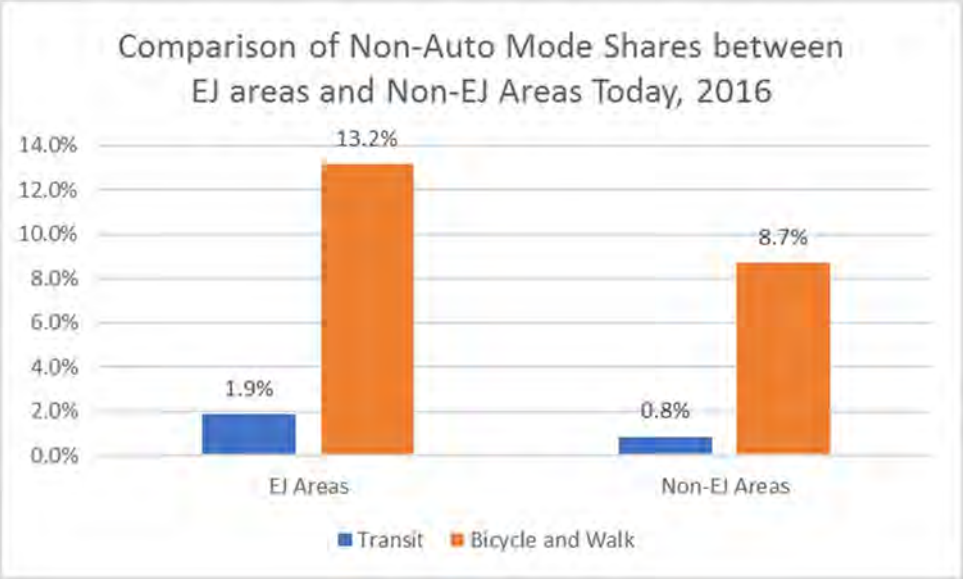
   "CalEnviroScreen is a screening tool that evaluates the burden of pollution from multiple sources in communities while accounting for potential vulnerability to the adverse effects of pollution. CalEnviroScreen ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors and prevalence of certain health conditions. Data used in the CalEnviroScreen model come from national and state sources."- The Office of Environmental Health Hazard Assessment (OEHHA)

Analyzing EJ Communities in the MTP/SCS

Using the methodology above, the EJ Communities, or EJ analysis areas, were defined and shown in the map below. Key characteristics of EJ analysis areas include:

- About 38 percent of the region's population lives in the defined EJ Communities.
- People in the EJ Communities are nearly twice as likely to be classified as low income as people in other areas.
- Between the previous plan and this plan, the number of EJ block groups increased from 426 to 548.
- 429 block groups qualified as low income where 45 percent or more of the population earns 200 percent or less of the federal poverty level.
- The number of block groups in the region meeting both low-income and race and ethnicity criteria increased from 69 to 259, highlighting the increasing diversity of the region. Of those 259 block groups, 81 qualified by the diversity measure alone.

- Households in EJ Communities tend to use transit, walking and bicycling at significantly higher rates than Non-EJ households — more than twice the rate for transit use and a 65 percent greater rate for walking and bicycling region-wide, as shown in the chart below. Part of the reason for this is because households in EJ Communities have less auto ownership or access to a vehicle. According to most recent ACS data, almost 11 percent of households in EJ Communities do not have a vehicle available, compared to about four percent of households in Non-EJ areas without a vehicle available. This also indicates that, while less than Non-EJ Communities, the large majority of EJ Area residents use personal vehicles for transportation.

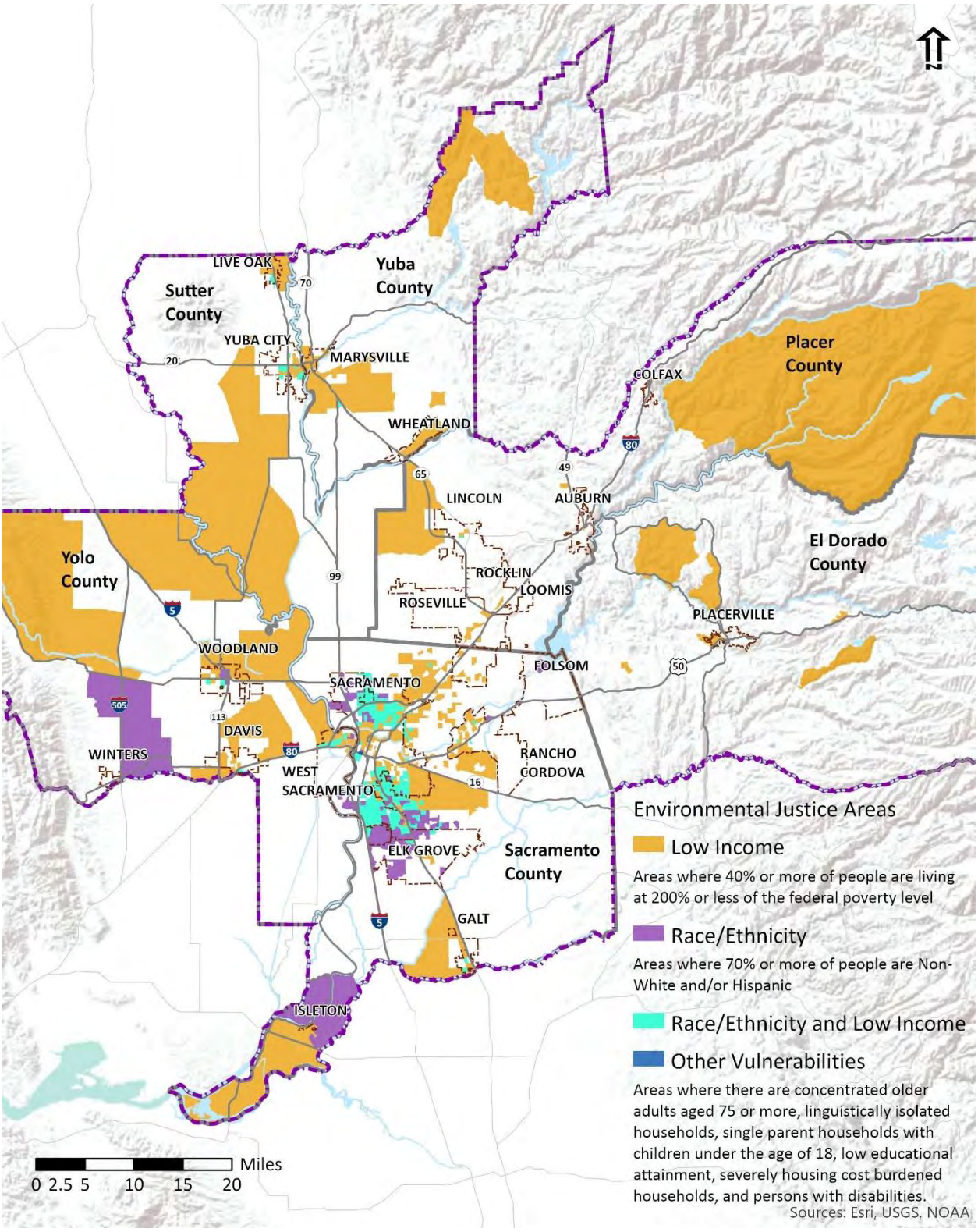


Data and Analysis Limitations

While all of the areas identified in the methodology outlined above, and shown in the map below, are included for purposes of this analysis, the data and analysis is not perfect. Except where otherwise noted, all of the data presented here is from SACOG, 2019. Some of the specific limitations will be discussed throughout the analysis discussion as needed, but there are several important caveats that apply to all the analysis, including:

- There are a number of block groups defined as EJ Communities that are ethnically diverse, but without the low-income or vulnerability characteristics that tend to predict greater needs for public transportation or other services due to income, age, household status, or transit-dependency.
- Whether areas qualify as "EJ" or "Non-EJ" depends on thresholds for block groups that quantify the residents of an area, but they are not monolithic. There are residents who do not have low incomes and/or who are not from minority groups who reside in EJ Communities. There are also low-income and minority residents who live in Non-EJ Communities.
- With its current analytical tools, SACOG is not able to predict where people of color, or low-income populations, will locate in the future. As a result, and for purposes of this analysis, SACOG assumes that the areas in the 2016 base year that qualify as EJ Communities will be the

same in 2040. This means that SACOG analyzes performance measures for all residents of the same EJ and Non-EJ geographies in 2016 and 2040 but cannot predict with certainty that the residents of those areas will continue to have the same ethnic, racial, income and/or vulnerability characteristics in 2040 as in 2016. Since demographic projections are that the Sacramento region will continue to become more diverse, the populations living in what are now defined as EJ or Non-EJ Communities will likely be different in 2040. This continued diversification, combined with the MTP/SCS commitment to provide a full range of housing choices in sub-areas throughout the region, and reinforced by state Regional Housing Needs Allocation requirements, means that some of the MTP/SCS EJ Area analysis for later years may understate benefits or overstate impacts for future communities of color and/or low-income populations.


Sutter County
Yuba County
Placer County
Yolo County
El Dorado County
Sacramento County
LIVE OAK
YUBA CITY
MARYSVILLE
COLFAX
WHEATLAND
LINCOLN
AUBURN
ROCKLIN
LOOMIS
ROSEVILLE
PLACERVILLE
WOODLAND
FOLSOM
SACRAMENTO
DAVIS
WINTERS
WEST SACRAMENTO
RANCHO CORDOVA
ELK GROVE
GALT
ISLETON
70
20
65
49
80
99
5
505
113
16
50
Miles
0 2.5 5 10 15 20
Environmental Justice Areas
Low Income
Areas where 40% or more of people are living at 200% or less of the federal poverty level
Race/Ethnicity
Areas where 70% or more of people are Non-White and/or Hispanic
Race/Ethnicity and Low Income
Other Vulnerabilities
Areas where there are concentrated older adults aged 75 or more, linguistically isolated households, single parent households with children under the age of 18, low educational attainment, severely housing cost burdened households, and persons with disabilities.
Sources: Esri, USGS, NOAA

	Persons per household	Households below 200% of Federal Poverty Level	White	Black	American Indian/Alaskan Native	Asian	Native Hawaiian/Other Pacific Islander	Other Race	Two or more races	Hispanic or Latino
El Dorado County										
EJ Communities	2.87	6,015	77.54%	0.06%	0.13%	0.84%	0.40%	0.00%	1.83%	19.19%
Total County	2.69	42,446	78.45%	0.87%	0.57%	4.22%	0.17%	0.11%	3.02%	15.58%
Placer County										
EJ Communities	2.39	10,829	60.97%	0.82%	0.56%	2.98%	0.39%	0.38%	2.39%	31.51%
Total County	2.68	71,761	73.80%	1.44%	0.35%	6.82%	0.15%	0.08%	3.72%	13.64%
Sacramento County										
EJ Communities	2.98	369,467	33.25%	12.71%	0.39%	18.33%	1.50%	0.58%	5.27%	27.97%
Total County	2.76	527,271	45.75%	9.52%	0.38%	15.10%	1.05%	0.37%	5.04%	22.78%
Sutter County										
EJ Communities	3.06	22,764	41.04%	2.44%	0.69%	11.20%	0.25%	0.29%	3.24%	40.85%
Total County	2.94	39,659	47.33%	1.85%	0.67%	15.14%	0.37%	0.17%	4.23%	30.25%
Yolo County										
EJ Communities	2.8	48,113	45.23%	2.44%	0.35%	13.20%	0.30%	0.17%	4.89%	33.42%
Total County	2.81	74,720	47.53%	2.21%	0.26%	13.58%	0.40%	0.19%	4.41%	31.41%
Yuba County										
EJ Communities	2.85	20,432	50.33%	3.13%	0.84%	6.55%	0.31%	0.22%	5.86%	32.77%
Total County	2.83	29,340	56.29%	3.22%	0.97%	6.30%	0.34%	0.17%	5.27%	27.44%
Region										
EJ Communities	2.94	477,620	36.80%	10.40%	0.42%	16.38%	1.23%	0.50%	5.06%	29.20%
Total Region	2.76	785,197	53.09%	6.49%	0.41%	12.60%	0.74%	0.28%	4.60%	21.79%

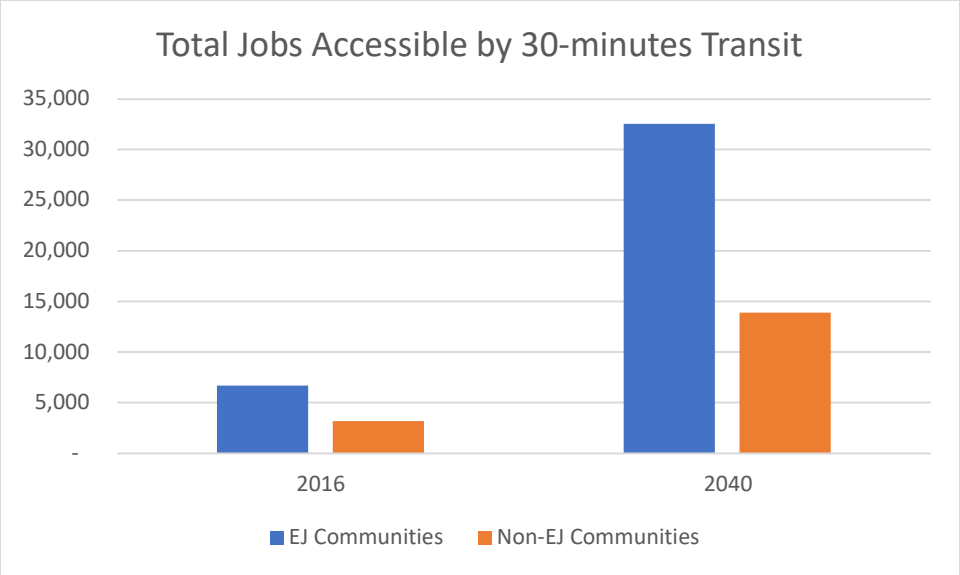
Source: ACS

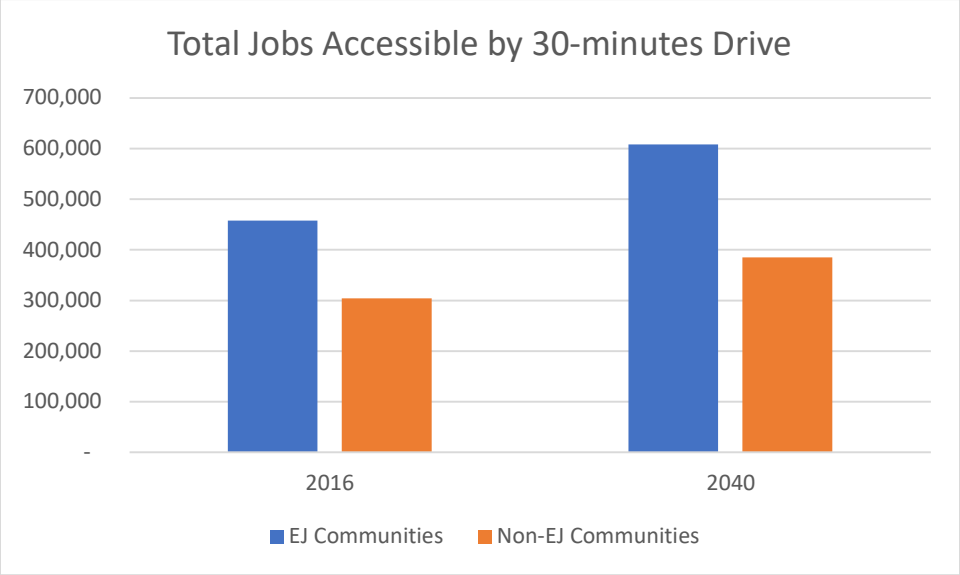
Transportation and Accessibility

The MTP/SCS complements planned land use changes with improvements in transportation options that increase residents' access to key destinations. The MTP/ SCS projects significant future housing and employment growth in Centers and Corridors and Established Communities. The combination of this land use pattern and the transit investments in the MTP/SCS is expected to improve transit access to a variety of destinations over the plan period for residents of both EJ and Non-EJ Communities. This section assesses changes in transit access to a variety of destinations, including jobs, medical services, higher education, and parks. As noted earlier, a majority of EJ Community residents travel by personal vehicle to their destinations, as do a majority of Non-EJ Community residents. For this reason, this analysis also examines the effect of the MTP/SCS on access by auto from both EJ and Non-EJ Communities to key destinations. Both transit and auto accessibility performance measures use 30 minutes for travel time to allow some comparisons.

Access to Jobs

Transit access to jobs between 2016 and 2044 improves significantly for both EJ and Non-EJ Communities, though it is still a small percent of jobs that are accessible by a 30-minute transit trip. Regionwide, between 2016 and 2044, the number of jobs accessible within 30 minutes via transit increases from less than one percent to 2.4 percent in EJ Communities and from 0.3 percent to one percent in Non-EJ Communities. Significantly more jobs are accessible by a 30-minute drive. The number of jobs accessible within a 30-minute drive increases by 33 percent for EJ Communities, and by 27 percent for non-EJ Communities.

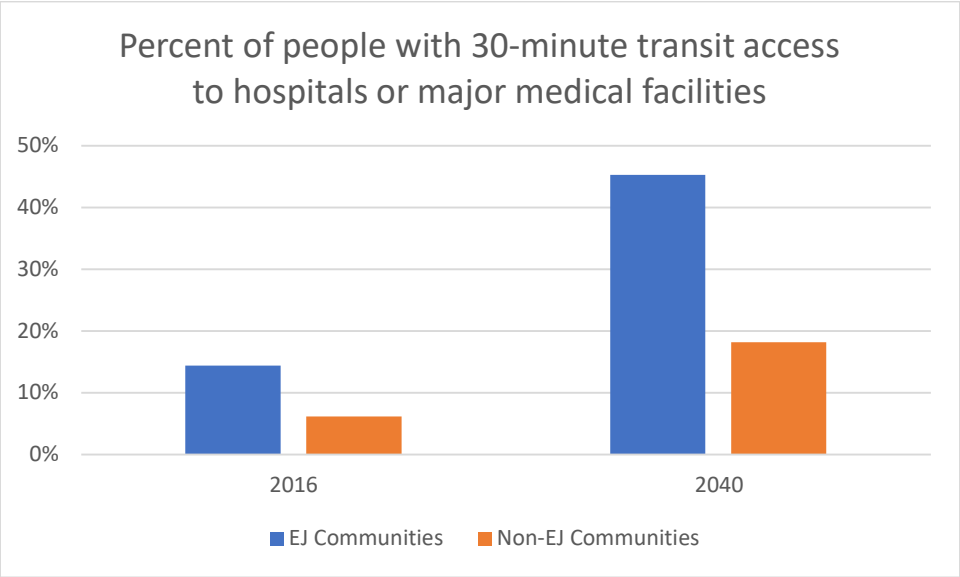




Access to Medical Services

SACOG analyzed what percentage of the population has access to a medical facility. For this analysis, medical facility is narrowly defined as an existing hospital or major medical office complex. SACOG recognizes the limitations with this measure. The measure used in this EJ analysis is access to a major-medical facility, rather than to medical services. It is currently not possible to measure or forecast each resident's access to medical services due to the range of providers available, the fact that residents may or may not have an applicable health or dental insurance plan for a nearby facility, and/or be able to afford co-pays or direct fees for service.

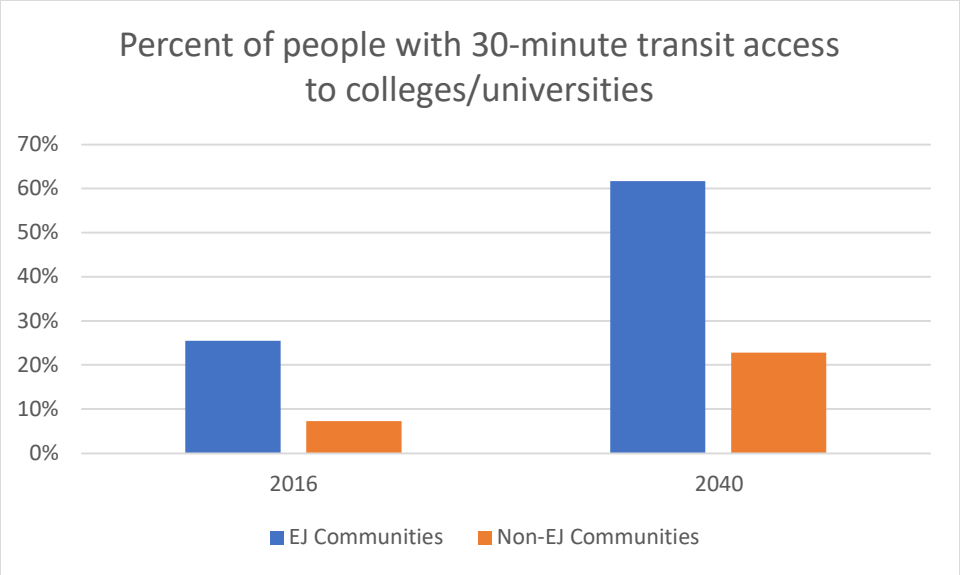
Nearly all residents, 99 percent, can access a medical facility by a 30-minute drive. Very few can access these major-medical centers by a 30-minute transit trip. However, transit access to medical facilities significantly increases for EJ Communities by 2044.



Access to Higher Education

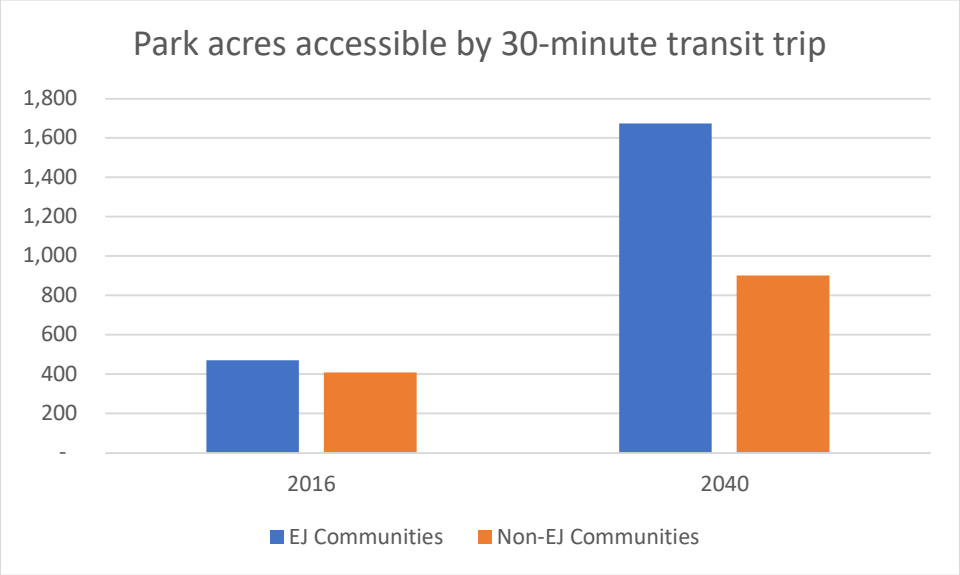
Access to higher education is an important stepping stone to careers and employment for many of the region's EJ and Non-EJ Community residents. For this analysis, higher education is defined as public universities and colleges, including all the region's community colleges and satellite campuses (but not adult schools, GED, remediation, or vocational training programs that serve targeted populations). Similar to the previous measure, this is not a perfect measure, but is a starting point for understating higher education attainment.

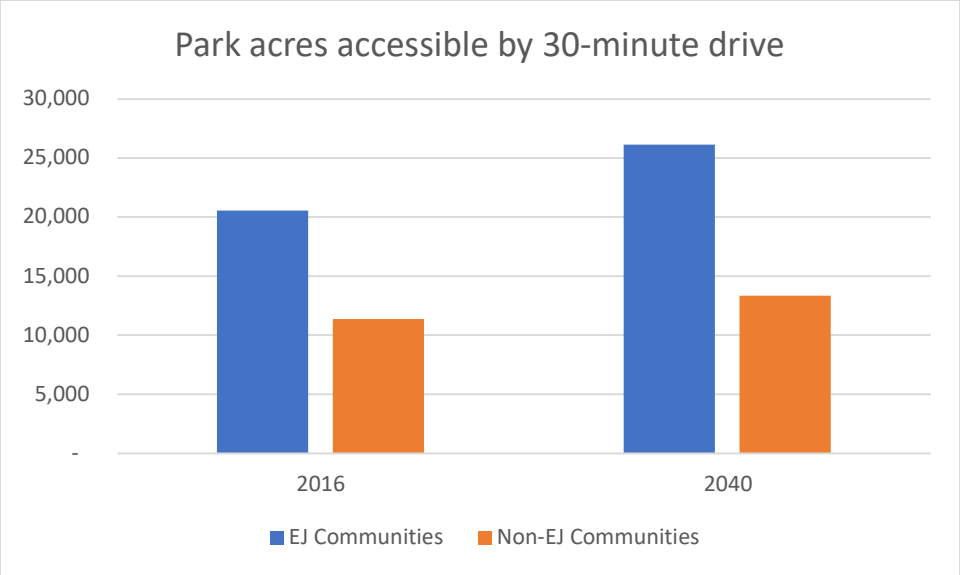
Like medical facilities, nearly all residents can access a higher education institution by a 30-minute car trip. Access via transit is significantly limited, though it does improve by 2044.



Access to Parks

Access to parks is a marker for recreation opportunities and can help indicate quality of physical spaces. Parks vary in size, from small neighborhood playgrounds to large regional parks. Park amenities and conditions also vary, such as the presence of a community or recreational center in the park, or problems with vandalism or crime that deter use. SACOG's methodology measures access to the number of park acres, but doesn't account for the number, type, or condition of parks the average person in EJ and Non-EJ Communities can access. While more park acres are accessible by car than transit today and the future, park acres accessible by transit from EJ Communities is the largest increase in access.





Air Quality

The California Air Resources Board in 2005 developed guidance stating that "sensitive receptors" (homes, schools, day care centers, parks, hospitals, etc.) be located outside a 500-foot buffer of major roadways, defined as freeways or urban roads with traffic volumes of 100,000 or more vehicles per day or rural roads with 50,000 or more vehicles per day. Today, roughly two percent of the region's population live within 500-foot buffer areas. EJ communities are slightly higher at three percent. SACOG recognizes that this is an imperfect measure for health and that there is a longstanding tension between infill development and public health.

There are tradeoffs between the health benefits and risks of siting new residential development in infill areas near transit, which often runs on major roadway corridors. Risks of exposure to toxic air contaminants from proximity to freeways and major roadways may need to be weighed along with such benefits as better transit access to health care, lower transportation costs that leave more money for medical care, and new higher quality housing and increased physical activity for residents that can help improve health. State and federal agencies provide points in competitive housing funding programs for affordable home developments near frequent transit, recognizing that lower income residents tend to be more transit-dependent. Additionally, increasingly cleaner vehicles are reducing some of the health risks from air contaminants. Best practices also exist to mitigate risks, such as siting residences and sensitive receptors furthest away from the roadway, reducing windows facing the freeway or major roadway, installing HVAC systems and planting trees that filter out air contaminants, etc.

Physical Activity

SACOG assessed the number of people in the region who get at least 30 minutes of physical activity from active modes of transportation, defined as bike trips, walk trips, and the walk component of transit trips (i.e., walking to and from the transit station/stop on either end of the trip). The measure only looks at physical activity from transportation itself and does not capture other ways residents may reach the

recommended 30-minute threshold, such as going to a gym, participating in organized sports, recreational walking or biking, or doing household chores or yardwork.

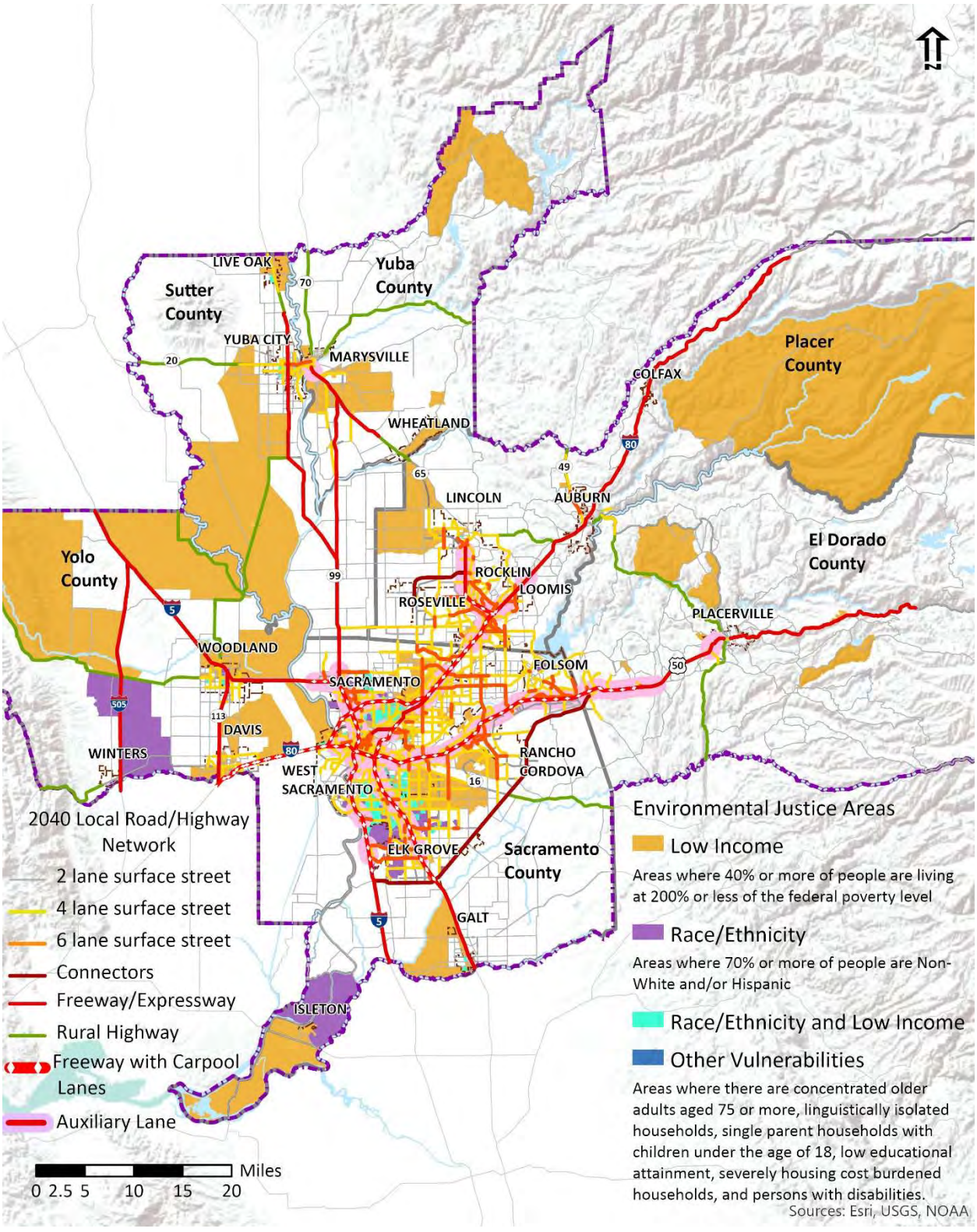
This active transportation measure shows that the land use patterns combined with plan investments in transit and bicycle/pedestrian infrastructure result in increases in use of active transportation modes and minutes of physical activity that outpace population growth. This increase in active transportation is especially apparent in EJ Communities: by the horizon year of the plan, residents of EJ Communities who meet recommended physical activity levels just by how they commute and travel through the region increase by 63 percent. By 2040, through using active transportation modes, 15 percent of all people living in EJ Communities surpass the threshold of 30 minutes of physical activity most days, and 9 percent of individuals in non-EJ Communities. Of course, as noted earlier, part of the reason that people living in EJ Communities have a higher percentage of active transportation is out of necessity in some cases.

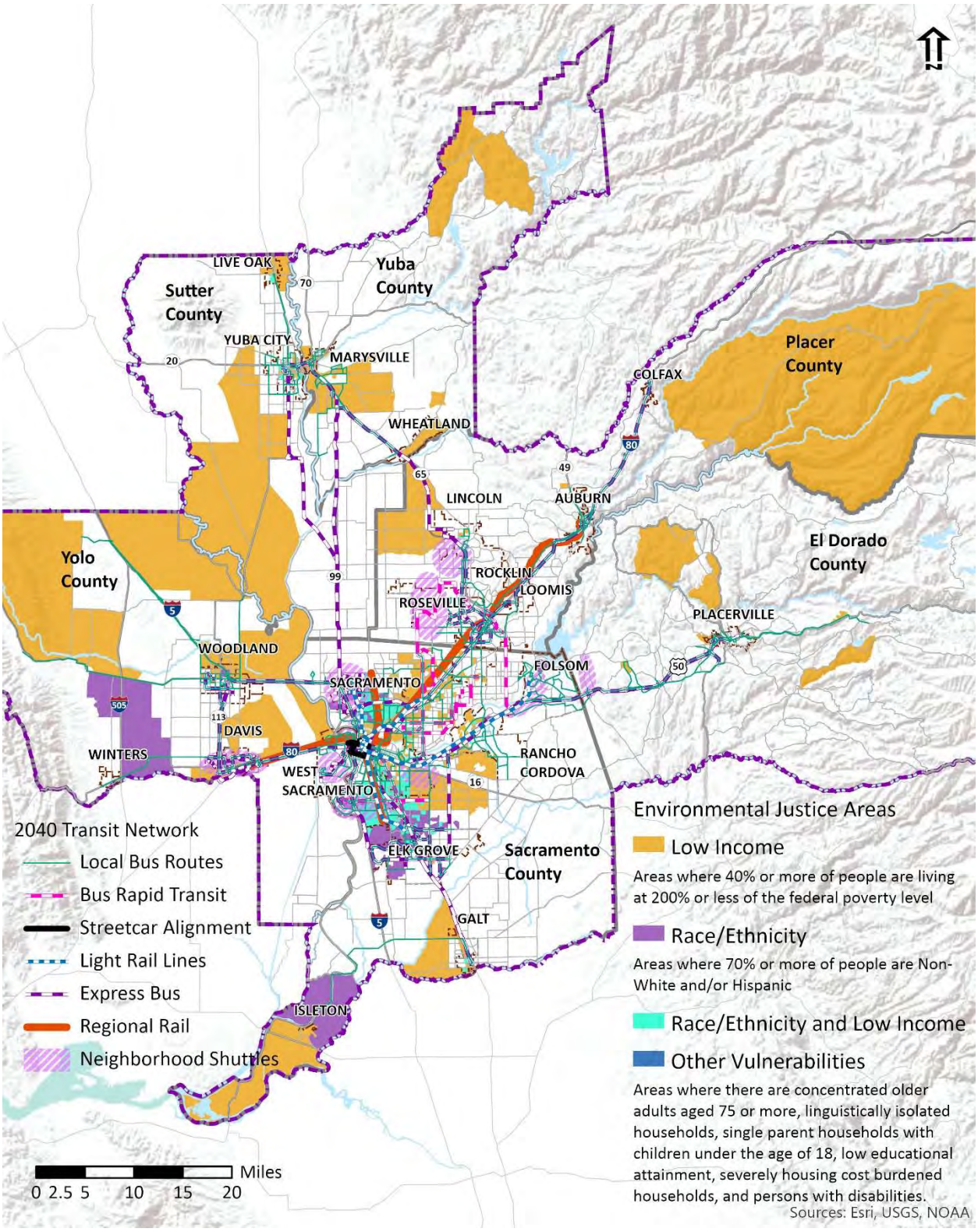
	EJ Communities			Non-EJ Communities		
	2016	**2044**	**Increase**	**2016**	**2044**	**Increase**
Population	890,257	1,103,706	24%	1,486,054	1,893,126	27%
People with over 30 mins. of active transportation	102,416	167,297	63%	111,844	161,439	44%
% with over 30 mins. of active transportation	12%	15%		8%	9%	

Transportation Projects

Perhaps the largest benefit of transportation projects is accessibility, which is evaluated above to the extent possible. It is more difficult to measure the benefit of a transportation project based on a resident's physical proximity to the project. Additionally, some transportation projects are not able to be mapped in the MTP/SCS (e.g., road maintenance projects and bus replacements). However, below are maps showing the transit and road projects that can be mapped and their relationship to the EJ Communities. It should be noted that just because a project is within an EJ Community, does not mean it will always serve the residents living there. Planners should take a holistic approach to project analysis. A holistic approach includes, but is not limited to: considering barriers such as cost of access, social or cultural barriers; inclusion in the planning process; and the real and perceived negative impacts of transportation improvement projects (e.g., gentrification and displacement).

SACOG encourages member agencies to consider all current and future users in the planning, construction, operation, and maintenance of any transportation projects contained in this plan. Maps illustrating the MTP/SCS transportation projects and a sample list of the road projects in EJ communities are provided below.


LIVE OAK
Sutter County
Yuba County
YUBA CITY
MARYSVILLE
WHEATLAND
Placer County
COLFAX
LINCOLN
AUBURN
Yolo County
El Dorado County
ROCKLIN
LOOMIS
ROSEVILLE
PLACERVILLE
WOODLAND
FOLSOM
SACRAMENTO
DAVIS
WINTERS
WEST SACRAMENTO
RANCHO CORDOVA
ELK GROVE
Sacramento County
GALT
ISLETON
2040 Local Road/Highway Network
2 lane surface street
4 lane surface street
6 lane surface street
Connectors
Freeway/Expressway
Rural Highway
Freeway with Carpool Lanes
Auxiliary Lane
Miles
0 2.5 5 10 15 20
Environmental Justice Areas
Low Income
Areas where 40% or more of people are living at 200% or less of the federal poverty level
Race/Ethnicity
Areas where 70% or more of people are Non-White and/or Hispanic
Race/Ethnicity and Low Income
Other Vulnerabilities
Areas where there are concentrated older adults aged 75 or more, linguistically isolated households, single parent households with children under the age of 18, low educational attainment, severely housing cost burdened households, and persons with disabilities.
Sources: Esri, USGS, NOAA


Sutter County
Yuba County
Placer County
Yolo County
El Dorado County
Sacramento County
LIVE OAK
YUBA CITY
MARYSVILLE
WHEATLAND
COLFAX
LINCOLN
AUBURN
ROCKLIN
LOOMIS
ROSEVILLE
PLACERVILLE
WOODLAND
FOLSOM
SACRAMENTO
DAVIS
WINTERS
WEST SACRAMENTO
RANCHO CORDOVA
ELK GROVE
GALT
ISLETON
2040 Transit Network
Local Bus Routes
Bus Rapid Transit
Streetcar Alignment
Light Rail Lines
Express Bus
Regional Rail
Neighborhood Shuttles
Miles
0 2.5 5 10 15 20
Environmental Justice Areas
Low Income
Areas where 40% or more of people are living at 200% or less of the federal poverty level
Race/Ethnicity
Areas where 70% or more of people are Non-White and/or Hispanic
Race/Ethnicity and Low Income
Other Vulnerabilities
Areas where there are concentrated older adults aged 75 or more, linguistically isolated households, single parent households with children under the age of 18, low educational attainment, severely housing cost burdened households, and persons with disabilities.
Sources: Esri, USGS, NOAA

Jurisdiction	Example Project Spatially Located in EJ Area	Cost
El Dorado County	Class II bike lanes on Bass Lake Road	$1,500,000
Placer County	Signals and safety improvements on State Route 49	$5,705,100
Sacramento County	Florin Road Safety Improvements	$3,637,400
Sutter County	Tisdale Rd – New 2-lane bridge	$2,221,250
Yolo County	County Road 98 Safety & Bicycle Improvement – Phase 2	$15,600,000
Yuba County	Fleming & 9th Ave Safe Routes to School	$11,450,000
City of Auburn	SR49 Signalizations/Improvements	$5,705,100
City of Citrus Heights	Auburn Blvd. Complete Streets – Phase 4	$20,000,000
City of Davis	Providing Safe Passage: Connecting Olive Dr & Montgomery Elementary	$4,300, 000
City of Elk Grove	Laguna Creek Trail & Bruceville Rd Sidewalks	$2,309,000
City of Folsom	East Natoma Street Widening	$3,150,000
City of Lincoln	Lincoln Blvd. Streetscape Improvement Project – Phase 3	$1,469,458
City of Live Oak	Live Oak Community Trail	$885,000
City of Marysville	Marysville Bicycle & Pedestrian Improvement	$583,000
City of Placerville	Placerville Drive Bicycle & Pedestrian Facilities	$11,100,000
City of Rancho Cordova	Routier Rd. Cycle Track Improvements	$500,000
City of Rocklin	Pacific St. at Rocklin Rod. Roundabout	$2,707,607
City of Roseville	Dry Creek Greenway Trail	$11,790,629
City of Sacramento	Stockton Blvd. Mobility Project	$100,000,000
City of West Sacramento	West Capitol Ave. Streetscape Improvements – Phase 3	$12,420,000
City of Wheatland	C Street Resurfacing	$280,000
City of Winters	Complete Street Improvements Grant Ave./State Rte 128/Russell Blvd.	$20,919,000
City of Woodland	East Main St. Improvements	$3,416,000
City of Yuba City	Bridge Street Widening	$9,393,543

Supporting Equity Work

Environmental Justice Fact Sheets

As previously described, the EJ Analysis is an important base line approach to understanding the residents of the Sacramento region and their transportation needs. Senate Bill 1 pass through formula funds enabled SACOG to take a closer look at transportation trends in each of SACOG's member cities and counties. Staff looked at demographics and trips in each city and county (including unincorporated areas), split between EJ and non-EJ Communities. The resulting "EJ Fact Sheets" can be one resource for local agencies as they consider the infrastructure needs of their communities. However, as noted throughout this document, data and analysis alone cannot tell the whole story, especially when assessing mobility and accessibility. For example, the availability of a bus and hospital within 30-minutes does not consider language, income, and other social barriers to taking the bus or the language, income, cultural, and social barriers to accessing the hospital, let alone having insurance, the right medical group, etc. that is needed to access the care. As such, the fact sheets will be most effective when paired with additional research and outreach within specific communities.

CONFORMITY ANALYSIS

TO BE ADOPTED NOVEMBER 9TH, 2023

DEVELOPED AS PART OF THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS':

2023 METROPOLITAN TRANSPORTATION PLAN

AND

AMENDMENT #11 TO THE 2023 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM

SACOG

Sacramento Area Council of Governments

SACOG STAFF

Renée DeVere-Oki, Program Manager for Regional Air Quality and Climate Planning

Ibrahim Itani, Modeling Analyst

Shengyi Gao, Senior Data and Modeling Analyst

Sam Shelton, Senior Analyst

Miguel Mendoza, Planning and Programming Team Analyst

Kristina Svensk, Director of Transportation Services

Yanmei Ou, Data and Analysis Manager

Clint Holtzen, Planning and Programming Manager

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EXECUTIVE SUMMARY

The Sacramento Area Council of Governments (SACOG) is the designated Metropolitan Planning Agency for the Sacramento Region and is responsible for all regional transportation planning activities in Sacramento, Sutter, Yolo, and Yuba Counties, and in El Dorado and Placer Counties outside of the Tahoe Basin. For purposes of conformity, SACOG is responsible for the analysis of transportation activities in that area and in eastern Solano County. Presented in this report is the Conformity Analysis for the 2023 Metropolitan Transportation Plan (2023 MTP) and Amendment #11 to the 2023 Metropolitan Transportation Improvement Program (MTIP).

The conformity demonstration requirement is described in the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A). Transportation conformity ("conformity") is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals set for ozone, particulate matter, or nitrogen dioxide. The analysis presented in this report demonstrates that the 2023 MTP and concurrent MTIP Amendment meets the criteria specified in these regulations.

CONFORMITY REQUIREMENTS

Conformity must be demonstrated in "all nonattainment and maintenance areas for transportation-related pollutants for which the area is designated nonattainment or has a maintenance plan" (40 CFR 93.102). The following are the designations within the Sacramento region:

- 2008 8-Hour Ozone (including the ROG and NOx precursors) Severe-15 Nonattainment Area:
    - The Sacramento Metropolitan Area (Sacramento, Yolo and portions of El Dorado, Placer, Sutter, Solano Counties) and
    - The Sutter Buttes Area (Sutter County). The 2008 ozone standards classify the Sutter Buttes Area as an unclassified/attainment area for ozone, effective July 20, 2013.
- 2015 8-Hour Ozone (including the ROG and NOx precursors) Serious Nonattainment Area:
    - The Sacramento Metropolitan Area (Sacramento, Yolo and portions of El Dorado, Placer, Sutter, Solano Counties), effective August 13, 2021.
    - The Sutter Buttes Area (Sutter County). The 2015 ozone standards classify the Sutter Buttes Area as a marginal nonattainment area for ozone, effective June 4, 2018.
    - An update and concurrent redesignation request is under development by the regional air districts and CARB to redesignate the area to Severe.
- Particulate Matter (PM_{10}) Maintenance Area (Sacramento County), effective October 28, 2013.
    - The Second Maintenance Plan is pending EPA approval.
- 2006 Fine Particulate Matter ($PM_{2.5}$) Nonattainment Area and Maintenance Area:
    - Moderate Nonattainment Area - Sacramento Area (Sacramento and portions of Yolo, Solano, Placer and El Dorado Counties)
    - Maintenance Area -Yuba City-Marysville Area (Sutter and a portion of Yuba County)
    - The second PM2.5 Maintenance Plan is pending both review and approval by CARB and then EPA.

Under a determination of conformity, the following criteria are applied:

1. The latest planning assumptions and emission models are used.
2. The transportation plan and program pass an emissions budget test using a budget that has been found adequate or been approved by EPA or an interim emissions test where budgets have not been established.
3. The transportation plan and program provide for the timely implementation of transportation control measures (TCMs).
4. Interagency and public consultation are part of the process.

SACOG follows the interagency review process described in SACOG's Public Participation Plan. The dedicated interagency forum for this process is the bi-monthly Regional Planning Partnership meeting. Upon reaching a determination finding that is approved by SACOG's Board, the conformity analysis is submitted to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for final approval in consultation with Caltrans.

The Conformity Checklist developed by FHWA contains items required for completing a determination. This list is included for reference in Appendix A.

CONFORMITY TESTS

Federal conformity regulations describe two types of tests; an emissions budget test and an interim emissions test. To run an emissions budget test, a region must have budgets in place that have been found adequate for transportation conformity purposes or are contained in an approved air quality implementation plan. Predicted emissions for the 2023 MTP and concurrent MTIP Amendment must be less than or equal to these budgets. The second test, an interim emissions test is used when approved or adequate budgets are not in place and the region is in nonattainment. Predicted emissions for the 2023 MTP and concurrent MTIP Amendment must be less than or equal to emissions predicted in the baseline scenario. Applicable air quality implementation plans and conformity tests are further described within the text.

FINDINGS OF THE CONFORMITY ANALYSIS

A regional emissions analysis was conducted for the years 2024, 2026, 2027, 2029, 2032, 2033, 2035, and 2044 for each applicable pollutant. See Appendix C, Table 1, for the analysis years for each pollutant. Each analysis utilized the latest planning assumptions and emissions models. The conclusions of the SACOG analysis are:

- Ozone: The Analysis determined that the implementation of the 2023 MTP and the concurrent MTIP Amendment would result in less total regional on-road vehicle-related emissions (ROG and NOx) than the emissions budget found adequate by the EPA in the *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan*, and the *Sacramento Metro Area portion of the "2018 Updates to the California State Implementation Plan.* This analysis has used these budgets for demonstration of the 2008 and 2015 standards.
- PM_{10}: The Analysis determined that the implementation of the 2023 MTP and the concurrent MTIP Amendment would result in less total regional on-road vehicle-related emissions than the emissions budget found adequate by the EPA in the *2010 PM_{10} Implementation/Maintenance Plan and Re-designation Request for Sacramento County.*

Budgets for the *Second 10-Year PM10 Maintenance Plan* are included in this document for reference purposes unless action is taken by EPA during the approval process.

- $PM_{2.5}$: The Analysis determined that the total regional on-road vehicle-related emissions associated with implementation of the 2023 MTP and concurrent MTIP Amendment for the analysis years are projected to be less than or equal to the emissions for the Baseline scenario, satisfying the test established in *Interim Transportation Conformity Guidance for 2006 $PM_{2.5}$ NAAQS Nonattainment Areas* in the Sacramento area. The Analysis also found that implementation of the 2023 MTP and concurrent MTIP Amendment would result in less total regional on-road vehicle-related emissions than the emissions budgets found adequate by the EPA in the *2014 Yuba City-Marysville $PM_{2.5}$ Maintenance Plan and Re-designation Request*.
- TCMs: The implementation of the 2023 MTP and concurrent MTIP Amendment will not impede the timely implementation of the TCMs identified in the *2009 8-Hour Ozone Attainment and Reasonable Further Progress Plan, 2013 revisions. TCMs identified for the 2015 SIP, in the approval process, are included for reference.*
- Consultation for this analysis was conducted in accordance with SACOG's Public Participation Plan.
- Both the 2023 MTP and concurrent MTIP Amendment have been financially constrained consistent with 40 CFR 93.108 and with 23 CFR Part 450.

CONFORMITY DETERMINATION

OVERVIEW OF THE PHYSICAL ENVIRONMENT

The Sacramento Valley Air Basin is a basin bounded by the Sierra Nevada Mountain Range to the east and the Coastal Mountain Ranges to the west and spans from Shasta County in the north to Sacramento County in the South. Topography in the Sacramento Valley is generally flat, with elevations anywhere from slightly below sea level near the Sacramento/San Joaquin Delta to over 2,150 feet above sea level at the Sutter Buttes. Hot dry summers and mild rainy winters characterize the Mediterranean climate of the Sacramento Valley Air Basin (SVAB). During the year the temperature may range from 20 to 115 degrees Fahrenheit with summer highs usually in the 90s and winter lows occasionally below freezing. Average annual rainfall is about 20 inches with about 75 percent occurring during the rainy season generally from November through March. The prevailing winds are moderate in strength and vary from moist clean breezes from the south to dry land flows from the north.

The mountains surrounding the SVAB create a barrier to airflow, which can trap air pollutants when certain meteorological conditions exist. The highest frequency of air stagnation occurs in the autumn and early winter when large high-pressure cells lie over the Sacramento Valley. The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of particulate matter pollutants are highest when these conditions are combined with smoke or when temperature inversions trap cool air, fog, and pollutants near the ground.

The ozone season (May through October) in the Sacramento Valley is characterized by stagnant morning air or light winds, with the delta sea breeze arriving in the afternoon out of the southwest. In addition, longer daylight hours provide a plentiful amount of sunlight to fuel photochemical reactions between reactive organic gases (ROG) and oxides of nitrogen (NOx), which result in ozone formation. Likewise, $PM_{2.5}$, peak concentrations typically occur during the winter season (November – February) when temperature inversion and low wind speeds trap and concentrate $PM_{2.5}$ emissions, cooler temperature and high humidity increase the secondary formation of particulates.

As an air basin, air quality in the Sacramento region is impacted not only by pollutants generated within the region, but also by pollutants generated in the San Francisco Bay Area and the San Joaquin Valley, which are carried into the Sacramento region by Delta breezes. The effect of pollutants transported from the San Francisco Bay Area or from the San Joaquin Valley on air quality in the Sacramento region can vary from substantial to inconsequential on any given day, largely determined by accompanying meteorological conditions. Thus, the success of the Sacramento region in attaining better air quality is partially contingent on the achievement of better air quality in nearby areas that affect Sacramento's air quality.

INTRODUCTION

The Sacramento Area Council of Governments (SACOG) is the designated Metropolitan Planning Organization (MPO) for the Sacramento Region and is responsible for all regional transportation planning activities in Sacramento, Sutter, Yolo, and Yuba Counties, and El Dorado and Placer Counties outside of the Tahoe Basin. Presented in this report is the Conformity Analysis for the 2023 MTP and concurrent MTIP Amendment. Transportation conformity ("conformity") is a way to ensure that Federal funding and approval goes to those transportation activities that are consistent with air quality goals set for ozone, particulate matter, or nitrogen dioxide. The SVAB is composed of the six counties listed above and the portion of Solano County which is located to the east of the crest of the Coastal Mountain Range. Solano County is located within the jurisdiction of the Metropolitan Transportation Commission for the purpose of transportation planning activities; because the eastern portion of the county is in the SVAB it is included in SACOG's conformity analysis.

SACOG performed an air quality conformity determination on the 2023 MTP and concurrent MTIP Amendment for the following stated designation areas:

- 8-Hour Ozone (including the ROG and NOx precursors) Severe-15 Nonattainment Area:
    - The Sacramento Metropolitan Area (Sacramento, Yolo and portions of El Dorado, Placer, Sutter, Solano Counties) and
    - The Sutter Buttes Area (Sutter County). The 2008 ozone standards classify the Sutter Buttes Area as an unclassified/attainment area for ozone, effective July 20, 2013.
- 2015 8-Hour Ozone (including the ROG and NOx precursors) Serious Nonattainment Area:
    - The Sacramento Metropolitan Area (Sacramento, Yolo and portions of El Dorado, Placer, Sutter, Solano Counties), effective August 13, 2021.
    - The Sutter Buttes Area (Sutter County). The 2015 ozone standards classify the Sutter Buttes Area as a marginal nonattainment area for ozone, effective June 4, 2018.
- Particulate Matter (PM_{10}) maintenance area (Sacramento County); both approved and pending budgets.
- Fine Particulate Matter ($PM_{2.5}$)
    - Moderate Nonattainment area of Sacramento Area (Sacramento and portions of Yolo, Solano, Placer, and El Dorado Counties)
    - Maintenance area of Yuba City-Marysville Area (Sutter and a portion of Yuba Counties)

The SACOG Board of Directors is scheduled to act on this conformity determination at its November 9th, 2023, meeting. For this conformity determination, the conformity analysis performed for the 2023 MTP is consistent with the analysis performed for the concurrent MTIP Amendment. The following emissions analysis demonstrates that the 2023 MTP and concurrent MTIP Amendment meets the emissions conformity tests based on the Transportation Conformity requirements found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations (CFR), Part 93, Subpart A for the federally-designated nonattainment areas as noted in the following section.

BACKGROUND

Federal regulations require that the Sacramento Area Council of Governments (SACOG) prepare air quality conformity determinations for its transportation plans and programs. The purpose of the conformity determination is to ensure that SACOG's plans and programs "conform" to all applicable federal air quality requirements. Based on guidance found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A, conformity determinations must be based upon the most recent estimates of on-road vehicle-based emissions. The emissions estimates must also be based upon the most recent population, employment, travel and congestion forecasts from SACOG, acting as the federally-designated MPO for the Sacramento region (see Appendix C, Table 2).

SACOG has an emissions conformity procedure based on the modeling requirements contained in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, CFR, Part 93, Subpart A. As part of this procedure, SACOG prepares a series of forecasting model runs for the Sacramento air quality planning areas using the Sacramento Activity-Based Travel Simulation Model (SACSIM) travel demand model. This model uses estimates of population, employment and travel patterns for 2016, as the "base year," and future estimates of these same parameters for a series of future years. The future years are designated as "milestone" or "horizon" years for certain types of pollutant emissions, under EPA regulations. The SACSIM travel demand model is used to estimate daily vehicle miles traveled (VMT) in five-mile-per-hour increments for each model run. The total number of trips for each model run is also generated. The daily VMT from each generated model run are then used as inputs to the vehicle-emissions forecasting model, EMFAC 2017; SACOG includes VMT data as provided by the Metropolitan Transportation Commission to account for projects in the eastern portion of Solano County. The EMFAC 2017 model forecasts emissions based on the travel-related forecasts from both models.

CONFORMITY APPROACH

The last conformity determination for the Sacramento Ozone Nonattainment Area, PM_{10} Maintenance Area, and $PM_{2.5,}$ Maintenance Area and Nonattainment Area was adopted by the SACOG Board of Directors on September 15, 2022.The full conformity finding was approved by FHWA/FTA on December 16, 2022.. (93.114).

The conformity tests for the Sacramento Ozone Nonattainment, PM_{10} maintenance, and $PM_{2.5}$ Maintenance Area and Nonattainment Areas consist of a quantitative emissions analysis; a budget test for ozone, $PM_{10,}$ and the Yuba City-Marysville $PM_{2.5}$ maintenance area, and an interim Baseline test for $PM_{2.5}$ nonattainment areas without an approved plan or adequate budgets. Details can be found within Appendix C.

The conformity determination for the Sutter Buttes Ozone Nonattainment Area does not require a quantitative regional emissions analysis because the transportation projects and planning assumptions for both the Build and No-Build scenarios for all potential analysis years are the same. [93.119 (g) (2)].

FINANCIAL CONSTRAINT

SACOG is required to demonstrate that the 2023 MTP and concurrent MTIP Amendment, and amendments thereof, are financially constrained. Specifically, SACOG must show that it is reasonable to assume that funds will be available to pay for the projects included in the program and plan. Approximately $35 billion has been identified that will come to the region to pay for transportation investments between 2016 and 2044. A summary of how these funds will be spent is shown in Chapter 4 of the 2023 MTP; included in Chapter 3 of the plan is a discussion describing how the 2023 MTP meets the test of financial constraint. Detailed revenue estimates by five-year increments are shown in Appendix B of the 2023 MTP. Also listed are the assumptions behind the revenue estimates. Identified within the MTIP is additional documentation showing constraint of the program over the next four years (93.108). Additional information can be found in supplemental documentation developed for the 2023 MTP, Appendix B.

INCLUSION OF ALL FEDERAL AND REGIONALLY SIGNIFICANT PROJECTS

The 2023 MTP and concurrent MTIP Amendment, and amendments thereof, include all federal and regionally significant projects expected to occur in the nonattainment and maintenance areas as identified in the introduction above (93.106).

Appendix B details the scope of projects included in the 2023 MTP and the concurrent MTIP amendment to allow adequate representation in the travel model to determine the interaction between regionally significant facilities, route options, travel times, transit ridership, and land use. It includes the following project list break-outs:

- *Non-exempt Project Listing:* All planned projects determined to be regionally significant and not exempt from regional conformity analysis requirements. Regionally significant projects are projects that are located on a principal arterial or a functionally equivalent transit facility; on a highway or transit facility that is part of the regional modeling network; or other road or transit project that are considered regionally significant through Interagency Consultation.
- *Exempt Project Listing*: All planned projects that are exempt from regional conformity analysis requirements (40 CFR 93.126-128). Projects are assigned specific exempt categories upon amendment into the MTIP; exempt projects in the MTP are all categorized as “MTP Exempt”.
- *Eastern Solano County Project Listing:* The exempt and non-exempt/regionally significant projects located outside of SACOG’s metropolitan planning area in eastern Solano County, as provided by Metropolitan Transportation Commission.

LATEST PLANNING ASSUMPTIONS

The emission estimates developed for this conformity determination are based on the population and employment projections for the Sacramento and Yuba/Sutter areas that was approved by the SACOG Board of Directors in December 2017 as part of the 2020 MTP/SCS development, and the latest population growth projectionsfor the 2025 Blueprint development. The planning assumptions list was approved by SACOG’s Regional Planning Partnership at the May 24, 2023, meeting. The finalized list of the assumptions used in developing this conformity determination can be found in Appendix C, Table 7. (93.110 a, b).

LAND USE ASSUMPTIONS

The land use assumptions for the plan were developed in cooperation with local jurisdictions. A regional growth projection was adopted by the SACOG Board of Directors in December 2017 for the purposes of developing the 2020 MTP/SCS. The population for 2044 was extrapolated from the current plan's 2040 horizon year using the latest growth assumptions developed by SACOG.

This projection consists of a projected economic growth rate that was tied to a demographic forecast, which was then tied to a forecast of the number of new housing units that will be needed throughout the region through 2040. The forecast closely aligns with Regional Housing Needs Assessment (RHNA) projections, and coordinates with the California Department of Housing and Community Development and the California Department of Finance forecasts.

Growth rates and patterns within an area are influenced by various local, regional and national forces that reflect ongoing social, economic and technological changes. Ultimately, the amount and location of population growth and economic development that occurs within a specific area is determined by market forces, and regulated by city and county governments through zoning, land use plans and policies, and decisions regarding development applications. Local government and other regional, state and federal agencies also make decisions regarding the provision of infrastructure (e.g. transportation facilities, water facilities, sewage facilities) and protection of natural resources that may influence growth rates and the location of future development.

The 28 SACOG jurisdictions are at various stages of updating or augmenting their local land use plans. Since the adoption of the Blueprint Vision by the SACOG Board of Directors in December 2004, a number of jurisdictions in the region have been voluntarily implementing the Blueprint smart growth principles into their planning processes. The general plan and specific plan development activities occurring in the region by the local jurisdictions are reflected in the 2044 land use forecast that accompanies the population, housing and employment forecasts for the 2020 MTP/SCS. The 2020 MTP/SCS land use assumptions are based on the best information available (93.122). A discussion of the land use allocation at the jurisdictional level is included in Appendix C of the 2020 MTP/SCS (93.122 b 1 iii[2]).

TRANSPORTATION SYSTEM

As part of the 2023 MTP, all financial, highway, and transit system characteristics were reviewed and updated to reflect the most recent planning assumptions.. Transportation plans often focus on improving mobility through investment in transportation infrastructure and services. Measures of mobility, such as the percent of travel using a particular travel mode or mode share, travel time, and travel delay provide valuable information about how well current and planned transportation systems function. Through the course of the entire 2020 MTP/SCS planning process and SACOG's ongoing Congestion Management Process (CMP), the performance focus has been on the following critical indicators:

- vehicle miles traveled (VMT) on the region's roadways;
- the level of congestion and delay for all modes, but especially roadway congestion;
- transit ridership and the share of trips made by transit modes; and

- travel by non-motorized travel modes (bike and walk) and the share of trips made by those modes.

A major part of the performance outcomes of this MTP relates to a heightened emphasis on maintenance of the transportation system. This emphasis resulted in a critical look at investments which expand the transportation system. To the extent that some system expansion investments can be delayed, greater investment can be made in maintenance of the system. From the perspective of plan performance, the challenge is to make this change in emphasis in investments without sacrificing the high performance achieved in prior plans.

LATEST EMISSIONS MODEL

One of the critical inputs into determining emissions associated with the 2023 MTP and concurrent MTIP Amendment is the selection of which emissions factors to use. EMFAC 2017 was used in this conformity analysis, which began on May 24, 2023 when the Regional Planning Partnership approved the conformity planning assumptions, as shown in Appendix C. EMFAC 2017 was approved by EPA on August 15, 2019 and can be used for transportation conformity in California until November 15, 2024.

The EPA/USDOT January 18, 2001, guidance on latest planning assumptions and EPA's July 2004 final rule, indicate that new vehicle registration data must be used when it is available prior to the start of new conformity analyses and that states should update the data at least every five years. The State of California reaffirmed their commitment to keeping the latest planning assumptions included in EMFAC updated on a three-year cycle. On January 31, 2006, California Air Resources Board (CARB) submitted a letter to the EPA and to the California Division of the FHWA indicating the State's intention to update future revisions to EMFAC on a three-year basis. These EMFAC updates would reflect, among other new information, updated vehicle fleet data.

The most recent version of EMFAC, EMFAC 2021 was approved for use by EPA on November 15, 2022. This newer version must be used as described in EPA's notice (87 FR 68483) for all new regional emissions analyses for transportation conformity purposes that are started on or after November 15, 2024.

MODELING DOCUMENTATION

SACOG's traffic model uses land use inputs (socioeconomic data) by parcel for trip generation. These socioeconomic data are expressed in terms of households and employment, and a representative population file which is consistent with the land use data and reflects the demographic forecasts adopted by the SACOG Board for use in development of the long-range transportation plan.

SACOG uses the SACSIM travel demand model. The model consists of four sub-models to account for different types of travel in the region: an activity-based sub-model which accounts for all household trips generated within the region, except airport passenger trips; a commercial vehicle

sub-model which accounts for all travel by commercial vehicles, including trips by large trucks; an airport passenger ground-access model, which accounts for travel by air passengers to the Sacramento International Airport; and an external travel sub-model, which accounts for all travel within the region by travelers with origins or destinations outside the region, or travelers through the region. The travel demand estimates from the four sub-models are combined to represent total weekday travel demand in the SACOG region. SACOG periodically updates and improves the SACSIM model, and rolls up those improvements into numbered versions, for use in the analysis of the MTP/SCS. SACSIM19 was used for analysis of the 2023 MTP and concurrent MTIP amendment, and for this air quality conformity analysis. More detailed information about SACSIM19 can be found on the SACOG website (https://www.sacog.org/modeling).

SACSIM19 is also used by Caltrans and many of SACOG's member agencies for their own transportation analyses, and SACOG is in regular communication with the many users of the model. Adjustments or changes to the model suggested by external users are reviewed by SACOG staff and may be incorporated into ongoing updates and releases of the model. SACOG also get public comment and input on SACSIM at annual Travel Model Users' Conferences (https://www.sacog.org/travel-model-users-conference), including comments on proposed changes and improvements to SACSIM.

The highway, transit, and bike and walk systems in the SACOG region are represented in detailed link-and-node computer networks. Link types include freeway, freeway ramp, expressway, arterial, and collector. Current and future-year road networks were developed for the 2023 MTP. The model uses equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates to differentiate between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

The travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, a five-hour midday period, and a thirteen-hour late evening/early morning period. Daily forecasts are calculated by summing the four time periods.

SACOG completed the development of the SACSIM travel demand model and its validation to a new base year of 2016. The model was validated by comparing its estimates of peak, off-peak and daily traffic levels to available peak, off-peak and daily traffic counts. The model validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The validation also meets standard criteria for percent error relative to traffic counts. The model has been extensively tested and validated by SACOG staff.

The conformity regulation (93.122 b 3) states that Highway Performance Monitoring System (HPMS) estimates of VMT shall be considered the primary measure of VMT within a non-attainment area for the classes of roadways included in HPMS. The regulation also allows locally-developed count-based programs. SACOG uses both HPMS estimates and a database of local traffic counts. HPMS estimates of VMT by county are used to validate model estimates of VMT. Locally developed traffic counts are used to validate traffic assignments by functional class of roadway and for regional screenlines, as well as to evaluate assignment error levels for different facility types.

Estimates of regional transportation-related emissions, that are used to support conformity determinations, must be made in accordance with the procedures laid out in the Federal Clean Air

Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A. SACOG's SACSIM Travel Demand model, which was used to develop transportation-related emissions for the Sacramento nonattainment areas, currently meets all the modeling requirements as set forth in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A.

AIR QUALITY EMISSIONS ANALYSIS

In order for SACOG to make a conformity determination on the 2023 MTP and concurrent MTIP Amendment, a quantitative emissions analysis must be performed for the Sacramento air quality planning areas. SACOG has completed a quantitative emissions analysis for the nonattainment and maintenance areas as shown below and in Appendix C. SACOG prepares estimates of emissions for the Sacramento air quality planning areas for the analysis years described below. Estimates of emissions are prepared in accordance with the conformity regulations found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A.

YEARS OF ANALYSIS

The analysis years of 2024, 2026, 2027, 2029, 2032, 2033, 2035 and 2044 were chosen for the Sacramento air quality planning areas for the following reasons:

- 2024 is a budget year for PM2.5 for the Yuba City-Marysville Maintenance Area and last year of the maintenance plan; it is also an attainment year for the 2018 SIP update for the 2008 ozone NAAQS; 2024 is also a proposed budget year for PM10.
- 2026 is an attainment year for ozone under the 2015 NAAQS;). It is also a proposed budget year for PM2.5 for the Yuba City-Marysville Maintenance Area.
- 2027 is a proposed budget year for PM10 as part of the Second Maintenance Plan and represents a horizon year that is less than ten years apart from the last year of the plan under section 93.106 (a) (1).
- 2029 is a proposed budget year for ozone as part of the 2015 standard for severe non-attainment areas.
- 2032 is a proposed budget year for ozone for severe non-attainment areas.
- 2033 is a proposed attainment year for PM10 as part of the Second Maintenance Plan.
- 2035 represents a horizon year that is less than ten years apart from the last year of the plan under section 93.106 (a) (1). It is also a proposed budget year for PM2.5 for the Yuba City-Marysville Maintenance Area.
- The year 2044 represents the last year of the transportation plan's forecast period and, therefore, is required to be an emission analysis year, as specified under section 93.106 (a)(iv) of the conformity regulation.

ANALYSIS TECHNIQUES

The analysis techniques that were used for generating Reactive Organic Gases (ROG) and Nitrogen Oxides (NOx) emissions for the conformity submittal are documented in the following section. Specifically, SACOG employed its SACSIM travel demand model for the Sacramento Ozone

Nonattainment Area to generate trips and daily VMT for each alternative scenario. The outputs from the SACSIM model were then inputted into EMFAC 2017 to generate emissions. Emission projections for Ozone were made for the years 2024, 2026, 2029, 2032, 2035, and 2044.

For the PM_{10} analysis, SACOG utilized a combination of analysis methods. The direct exhaust for PM_{10} came from EMFAC 2017 vehicle emissions model. The paved road dust component of PM_{10} was analyzed using the AP-42 methodology denoted in EPA's *Official Release of the January 2011 AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads*; the road dust calculations have been updated to reflect this methodology. Specifically, the emission factor equation and k value (particle size multiplier) have been updated accordingly while CARB default assumptions for roadway silt loading by roadway class, average vehicle weight, and rainfall correction factor remain unchanged. Emissions are estimated for all roadway classes including freeways, arterials, collectors, local, and rural roads.

Section 93.122(e) of the Transportation Conformity regulation requires that PM_{10} from construction related fugitive dust be included in the regional analysis, if it is identified as a contributor to the nonattainment problem in the PM_{10} implementation plan. The road construction dust component of PM_{10} was analyzed using the CARB's methodology outlined for estimating fugitive dust particulate matter due to construction activities while building roads. The emission estimates are based on the methodology in which miles of new road built are converted to acres disturbed, which is then multiplied by a generic project duration and an emission rate. Emission factors are unchanged from the previous estimates at 0.11 tons PM_{10}/acre-month of activity. The emission factor includes the effects of typical control measures, such as watering, which is assumed to reduce emissions by about 50%.

The activity data used in the calculation of all PM_{10} components (direct emissions, paved dust and construction dust) came from SACOG's travel demand model. Emission projections of PM_{10} were made for the years 2024, 2027, 2033, 2035, and 2044. The methodology employed the EMFAC 2017 vehicle emissions model.

SACOG performed a $PM_{2.5}$ analysis for the Sacramento non-attainment area. Specifically, SACOG employed its SACSIM travel demand model for the nonattainment area to generate trips and daily VMT, and the outputs from the SACSIM model were then inputted into EMFAC 2017 to generate emissions. Emission projections of $PM_{2.5}$ using the baseline test approach were made for the years 2024, 2026, 2027, 2035, and 2044. The baseline year for the nonattainment area is 2008 and hence, all emissions for future years were compared against the 2008 $PM_{2.5}$ emissions.

SACOG also performed a $PM_{2.5}$ analysis for the Yuba City-Marysville $PM_{2.5}$ Maintenance Area employing its SACSIM travel demand model for the Yuba City-Marysville Maintenance Area to generate trips and daily VMT, and the outputs from the SACSIM model were then inputted into EMFAC 2017 to generate emissions. Emission projections of $PM_{2.5}$ using the budget test approach were made for the years 2024, 2026, 2027, 2035, and 2044.

Geography, test type, and analysis years can be found in Appendix C, Table 1 and Figure 1. Additionally, details specific to Solano County can also be found there.

EMISSION CALCULATIONS

Once the analysis years have been selected, SACOG uses its SACSIM travel demand model to generate daily VMT and speed profile for each analysis year in question using population and employment assumptions, as shown in Appendix C, Table 2. The outputs from the transportation model are then inputted into a PC-based version of EMFAC 2017, which is used to generate emissions. Note that Table 2 reports VMT for the entire SACOG modeling region, including eastern Solano County; because different subareas within the region are used for each criteria pollutant, the VMT used as inputs to EMFAC 2017 vary for specific emissions calculations.

EMISSIONS BUDGET TEST FOR OZONE (ROG AND NOX)

Under the emissions budget test, all future year ROG and NOx emissions associated with the 2023 MTP and concurrent MTIP Amendment must be equal to or less than the budgets found to be adequate from the *2018 Updates to the California State Implementation Plan* for the Sacramento Ozone Nonattainment Area. The years reflect EPA action regarding the final implementation rule for the 2015 and 2008 NAAQS.

Appendix C, Table 4, shows that ROG and NOx emissions associated with this analysis are less than the budgets contained in the *2018 Updates to the California State Implementation Plan*.

EMISSION FORECASTS FOR THE SUTTER BUTTES OZONE NONATTAINMENT AREA

A regional emission analysis under Section 93.122 of the Conformity Regulations is not required for the Sutter Buttes Ozone Nonattainment area because the transportation projects and planning assumptions for the area would be the same for all analysis years. This is because there are no existing or planned transportation facilities within the Sutter Buttes Ozone Nonattainment Area. The Sutter Buttes Ozone Nonattainment Area is comprised solely of the top of a mountain in Sutter County, and is located entirely on private property with no public access. The air quality monitor placed atop the Buttes registers the area as exceeding Federal ozone standards even though there are no sources of pollutant emissions within the Area itself.

The conformity determination requirement for the Sutter Buttes Ozone Nonattainment Area has been met without any further emissions analysis because the planning analysis years [93.122(g)(2)], and the emissions predicted in the Build scenario are not greater than the emissions predicted in the No-Build scenario for all analysis years [93.119(a)].

EMISSIONS BUDGET TEST FOR PM_{10}

Under the emissions budget test, all future year PM_{10} emissions associated with the 2023 MTP and concurrent MTIP Amendment must be equal to or less than the budgets established in the 2010 PM_{10} Implementation/Maintenance Plan and Redesignation Request for Sacramento County for the Sacramento PM_{10} Maintenance Area. The emissions budgets in the Maintenance Plan for 2022 was approved by EPA on September 26, 2013 and became effective October 28, 2013.

Appendix C, Table 5A1, shows that PM_{10} emissions associated with this analysis are less than the budgets contained in the Implementation/Maintenance Plan for the Sacramento PM_{10} Nonattainment Area for all future years. Tables 5B, 5C, and 5D shows the calculations for paved road dust and road construction dust component, which goes into the final PM_{10} emission analysis. Table 5A2 is included for review/reference purposes pending EPA action on the Second Maintenance Plan.

INTERIM BASELINE TEST FOR THE SACRAMENTO $PM_{2.5}$ NONATTAINMENT AREA

In the Interim Baseline test, all future year emissions associated with the 2023 MTP and concurrent MTIP Amendment must be less than or equal to emissions from the transportation system based on the Baseline scenario, to demonstrate conformity.

The motor vehicle activity forecasts for the 2023 MTP and concurrent MTIP Amendment for the Baseline year and Build scenarios in the Sacramento area across the various horizon years are shown in Appendix C, Table 1. These forecasts are converted to motor vehicle emission estimates by SACOG using EMFAC 2017.

Appendix C, Table 6A, presents the results of the Interim Baseline test for the $PM_{2.5}$ emissions and the NOx precursor. The analyses indicate that the motor vehicle emissions are lower under the build scenario when compared to the Baseline scenario.

EMISSIONS BUDGET TEST FOR THE YUBA CITY-MARYSVILLE $PM_{2.5}$ NONATTAINMENT AREA

Under the emissions budget test, all future year $PM_{2.5}$ emissions associated with the 2023 MTP and concurrent MTIP Amendment must be equal to or less than the budgets identified in the *2014 Yuba City-Marysville $PM_{2.5}$ Maintenance Plan and Redesignation Request* for the Yuba City-Marysville Nonattainment Area. The emissions budget in the Maintenance Plan for 2024 was found adequate by EPA in a letter issued August 12, 2014.

Appendix C, Table 6B, shows that $PM_{2.5}$ emissions associated with this analysis are less than the budgets identified in the maintenance plan for the Yuba City-Marysville Nonattainment Area for all future years.

IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES

The 2023 MTP and concurrent MTIP Amendment provides for both priority and timely completion/implementation of the transportation control measures (TCMs) in the applicable air quality plans. Appendix D of the *2009 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan* included 43 TCMs for the SVAB; 2018 finalizes completion of these TCMs. The *Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment and Reasonable Further Progress Plan* continued one of the TCMs through 2024.Timely implementation documentation on this measure is contained in Appendix D of this document. (§93.113).

PUBLIC PARTICIPATION PROCESS

Review of this document is part of the conformity consultation process as required under Sections 93.105 (a) (2), 93.105 (c) (1), and 93.105 (e) and is consistent with the public involvement procedures under 23 CFR 450 (93.112). This draft air quality conformity analysis was circulated for thirty days to give all affected parties an opportunity to comment. The SACOG Board of Directors is scheduled to act on this conformity determination at its November 9th, 2023 meeting. Any comments received by SACOG during the comment period will be included, along with staff's responses, with the final conformity submittal package as part of Appendix G.

SACOG follows the procedures outlined in its Public Participation Plan for amendments and adoptions to our plans and programs which require a conformity analysis. SACOG's Public Participation Plan (PPP), updated October 2021 outlines the techniques employed by SACOG to help facilitate public participation during the development of the MTP, and any amendments, and solicitation of projects for the MTIP. SACOG's Public Participation Plan provides for early and continuing participation in our long-range transportation plans, our project-selection or programming process (i.e., Federal TIP), and the air-quality "conformity" determination and environmental reviews associated with these plans and programs.

The Regional Planning Partnership (RPP), a committee established by the SACOG Board of Directors to review all conformity determinations and assumptions (see Appendix E), was asked to review and approve a set of assumptions for use in future conformity determinations. The Partnership approved the assumptions used in this conformity determination on May 24, 2023 (see Appendix C, Table 7).

RESOLUTION OF APPROVAL

A copy of the resolution of adoption finding that the 2023 MTP and concurrent MTIP Amendment meets federal conformity requirements is included as Appendix F. The SACOG Board is scheduled to act on this conformity submittal at its November 2023 meeting.

CONCLUSION

The results of the emissions analysis show that the 2023 MTP and concurrent MTIP Amendment meets the emissions conformity tests based on the Transportation Conformity requirements found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A for the Sacramento ozone, PM_{10}, and $PM_{2.5}$ areas; the Yuba City-Marysville $PM_{2.5}$ area; and the Sutter Buttes Ozone Nonattainment Area.

Appendix A—Conformity Checklist

Conformity Analysis Documentation
Checklist for MPO TIPs/RTPs

40 CFR	Criteria	Page	Comments
§93.102	Document the applicable pollutants and precursors for which EPA designates the area as nonattainment or maintenance. Describe the nonattainment or maintenance area and its boundaries.	5	See "Introduction", Appendix C Figure 1
§93.104 (b, c)	Document the date that the MPO officially adopted, accepted or approved the TIP/RTP and made a conformity determination. Include a copy of the MPO resolution. Include the date of the last prior conformity finding.	5, 6	See "Introduction" and "Conformity Approach". See Appendix F for Resolution.
§93.104 (e)	If the conformity determination is being made to meet the timelines included in this section, document when the new motor vehicle emissions budget was approved or found adequate.	N/A	
§93.106	If the metropolitan planning area is in a serious, severe, or extreme ozone nonattainment area and/or serious carbon monoxide nonattainment area and contains an urbanized population over 200,000, then RTP must specifically describe the transportation system envisioned for future years called "horizon years."		See MTP Appendix A
§93.106 (a)(2)ii	Describe the regionally significant additions or modifications to the existing transportation network that are expected to be open to traffic in each analysis year. Document that the design concept and scope of projects allows adequate model representation to determine intersections with regionally significant facilities, route options, travel times, transit ridership and land use.	7	See "Inclusion of all Federal and Regionally Significant Projects", Appendix B,
§93.108	Document the TIP/RTP is fiscally constrained consistent with DOT's metropolitan planning regulations at (23 CFR 450) in order to be found in conformity.	7	See "Financial Constraint"
§93.109 (a, b)	Document that the TIP/RTP complies with any applicable conformity requirements of air quality implementation plans (SIPs) and court orders.	5, 11	See "Introduction" and "Air Quality Emissions Analysis"
§93.109 (c-k)	Provide either a table or text description that details, for each pollutant and precursor, whether the interim emissions tests and/or the budget test apply for conformity. Indicate which emissions budgets have been found adequate by EPA, and which budgets are currently applicable for what analysis years.	2, 11, 13	See "Air Quality Emissions Analysis", Appendix C Table 1

§93.110 (a, b)	Document the use of latest planning assumptions (source and year) at the "time the conformity analysis begins," including current and future population, employment, travel and congestion. Document the use of the most recent available vehicle registration data. Document the date upon which the conformity analysis was begun.	7, 9	See "Latest Planning Assumptions", "Latest Emissions Model" and Appendix C Table 7.
USDOT/EPA guidance	Documents planning assumptions are less than 5 years old at the time the conformity analysis begins. If assumptions are older than 5 years documents justification for not reviewing and updating assumptions at least every 5 years.	7, 9	See "Latest Planning Assumptions" and "Latest Emissions Model"
§93.110 (c,d,e,f)	Document any changes in transit operating policies and assumed ridership levels since the previous conformity determination. Document the use of the latest transit fares and road and bridge tolls. Document the use of the latest information on the effectiveness of TCMs and other SIP measures that have been implemented. Document the key assumptions and show that they were agreed to through Interagency and public consultation.	8, 9, 14	See "Transportation System", "Implementation of Transportation Control Measures", Appendix D, and Table 7
§93.111	Document the use of the latest emissions model approved by EPA.	9	See "Latest Emissions Model".

40 CFR	Criteria	**Page**	**Comments**
§93.112	Document fulfillment of the interagency and public consultation requirements outlined in a specific implementation plan according to §51.390 or, if a SIP revision has not been completed, according to §93.105 and 23 CFR 450. Include documentation of consultation on conformity tests and methodologies as well as responses to written comments.	15	See "Public Participation Process", Appendix G
§93.113	Document timely implementation of all TCMs in approved SIPs. Document that implementation is consistent with schedules in the applicable SIP and document whether anything interferes with timely implementation. Document any delayed TCMs in the applicable SIP and describe the measures being taken to overcome obstacles to implementation.	14	See "Implementation of Transportation Control Measures", Appendix D
§93.114	Document that the conformity analyses performed for the TIP is consistent with the analysis performed for the Plan, in accordance with 23 CFR 450.324(f)(2).	5	See "Introduction"
§93.115	Describe how the projects come from a conforming RTP and TIP. If this criterion is not satisfied, the project must satisfy all criteria in Table 1 of §93.109(b) for a project not from a RTP and TIP.		N/A

§93.118 (a, c, e)	For areas with SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with any adequate or approved motor vehicle emissions budget for all pollutants and precursors in applicable SIPs.		See Appendix C Tables 1-6a,b
§93.118 (b)	Document for which years consistency with motor vehicle emissions budgets must be shown.	11	See "Air Quality Emissions Analysis", Appendix C Table 2
§93.118 (d)	Document the use of the appropriate analysis years in the regional emissions analysis for areas with SIP budgets, and the analysis results for these years. Document any interpolation performed to meet tests for years in which specific analysis is not required.	11	See "Air Quality Emissions Analysis" and Appendix C Tables 1-6
§93.119 [1]	For areas without applicable SIP budgets: Document that emissions from the transportation network for each applicable pollutant and precursor, including projects in any associated donut area that are in the Statewide TIP and regionally significant non-Federal projects, are consistent with the requirements of the "Action/Baseline", "Action/1990" and/or "Action/2002" interim emissions tests as applicable.	11	See "Air Quality Emissions Analysis" and Appendix C Tables 1, 2, and 6
§93.119 (g)	Document the use of the appropriate analysis years in the regional emissions analysis for areas without applicable SIP budgets. The regional emissions analysis must be performed for analysis years that are no more than ten years apart. The first analysis year must be no more than five years beyond the year in which the conformity determination is being made. The last year of the timeframe of the conformity determination (as described under §93.106(d)) must also be an analysis year.	11-12	See "Analysis Techniques", and Appendix C Table 2
§93.119 (h,i)	Document how the baseline and action scenarios are defined for each analysis year.	11-12	See "Analysis Techniques"
§93.122 (a)(1)	Document that all regionally significant federal and non-Federal projects in the nonattainment/maintenance area are explicitly modeled in the regional emissions analysis. For each project, identify by which analysis it will be open to traffic. Document that VMT for non-regionally significant Federal projects is accounted for in the regional emissions analysis	9	Appendix B; Appendix C Table 2; Modeling Documentation
40 CFR	Criteria	**Page**	**Comments**

§93.122 (a)(2, 3)	Document that only emission reduction credits from TCMs on schedule have been included or that partial credit has been taken for partially implemented TCMs. Document that the regional emissions analysis only includes emissions credit for projects, programs, or activities that require regulatory action if: the regulatory action has been adopted; the project, program, activity or a written commitment is included in the SIP; EPA has approved an opt-in to the program, EPA has promulgated the program, or the Clean Air Act requires the program (indicate applicable date). Discuss the implementation status of these programs and the associated emissions credit for each analysis year.	14	See Implementation of Transportation Control Measures", and Appendix D
§93.122 (a)(4,5,6)	For nonregulatory measures that are not included in the STIP, include written commitments from appropriate agencies. Document that assumptions for measures outside the transportation system (e.g. fuels measures) are the same for baseline and action scenarios. Document that factors such as ambient temperature are consistent with those used in the SIP unless modified through interagency consultation.	N/A	N/A
§93.122 (b)(1)(i) [2]	Document that a network-based travel model is in use that is validated against observed counts for a base year no more than 10 years before the date of the conformity determination. Document that the model results have been analyzed for reasonableness and compared to historical trends and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.).	9-11	See "Modeling Documentation"
§93.122 (b)(1)(ii) [2]	Document the land use, population, employment, and other network-based travel model assumptions.	6	See "Background" and Appendix C Table 2
§93.122 (b)(1)(iii) [2]	Document how land use development scenarios are consistent with future transportation system alternatives, and the reasonable distribution of employment and residences for each alternative.	8	See "Land Use Assumptions"
§93.122 (b)(1)(iv) [2]	Document use of capacity sensitive assignment methodology and emissions estimates based on a methodology that differentiates between peak and off-peak volumes and speeds, and bases speeds on final assigned volumes.	9-11	See "Modeling Documentation"
§93.122 (b)(1)(v) [2]	Document the use of zone-to-zone travel impedances to distribute trips in reasonable agreement with the travel times estimated from final assigned traffic volumes. Where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are used to model mode split.	9-11	See "Modeling Documentation"
§93.122 (b)(1)(vi) [2]	Document how travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices.	9-11	See "Modeling Documentation"
§93.122 (b)(2) [2]	Document that reasonable methods were used to estimate traffic speeds and delays in a manner sensitive to the estimated volume of travel on each roadway segment represented in the travel model.	9-11	See "Modeling Documentation"
§93.122 (b)(3) [2]	Document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT.	9-11	See "Modeling Documentation"

§93.122 (d)	In areas not subject to §93.122(b), document the continued use of modeling techniques or the use of appropriate alternative techniques to estimate vehicle miles traveled	N/A	N/A
§93.122 (e, f)	Document, in areas where a SIP identifies construction-related PM10 or PM 2.5 as significant pollutants, the inclusion of PM10 and/or PM 2.5 construction emissions in the conformity analysis.		See Appendix C Tables 5 and 6
§93.122 (g)	If appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis.	N/A	N/A
40 CFR	Criteria	**Page**	**Comments**
§93.126, §93.127, §93.128	Document all projects in the TIP/RTP that are exempt from conformity requirements or exempt from the regional emissions analysis. Indicate the reason for the exemption (Table 2, Table 3, traffic signal synchronization) and that the interagency consultation process found these projects to have no potentially adverse emissions impacts.		See Appendix B

Note that some areas are required to complete both interim emissions tests.

[2] 40 CFR 93.122(b) refers only to serious, severe and extreme ozone areas and serious CO areas above 200,000 population

Disclaimers

This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and Transportation Improvement Programs for adequacy of their conformity documentation. It is in no way intended to replace or supercede the Transportation Conformity regulations of 40 CFR Parts 51 and 93, the Statewide and Metropolitan Planning Regulations of 23 CFR Part 450 or any other EPA, FHWA or FTA guidance pertaining to transportation conformity or statewide and metropolitan planning. This checklist is not intended for use in documenting transportation conformity for individual transportation projects in nonattainment or maintenance areas. 40 CFR Parts 51 and 93 contain additional criteria for project-level conformity determinations.

Appendix B—Transportation Project Listing

Project ID	County	Lead Agency	Title	Description	Total Cost
ELD19433	ELD	El Dorado County	Enterprise Drive Bike Route	Install bicycle route signs and markings on entire length of Enterprise Drive.	1,000
ELD19434	ELD	El Dorado County	Gold Hill Road Bike Route	Install bicycle route signs and markings on Gold Hill Road from State Route 49 to Lotus Road.	4,000
VAR56157	ELD	El Dorado County, Caltrans District 3	Install bicycle loop detection at all major intersections B	Install bicycle loop detection at all major intersections	6,000
VAR56172	ELD	El Dorado County, Caltrans District 3	Remote Traffic Control Workstation	Remote Traffic Control Workstation	8,000
ELD19460	ELD	El Dorado County	Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	12,500
ELD19445	ELD	El Dorado County	Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	20,000
VAR56151	ELD	El Dorado County, El Dorado Hills CSD	El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road.	25,000
VAR56176	ELD	El Dorado County, Caltrans District 3	Traffic Control System (TCS) Upgrade	Traffic Control System (TCS) Upgrade	30,000
VAR56175	ELD	Multiple Lead Agencies	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	40,000
VAR56145	ELD	El Dorado County, Caltrans District 3	Continued Signal Coordination Improvements 2010-2020	Continued Signal Coordination Improvements	50,000
CAL21412	ELD	Caltrans HQ	Software for El Dorado County Transit	Purchase software for El Dorado County Transit Authority. ($48,000 FTA 5310 and $12,000 FTA 5310 FTA Covid Relief, with toll credits to waive match requirement). Toll Credits for CON	60,000
VAR56163	ELD	El Dorado County, Caltrans District 3	Landslide Sensor Integration Project	Landslide Sensor Integration Project	60,000
ELD19453	ELD	El Dorado County	Palmer Drive Bike Lanes	Add bike lanes along full length of Palmer Drive	87,500
VAR56171	ELD	El Dorado County, Caltrans District 3	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	90,000
VAR56143	ELD	El Dorado County, Caltrans District 3	Communications Plan	Communications Plan	100,000
VAR56159	ELD	El Dorado County, Caltrans District 3	Install Downhill Speed Warning System on U.S. 50 Near Camino	Install Downhill Speed Warning System on U.S. 50 Near Camino	100,000
VAR56141	ELD	El Dorado County, Caltrans District 3	Web Page Development	Web Page Development	100,000
ELD19539	ELD	City of Placerville	Spring St. and Pleasant St. Intersection Safety	Intersection of Spring Street with Pleasant Street: Install new crosswalk on Spring Street; install Rapid Rectangular Flashing Beacon (RRFB) system; construct curb, gutter, sidewalk and ADA-compliant curb ramps; install pedestrian signs and pavement markings; and provide clearing/grubbing for visibility. (H9-03-014)	113,600
ELD19547	ELD	El Dorado County Transit	Scheduling and Dispatching Software	Purchase new scheduling and dispatching software	120,000
ELD19426	ELD	El Dorado County	Coach Lane Bike Lanes	Install bike lanes on entire length of Coach Lane.	131,250
ELD19459	ELD	El Dorado County	Ponderosa Road Bike Lanes	US 50 to Meder Road	131,250
VAR56156	ELD	El Dorado County, Caltrans District 3	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	150,000
CAL21121	ELD	Caltrans D3	Aux Lane Project: EB Latrobe Road	US-50 EB Latrobe Rd to Silva Valley (T); US 50	1,500,000
ELD19290	ELD	Caltrans D3	Cameron Park Drive to Ponderosa Road	Managed Lane facility - Phase 2B (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	22,637,000
ELD19424	ELD	El Dorado County	Cameron Park Drive Bike Lanes	Install bike lanes on entire length of Cameron Park Drive. (CIP72307)	162,000
ELD19438	ELD	El Dorado County	Jacquier Road Bike Lanes	Placerville City limit to Carson Road	175,000
ELD19446	ELD	El Dorado County	Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	175,000
ELD19449	ELD	El Dorado County	Missouri Flat Road Bike Lanes Phase 2	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	175,000
ELD19451	ELD	El Dorado County	Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	175,000
CAL21403	ELD	Caltrans HQ	FTA 5310 El Dorado County Transit - Dispatching/Scheduling Software	El Dorado County Transit will use FTA 5310 funds awarded by Caltrans to upgrade their dispatching/scheduling software. The project received $60,000 in small urban funds and $120,000 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	180,000
ELD19452	ELD	El Dorado County	Old Bass Lake Rd EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path from Tong Road to Old Bass Lake Road.	200,000
ELD19454	ELD	El Dorado County	Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	200,000
VAR56158	ELD	El Dorado County, Caltrans District 3	Install Communication Phase II	Install Communication Phase II	200,000
VAR56160	ELD	El Dorado County, Caltrans District 3	Install Ice Detection and Warning Systems	Install Ice Detection and Warning Systems	200,000
VAR56161	ELD	El Dorado County, Caltrans District 3	Install Rock/Mudslide and Avalanche Detection and Warning System	Install Rock/Mudslide and Avalanche Detection and Warning System	200,000
VAR56165	ELD	El Dorado County, Caltrans District 3	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	200,000
VAR56167	ELD	El Dorado County, Caltrans District 3	Medium-Term Regional ITS Plan Update	Medium-Term Regional ITS Plan Update	200,000
VAR56149	ELD	El Dorado County, El Dorado Hills CSD	El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley?s Center	200,000
ELD19406	ELD	Caltrans D3	Ponderosa Road to Greenstone Road	Managed Lane facility - Phase 3 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	34,730,208
VAR56177	ELD	El Dorado County, Caltrans District 3	Traffic Control System Procurement	Traffic Control System Procurement	250,000
VAR56181	ELD	El Dorado County, Caltrans District 3	US 50 Winter Traffic Management	US 50 Winter Traffic Management	250,000
CAL20820	ELD	Caltrans D3	US 50 Reconstruct Shingle Springs interchange	Reconstruct Shingle Springs Interchange	30,000,000
CAL20649	ELD	Caltrans D3	US 50 WB Auxiliary Lane	In Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, Construct WB Auxiliary Lane (PM 17/19)	20,000,000
ELD19418	ELD	City of Placerville	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	2,300,000
ELD19419	ELD	City of Placerville	Combellack Road Extension	Road Extension: Combellack Road	3,466,000
ELD19441	ELD	City of Placerville	Immigrant Ravine Road Extension	Construct a new 4,200-foot 2-lane roadway with sidewalk to extend Immigrant Ravine Road from Carson Road to the proposed Clay Street Extension	15,422,000

Project ID	County	Lead Agency	Title	Description	Total Cost
ELD19420	ELD	City of Placerville	Main Street Realignment	Construct 700-foot of new 2-lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road.	8,121,768
ELD19409	ELD	City of Placerville	Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accomodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides.	3,169,000
VAR56148	ELD	El Dorado County, El Dorado Hills CSD	El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	297,500
ELD19423	ELD	City of Placerville	Broadway Bike Lanes	Broadway in Placerville - add bike facility: Main Street to Blairs Lane	300,000
VAR56178	ELD	El Dorado County, Caltrans District 3	Traveler Information Dissemination Devices at Key Locations	Traveler Information Dissemination Devices at Key Locations	300,000
VAR56142	ELD	El Dorado County, El Dorado Hills CSD	Bike Path Parallel to US 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center	300,000
ELD19523	ELD	El Dorado County	Intersection Improvements	Intersection Improvements to increase capacity at various locations. Projects could include signalization, channelization, ITS improvements, etc.	37,065,000
ELD19241	ELD	El Dorado County	Mother Lode Dr/Pleasant Valley Rd - Signalization	Reconfigure existing "Y" all-way stop to a signalized "T" intersection including turn pockets and shoulder improvements. CIP73307	7,782,300
ELD19255	ELD	El Dorado County	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP#GP182	768,000
ELD19397	ELD	El Dorado County	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	9,250,000
ELD19272	ELD	El Dorado County	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: noth/southbound El Dorado Road, and east/westbound on-/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	11,165,000
ELD19429	ELD	El Dorado County	Country Club Drive Bike Lanes	Phase 1: Install bike lanes on Country Club Drive from Bass Lake Road to Cambridge Road	350,000
ELD19448	ELD	El Dorado County	Missouri Flat Road Bike Lanes Phase 1	Phase 1: Campus Drive to existing Class II on the south side of US 50	350,000
ELD19456	ELD	El Dorado County	Pleasant Valley Road Bike Lanes Phase 1	Phase 1: Big Cut Road to Missouri Flat Road	350,000
VAR56169	ELD	El Dorado County, Caltrans District 3	Portable Traffic Management Devices	Portable Traffic Management Devices	350,000
CAL21124	ELD	Caltrans D3	EB Bass Lake Rd. Diagonal Ramp Meter	EB Bass Lake Rd. Diagonal Ramp Meter	380,000
CAL21125	ELD	Caltrans D3	EB Cambridge Rd. Loop Ramp Meter	EB Cambridge Rd. Loop Ramp Meter	380,000
CAL21126	ELD	Caltrans D3	EB Cameron Park Dr. Diagonal Ramp Meter	EB Cameron Park Dr. Diagonal Ramp Meter	380,000
CAL21122	ELD	Caltrans D3	EB Latrobe Rd. Diagonal Ramp Meter	EB Latrobe Rd. Diagonal Ramp Meter	380,000
CAL21127	ELD	Caltrans D3	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	380,000
CAL21128	ELD	Caltrans D3	EB Shingle Springs Dr. Diagonal Ramp Meter	EB Shingle Springs Dr. Diagonal Ramp Meter	380,000
CAL21132	ELD	Caltrans D3	NB Cameron Park Dr. Loop Ramp Meter	NB Cameron Park Dr. Loop Ramp Meter	380,000
CAL21131	ELD	Caltrans D3	SB Cameron Park Dr. Diagonal Ramp Meter	US-50 WB Cameron Park Dr. Diagonal Ramp Meter	380,000
CAL21235	ELD	Caltrans D3	SB Ponderosa Rd. Diagonal Ramp Meter	SB Ponderosa Rd. Diagonal Ramp Meter	380,000
CAL21129	ELD	Caltrans D3	WB Bass Lake Rd. Diagonal Ramp Meter	WB Bass Lake Rd. Diagonal Ramp Meter	380,000
CAL21130	ELD	Caltrans D3	WB Cambridge Rd. Loop Ramp Meter	WB Cambridge Rd. Loop Ramp Meter	380,000
CAL21133	ELD	Caltrans D3	WB Shingle Springs Dr. Diagonal Ramp Meter	WB Shingle Springs Dr. Diagonal Ramp Meter	380,000
CAL21262	ELD	Caltrans D3	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	380,000
VAR56162	ELD	El Dorado County, Caltrans District 3	Installation of CCTV	Installation of CCTV	390,000
VAR56136	ELD	El Dorado County, Caltrans District 3	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	400,000
VAR56147	ELD	El Dorado County, Caltrans District 3	El Dorado County Integration Project	El Dorado County Integration Project	400,000
CAL21300	ELD	Caltrans D3	Deck Treatments on 6 Bridges	Deck Treatments on 6 Bridges	484,000
VAR56166	ELD	El Dorado County, Caltrans District 3	Lower US 50 Freeway Management	Lower US 50 Freeway Management	500,000
ELD19439	ELD	El Dorado County	Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	525,000
ELD19440	ELD	El Dorado County	Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	525,000
ELD19444	ELD	El Dorado County	Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	525,000
ELD19457	ELD	El Dorado County	Pleasant Valley Road Bike Lanes Phase 2	Phase 2: Missouri Flat Road to Mother Lode Drive	525,000
CAL20877	ELD	Caltrans D3	ED 50 Kyburz Storm Damage Repair	In El Dorado County on Hwy 50 in the town of Kyburz. Repair Rock wall from culvert damage. Permanent Restoration.	620,000
ELD19537	ELD	El Dorado County	Intersection Safety/Pedestrian Safety Improvement	At intersections of Pleasant Valley Road with Oriental Street, Church Street and Racquet Way; Pleasant Valley Road between Toyan Drive and Pearl Place: Improve pedestrian safety along Pleasant Valley Road, including enhanced pedestrian crossings at intersections and installation of speed feedback signs. (H9-03-002)	652,713
ELD19333	ELD	El Dorado County	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, addtional locations will be identified. (CIP OP005/36105026)	672,000
ELD19538	ELD	El Dorado County	Intersection Safety	At intersections of Pleasant Valley Road with Hanks Exchange Road, Cedar Ravine Road, Zandonella West/Big Cut Road, and Newtown Road: Clear sight triangle at intersections and install warning signs with flashing beacons near high crash intersections. (H9-03-003)	693,819
VAR56173	ELD	El Dorado County, El Dorado Hills CSD	Silva Valley Road Bike Lanes	From the new connection with White Rock Road to Green Valley Road	700,000
ELD19425	ELD	El Dorado County	Carson Road Bike Lanes	Install bike lanes on Carson Road from Jacquier Road to Larsen Drive (on climbing shoulder).	787,500
VAR56168	ELD	El Dorado County, Caltrans District 3	Placerville Signal System Technology Advances	Placerville Signal System Technology Advances	800,000
ELD19561	ELD	City of Placerville	Combellack Road Sidewalk Project	In the City of Placerville, along Combellack Road, from the east end of David Circle to Canal Street: Construct approximately 1,080 feet of new sidewalk. (PA&ED/PS&E and ROW/SUP phases are being funded by CMAQ and Local funds programmed to Canal Street Bicycle and Pedestrian Improvement Project, ELD19560.)	885,000
VAR56164	ELD	El Dorado County, Caltrans District 3	Long-Term Priority Corridor Deployment of ITS	Long-Term Priority Corridor Deployment of ITS	900,000
VAR56170	ELD	El Dorado County, Caltrans District 3	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	900,000
CAL20926	ELD	Caltrans D3	Install wash facility	SLT Maintenance Station	975,000
CAL21061	ELD	Caltrans D3	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab.	1,040,000
VAR56179	ELD	El Dorado County, Caltrans District 3	US 50 Surveillance	US 50 Surveillance	1,100,000
ELD19552	ELD	El Dorado County	El Dorado Drainage Improvement Project	In El Dorado on Pleasant Valley beginning prior to Hillman Alley and ending after Oriental Street: Replacement and restoration of drainage infrastructure.. Toll Credits for ENG, ROW, CON	1,500,000
ELD19553	ELD	El Dorado County	Meder Road Resurfacing Project	In Shingle Springs, on Meder Road between Ponderosa and Carousel Lane: Resurface and repair various failed pavement structural sections.. Toll Credits for ENG, ROW, CON	1,500,000

Project ID	County	Lead Agency	Title	Description	Total Cost
ELD19182	ELD	EDCTC	Aux Lane Project: WB Bass Lake	Interchange Improvements: this phase includes detailed study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane between Bass Lake and Silva Valley interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330	1,500,000
ELD19273	ELD	EDCTC	Aux Lane Project: WB Latrobe Road / ED Hills Blvd	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	1,500,000
ELD19215	ELD	EDCTC	Aux Lane Project: WB Silva Valley	WB Silva Valley to El Dorado Hills Blvd (T)	1,500,000
VAR56180	ELD	El Dorado County, Caltrans District 3	US 50 Traveler Information	US 50 Traveler Information	1,500,000
VAR56137	ELD	El Dorado County, El Dorado Hills CSD	Bass Lake Road Bike Lanes	Class II Bike Lanes from Green Valley Road to US 50	1,500,000
ELD19458	ELD	El Dorado County	Pleasant Valley Road Bike Lanes A	Big Cut Road to Sly Park Road	1,575,000
ELD19443	ELD	City of Placerville	Mallard Lane/Green Valley Road Bike Lanes	Install bicycle lanes on Mallard Lane at the intersection of Green Valley Road, and on Green Valley Road from Mallard Lane to Placerville Drive.	1,750,000
ELD19543	ELD	El Dorado County	El Dorado Trail Extension - Halcon to US 50	In El Dorado County, in the community of Camino, existing Class 1 trail (El Dorado Trail), from Halcon Road to Pondorado Road Extension Project and the US 50 interchange: Extend trail.. Toll Credits for ENG, ROW, CON	2,154,962
ELD19542	ELD	El Dorado County	Ponderosa Road Bicycle and Pedestrian Improvements	El Dorado County, Shingle Springs, on Ponderosa Road, between Foxwood Lane and Ponderosa High School (at Meder Road): Install 0.72 miles of Class II bike lanes, 0.36 miles sidewalk, ADA upgrades, and other improvements.. Toll Credits for ENG, ROW, CON	2,216,500
ELD19524	ELD	El Dorado County	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments	2,400,000
ELD19463	ELD	El Dorado County	SPTC/El Dorado Trail B	Class I Bike Path from El Dorado to Mother Lode Drive in Shingle Springs	2,400,000
ELD19550	ELD	City of Placerville	Placerville Drive Pedestrian Connectivity Project	In Placerville, from the Fair Lane Road/US 50 Interchange to Armory Drive, construct sidewalk on one side of the street, narrow vehicle lanes and restripe roadway as a means of traffic calming and install a Rapid Rectangular Flashing Beacon system with in-pavement flashers at the El Dorado County Fairgrounds crosswalk.	2,500,000
ELD19562	ELD	El Dorado County	Breedlove Road Bridge Replacement	North of Buckeye in El Dorado County, Breedlove Road Over Canyon Creek, 1 mi. North of Wentworth S. Rd.: Replace 1-lane timber bridge with 2-lane bridge. Not capacity increasing.	2,558,000
CAL21293	ELD	Caltrans D3	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960)	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Ln, Placerville), install retaining structure or repair slope and fencing along stream bank (EA 3H960). US 50`	2,570,000
CAL21018	ELD	Caltrans D3	Placerville MTCE Mechanic shop	Placerville Resident Mechanic	2,600,000
VAR56174	ELD	El Dorado County, El Dorado Hills CSD	SPTC/El Dorado Trail A	Class I Bike Path from Latrobe Road to County Line	2,800,000
CAL21352	ELD	Caltrans D3	US 50 Drain Repair & Slope Stabilization	On US 50 near Kyburz, at 1.4 miles east of Alder Creek Tract (PM 45.2): Repair the storm damaged down drain and stabilize hillside slope.	2,805,000
ELD19541	ELD	El Dorado County	Pollock Pines - Pony Express Trail Bicycle and Pedestrian Improvements	In El Dorado County, in the community of Pollock Pines, Pony Express Trail, from Sanders Drive to Sly Park Road: Install 1.7 miles of Class II bike lanes and approximately 4600 linear feet of new and/or improved pedestrian path and other improvements.. Toll Credits for ENG, ROW	2,830,000
CAL20833	ELD	Caltrans D3	SR 193 Cutback slope and install slope drainage	Cutback slope and install slope drainage on Route 193 approx 0.2 miles west of the Route 49 Jct to approx 0.4 miles west of the Route 49 Jct	2,880,000
CAL20634	ELD	Caltrans D3	SR 49 - Construct Class II Bike Lane	On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50), where feasible Construct Class II Bike Lane	2,880,000
ELD19501	ELD	City of Placerville	Broadway Sidewalks	In the City of Placerville, along Broadway, from the intersection at Main Street eastward to approximately Schnell School Road: Construct sidewalk. HSIP7-03-010. Toll Credits for ROW, CON	2,893,100
ELD19549	ELD	El Dorado County Transit	Operating Assistance for Intercity service from Sacramento to South Lake Tahoe	Intercity bus service between Sacramento and South Lake Tahoe	2,900,000
ELD19554	ELD	El Dorado County	Diamond Springs Pedestrian Facility Improvements	In Diamond Springs at Pleasant Valley Road between Pearl Place and State Route 49, Pearl Place, Racquet Way, Wimbledon Drive, and Black Rice Road. Install various bicycle and pedestrian facilities.. Toll Credits for ENG, ROW	2,982,676
ELD19555	ELD	El Dorado County	La Canada Drive and Gateway Drive Pedestrian/Bicycle Improvements	In Cameron Park along segments of Parkdale Lane, Gateway Drive, Cambridge Road, La Canada Drive, and Cameron Park Drive: Construct new sidewalk, bike lanes, two crosswalks, install four solar flashing beacons, and replace or upgrade curbs, ramps, and gutters.. Toll Credits for ENG, ROW	3,163,000
CAL20948	ELD	Caltrans D3	US 50 Crash Cushion Upgrade	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable.	3,360,000
CAL21067	ELD	Caltrans D3	SR 193 Storm Damage Repair	In El Dorado County on Route 193, 0.31 mile west of the SR49/193 Junction and 0.41 mile west of the SR 49/Coloma Court intersection. Permanent Damage Restoration.	3,510,000
CAL21071	ELD	Caltrans D3	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	3,698,000
CAL20802	ELD	Caltrans D3	US 50 Culvert Rehab and Wildlife Crossing	On US 50 in and near Placerville, from Mosquito Road to 0.3 mile west of 5 Mile Road (PM 18.5/22.5): Rehabilitate deteriorated culverts and provide access for wildlife crossing the route. The Camino Safety Project (4E62U) combines US 50 Culvert Rehab and Wildlife Crossing (4H370/CAL20802) and US 50 Camino Operational/Safety Improvements (4E620/CAL18190) for construction.	3,830,000
ELD19559	ELD	El Dorado County	Bass Lake Road at Bridlewood Roundabout	In El Dorado Hills at the intersection of Bass Lake Road and Bridlewood Drive: Construct a single-lane roundabout.. Toll Credits for ROW	4,197,739
ELD19257	ELD	City of Placerville	Clay St. / Hangtown Creek Bridge	Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge.. Toll Credits for ROW, CON	4,308,864
ELD19517	ELD	El Dorado County	Grizzly Flat Rd Over Steely Fork Cosumnes River - Bridge Replacement	Grizzly Flat Road over Steely Fork Cosumnes River, 7 miles east of Mt. Aukum Rd.: Replace 2-lane bridge with 2-lane bridge.. Toll Credits for ENG, ROW, CON	4,318,750
ELD19335	ELD	El Dorado County	Green Valley Rd/Indian Creek Bridge Replacement	Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge. (CIP77127)	4,495,434
CAL20857	ELD	Caltrans D3	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity. EA 3H470. US 50, PM 43.69	4,830,000
CAL20880	ELD	Caltrans D3	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity (EA 3H470)	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	4,830,000

Project ID	County	Lead Agency	Title	Description	Total Cost
ELD19527	ELD	El Dorado County	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	5,000,000
ELD19528	ELD	El Dorado County	El Dorado Hills ITS	ITS technology implementation along major signalized corridors in the El Dorado Hills area, including El Dorado Hills Boulevard, Latrobe Road, White Rock Road, and Silva Valley Parkway.	5,000,000
ELD19240	ELD	El Dorado County	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County. (See ELD19239 for Phase 1)	5,000,000
VAR56146	ELD	El Dorado County, Caltrans District 3	Critical Intersection Improvements	Critical Intersection Improvements	5,000,000
ELD19353	ELD	El Dorado County	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP77136)	5,016,501
VAR56198	ELD	FHWA	Ice House Road Rehab	Eldorado National Forest, Ice House Road, for 17.5 miles: Rehabilitate road. (CA FLAP ED CR147(2)) (Toll Credits). Toll Credits for CON	5,197,800
CAL20782	ELD	Caltrans D3	US 50 Culvert Rehab	On US 50 in and near Placerville, from 0.3 mile west of El Dorado Road to 0.2 mile west of Schnell School Road (PM R13.7/18.9): Rehabilitate deteriorated culverts. The ED 50 Culvert Rehab project (1H80U) combines CAL20782/1H800 and CAL20781/1H040 for construction.	5,500,000
CAL20868	ELD	Caltrans D3	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from Jct Rte 49 to Pilgram Rd.	5,700,000
ELD19556	ELD	El Dorado County	Henningsen Park/Lotus Road Class I Multi-Use Trail Improvements	In Lotus, along Lotus Road between Henningsen Lotus Park and the intersection of Lotus Road and State Route 49: Construct new Class I bike path connecting to bicycle and pedestrian facilities on SR 49, construct elevated boardwalk, and install guardrail.. Toll Credits for ENG, ROW	5,824,674
ELD19239	ELD	El Dorado County	ITS Improvements - Phase 1	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals. (See ELD19240 for Phase 2)	5,833,200
ELD19380	ELD	El Dorado County	El Dorado Trail - Missouri Flat Road Ph 2 Bike/Pedestrian Overcrossing	Construct a multi-use bike and ped over-crossing structure with a 12 foot wide concrete deck on the El Dorado Trail over Missouri Flat Road. (CIP #97015). Toll Credits for ENG, ROW, CON	5,850,370
ELD19322	ELD	El Dorado County	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi W Of Snows Rd. Replace existing 2 lane bridge. CIP77122	5,869,000
CAL20999	ELD	Caltrans D3	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	6,200,000
ELD19510	ELD	El Dorado County	El Dorado Hills Boulevard Overlay Project	El Dorado Hills Blvd, from Saratoga Way/Park Drive to Harvard Way: Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements and signal modification system at all intersections.. Toll Credits for ENG	6,209,474
ELD19560	ELD	City of Placerville	Canal Street Bicycle and Pedestrian Improvement Project Phase 1	In the City of Placerville, Canal Street from Cougar Lane to Combellack Road: Provide bicycle facilities and replace existing sidewalk; and along Combellack Road, from David Circle to Canal Street: Construct new sidewalk.	6,500,000
VAR56155	ELD	El Dorado County, Caltrans District 3	Highway Advisory Radio Deployment and Weather Stations Æ'?? integrate with Caltrans	Highway Advisory Radio Deployment and Weather Stations ? integrate with Caltrans	6,500,000
ELD19557	ELD	El Dorado County	Shingle Springs El Dorado Trail Class I Improvements	In Shingle Springs on the Sacramento-Placerville Transportation Corridor from Shingle Springs Drive to South Shingle Road: Construct El Dorado Trail Class I multi-use bicycle and pedestrian path, including signage and roadway crossing improvements.. Toll Credits for ENG, ROW	6,685,000
CAL20781	ELD	Caltrans D3	US 50 Culvert Rehab	On US 50 near Cameron Park and Shingle Springs, from 0.9 mile east of Silva Valley Parkway to 0.2 mile west of El Dorado Road (R2.7L/R/R13.8): Rehabilitate culverts. The ED 50 Culvert Rehab project (1H80U) combines CAL20782/1H800 and CAL20781/1H040 for construction.	6,760,000
CAL20939	ELD	Caltrans D3	US 50 Drainage Improvements B	Near Cameron Park and Shingle Springs, from east of Silva Valley Parkway to west of El Dorado Road. Rehabilitate culverts.	6,760,000
ELD19173	ELD	El Dorado County	US 50/El Dorado Hills Blvd Pedestrian Overcrossing	Construct ped/bike overcrossing over US 50 just east of El Dorado Hills Blvd Interchange; includes a Class 1 mixed-use path; Construction and ROW acquisition for 10-ft wide sidewalk and adjacent retaining walls, barriers, railings and landscape replacement included with CIP71323/36104001. (CIP71340)	6,783,000
ELD19530	ELD	El Dorado County	US 50 Auxiliary Lane Eastbound - Sacramento County Line to El Dorado Hills Blvd	Widening US 50 and adding an auxiliary lane to eastbound US 50 from El Dorado Hills Boulevard/Latrobe Road Interchange. This project will eventully connect to the City of Folsom's future Empire Ranch Road Interchange. Timing of construction to be concurrent with El Dorado Hills Blvd Interchange (71323) or Empire Ranch Interchange. The City of Folsom is planning the update to the CEQA/NEPA for the Empire Ranch Interchange Environmental Impact Report.(CIP# 53125)	6,934,000
ELD19355	ELD	El Dorado County	Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. (CIP77134). Toll Credits for ENG, ROW, CON	6,949,650
ELD19170	ELD	El Dorado County	US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	Realign approx. 1/4 mile of N. Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Part of a loarger Project for the reconstruction of the US50/Ponderosa Road/South Shingle Road interchange (7133/36104010). Preliminary Engineering for this phase shall be performed under the interchange project. Work needs to be coordinated with 7133/36104010, 71338/36104008, and 53128/36104024. (CIP 71339/36104009)	7,385,000
ELD19551	ELD	City of Placerville	Canal Street Bicycle and Pedestrian Improvement Project Phase 2	In Placerville, along Canal Street from Cougar Lane to US Highway 50, rehabilitate pavement, improve drainage, repair or replace utilities, and improve bicycle and pedestrian safety and access.	7,600,000
CAL21062	ELD	Caltrans D3	US 50 Storm Damage Repair	In El Dorado County on Route 50 approx. 0.6 miles west of Bridal Veil Falls Rd.	7,720,000
ELD19447	ELD	City of Placerville	Middletown Road Bike Lanes	Install bike lanes on Middletown Road from Canal Street to Cold Springs Road.	8,100,000
CAL20940	ELD	Caltrans D3	US 50 Drainage Improvements A	In and near Placerville, from west of El Dorado Road to 0.1 mile east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.	8,230,000
ELD19521	ELD	El Dorado County	US 50 Auxiliary Lane Eastbound - Cameron Park Drive to Ponderosa Road	Project provides eastbound continuous auxiliary lane from Cameron Park Drive Interchange to Ponderosa Road Interchange as determined necessary in the US 50/Cameron Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)	8,926,000
ELD19548	ELD	El Dorado County Transit	Operating Assistance for Rural Transit Services	Operating Assistance for rural transit services on the western slope of El Dorado County. Outside the Sacramento Urbanized area.	8,998,371

Project ID	County	Lead Agency	Title	Description	Total Cost
ELD19345	ELD	El Dorado County	US 50/El Dorado Hills Blvd Interchange Eastbound Ramps (Phase 2B)	Part of larger project to reconstruct the interchange and widen Latrobe Rd/El Dorado Hills Boulevard. Coplete reconstruction is being phased to align improvement needs, construction staging within US 50 corridor, and available funding. This phase improves on-/off-ramps for eastbound US 50 and widens Latrobe Road/El Dorado Hills Boulevard. Design to be coordinated with US 50 Westbound Auxilliary Lane from El Dorado Hills Blvd. Interchange to the County Line (53115/36104021) and US 50 Eastbound Auxiliary Lane from County Line to El Dorado Hills Blvd. Interchange (53125/36104017). (CIP 71323/36104001)	9,196,000
ELD19529	ELD	El Dorado County	US 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road	This project consists of widening US 50 and adding an auxiliary lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements project (CIP 71330/36104005). (CIP GP148/36104018)	9,404,000
ELD19531	ELD	El Dorado County	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Ponderosa Road Interchange. Timing of construction to be concurrent with or after the Ponderosa Road Interchange Improvments project (71333/36104010). (CIP 53128/36104024)	9,543,000
CAL21043	ELD	Caltrans D3	SR 49 Pavement Rehabilitation B	In El Dorado County on Route 49 from approx. 0.1 mile north of Rattlesnake Bar Rd to the county line.	9,665,000
ELD19563	ELD	City of Placerville	Placerville Dr. Bridge Replacement	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 2-lane bridge.	10,423,800
ELD19244	ELD	El Dorado County	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd toSouth Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. this project is part of a larger project, US 50/Ponderoas Road/South Shingle Road Interchange (71333/36104010). Preliminary engineering shall be perfonned under the interchange project. Work needs to be coordinated with US 50 Ponderosa Road/South Shingle Road Ingerchange (7133/36104010), US 50/Ponderosa Road Interchnage - N. Shingle Road Realingment (project 71339/36104009) andUS 50 Eastbound Auxiliary Lane from Cameron Park Drive Interchange to Ponderosa Road Interchange (53127/36104020). (CIP 71338/36104008)	10,521,000
ELD19509	ELD	City of Placerville	Placerville Drive Bicycle and Pedestrian Facilities	In the City of Placerville along Placerville Drive from west of the US 50 undercrossing to Armory Road: Construct bicycle facilities and sidewalks; on the west side of Green Valley Road from Placerville Drive to Mallard Lane: construct sidewalk. (Both Class II bike lanes and Class IV bikeways will be evaluated during the preliminary engineering phase.) (Phase 1 programmed as ELD19545). Toll Credits for ENG	11,868,444
ELD19532	ELD	El Dorado County	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Cambridge Road Interchange. (CIP 53US50/36104028)	11,900,000
CAL21056	ELD	Caltrans D3	ED 50 Riverton Drainage rehab	In El Dorado County 0.2 mile east of Sly Park Rd UC to 0.1 mile west of Sand Flat Campground.	14,000,000
CAL21037	ELD	Caltrans D3	ED 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambrdge Rd OC (Br#25-0083) to on-ramp from Koto Rd.	14,800,000
CAL21044	ELD	Caltrans D3	ED 50 Ice House Rd pavement rehab	In El Dorado County on Route 50 from Ice House Rd to approx. 0.1 mile east of Wrights Lake Rd.	14,900,000
ELD19321	ELD	El Dorado County	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP77116)	15,082,001
CAL21052	ELD	Caltrans D3	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to Jct SR 49/End of County.	15,400,000
ELD19545	ELD	City of Placerville	Placerville Drive Bicycle and Pedestrian Facilities Ph 1	In the City of Placerville, along Placerville Drive between Cold Springs Road and the Ray Lawyer Drive/Green Valley Road intersection and Green Valley Road from Placerville Drive to Mallard Lane: construct Class 2 and Class 4 bicycle facilities, sidewalks, crossing improvements, curb ramps, and transit improvements. (PA & ED completed under ELD19509).	16,795,064
CAL20796	ELD	Caltrans D3	US 50 - Fresh Pond Slipout	On US 50 near Pollock Pines, from 0.6 mile to 0.2 mile west of Forest Road/ Outer Limits Lane (PM 33.8/34.2): Permanently restore roadway by mitigating the progression of recurring roadway slipout.	18,410,000
CAL21032	ELD	Caltrans D3	Repair slipout by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx 0.4 miles west of Forest Road/Fresh Pond	Repair slip out by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond. PM 33.86-34. EA 3H450	18,410,000
ELD19461	ELD	El Dorado County Transit	Regional Fueling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	20,310,000
ELD19339	ELD	El Dorado County	Mount Murphy Rd/South Fork American River Bridge Replacement	Mount Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. (CIP77129). Toll Credits for ENG, ROW, CON	22,440,000
CAL21009	ELD	Caltrans D3	ED 50 Echo Summit pavement rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers.	28,588,000
ELD19437	ELD	El Dorado County	SR 49 Realignment B	SR 49 Realignment	28,800,000
CAL20936	ELD	Caltrans D3	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab.	30,050,000
VAR56278	ELD	FHWA	Ice House Road Rehab Ph 2	In El Dorado National Forest, from Picket Pen Road to the northern intersection of Wentworth Springs Road (MP 23.94), Repave 8.3 miles of existing two lane paved roadway. (CA FLAP ED CR147(2))	36,157,000
CAL21392	ELD	Caltrans D3	ED US 50 Pavement Rehab	On US 50, Near Pollock Pines, Kyburz, and Strawberry, from west of Icehouse Road to 0.5 mile east of Cedar Street (PM 39.7/58.9): Rehabilitate pavement and drainage systems, and upgrade lighting and guardrail.	37,720,000
CAL21391	ELD	Caltrans D3	US 50 Placerville & Camino Pavement Rehab	On US 50 in and near Placerville, from west of Carson Road Overcrossing to west of Still Meadows Road (PM 18.7/21.9); also near Camino, from 1.1 miles west of Snow Road Undercrossing to east of Sawmill Undercrossing (PM 24.2/R29.1): Rehabilitate pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, rehabilitate drainage systems, upgrade concrete barrier, signs, and Transportation Management System (TMS) elements, and construct maintenance vehicle pullouts.	41,770,000
CAL20954	ELD	Caltrans D3	ED 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-0063) to 0.3 mi east of Sly Park Rd UC (Br#25-0150).	71,682,000
ELD19340	ELD	El Dorado County	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. High Cost Project agreement required.. Toll Credits for ENG, ROW, CON	102,252,750
PLA25279	PLA	Town of Loomis	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	10,000
PLA25274	PLA	Town of Loomis	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	40,000
PLA25280	PLA	Town of Loomis	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	40,000

Project ID	County	Lead Agency	Title	Description	Total Cost
PLA25848	PLA	Placer County	Dowd Rd Bridge Replacement at Markham Ravine Mitigation	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: mitigation for the project to replace existing 2 lane structurally deficient bridge with a new 2 lane bridge (PLA25474).. Toll Credits for CON	50,000
PLA25237	PLA	City of Colfax	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	50,000
PLA25264	PLA	Town of Loomis	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	50,000
PLA25277	PLA	Town of Loomis	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	50,000
PLA25278	PLA	Town of Loomis	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	60,000
PLA25263	PLA	Town of Loomis	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	60,000
PLA25839	PLA	PCTPA	Placer County Congestion Management Program FY 2023+	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 7.68; NOx 6.30; PM2.5 3.53)	89,371
CAL21373	PLA	Caltrans D3	Auburn Blvd Ramp Meter	In Placer County on I-80 in Roseville at the EB on ramp from Auburn Blvd (PM 0.4): Install ramp metering.. Toll Credits for ENG, ROW	160,000
PLA25269	PLA	Town of Loomis	Taylor Rd. Operational Improvments A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, $800,000.	230,000
PLA25876	PLA	Placer County	Edgeline Installation	Various Locations in Lincoln and Auburn: Install edgelines along both sides of Nelson Lane (Moore Road to SR65), along the south side of a portion of Baxter Grade Road and along a portion of Wise Road (Garden Bar Road to the bridge over Doty Creek). (H11-03-014)	244,900
PLA25877	PLA	Placer County	Guardrail Upgrades	Various Locations: Replace old guardrail with new guardrail and end treatments along Magra Road and Ridge Road.	276,900
CAL21115	PLA	Caltrans D3	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	380,000
CAL21116	PLA	Caltrans D3	Eastbound I-80 at Elm Avenue. Install ramp meters.	Eastbound I-80 at Elm Avenue. Install ramp meters.	380,000
CAL21106	PLA	Caltrans D3	Eastbound I-80 at Newcastle Road. Install ramp meters.	Eastbound I-80 at Newcastle Road. Install ramp meters.	380,000
CAL21100	PLA	Caltrans D3	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	380,000
CAL21109	PLA	Caltrans D3	Eastbound I-80 at Ophir Road. Install ramp meters.	Eastbound I-80 at Ophir Road. Install ramp meters.	380,000
CAL21103	PLA	Caltrans D3	Eastbound I-80 at Penryn Road. Install ramp meters.	Eastbound I-80 at Penryn Road. Install ramp meters.	380,000
CAL21108	PLA	Caltrans D3	Eastbound I-80 at SR 193. Install ramp meters.	Eastbound I-80 at SR 193. Install ramp meters.	380,000
CAL21118	PLA	Caltrans D3	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	380,000
CAL21102	PLA	Caltrans D3	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	380,000
CAL21094	PLA	Caltrans D3	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	380,000
CAL21114	PLA	Caltrans D3	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	380,000
CAL21119	PLA	Caltrans D3	Westbound I-80 at Bell Road. Install ramp meters.	Westbound I-80 at Bell Road. Install ramp meters.	380,000
CAL21112	PLA	Caltrans D3	Westbound I-80 at Elm Avenue. Install ramp meters.	Westbound I-80 at Elm Avenue. Install ramp meters.	380,000
CAL21101	PLA	Caltrans D3	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	380,000
CAL21110	PLA	Caltrans D3	Westbound I-80 at Nevada St. Install ramp meters.	Westbound I-80 at Nevada St. Install ramp meters.	380,000
CAL21105	PLA	Caltrans D3	Westbound I-80 at Newcastle Road. Install ramp meters.	Westbound I-80 at Newcastle Road. Install ramp meters.	380,000
CAL21104	PLA	Caltrans D3	Westbound I-80 at Penryn Road. Install ramp meters.	Westbound I-80 at Penryn Road. Install ramp meters.	380,000
CAL21113	PLA	Caltrans D3	Westbound I-80 at Russel Road. Install ramp meters.	Westbound I-80 at Russel Road. Install ramp meters.	380,000
CAL21107	PLA	Caltrans D3	Westbound I-80 at SR 193. Install ramp meters.	Westbound I-80 at SR 193. Install ramp meters.	380,000
CAL21111	PLA	Caltrans D3	Westbound I-80 at SR 49. Install ramp meters.	Westbound I-80 at SR 49. Install ramp meters.	380,000
CAL21117	PLA	Caltrans D3	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	380,000
CAL21229	PLA	Caltrans D3	In Placer County at Gold Run at the Gold Run Safety Roadside Rest Area	Install back up generators	395,000
PLA25466	PLA	City of Colfax	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	450,000
PLA25713	PLA	City of Roseville	Purchase 3 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	450,000
PLA25832	PLA	City of Auburn	2021/2022 Road Treatment Project	In the City of Auburn, on Auburn Folsom Road, from Lincoln Way to Auburn City Limits: Pavement rehabilitation, maintenance asphalt overlay.	479,305
CAL20630	PLA	Caltrans D3	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)(PM R4.160-17.374)	200,000,000
PLA25262	PLA	Town of Loomis	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	500,000
CAL21000	PLA	Caltrans D3	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct capacity & operational improvements to interchange.	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct operational improvements to interchange. SHOPP ID 18145	4,850,000
CAL20837	PLA	Caltrans D3	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	2,160,000
CAL20986	PLA	Caltrans D3	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	7,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL20981	PLA	Caltrans D3	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	5,000,000
CAL20633	PLA	Caltrans D3	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	55,000,000
PLA25490	PLA	City of Colfax	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	550,000
CAL21407	PLA	Caltrans HQ	FTA 5310 - Nevada-Sierra Connecting Point Public Authority - Mobility Management	Nevada-Sierra Connecting Point Public Authority will use FTA 5310 funds awarded by Caltrans to provide mobility management services in Placer County including trip planning assistance to seniors and people with disabilities, and assistance with signing up for discounted fares and/or paratransit services. The project received $556,010 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	556,010
PLA25835	PLA	PCTPA	Operating assistance for Lincoln to Sacramento Commuter Service	Operating assistance for new express bus service between the City of Lincoln in Placer County to Downtown Sacramento in Sacramento County.	600,000
PLA20420	PLA	City of Colfax	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	600,000
CAL20640	PLA	Caltrans Division of Rail	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	30,000,000
VAR56135	PLA	Capitol Corridor JPA	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: $120,720,000)	9,647,942
PLA18650	PLA	City of Lincoln	Aviation Blvd. Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	3,150,192
PLA19810	PLA	City of Roseville	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	7,000,000
PLA25852	PLA	City of Roseville	Electric Microtransit Vans	Purchase four (4) zero emission or electric vans to serve Roseville's Microtransit Pilot Program.	700,000
PLA25861	PLA	City of Roseville	Roseville Transit Microtransit Van Purchase	Purchase of four microtransit vans and one charger	700,000
PLA25235	PLA	City of Colfax	S. Auburn/Central/Hwy.174 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	700,000
PLA15600	PLA	City of Roseville	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	5,000,000
PLA25831	PLA	Placer County	Transit Vehicle Purchase	Purchase of one (1) diesel bus to replace an older vehicle currently in use by Placer County Transit.. Toll Credits for CON	727,300
CAL20922	PLA	Caltrans D3	I-80 Cold Plane & RHMA Overlay	I-80 Cold Plane & RHMA Overlay - In Placer County near Sierra College Blvd. to Penryn Rock Springs UC	750,000
PLA25719	PLA	PCTPA	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	55,000,000
PLA15070	PLA	Placer County	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	60,000,000
PLA25127	PLA	Placer County	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	22,000,000
PLA25757	PLA	Placer County	Dyer Lane Widening	Widen Dyer Lane from Baseline Rd at Brewer Rd to Baseline Road near Fiddyment from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	10,025,700
PLA20690	PLA	Placer County	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	2,434,000
PLA25724	PLA	Placer County	SR 49 Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road	8,350,650
PLA20721	PLA	South Placer Regional Transportation Authority	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	295,000,000
PLA25708	PLA	Town of Loomis	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	100,000
PLA15350	PLA	Town of Loomis	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	1,200,000
PLA20510	PLA	Town of Loomis	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	3,000,000
PLA25679	PLA	PCTPA	Planning, Programming, Monitoring 2019-2027	PCTPA plan, program, monitor (PPM) for RTPA related activities.	886,000
CAL21093	PLA	Caltrans D3	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	900,000
CAL21097	PLA	Caltrans D3	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	900,000
CAL21098	PLA	Caltrans D3	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	900,000
CAL21095	PLA	Caltrans D3	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	900,000

Project ID	County	Lead Agency	Title	Description	Total Cost
VAR56279	PLA	FHWA	Mountain Quarry Bridge Improvements	In the Auburn State Recreation Area, on the Mountain Quarry bridge (FTBR): Remove the existing railing system and install a new system that meets current code and design practice for pedestrian and equestrian use; regrade gravel bridge deck & install new drainage system.	906,371
PLA25862	PLA	USFS Tahoe National Forest	Robinson Flat to China Wall Connector Trail Project	In the Tahoe National Forest, as part of 24 miles of multi-use single-track motorized trail, east of Foresthill, California, in Placer County: Construct two 65' trail bridges along the China Wall to Robinson Flat, 24-mile trail connector and blasting projects in the Beacroft, 23 Corners, Rock Lobster and multiple unidentified/subsurface areas along the China Wall to Robinson Flat route.	921,153
PLA25840	PLA	Town of Loomis	Loomis Traffic Signal Interconnect	In Loomis, install a new signal at the intersection of Taylor Road and Walnut Street. Synchronize that signal to other signals at Taylor Road and Horseshoe Bar Road, Taylor Road and King Road, and King Road and Swetzer Road with a signal interconnect system.	938,120
CAL20928	PLA	Caltrans D3	Auburn Mtce Station	Install wash facility	975,000
CAL21231	PLA	Caltrans D3	Tahoe City Mtce Station	Install wash facility	975,000
CAL21230	PLA	Caltrans D3	Roseville Mtce Station	Rebuild crewrooms, offices and EQ barn	999,000
PLA25261	PLA	Town of Loomis	I-80/Brace Road Overcrossing Improvements	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	1,000,000
CAL21070	PLA	Caltrans D3	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	1,200,000
CAL21079	PLA	Caltrans D3	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	1,200,000
PLA25715	PLA	City of Roseville	Purchase 8 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 8 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	1,200,000
CAL21357	PLA	Caltrans HQ	FTA 5310 Pride Industries vehicle replacement	Replace two medium, 12 ambulatory passenger, two wheelchair position buses and 13 large 16 ambulatory passenger two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport Pride clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	1,209,000
PLA25844	PLA	City of Rocklin	Five Star Blvd & Destiny Drive Road Rehabilitation	Road rehabilitation (remove and replace failed asphalt) in Rocklin: Five Star Blvd, from South Whitney heading south to City Limit; Destiny Drive, from Five Star Blvd to end of drive.. Toll Credits for ENG, ROW, CON	1,216,854
PLA25842	PLA	PCTPA	Placer County Freeway Service Patrol FY 2023+	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 and SR 65.	1,308,458
PLA25859	PLA	City of Rocklin	I-80 Westbound Auxiliary Lane	In Rocklin, Westbound I-80 from Rocklin Road to Highway 65, Construct Auxiliary Lane (4,500 feet) (PE only, Total Cost = $10,000,000). Toll Credits for ENG	1,400,000
PLA20760	PLA	City of Lincoln	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	1,430,909
PLA25838	PLA	City of Lincoln	1st Street Resurfacing Ph2	On 1st Street from mid-block between K and L Street to H Street: rehabilitation of the existing roadway surface, ADA, drainage, and utility replacement improvements.	1,482,283
PLA25843	PLA	City of Roseville	Vernon Street/Atlantic Multimodal Safety Improvement Project	In Roseville, at intersection of Vernon Street and Folsom Rd: construct median improvements, striping and signage to slow traffic and improve safety.	1,498,000
PCT10512	PLA	Placer County Transit	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2021: $463,087	1,550,000
CAL21215	PLA	Caltrans D3	Whitmore Sand house	Repair sand house	1,600,000
PLA25699	PLA	Placer County	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	1,849,000
PLA25678	PLA	City of Rocklin	Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. (NEPA covered by PLA25551, STPL-5095-025). Toll Credits for ENG, CON	1,900,463
CAL21099	PLA	Caltrans D3	Westbound I-80 at SR 65. Install connector meter	Westbound I-80 at SR 65. Install connector meter	1,940,000
PLA25572	PLA	City of Roseville	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	1,947,189
CAL21072	PLA	Caltrans D3	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	2,000,000
PLA25716	PLA	City of Roseville	Mahany Park Trail	Construct approximately 1 .1 miles of Class I trail through Open Space behind Mahany Park to Fiddyment Road.	2,000,000
PLA25756	PLA	City of Roseville	Purchase 3 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 buses to replace existing buses used on our local fixed route transit system.	2,000,000
CAL20821	PLA	Caltrans D3	PLA 80 Colfax WB Acceleration Lane Improvement	Improve accelreation lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	2,146,000
PLA25668	PLA	City of Lincoln	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to a point between 1st adn 3rd Street on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping for both north and south bound lanes.	2,220,464
PLA25697	PLA	Placer County	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	2,245,000
PLA25863	PLA	City of Roseville	Stoneridge - Orvietto Bike Trail	In the City of Roseville, from Miner's Ravine trail to Orvietto Drive: Design and construct a multi-use bike/pedestrian trail.	2,330,000
PLA25860	PLA	Placer County	Preventative Maintenance and Operation Assistance, 2022	Operating assistance and preventative maintenance for urban transit services within Placer CountyFFY 2022 - Operating Assistance = $1,878,580FFY 2022 - Preventative Maintenance = $465,654	2,344,234
CAL20879	PLA	Caltrans D3	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	2,390,000
CAL21078	PLA	Caltrans D3	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	2,390,000
PLA25761	PLA	Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	2,500,000
CAL21284	PLA	Caltrans D3	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	2,555,000
CAL20849	PLA	Caltrans D3	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic	2,600,000
CAL20768	PLA	Caltrans D3	Habitat Mitigation	In Placer, Butte, El Dorado, Glen, Nevada, Sacramento, Yolo, and Yuba Counties, at various locations. Purchase advance mitigation credits for future SHOPP projects expected to impact wetland, riparian and to other waters.	2,639,000
PLA25822	PLA	City of Colfax	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 135,000 annually)	2,700,000

Project ID	County	Lead Agency	Title	Description	Total Cost
PLA25778	PLA	Placer County	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013). Toll Credits for CON	2,790,900
PLA25645	PLA	City of Lincoln	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes.. Toll Credits for ENG, CON	3,079,980
PLA25543	PLA	PCTPA	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr).	3,372,258
CAL21285	PLA	Caltrans D3	SR-267 North Lake Tahoe. Install ped signal.	SR-267 North Lake Tahoe. Install ped signal.	3,600,000
CAL20947	PLA	Caltrans D3	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	3,750,000
PLA25849	PLA	City of Roseville	Mahany Park Trail Design and Construction	From Woodcreek Oaks Blvd. to Fiddyment Rd. construct Class 1 Trail through Mahany Park open space. Trail distance is approximately 1.5 miles.	3,925,000
CAL21280	PLA	Caltrans D3	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	3,960,000
PLA25712	PLA	City of Rocklin	Rocklin Rd. & Pacific Ave.	On Rocklin Rd. & Pacific Avenue construct ITS Master Plan downtown improvements.	4,000,000
PLA17820	PLA	City of Rocklin	Sunset Blvd. & Sierra College Blvd.	On Sunset Blvd. & Sierra College Blvd. construct ITS Master Plan improvements.	4,000,000
PLA25760	PLA	Placer County	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	4,000,000
PLA25704	PLA	City of Auburn	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	4,105,706
PLA25875	PLA	Placer County	Bridge Preventative Maintenance (Standalone) - Foresthill Road over the American River	Foresthill Road over the American River (Bridge 19C0060) - Foresthill Bridge butt weld testing and repair project.	4,130,250
CAL20974	PLA	Caltrans D3	I-80 Drainage Rehabilitation	From East of Gold Run OC to Beg Chain on Area. Drainage Rehab.	4,167,000
PLA25666	PLA	City of Roseville	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses, and purchase 1 additional zero emission battery-electric bus to expand commuter service.	4,232,576
PLA25746	PLA	City of Lincoln	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements	4,241,250
PLA25855	PLA	Placer County	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2023: $602,012 / FY 2024: $614,052	4,369,682
VAR56280	PLA	FHWA	Ponderosa Way Bridge Replacement	In El Dorado National Forest, Remove and replace 190 lf single span Ponderosa Way Bridge. Regravel approaches. Minor roadway rehabilitation of 2.4 miles of Ponderosa Way.	4,663,138
CAL20609	PLA	Caltrans D3	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	4,800,000
PLA25833	PLA	City of Roseville	Dry Creek Greenway Trail, Phase 2	In Roseville, along Linda Creek: Construct Class I bike trail from Rocky Ridge Drive to Old Auburn Way, a distance of approximately 1.4 miles.	5,000,000
CAL21036	PLA	Caltrans D3	I-80 Auburn Pavement Rehabilititation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071).	5,300,000
CAL20973	PLA	Caltrans D3	I-80 Pavement Rehabilititation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	5,386,000
PLA25630	PLA	Placer County	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	5,705,100
PLA25702	PLA	City of Roseville	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between All America City Blvd. and just south of Pleasant Grove Blvd.: Construct bicycle and pedestrian improvements adjacent to roadway.	5,982,000
PLA25759	PLA	Placer County	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	6,000,000
PLA25475	PLA	Placer County	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	6,200,000
PLA25673	PLA	City of Roseville	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	6,339,276
CAL20937	PLA	Caltrans D3	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 betwen 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road. Widen shoulders and overlay.	7,708,000
PLA25671	PLA	Placer County	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts and relocate the existing park-and-ride lot from the south of Bell Road to the north of Bell Road.. Toll Credits for ENG, ROW, CON	7,901,177
PLA25584	PLA	Placer County	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	8,000,000
CAL21045	PLA	Caltrans D3	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28.	8,905,000
CAL20728	PLA	Caltrans D3	SR 49 Realignment	On SR 49 in Auburn, from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout.	8,919,000
PLA25821	PLA	City of Auburn	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 500,000 annually)	10,000,000
CAL21055	PLA	Caltrans D3	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC to 0.1 mile West of Yuba Pass OH 20/80 Separation.	10,800,000
PLA25834	PLA	City of Roseville	Operating Assistance South Placer County Transit Project	Operating assistance for new express bus service between the City of Lincoln, City of Roseville, and the Watt/ I-80 Light Rail Station.	11,400,000
PLA25540	PLA	City of Lincoln	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2-lane bridge with a 3-lane bridge. (Not capacity increasing. The bridge widening extends a channelized right turn lane, but does not provide a new through lane.)	12,313,800
CAL21054	PLA	Caltrans D3	I-80 Drainage Improvements	In Placer County from Sacramento County Line to 0.3 mile west of Gilardi Rd OC.	12,500,000
PLA25828	PLA	Town of Loomis	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 634,000 annually)	12,680,000
PLA25850	PLA	City of Roseville	Roseville Zero-Emission Commuter Bus and Cutaway Fleet Transition Project	Purchase of seven (7) commuter electric buses to replace existing diesel commuter buses, eight (8) electric cutaway buses to replace existing gas-powered vehicles, workforce development and the necessary charging equipment and construction costs to charge these buses.	13,598,496
PLA25146	PLA	City of Colfax	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	14,700,000
CAL20869	PLA	Caltrans D3	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	15,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL20822	PLA	Caltrans D3	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Jct SR 89 to Nevada State Line	Grind and replace existing pavement and rehabilitate or replace poor condition drainage systems in Placer County on Route 28 from Jct SR 89 to Nevada State Line	15,950,000
CAL20846	PLA	Caltrans D3	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale. Truck climbing lane.	17,470,000
PLA25670	PLA	PCTPA	Highway 49 Sidewalk Gap Closure	In the City of Auburn and County of Placer, Along SR 49 from I-80 to Dry Creek Road: Construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools.. Toll Credits for ENG, ROW, CON	18,092,989
CAL21007	PLA	Caltrans D3	I-80 Pavement Rehabilititation E	Near Loomis from King Road OC to Route 193 Interchange.	18,200,000
CAL20638	PLA	Caltrans D3	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	19,500,000
PLA19910	PLA	City of Roseville	Dry Creek Greenway Trail, Phase 1	In Roseville, along Dry Creek, Cirby Creek and Linda Creek: Construct class 1 bike trail from Riverside Avenue/Darling Way to Rocky Ridge Drive. The project includes a non-infrastructure component that will focus on promoting trail and other designated Safe Route to School (SRTS) routes and programs.	19,867,108
PLA25586	PLA	PCTPA	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	20,000,000
CAL21012	PLA	Caltrans D3	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampire Rocks. Truck climbing lane.(PM 64.2/66.3)	20,600,000
CAL21039	PLA	Caltrans D3	I-80 Pavement Rehabilititation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap.	22,000,000
PLA25591	PLA	City of Colfax	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	25,000,000
CAL21013	PLA	Caltrans D3	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit. Truck climbing lane.	25,365,000
PLA25823	PLA	City of Lincoln	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 1,400,000 annually)	28,000,000
PLA25593	PLA	Western Placer Consolidated Transportation Service Agency	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	28,233,907
CAL21393	PLA	Caltrans D3	Alta CAPM	On I-80 near Colfax, from east of Route 174 Separation to east of Alta Road Undercrossing (PM 33.3/44.9): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	32,390,000
CAL21227	PLA	Caltrans D3	SR 49 Safety Improvements	On SR 49 near Auburn, from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier and two roundabouts.	35,670,000
PLA25588	PLA	PCTPA	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	40,000,000
PLA25847	PLA	City of Rocklin	I-80/Rocklin Rd. Interchange Improvements	In Rocklin, at the I-80 and Rocklin Road interchange: reconfigure interchange to diverging diamond interchange with class I bike and pedestrian facility. For the two on-ramps, ramp meters will be added along with acceleration lanes of 2,450 feet on westbound on-ramp and 300 feet on eastbound on-ramp. (Formally PLA25345 with different scope.).. Toll Credits for CON	40,010,000
PLA25505	PLA	Placer County	Yankee Jim's Rd Bridge at North Fork American River	Yankee Jim's Rd over North Fork American River, 1.5 mi W of Shirttail Cyn Rd: Replace structurally deficient 1-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	44,651,000
CAL20823	PLA	Caltrans D3	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	45,000,000
PLA25758	PLA	City of Roseville	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	45,000,000
CAL20971	PLA	Caltrans D3	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB.	45,210,000
PLA25587	PLA	PCTPA	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	52,000,000
CAL20969	PLA	Caltrans D3	I-80 Applegate Pavement Rehabilititation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Seperation	53,000,000
PLA25594	PLA	Western Placer Consolidated Transportation Service Agency	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	55,490,317
VAR56134	PLA	Capitol Corridor JPA	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: $728,000,000)	58,181,760
PLA25632	PLA	PCTPA	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	63,153,000
PLA25634	PLA	PCTPA	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1-CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	82,526,000
CAL20963	PLA	Caltrans D3	I-80 Kingvale Pavement Rehabilititation	In Placer and Nevada Counties from Troy Rd UC to Soda Springs OC. Pavement Rehab.	93,134,000
PLA25824	PLA	City of Rocklin	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 5,400,000 annually)	108,000,000
CAL20844	PLA	Caltrans D3	Blue Canyon Truck Climbing Lane (G13 Contingency)	On I-80 near Applegate, from east of Crother Road OC to east of Weimar OH (PM R26.5/28.8); also near Magra from PM 39.5 to 41.3; also near Emigrant Gap from PM 53.0 to 54.7: Rehabilitate roadway, construct truck climbing lanes in EB direction, widen shoulders, replace or widen structures, upgrade median barrier and Transportation Management System (TMS) elements. (G13 Contingency)	117,272,000
PLA25585	PLA	PCTPA	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs ($5,704,000) specifically for a three route BRT system for Fiscal years 2023-2040 for a TBD transit operator.	142,600,001
CAL20845	PLA	Caltrans D3	Monte Vista Truck Climbing Lane	On I-80 near Gold Run, from west of Monte Vista OC to east of Drum Forebay OC (PM 42.7/49.3R): Rehabilitate roadway, construct truck climbing lane, replace or widen structures, upgrade median concrete barrier, sign panels, Transportation Management Systems (TMS) elements and rehabilitate drainage systems.	146,195,000
PLA25631	PLA	PCTPA	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	224,910,000
PLA25825	PLA	City of Roseville	Street & Road Maintenance, Roseville	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 14,400,000 annually)	288,000,000
PLA25827	PLA	Placer County	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 19,000,000 annually)	380,000,000
	PLA	PCTPA	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	475,000,000
PLA25626	PLA	PCTPA	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County	500,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
PLA25826	PLA	PCTPA	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($52,000,000 annually)	1,040,000,000
CAL21404	SAC	Caltrans HQ	FTA 5310 - ACC of Sacramento Valley - Computers and Monitors	Asian Community Center of Sacramento Valley will use FTA 5310 funds awarded by Caltrans to purchase not computers to allow them to continue operating their ACC Rides transportation services. The project received $7,795 in in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	7,795
SAC25334	SAC	City of Citrus Heights	Auburn Blvd. Complete Streets - Phase 2 - Non-Infrastructure	In conjunction with Auburn Blvd. Complete Streets - Phase 2 (SAC24732): Conduct carry out non-infrastructure component of the award: Provide bicyclist and pedestrian education to two schools: Grand Oaks Elementary and Mariposa Ave. Elementary.. Toll Credits for CON	13,000
SAC25144	SAC	City of Rancho Cordova	STARNET Integration A	STARNET Integration with City of Rancho Cordova system	40,000
SAC25331	SAC	City of Isleton	General Plan Update Phase 4	Analysis of development capacity within city limits and other statistical analysis that will help guide the General Plan update process.	100,000
SAC25330	SAC	City of Folsom	Central Business Dist. Streetscape Study	Conduct a study to evaluate current roadway configurations along East Bidwell Street and Riley Street in the Central Business District (defined as south of Natoma Street and north of Blue Ravine Road). The goal of this study is to determine if bicycle and pedestrian improvements are feasible, whether these arterials could be re-configured as a one-way couplet, and an assessment of any mid-block bicycle and pedestrian connections, particularly in the vicinity of existing and planned affordable housing projects.	100,000
SAC25284	SAC	City of Sacramento	Rio Linda Blvd Bridge Replacement - Environmental Mitigation	Environmental mitigation that includes 5-year plant establishment and habitat restoration maintenance and reporting activities as required by the CDFW permits for the Rio Linda Bridge Replacement Project (SAC24517) BRLS-5002(134).	150,000
CAL21219	SAC	Caltrans D3	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot.	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot. Replace AC surfacing	175,000
SAC25112	SAC	City of Rancho Cordova	Install bicycle loop detection at all major intersections A	Install bicycle loop detection at all major intersections	200,000
SAC25309	SAC	City of Folsom	US 50/East Bidwell Improvement Project	In Folsom, on East Bidwell Street at Iron Point Road: Convert one westbound through lane at East Bidwell Street to a third left turn lane. At westbound on-ramp from East Bidwell Street onto US Highway 50: Add a second mixed flow lane or add HOV improvements.. Toll Credits for ENG	230,000
SAC25083	SAC	City of Rancho Cordova	Bridge Preventive Maintenance	Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Rancho Cordova. See Caltrans Local Assistance HBP website for backup list of projects.	244,874
SAC24995	SAC	City of Rancho Cordova	Rod Beaudry Cycle Track Improvements	Projects includes a raised barrier to protec t cyclists from traffic, painted bike lane or other identifier	250,000
SAC25145	SAC	City of Rancho Cordova	Signal Coordination Improvements	Signal Coordination Improvements along significant corridors within the City of Rancho Cordova	250,000
SAC25343	SAC	City of Isleton	Pedestrian Improvements at Unsignalized Intersections	In Isleton, H St/Main St; 2nd St/A St./SR-160; Union st/D St; and SR-160/C St.: Install pedestrian improvements (crossings, refuge island, and rectangular rapid flashing beacon) at unsignalized intersections. (H11-03-011)	267,500
SAC25095	SAC	City of Elk Grove	Elk Grove-Florin Road ITS Improvements	Traffic signal communications upgrade and coordination along Elk Grove Florin from Bond Road to Valley Oak Lane, hook up to existing fiber optic and upgrade controllers	280,000
CAL21175	SAC	Caltrans D3	Install Meter - EB Watt Ave RT Station	Install Meter - EB Watt Ave RT Station	300,000
CAL21268	SAC	Caltrans D3	Install Meter - EB West El Camino Rd WB	Install Meter - EB West El Camino Rd WB	300,000
SAC24871	SAC	Sacramento Regional Transit District	Shop Equipment - Bus	Purchase a variety of equipment as needed for vehicle and shop maintenance.	307,739
CAL21221	SAC	Caltrans D3	SR 104 Culvert Repairs	In Sacramento County from 0.9 mile east of Ivie Road to 2.5 miles west of Rancho Secco Road.	325,000
SAC25157	SAC	City of Elk Grove	Guardrail Upgrade	At four locations, Bruceville Road at Laguna Creek Bridge, Sheldon Road at Laguna Creek Bridge, Waterman Road at Laguna Creek Bridge, and Grant Line Road at Deer Creek Tributary Bridge: Upgrade outdated guardrail. (H9-03-006)	329,200
SAC24792	SAC	City of Elk Grove	Bruceville Rd. and Poppy Ridge/Quail Run Intersection	Install a trafic signal at the Bruceville Rd. and Poppy Ridge/Quail Run intersection.	338,100
CAL21238	SAC	Caltrans D3	I-5 NB Ramp Meter at Twin Cities Road	Near Galt, at the Twin Cities Road/SR 99 interchange (PM 2.33), install a NB ramp meter (diagonal)	380,000
CAL21247	SAC	Caltrans D3	I-5 SB Loop Ramp Meter at the I-5/Florin Road interchange (EB)	In Sacramento county at the I-5/Florin Road interchange install a loop ramp meter. Future configuration is a 1+1. (EB Florin Road to SB I-5) (PM 17.26)(EA 0H100)	380,000
CAL21267	SAC	Caltrans D3	I-5 SB Loop Ramp Meter at the I-5/Florin Road interchange (WB)	In the City of Sacramento at the I-5/Florin Road interchange install a loop ramp meter. Future configuration is a 1+1. (WB Florin Road to SB I-5) (PM 17.26)(EA 0H100)	380,000
CAL20899	SAC	Caltrans D3	I-5 SB Diagonal Ramp Meter at the I-5 rest stop	In Sacramento County, approximately one mile east of the Sac/Yolo County line, install a SB diagonal ramp meter at the rest stop south of I-5	380,000
CAL21248	SAC	Caltrans D3	I-5 SB Diagonal Ramp Meter at the I-5/Seamas Ave. interchange	In Sacramento county at the I-5/Seamas Ave. interchange (SB direction) install a diagonal ramp meter. Future configuration is a 1+1. (PM 19.186)(EA 0H100)	380,000
CAL21249	SAC	Caltrans D3	I-5 SB Diagonal Ramp Meter at the I-5/Sutterville Rd. interchange	In the City of Sacramento at the I-5/Sutterville Road interchange (SB direction) install a diagonal ramp meter. Future configuration is a 1+1. (PM 20.388) (EA 0H100)	380,000
CAL21080	SAC	Caltrans D3	I-5 SB Loop Ramp Meter at the I-5/Airpord Blvd. interchange	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.87) install a loop ramp meter at the SB ramp	380,000
CAL21264	SAC	Caltrans D3	I-5 SB Loop Ramp Meter at the I-5/Laguna Blvd interchange	In the City of Elk Grove at the I-5/Laguna Blvd interchange install a loop ramp meter. Future configuration a 1+1. (PM 12.188)	380,000
CAL21246	SAC	Caltrans D3	I-5 SB Loop Ramp Meter at the I-5/Pocket Road interchange (EB)	In Sacramento county at the I-5/Pocket Road interchange install a loop ramp meter. Future configuration is a 1+1. (EB Pocket Road to SB I-5) (PM 16.025) (EA0H100)	380,000
CAL21266	SAC	Caltrans D3	I-5 SB Loop Ramp Meter at the I-5/Pocket Road interchange (WB)	In the City of Sacramento at the I-5/Pocket Road interchange install a loop ramp meter. Future configuration is a 1+1. (WB Pocket Road to SB I-5) (PM 16.201) (EA0H100)	380,000
CAL21029	SAC	Caltrans D3	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements.	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements.	380,000
CAL21028	SAC	Caltrans D3	In Sac, Yol, and ED Counties on Route 50; Sac 50 PM L0.0/23.2; Yol 50 PM 0.0/3.2; ED 50 PM 0.0/13.0. Ramp Meter/Aux Improvements.	In Sac, Yol, and ED Counties on Route 50; Sac 50 PM L0.0/23.2; Yol 50 PM 0.0/3.2; ED 50 PM 0.0/13.0. Ramp Meter/Aux Improvements.	380,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL20855	SAC	Caltrans D3	In Sac, Yol, and Pla Counties on Route 80; Sac 80 PM M0.0/18.0; Yol 80 PM 0.0/R11.7; Pla 80 PM 0.0/12.3. Ramp Meter/Aux Improvements.	In Sac, Yol, and Pla Counties on Route 80; Sac 80 PM M0.0/18.0; Yol 80 PM 0.0/R11.7; Pla 80 PM 0.0/12.3. Ramp Meter/Aux Improvements.	380,000
CAL21233	SAC	Caltrans D3	Install Ramp Meters at various location in Sacramento, Placer and Yolo counties	I-5 (SB) Diagonal Ramp Meter in Sac County - I Street (PM 23.64) I-80 (EB) Diagonal Ramp Meter in Yolo County - Richards Blvd (PM 0.451) SR 51 (SB) Loop Ramp Meter in Sac County - Arden Way (PM 4.068) SR 99 (SB) Diagonal Ramp Meter in Sac County - EB Elkhorn Blvd (PM 33.18) SR 99 (SB) Loop Ramp Meter in Sac County - WB Elk Horn Blvd (PM33.41) SR 65 (NB) Loop Ramp Meter in PLA county - Pleasant Grove Blvd (PM R7.14)	380,000
CAL21263	SAC	Caltrans D3	SR 51 (NB) Hook Ramp Meter at the Howe Ave interchange	In the City of Sacramento construct a hook ramp meter at the SR 51/Howe Ave interchnage (NB) (PM 5.945)	380,000
CAL21239	SAC	Caltrans D3	SR 51 (SB) Diagonal Ramp Meter at Marconi Avenue	In the City of Sacramento construct a diagonal ramp meter at the SR 51/Marconi Avenue interchange (SB) (PM 5.374) Future configuration is a 2+1	380,000
CAL21177	SAC	Caltrans D3	SR 99 (NB) diagonal ramp meter at the SR 99/Elkhorn Blvd interchange	In the City of Elk Grove construct a diagonal ramp meter at the SR 99/Elkhorn Blvd westbound (WB) on ramp (PM 33.55)	380,000
CAL21136	SAC	Caltrans D3	SR 99 (NB) loop ramp meter at the SR 99/Elkhorn Blvd interchange	In the City of Elk Grove construction a loop ramp meter at the SR 99/Elkhorn Blvd eastbound (EB) on ramp (PM 33.32)	380,000
CAL21244	SAC	Caltrans D3	SR 99 (SB) diagonal ramp meter at the SR 99/Laguna Blvd interchange	In the City of Elk Grove construct a diagonal ramp meter on the EB onramp at the SR 99/Laguna Blvd interchange. Future configuration is a 1+1 (PM 13.661)	380,000
CAL21245	SAC	Caltrans D3	SR 99 (SB) diagonal ramp meter at the SR 99/Sheldon Road interchange	In the City of Elk Grove construct a diagonal ramp meter at the SR 99/Sheldon Road interchange (PM 14.72)	380,000
CAL21265	SAC	Caltrans D3	SR 99 (SB) loop ramp meter at the SR 99/Laguna Blvd interchange	In the City of Elk Grove construct a loop ramp meter on the WB onramp at the SR 99/Laguna Blvd interchange. (PM 13.891)	380,000
SAC25259	SAC	City of Isleton	Main Street Road Rehabilitation and Streetscape Improvements	In Isleton on Main St. from E St. to H St.: Design and construct pavement rehabilitation, sidewalk repairs, ADA ramps, and streetscape improvements.	394,132
SAC25285	SAC	Southgate Rec. and Park	Tillotson Parkway Extension	In Sacramento County, from current path north of Smedberg Middle School to east of the school, construct class I multi-use path gap closure.	400,000
SAC25114	SAC	City of Rancho Cordova	Class IV installation	Installation of new class IV facilities along existing roadways.	400,000
SAC25158	SAC	City of Elk Grove	Trail Crossing Safety	At four (4) existing trail crossings of public roads, Laguna Park Drive, Adobe Springs Way, Bertwin Way, and Stonebroook Drive: Install crosswalks, advance yield signs, Rapid Rectangular Flashing Beacons (RRFBs) and, associated advanced warning signs. (H9-03-007)	411,600
CAL21301	SAC	Caltrans D3	I-80 Dig outs/Overlay, Ramps/Connectors	I-80 Dig outs/Overlay, Ramps/Connectors (1G500)	438,000
SAC25131	SAC	City of Elk Grove	Big Horn Blvd. & Bilby Rd. Intersection	Install a trafic signal at the Big Horn Blvd. & Bilby Rd. Intersection	500,000
SAC25098	SAC	City of Elk Grove	Big Horn Blvd. & Poppy Ridge Rd. Intersection	Install a trafic signal at the Big Horn Blvd. & Poppy Ridge Rd. Intersection	500,000
SAC25105	SAC	City of Elk Grove	East Stockton Blvd & Valley Oak Ln. Intersection Improvements	Install a trafic signal at East Stockton Blvd & Valley Oak Ln.	500,000
SAC25093	SAC	City of Elk Grove	Elk Grove Blvd & Grant Line Road	Install a traffic signal at Elk Grove Blvd & Grant Line Road.	500,000
SAC25094	SAC	City of Elk Grove	Elk Grove Florin Rd. and La Haya Way Signal	Install Signal at Elk Grove Florin Rd. and La Haya Way	500,000
SAC24994	SAC	City of Rancho Cordova	Routier Road Cycle Track Improvements	Projects includes a raised barrier to protect cyclists from traffic, painted bike lane or other identifier	500,000
SAC24869	SAC	Sacramento Regional Transit District	Automatic Passenger Counters	Purchase and install Automatic Passenger Counters (APC) on SacRT's light rail vehicles.	500,000
CAL21217	SAC	Caltrans D3	Treat 5 bridge decks in Sac County at various routes	In Sacramento County on Routes 5,50, & 80 on 5 structures (Br#24-0175, 24-0203, 24-0218, 24-0263, and 24-0281K)	524,000
CAL20976	SAC	Caltrans D3	SR 99 Drainage Improvements B	In Sacramento County, approximately 0.1 mile North of McConnell UP (Br# 24-48L), 24-48W. Pump Plant Upgrade.	528,000
CAL20870	SAC	Caltrans D3	US 50 Drainage Improvements C	In Sacramento County near Oak Park Seperation, PP 24-231W	528,000
CAL21033	SAC	Caltrans D3	US 50 Pump Plant	In Sacramento County approx. 0.1 miles West of Mather Field OC (Br#24-0175). Upgrade Pump Plant.	528,000
SAC25142	SAC	City of Rancho Cordova	Intersection Safety	At various signalized intersections in the City of Rancho Cordova: Upgrade all existing 8" and combination vehicle signal indications to 12" indications. Retrofit all pedestrian signal heads to "count-down", battery back up systems and pedestrian APS push buttons.	550,000
SAC22290	SAC	Sacramento County	I-80 Bicycle / Pedestrian Crossing	In Sacramento County, conduct studies, and environmental work for a bicycle/pedestrian crossing of I-80 west of Madison Avenue.	550,000
CAL21410	SAC	Caltrans HQ	FTA 5310 - United Cerebral Palsy - Buses and Video Monitoring	United Cerebral Palsy Associate of Greater Sacramento, Inc. will use FTA 5310 funds awarded by Caltrans to purchase five large gasoline powered buses, one small gasoline powered bus, and video monitoring equipment for these six buses to allow them to continue their transportation services. The project received $588,944 in Saccramento UZA funds. This project is 100% federally funded and does not require a local match.	588,944
SAC25143	SAC	City of Rancho Cordova	Interesection safety and operations, cameras and signs	Install CCTVs and CMS at various intersections and major corridors within the City	600,000
PAR10035	SAC	Paratransit Inc.	Paratransit- Travel Training (Mobility Management)	Expansion of Paratransit, Inc.'s regional travel instruction programs (for older adults, persons with disabilities, and youth) to a program eligible to anyone interested in accessing the region's fixed route, light rail and shared mobility services.	625,000
CAL21218	SAC	Caltrans D3	SR 160 Electrical & Mechnical Repairs	In Sacramento County on Route 160 at three bridges, Paintersville Bridge (Br# 24-0053), Isleton Bridge (Br# 24-0051), and Steamboat Slough (Br# 24-0052).	636,900
SAC24993	SAC	City of Rancho Cordova	Folsom South Canal Bike Trail Amenities	Amenities including, but not limited ot, way finding signs, bike repair stations, shade strictures, striping, and other amenities as appropriate	640,000
SAC24201	SAC	City of Rancho Cordova	Kilgore Rd.	Widen to 2-4 lanes from International Dr. to White Rock Rd.	693,000
SAC15200	SAC	Sacramento County	Left Turn Lanes	In Sacramento County, various locations, installation of left turn lanes.	705,000
SAC25146	SAC	City of Rancho Cordova	Autonomous Shuttle	Autonomous Shuttle	750,000
SAC25111	SAC	City of Rancho Cordova	Traffic Signal Installation	Install traffic signal at warranted locations within the City of Rancho Cordova	750,000
SAC20510	SAC	City of Elk Grove	Grant Line Road	Grant Line Road from Bond Road to Calvine Road: alignment study.	800,000
SAC23440	SAC	City of Sacramento	Mangan Park	Bikeway Facilities: 0.6 mile in City of Sacramento Mangen Park from 24th St. to Freeport Blvd. Bike trail south in Executive Airport right-of-way.	800,000
SAC25160	SAC	City of Sacramento	Duckhorn Dr. Safety	Duckhorn Drive from Arena Boulevard to Far Niente Way: Install curve warning signs and install raised medians. (H9-03-016)	841,600
SAC25009	SAC	City of Sacramento	Franklin Boulevard Streetscape (PE Only)	In Sacramento, Franklin Blvd., from 38th Ave. to Sutterville Rd: Reduce from four lanes to two lanes with a two-way left-turn lane (on-street parking as appropriate, construction of curb, gutter, and sidewalk, installation of Class IV protected bikeways, pedestrian-scale lighting, and landscaping. (This is PE only for the entire project, both Phase 1 SAC25195 and Phase 2 SAC25196.)	843,000
SAC18660	SAC	City of Sacramento	I-5	Add Auxiliary Lane: NB from Del Paso Rd. to Hwy. 99.	857,000
SAC24966	SAC	City of Elk Grove	Elk Grove Blvd Right Turn Pockets	Right Turn pocket from EB Elk Grove Blvd to SB SR99	875,000
CAL21303	Sac	Caltrans D3	SR 16 Relinquishment Ph 2	SR 16 Relinquishment Ph 2	-
CAL20932	SAC	Caltrans D3	5th St.	US-50 In Sacramento County on diagonal ramp at 5th St. Install ramp meter	900,000
CAL20908	SAC	Caltrans D3	Connector Ramp Meter NB 99 to EB 50	SR 99 In Sacramento County on connector ramp at NB 99 to EB 50 Install connector ramp meter	900,000
CAL21197	SAC	Caltrans D3	Connector Ramp Meter NB 99 to WB 50	SR 99 In Sacramento County on connector ramp at NB 99 to WB 50 Install connector ramp meter	900,000
CAL21261	SAC	Caltrans D3	I-5 Loop Ramp Meter at the I-5/Twin Cities Rd. interchange (SB)	In the Sacramento County at the I-5/Twin Cities Road interchange (SB I-5) install a loop ramp meter (1+1 configuraiton) (PM 19.929)	900,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL21259	SAC	Caltrans D3	I-5 SB add auxiliary lane from Elk Grove Blvd on-ramp toHood Frankin slip off-ramp	In Sacramento County at the I-5/Hood Franklin interchange, install a NB ramp meter (loop) for the EB direction (PM 8.44). Future configuration 1+1. This project is part of EA 4F240.	900,000
CAL21194	SAC	Caltrans D3	Install connector ramp meter SB 51 to EB 50	SR 51 In Sacramento County on connector ramp at SB 51 to EB 50 Install connector ramp meter	900,000
CAL21196	SAC	Caltrans D3	Install connector ramp meter SB 51 to WB 50	SR 51 In Sacramento County on connector ramp at SB 51 to WB 50 Install connector ramp meter	900,000
CAL21193	SAC	Caltrans D3	Install Connector Ramp Meter - SB 5 to EB 50	I-5 In Sacramento County on connector ramp at SB 5 to EB 50 Install connector ramp meter	900,000
CAL21195	SAC	Caltrans D3	Install Connector Ramp Meter - SB 5 to WB 50	I-5 In Sacramento County on connector ramp at SB 5 to WB 50 Install connector ramp meter	900,000
CAL20931	SAC	Caltrans D3	US-50 (EB) In Sacramento County on diagonal ramp at NB Prairie City Rd. Install ramp meter	US-50 (EB) In Sacramento County on diagonal ramp at NB Prairie City Rd. Install ramp meter	900,000
CAL20930	SAC	Caltrans D3	US-50 (WB) In Sacramento County on loop ramp at NB Prairie City Rd. Install ramp meter	US-50 (WB) In Sacramento County on loop ramp at NB Prairie City Rd. Install ramp meter	900,000
SAC24745	SAC	City of Sacramento	South Sacramento Parkway Trail - West	Adjacent to I-5, south of Pocket Road/Meadowview Road and Freeport Boulevard, build Class I bike trail connecting the Freeport Shores Bike Trail to the existing North Delta Shores Bike Trail.	914,000
CAL21405	SAC	Caltrans HQ	FTA 5310 - ACC of Sacramento Valley - Operating	Asian Community Center of Sacramento Valley will use FTA 5310 funds awarded by Caltrans to allow them to continue operating their ACC Rides transportation services for seniors. The project received $953,041 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	953,041
SAC25288	SAC	City of Sacramento	Stockton Boulevard Complete Street	In Sacramento, on Stockton Boulevard between Alhambra Boulevard and 47th Avenue: Construct multimodal improvements, varying at different segments of the corridor, including lane reductions (road diet), bike lanes, widening for shared-use bicycle and pedestrian paths, and shared bus/bike lanes. (PE only. Total Project Cost $64,225,000)	1,000,000
SAC25332	SAC	City of Elk Grove	Grant Line Rd and Wilton Rd Operational Improvements	In Elk Grove, on Grant Line Rd., from Sherman Oaks Ct. to Aleilani Lane: Intersection operational improvements, consistent with the JPA future project. The project would improve traffic operations to the intersection of Grant Line Rd./Wilton Rd. and immediate vicinity, in the form of a signal modification or a roundabout, with possible realignment of Wilton Road to the south, modification of the intersection of Grant Line Rd. and Pleasant Grove School Rd, and modification of adjacent commercial driveways to address conflicts. (PE Only. Total Project Cost: $12,000,000)	1,000,000
SAC25115	SAC	City of Rancho Cordova	Connected Vehicle Infrastructure	Connected Vehicle Infrastructure	1,000,000
SAC25092	SAC	City of Elk Grove	Elk Grove Blvd Operational Improvements	Traffic Signal communication upgrade (new fiber) Elk Grove Boulevard from Elk Grove Florin to Franklin	1,100,000
SAC25136	SAC	City of Elk Grove	Laguna Boulevard/Bond Road Operational Improvements	Traffic Signal communication upgrade (new fiber) Laguna from Big Horn to Franklin. In Addition, Traffic signal communication upgrade along Bond/Laguna/Bighorn from Bond at Waterman to Big Horn at Civic Center Drive	1,100,000
SAC25074	SAC	City of Elk Grove	Elk Grove Florin Road Sidewalk Infill SRTS	In Elk Grove: On Elk Grove Florin Road, between Valley Oak Lane and East Stockton Blvd, eliminate sidewalk gaps and improve ADA access, bus stop access, bicycle and pedestrian crossings, and overall safety in the corridor. Provide walking and biking education for three school communities: Florence Markofer Elementary, Joseph Kerr Middle School, and Elk Grove High School.	1,101,000
SAC24520	SAC	Sacramento County	Dillard Rd. Bridge Scour Countermeasures	Dillard Rd., over Cosumnes river, 0.2 miles south of S.R. 16: Install scour countermeasures on scour critical bridge.. Toll Credits for CON	1,164,737
SAC24686	SAC	City of Folsom	Folsom Bridge Preventive Maintenance Program	Various bridges in the City of Folsom: perform preventive maintenance. See Caltrans Local Assistance HBP website for backup list of projects. http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html#SACOG	1,221,237
CAL20777	SAC	Caltrans D3	I-5 Elk Grove Aux Lane	On I-5 near Elk Grove, from Elk Grove Boulevard Overcrossing to 0.4 mile south of Laguna Boulevard Overcrossing (PM 10.8/11.6): Extend Elk Grove Boulevard on-ramp merge lane in the northbound direction (Toll Credits). The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction.. Toll Credits for ENG, ROW, CON	1,240,000
CAL21417	SAC	Caltrans D3	SAC Approach Slabs - 3 Locations.	In Sacramento County, on eastbound Route 51 at Arcade Creek Bridge No. 24-0126, northbound Route 5 at San Juan Undercrossing Bridge No. 24-0209F and San Juan Undercrossing Bridge No. 24- 0209R. Replace roadway slabs at approaches and departures.	1,240,000
CAL21232	SAC	Caltrans D3	In Sacramento County on Route 50 in Sacramento from Folsom Blvd UC to Occidental dr OC	Roadside Restoration	1,250,000
CAL20924	SAC	Caltrans D3	SR 51 Roadside Restoration A	In Sacramento County on Route 51 in Sacramento from the 50/99/51 Seperation to E Street	1,250,000
CAL21223	SAC	Caltrans D3	SR 51 Roadside Restoration B	In Sacramento County on Route 51 in Sacramento from arden Way to marconi Ave	1,250,000
CAL21060	SAC	Caltrans D3	I-5 Roadside Planting Rehabilitation B	In Sacramento County on Route 5 from approx. 0.2 mile north of I St to Richards Blvd. Highway Planting Rehab.	1,300,000
CAL20873	SAC	Caltrans D3	SR 160 Roadside Planting Improvement	In Sacramento County on Route 160 from Del Paso to Tribute Rd. Highway Planting Rehab.	1,300,000
SAC25188	SAC	City of Elk Grove	Elk Grove Creek Trail Gap Closure	In Elk Grove, along the south side of Elk Grove Creek from Laguna Springs Drive to Oneto Park: Construct a separate Class I (off-street) bicycle/pedestrian trail. Along Laguna Springs Drive, from Elk Grove Boulevard to Laguna Palms Way: Construct Class II (on-street) bike lanes.	1,381,000
SAC25329	SAC	City of Galt	Kost Road Improvements at UPRR Crossing	Kost Road at Union Pacific railroad crossing, west of Joy Dr., east of Maria Wy.: Widen 400 feet of Kost Rd. on each side of the UPRR to construct a widened travel lanes, Class II bike lanes, and ADA-compliant pedestrian pathways. . Toll Credits for ENG	1,400,000
SAC25162	SAC	City of Sacramento	Florin Rd. Safety	Various segments along Florin Road: Install raised median, install pedestrian signals, and add pedestrian fencing to encourage crossings at protected crossing locations. (H9-03-018)	1,414,200
SAC25090	SAC	City of Citrus Heights	Citrus Heights ITS Phase II	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	1,434,025
SAC25172	SAC	City of Elk Grove	Laguna Creek Trail and West Stockton Blvd. Multi Modal Improvements	In Elk Grove, Lewis Stein Road, from Sheldon Road to West Stockton Boulevard; and West Stockton Boulevard, from Lewis Stein Road to Dunisch Road: Construct approximately 2,800 feet of Class I multi-use trail parallel and south of West Stockton Blvd. and replace 34 non-compliant ADA curb ramps, install detectable warning surfaces at commercial driveways along Lewis Stein Rd.	1,435,110
SAC25116	SAC	Sacramento Regional Transit District	SacRT Plans and Studies	SacRT Plans and Studies including Long Range Plan Update, TOD-Related Professional Services, and Miscellaneous Planning/Studies	1,450,000
CAL21415	SAC	Caltrans D3	SR 99 Mack/Florin Meter HOVPL	In Sacramento County, on northbound SR 99 at the Mack Road loop onramp and Florin Road slip onramp. Add metering to the High Occupancy Vehicle Preferential Lane (HOVPL).	1,500,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL21416	SAC	Caltrans D3	I-80 Greenback/Elkhorn Meter HOVPL	In Sacramento County, on eastbound I-80 at the Greenback/Elkhorn loop and slip onramps. Add metering to the High Occupancy Vehicle Preferential Lane (HOVPL).	1,500,000
CAL20625	SAC	Caltrans D3	Caltrans District 3 Traffic Management Center (TMC)	Upgrade Caltrans District 3 TMC to manage US 50, I-80 and other ITS Deployments	1,500,000
CAL20858	SAC	Caltrans D3	I-80 Bridge Improvements	In Sacramento County in Sacramento from Northgate Blvd OC to Natomas East Canal OH. Rehab 2 structures (Br#24-0217, 24-0218). EA 4H190	1,535,000
CAL21030	SAC	Caltrans D3	SR 160 Mitigation	Giant Garter Snake mitigation south Sacramento County, east of Sacramento River.	1,700,000
SAC25161	SAC	City of Sacramento	Valley Hi Drive/La Mancha Way Safety	In the City of Sacramento, in Valley Hi Drive/La Mancha Way between Creek Centre Court and Wyndham Drive: Install raised median to reduce access conflicts, install traffic signal, and add pedestrian fencing. (H9-03-017)	1,706,600
SAC25257	SAC	Sacramento County	Fern Bacon Middle School SRTS Improvements	Martin Luther King Jr. Boulevard from 41st Avenue to 48th Avenue, Wesley Avenue from 48th Avenue to Cuny Avenue, and Cuny Avenue from Wesley Avenue to Bowling Drive: Install sidewalks, buffered bike lanes, new crosswalks, curb paint, and signage.	1,721,000
SAC25293	SAC	Sacramento County	Watt Avenue Sidewalk Gap Closure	On Watt Avenue between Don Julio Boulevard and Elkhorn Boulevard: Construct sidewalk gaps closures, extension of culvert within creek, and landscaping.	1,804,000
CAL20977	SAC	Caltrans D3	SR 51 Drainage Improvements	In Sacramento County, approximately 0.1 mile North of Marconi Ave, 24-31W, 24-117W, 24-123W.	1,816,000
CAL20871	SAC	Caltrans D3	SR 99 Drainage Improvements A	In Sacramento County from Amador Ave OC to just north of 41st Ave OC, PP 24-139W, 24-144W, 24-146W. Upgrade Pump Plants.	1,816,000
SAC25159	SAC	City of Rancho Cordova	Sunrise Blvd. and Folsom Blvd. Safety	Sunrise Boulevard from the American River Bridge to SR-16/Jackson Road; and Folsom Boulevard from Bradshaw Road to Hazel Avenue/Nimbus Road: Install flashing beacons, dynamic/variable speed warning signs, and improve traffic signal hardware.(H9-03-015)	1,930,500
CAL20574	SAC	Caltrans D3	Traveler Information System	110 locations throughout Sacramento County. Travel time detection and notification systems.	1,939,200
CAL21269	SAC	Caltrans D3	I-5 NB Connector ramp meter at the I-5/US 50 Interchange (EB 50 to NB 5)	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from EB US 50 to NB I-5 (PM 22.646)	1,940,000
CAL20910	SAC	Caltrans D3	I-5 NB Connector ramp meter at the I-5/US 50 Interchange (WB 50 to NB 5)	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from WB US 50 to NB I-5 (PM 23.79)	1,940,000
CAL21251	SAC	Caltrans D3	I-5 SB Connector Ramp Meter at the I-5/US 50 interchange	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from EB US 50 to SB I-5 (PM 22.347)	1,940,000
CAL21174	SAC	Caltrans D3	Install Meter - NB 5 to EB 80 EB	Install Meter - NB 5 to EB 80 EB	1,940,000
CAL20897	SAC	Caltrans D3	Install Meter - SB 5 to EB 80 EB	Install Meter - SB 5 to EB 80 EB	1,940,000
CAL21176	SAC	Caltrans D3	Install Meter - NB I5 to WB 80 WB	Install Meter - NB I5 to WB 80 WB	1,940,000
CAL20898	SAC	Caltrans D3	Install Meter - SB I5 to WB 80 WB	Install Meter - SB I5 to WB 80 WB	1,940,000
CAL21243	SAC	Caltrans D3	SR 99 (SB) diagonal ramp meter at the SR 99/Elk Grove Blvd interchange	In the City of Elk Grove construct a connector ramp meter at the SR 99/Elk Grove Blvd interchange (SB) (PM 12.612)	1,940,000
CAL21023	SAC	Caltrans D3	EB El Camino to NB 51. Change config to 1+1, add aux.	EB El Camino to NB 51. Change config to 1+1, add accel.	2,030,000
CAL20856	SAC	Caltrans D3	RTMC Upgrades	In Sacramento County at the Regional Transportation Management Center (RTMC). Install new roof, new AC, and HVAC. Upgrade interior/exterior lighting to LED. Upgrade security system. If feasible, install solar panels.	1,953,000
CAL20853	SAC	Caltrans D3	Fulton to NB 51. Extend all existing 2+1 lanes and extend aux lane.	Fulton to NB 51. Extend all existing 2+1 lanes and extend accel lane.	4,010,000
CAL20851	SAC	Caltrans D3	Fulton to SB-51. Change config to 1+1, add aux.	Fulton to SB-51. Change config to 1+1, add accel. SR-51	2,690,000
CAL21024	SAC	Caltrans D3	Howe to NB-51. Reconstruct I/C, hook ramp	Howe to NB-51. Reconstruct I/C, hook ramp, can't meter.	19,850,000
CAL20591	SAC	Caltrans D3	I- 5 / SR 99 Interchange	I-5/SR 99 Interchange Reconstruction: includes: managed lane facility freeway to freeway connectors.	200,000,000
CAL20809	SAC	Caltrans D3	I-5 Auxiliary Lane (NB) from SR 99 NB connector off ramp to SR 99 SB connector on ramp	In the City of Sacramento at the I-5/SR 99 interchange from SR 99 NB connector off ramp to SR 99 SB connector on ramp extend acceleration lanes (NB) on I-5	2,520,000
CAL21253	SAC	Caltrans D3	I-5 Auxiliary Lane (SB) from Laguna Blvd to Elk Grove Blvd	In the City of Elk Grove on I-5 from Laguna Blvd to Elk Grove Blvd (SB) construct an auxiliary lane (PM 12.130-10.822)	6,540,000
SAC25048	SAC	Southeast Connector JPA	Capital SouthEast Connector - B3	In Elk Grove: Grant Line Rd from Bradshaw Rd to Bond Rd; Widen from 2 to 4 lanes (thoroughfare). PE Only. Total Project Cost is $23,100,000.	2,000,000
SAC25049	SAC	Southeast Connector JPA	Capital SouthEast Connector - C	In Elk Grove: Grant Line Rd from Bond Rd to Calvine Rd; Widen from 2 to 4 lanes. PE Only. Total Project Cost is $32,600,000.	2,000,000
CAL20875	SAC	Caltrans D3	I-5 Detection	In Sac, Yol, Col, & Gle Counties on Route 5 at various locations. Inductive Loop Replacement.	2,000,000
CAL20876	SAC	Caltrans D3	SR 99 Detection	In Sac, Sut, & But Counties on Route 99 at various locations. Inductive Loop Replacement.	2,000,000
CAL20586	SAC	Caltrans D3	I-5 Managed Lanes A	Managed Lanes: US 50 to Junction I-80 in both directions, including a new Class I bike path over the American River (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	116,000,000
CAL18790	SAC	Caltrans D3	I-5 Managed Lanes B	Managed Lanes: Junction I-80 to Sacramento International Airport in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	100,000,000
CAL21260	SAC	Caltrans D3	I-5 Managed Lanes C	I-5 Managed Lanes: Hood Franklin (1.1 mile south) to Elk Grove Boulevard	35,000,000
CAL21234	SAC	Caltrans D3	I-5 NB add auxiliary lane from Hood Frankin slip on-ramp to Elk Grove Blvd off-ramp	In Sacramento County at the I-5/Hood Franklin interchange, add truck-only lane in both directions from Hood Frankin Blvd slip on-ramp to Elk Grove Blvd off-ramp	900,000
SAC25110	SAC	City of Rancho Cordova	Interesection safety and operations, Communications	Fill the gaps in field communication infrastructure, including use of fiberoptics, wireless or radio technlogy	2,000,000
SAC24990	SAC	City of Rancho Cordova	Mather Field Rd./U.S. 50 Interchange A	Construct intersection modification at Mather Field Road., modify on and off ramp configuration and turn pockets, and improve pedestrian connectivity	2,000,000
SAC25085	SAC	RT	City of Folsom Preventative Maintenance FFY 2018 - 2022	The City of Folsom (subrecipient) utilizes FTA - 5307 Urbanized Area Formula Program to support preventative maintenance activities for the Folsom Stage Line and Sacramento Regional Transit Light Rail within Folsom.	2,012,422
SAC25171	SAC	City of Elk Grove	Laguna Blvd Right Turn Lane to W. Stockton Blvd	In Elk Grove, from the southbound State Highway 99 off-ramp to West Stockton Boulevard: Construct a dedicated right-turn lane on Laguna Boulevard.	2,048,000
CAL21075	SAC	Caltrans D3	SR 16 Relinquishment A	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	2,100,000
CAL20878	SAC	Caltrans D3	SR 16 Relinquishment B	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	2,100,000
CAL21082	SAC	Caltrans D3	I-5 transition lane (SB) at rest area 1 mile east of Sac/Yol county line	In Sacramento County, about one mile east of the Sac/Yolo county line, construct a SB transition lane at the rest area off ramp to rest area on-ramp (PM 34.008-33.716)	1,500,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL21258	SAC	Caltrans D3	I-5 transition lane (SB) Del Paso off ramp to Del Paso loop on ramp (T), if SR-99 added lane	In the City of Sacramento (SB) construct transition lane from Del Paso off ramp to Del Paso loop on ramp (T), if SR-99 added lane (PM 29.226-29.084)	6,070,000
CAL21001	SAC	Caltrans D3	I-5 Transition Lane (SB) from Airport Blvd on ramp to SR 99 NB Connector A	In Sacramento County near the city of Sacramento, at SB I-5 at the Airport Loop on-ramp. Extend accel lane & add storage lane. (SHOPP ID: 18155)	3,102,000
SAC25091	SAC	City of Citrus Heights	Citrus Heights ITS Phase III	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	2,156,500
CAL21273	SAC	Caltrans D3	I-5 transition lane (SB) from the SR-99 SB connector to Del Paso off ramp, if SR-99 adds a lane	In the City of Sacramento (SB) construct I-5 transition lanes from the SR-99 SB connector to Del Paso off ramp, if SR-99 adds a lane (PM 23.535-29.226)	1,500,000
CAL20810	SAC	Caltrans D3	I-5 transition lane at the Air Port Blvd slip on ramp to County Road 22 off ramp (NB)	In Sacramento County construct a NB accel. lane at the Airport Blvd slip on ramp to County Road 22 off ramp (PM 32.874-0.469)	1,500,000
CAL21257	SAC	Caltrans D3	I-5 transiton lane (SB) Del Paso loop on ramp to Del Paso slip on ramp (T), if SR-99 added lane	In the City of Sacramento (SB) construct I-5 transition lanes from the Del Paso loop on ramp to Del Paso slip on ramp (T), if SR-99 added lane (PM 29.084-28.882)	1,500,000
CAL18801	SAC	Caltrans D3	I-5/US 50 Riverfront Interchange Reconstruction	Reconstruct I-5/US50 Riverfront Interchange, including managed lane connectors (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	100,000,000
SAC25333	SAC	City of Sacramento	Vision Zero School Safety	In Sacramento, improve conditions around nine schools, including the installation of crosswalks, curb ramps, traffic calming tools, new signs, and similar features to improve safety for young students and residents of the surrounding neighborhoods.. Toll Credits for ENG, CON	2,200,000
SAC25306	SAC	City of Galt	Walnut Ave Improvements	In Galt, on Walnut Ave, from Carillion to Elk Hills Dr: Overlay the street and upgrade the bike lanes to high-visibility green standard. On Walnut Ave, west of Vintage Oak Ave for 400 feet, construct sidewalk gap closure. At Walnut Ave and Emerald Vista Dr construct pedestrian improvements.	2,259,000
SAC25281	SAC	Sacramento County	South Sacramento County Safe Routes to School Project	In unincorporated South Sacramento County, surrounding Ethel Baker ES, Nicholas ES, and Pacific ES: Construct curb extensions, crosswalks, curb ramps, hardened median, expanded transit stop, widened sidewalk, speed humps, and provide bike/ped education programming at 3 schools.	2,344,000
CAL20841	SAC	Caltrans D3	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99	2,350,000
CAL21006	SAC	Caltrans D3	In Sacramento County at SB Sac-99 to NB I-5. Implement connector metering and extend aux lane.	In Sacramento County at SB Sac-99 to NB I-5. Implement connector metering and extend accel. lane. (PMR32.2)	700,000
CAL21286	SAC	Caltrans D3	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras.	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras.	2,376,000
CAL21292	SAC	Caltrans D3	In Sacramento County on I-5 NB just north of Elk Grove Blvd, construct 650 foot acceleration lane to close the gap and provide a continuous three lane facility	In Sacramento County on I-5 NB just north of Elk Grove Blvd, construct 650 foot acceleration lane to close the gap and provide a continuous three lane facility	1,240,000
CAL21291	SAC	Caltrans D3	In Sacramento County on Route 5. Ramp Meter/Aux Improvements.	In Sacramento County on Route 5. Ramp Meter/Aux Improvements.	380,000
CAL20956	SAC	Caltrans D3	In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct auxiliary lanes.	SR 51 In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct accel lanes.	3,960,000
SAC25089	SAC	City of Citrus Heights	Citrus Heights ITS Phase I	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	2,405,495
SAC25270	SAC	City of Rancho Cordova	White Rock Road - Sunrise Blvd to Fitzgerald Rd	On White Rock Road, from Sunrise Blvd to Fitzgerald Road: Install a new traffic signal at Gold Valley Dr, center medians, bike lanes, striping and road rehabilitation. (Environmental completed for this project in SAC24470.)	2,442,500
SAC24400	SAC	City of Folsom	Folsom Blvd. Bike/Ped Grade Separation	In Folsom, at Folsom Blvd. and Humbug-Willow Creek Parkway, construct a bicycle and pedestrian grade-separated crossing of Folsom Blvd. Includes connections to existing trails on both sides of Folsom Blvd.	2,500,000
SAC24324	SAC	City of Folsom	Folsom Lake Trail	In Folsom, along the Folsom Lake Trail corridor from the Folsom Lake Crossing Bike/Pedestrian overcrossing to Green Valley Road, construct approx 2-miles of class 1 bike trail.	2,500,000
SAC24316	SAC	City of Rancho Cordova	Rancho Cordova ADA Transition Plan	In Rancho Cordova: Continue ADA Transition Plan project delivery including reconstructing curb ramps, repairing sidewalks, installing new curb ramps and new sidewalks, sidewalk bus pad modifications, removal of walkway barriers and traffic signal retrofits.	2,500,000
SAC25057	SAC	City of Sacramento	Mast Arm Signal Improvements	Intersections of 65th St Expwy at 21st Ave, 65th St Expwy at Fruitridge Rd, Arden Way at Heritage Ln, Arden Way at Challenge Way, Howe Ave at Swarthmore Dr, Howe Ave at University Ave, and Stockton Blvd at Fruitridge Rd.: Replace pedestal mounted signals with mast arm signals. (H8-03-013)	2,509,570
CAL21021	SAC	Caltrans D3	Marconi to SB-51. Add meter, change config from 1 to 2+1, add aux.	Marconi to SB-51. Add meter, change config from 1 to 2+1, add accel.	4,010,000
CAL21027	SAC	Caltrans D3	NB Watt to NB 51. Change config to 2+1, add aux.	NB Watt to NB 51. Change config to 2+1, add accel.	4,010,000
CAL20943	SAC	Caltrans D3	Sac 005 Operational Improvements	Extend Accel Lanes from SB Garden Hwy onramp and add carpool/transit preferential lane at ramp meter (EA 0H430)	5,580,000
CAL21026	SAC	Caltrans D3	SB Watt to NB 51. Change config to 1+1, add aux.	SB Watt to NB 51. Change config to 1+1, add accel.	2,690,000
CAL21022	SAC	Caltrans D3	SB Watt to SB-51. Change config to 1+1, add aux.	SB Watt to SB-51. Change config to 1+1, add accel.	2,690,000
SAC25307	SAC	City of Elk Grove	North Laguna Creek Area Big Horn Blvd and Franklin Blvd Improvements	Franklin Boulevard from Big Horn Boulevard to Laguna Boulevard: Replace the existing class II bike lanes with one-way class IV bikeways or cycle track for completion of the Franklin Boulevard Cycle Track Phase 2, add green pavement markings in high conflict areas. Big Horn Boulevard from Franklin Boulevard to Laguna Creek High School (Vicino Drive): Pavement maintenance and rehabilitation, create buffered bike lanes, add green pavement markings in high conflict areas, and upgrade curb ramps.	2,575,000
REG18008	SAC	Sacramento Regional Transit District	Light Rail Station Shelter Improvement Program	Passenger Amenities: Add and improve light rail station shelters.	2,581,436
REG18069	SAC	RT	Railroad Tie Replacement	Replace worn track ties exceeding their useful life on Sacramento RT's Gold Light Rail Line. Toll credits used for $525,000 match in CON phase. STA funds remaining match ($100,000).. Toll Credits for CON	2,600,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC25084	SAC	Sacramento County	Bridge Preventive Maintenance	Bridge Preventive Maintenance Program (BPMP) various bridges in Sacramento County. See Caltrans Local Assistance HBP website for backup list of projects.	2,643,330
CAL21025	SAC	Caltrans D3	Howe to NB 51. Lengthen aux lane.	Howe to NB 51. Lengthen aux lane.	2,690,000
CAL20597	SAC	Caltrans D3	SR 51 Transition Lane	Construct a SB transition lane on SR 51 SB from Exposition Blvd. slip off-ramp to Exposition Blvd. loop on-ramp.	12,500,000
SAC24929	SAC	City of Citrus Heights	Fair Oaks Blvd Complete Streets Phase 1	Design and construction; ADA, Pedestrian and Bicycle improvements, LED street light conversion, road resurfacing.	2,700,000
CAL21123	SAC	Caltrans D3	SR 51 Bus/Carpool Lanes: Arden to I-80	Managed Lane Facility: Arden to I-80 in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	265,000,000
CAL21084	SAC	Caltrans D3	SR 99 Auxiliary Lane B	SR 99 auxiliary lane: SB from 47th Ave slip on ramp to Florin Rd slip off ramp	3,040,000
CAL20645	SAC	Caltrans D3	I-5 ITS - Fiber Optic - 5	In Sacramento County on I-5 from Pocket Road to Jct I-80	2,800,000
CAL20883	SAC	Caltrans D3	SR 99 (SB) auxiliary lane from the Florin Rd slip on ramp to Mack Rd slip off ramp	In the City of Sacramento construct SR 99 (SB) auxiliary lane from the Florin Rd slip on ramp to Mack Rd slip off ramp (PM 19.479-17.939)	7,700,000
CAL20572	SAC	Caltrans D3	SR 99 Auxiliary Lanes	Construct auxiliary lanes in both directions on SR 99 between: SB and NB from Cosumnes Riv Blvd/Calvine Road to Sheldon Road, and SB from Laguna Blvd/Bond Road to Elk Grove Blvd, and NB from Elk Grove Boulevard to Laguna Blvd/Bond Road, and NB from Laguna Blvd/Bond Road to Sheldon Road/Center Parkway, and NB from Sheldon Road/Center Parkway to Cosumnes River Blvd/Calvine Road	5,000,000
REG18068	SAC	RT	RT ADA Operations	ADA operations for transit services within the RT District Paratransit Area within the Sacramento UZA.	2,875,000
SAC25020	SAC	City of Folsom	Folsom/Placerville Rail Trail	On Folsom/Placerville Rail Trail parallel to East Bidwell St. between the existing Humbug-Willow Creek Trail and Scholar Way, and from Broadstone Pkwy. to Iron Point Rd.: Construct approximately 1.3 miles of Class I multi-use trail. (Emissions Benefits in kg/day: 0.04 ROG, 0.03 NOx, 0.01 PM10, 0.01 PM2.5). Toll Credits for CON	2,884,036
CAL20929	SAC	Caltrans D3	SR 99 Managed lane extension	SR 99 Managed Lane facility extension - San Joaquin/Sac County Line to Kammerer/Grant Line Road (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	35,000,000
CAL20828	SAC	Caltrans D3	SR 99 Managed Lanes from Elk Grove Boulevard to J Street Underpass	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-
CAL21290	SAC	Caltrans D3	SR-99 Improvements	SR-99 In Sacramento County from Laguna Blvd to Bond Rd. Add GP and HOV lanes at each location. Ramp Meter Improvements.	6,100,000
SAC25316	SAC	City of Citrus Heights	San Juan Ave. Complete Streets Rehabilitation - Phase 1B	On San Juan Ave., from Chesline Dr. to Spicer Dr.: Rehabilitate pavement; repair curb, gutter, and sidewalk; infill pedestrian paths; add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at sidestreet intersections and other key points. (Environmental programmed as part of SAC25261, San Juan Ave. Complete Streets Rehabilitation - Phase 1)	3,000,000
CAL21073	SAC	Caltrans D3	I-5 Transition Lane (SB) from Airport Blvd on ramp to SR 99 NB Connector B	In Sacramento County near the city of Sacramento, at SB I-5 at the Airport Loop on-ramp. Extend aux lane & add storage lane. (SHOPP ID: 18155)	3,000,000
CAL21250	SAC	Caltrans D3	Install Meter - WB West El Camino Rd WB	Install Meter - WB West El Camino Rd WB	3,000,000
CAL20606	SAC	Caltrans D3	U.S. 50 / SR 99 / SR 51 Oak Park Interchange Reconstruction	Managed Lane Facility freeway to freeway connectors.	10,000,000
CAL21059	SAC	Caltrans D3	SR 220 Pavement Rehabiliation	In Sacramento County on Route 220 from county line to Jct 160.	3,000,000
SAC24888	SAC	City of Folsom	US 50 Auxilary Lane Prairie City to Oak Avenue	EB Auxiliary lane from Prairie City Road to Oak Avenue	3,000,000
SAC24891	SAC	City of Folsom	US 50 Auxiliary Lane Empire Ranch to Latrobe Road	EB Auxiliary lane from Empire Ranch to Latrobe Road	3,000,000
CAL20829	SAC	Caltrans D3	US 50 Managed Lanes from Watt Avenue to Cameron Drive	Convert existing HOV lanes between Watt Avenue and Cameron Park Drive to a Toll Lane or possibly install a reversible lane	-
SAC24889	SAC	City of Folsom	US 50 Auxiliary Lane Oak Avenue to Scott Road	EB Auxiliary lane from Oak Avenue to Scott Road	3,000,000
SAC24890	SAC	City of Folsom	US 50 Auxiliary Lane Scott Road to Empire Ranch	EB Auxiliary lane from Scott Road to Empire Ranch	3,000,000
CAL20648	SAC	Caltrans D3	US 50 Transition and Auxiliary Lane	In Sacramento County on US 50, construct an eastbound transition lane from the Folsom Blvd slip off ramp to the Prairie City Rd slip off ramp, and construct an auxiliary lane from the Prairie City Rd slip on ramp to the Folsom Blvd slip off ramp	5,000,000
CAL20912	SAC	Caltrans D3	US-50 In WB direction from SR-51 off ramp to SR-99 off ramp install auxiliary lane	US-50 In WB direction from SR-51 off ramp to SR-99 off ramp install auxiliary lane	1,500,000
SAC24755	SAC	City of Sacramento	Two Rivers Trail Phase 3	On the American River Parkway, construct a new Class I Western segment between Sutter's Landing and the California State University of Sacramento (CSUS) campus. PE for Phase 2 and 3 was completed as part of SAC24486.	3,000,000
CAL20852	SAC	Caltrans D3	WB El Camino to NB 51. Change config to 1+1, add aux.	WB El Camino to NB 51. Change config to 1+1, add accel. SR-51	3,102,000
CAL20792	SAC	Caltrans D3	I-5 Highway Planting Rehab	On I-5 in the City of Sacramento, from south of Broadway to 0.12 mile south of R Street underpass (PM 22.4/22.9): Highway planting rehabilitation.	3,070,000
SAC24722	SAC	City of Sacramento	Complete Streets Rehabilitation - Fruitridge Rd.	Fruitridge Rd., from 65th St. to Power Inn Rd.,: rehabilitate pavement, upgrade signals and improve pedestrian crossings at intersections. Evaluate lane reduction for complete street improvements. (Toll Credits for PE and CON). T15036300. Toll Credits for ENG, CON	3,100,000
SAC24930	SAC	City of Citrus Heights	Fair Oaks Blvd Complete Streets Phase 2	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, LED street light conversion, road resurfacing.	3,200,000
SAC25311	SAC	City of Sacramento	Broadway Complete Street Phase 3	In Sacramento, on Broadway between 24th Street and 29th Street: Reduce from four to two lanes with two-way left turn lane and install bicycle facilities, pedestrian improvements, signal modifications, and streetscape enhancements. This project will extend the improvements included in Broadway Complete Street Project Phase 1, 3rd Street to 16th Street, (SAC25051) and Phase 2, 16th Street to 24th Street, (SAC25256).	3,266,294
SAC25299	SAC	City of Rancho Cordova	Chase Drive - American River Parkway Connection Project	In Rancho Cordova, on Chase Drive, from Coloma Road to Hagan Community Park: construct active transportation connectivity and safety improvements including a Class I multiuse path, landscaped parkway including Low Impact Development features, pedestrian-level lighting, ADA curb ramps, curb and gutter, and high visibility crosswalks.	3,300,000
REG18037	SAC	RT	BMF1 CNG Facility Equipment Replacement	Replace and/or upgrade aging equipment, including but not limited to, CNG compressors, CNG Dryer, CNG piping, HMI fueling control monitors, in-ground bus lifts, portable bus lifts, oil/water separator, buffer tanks, master control panels, matrix valve panels and control systems at SacRT's Bus Maintenance Facility #1 (BMF1).	3,332,598

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC25303	SAC	Sacramento County	South Sacramento Sidewalk Gap Closure Project	Various locations in the South Sacramento area of Sacramento County, along Power Inn Road, Stevenson Avenue, Elsie Avenue, and Cottonwood Lane: Construct sidewalk gap closures, including crossing upgrades and ADA curb ramp upgrades, and install streetlights. (Some locations are near Anna Kirchgator Elementary School and Florin High School). Toll Credits for ENG	3,394,000
SAC25102	SAC	City of Elk Grove	Big Horn Blvd. Extension to Eschinger	Big Horn Blvd. from Kammerer Rd. to Eschinger Rd., Construct 2 lane road.	20,800,000
SAC24103	SAC	City of Elk Grove	Bradshaw Rd. Widening C	In Elk Grove, from Grant Line Road to Bond Road, widen from 2 to 4 lanes.	1,043,550
SAC24102	SAC	City of Elk Grove	Bradshaw Rd. Widening D	In Elk Grove, between Bond Road and Sheldon Road: Widen from 2 to 4 lanes.	696,120
SAC24076	SAC	City of Elk Grove	Bradshaw Rd. Widening E	Widen: 4 to 6 lanes from Grant Line Rd. to Bond Rd.	6,200,000
SAC24074	SAC	City of Elk Grove	Bradshaw Rd. Widening F	Widen: 4 to 6 lanes from Sheldon Rd. to Calvine Rd.	3,800,000
SAC24075	SAC	City of Elk Grove	Bradshaw Rd. Widening G	Widen: 4 to 6 lanes from Bond Rd. to Sheldon Rd.	3,700,000
SAC24949	SAC	City of Elk Grove	Bruceville Rd. Widening D	Widen from 4 to 6 lanes from Elk Grove Blvd. to Whitelock Parkway	1,683,600
SAC24082	SAC	City of Elk Grove	Bruceville Rd. Widening E	Widen: 6 lanes from Bilby Rd. to Kammerer Rd.	1,834,200
SAC24081	SAC	City of Elk Grove	Bruceville Rd. Widening F	Widen: 6 lanes from Whitelock Pkwy. to Bilby Rd.	1,845,900
SAC24084	SAC	City of Elk Grove	Calvine Road Widening A	Widen Calvine Road from Vineyard Road to Grant Line Road from 2 to 4 lanes	14,000,000
SAC25140	SAC	City of Elk Grove	Calvine Road Widening B	Widen Calvine Road from Elk Grove Florin Rd to Waterman Rd. from 4 to 6 lanes	4,000,000
CAL21398	SAC	Caltrans D3	SAC 80 Planting Rehab	On I-80 near the City of Sacramento, from east of SR 51 (Business 80, Capital City Freeway) to 0.6 mile east of Madison Avenue (PM 11.8/13.1): Replace existing vegetation and rehabilitate irrigation system.	3,470,000
SAC24933	SAC	City of Citrus Heights	Oak Avenue Complete Streets Phase 2	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	3,500,000
REG17999	SAC	Sacramento Regional Transit District	Light Rail Crossing Enhancements	Transit Capital/Operations: Purchase and install, as needed, a variety of components in the grade crossing mechanisms.	3,500,000
SAC24086	SAC	City of Elk Grove	Elk Grove-Florin Road Widening A	Widen Elk Grove-Florin Road from 4 to 6 lanes from Calvine Road to Sheldon	9,540,000
SAC24788	SAC	City of Elk Grove	Hi Bus from I-5 to Bradshaw Rd	Develop an East-West enhanced bus corridor in Elk Grove along Elk Grove Blvd. from I-5 to Bradshaw Road.	1,000,000
SAC25239	SAC	Sacramento Regional Transit District	General Facilities Maintenance and Improvements	General maintenance of facilities throughtou the district, including LR maintenance faciliites, Bus maintenance facilities, administrative buidlings, Customer Service building, etc.	3,625,000
SAC25099	SAC	City of Elk Grove	Lotz Parkway Extension	Lotz Parkway from Kammerer road to Eschinger Rd: extend 2 lane road	20,800,000
SAC25096	SAC	City of Elk Grove	Reconstruct Hood Franklin/ I-5 interchange	Reconstruct Interchange at Hood Franklin/ I-5 interchange	7,000,000
CAL21282	SAC	Caltrans D3	SR 12 Pavement Rehabilitation	In Sacramento County, near Rio Vista from the Sacramento River Bridge to the Mokelumne River Bridge. Sac-12-0/6.2. EA 2F800	3,725,000
SAC25291	SAC	City of Galt	SCT/LINK Charging and Maintenance Facility Project	In Galt, partial repayment of debt service for transit operations facility building purchase, and rehabilitate/upgrade existing facility to provide for: administrative/office space; full-service maintenance shop; storage; parts; supplies; miscellaneous storage; fueling (electric charging); transit and employee vehicle parking; security; and vehicle wash facility.. Toll Credits for CON	3,734,245
SAC25287	SAC	City of Sacramento	Pedestrian Crossing at R and 29th/30th Street	On R Street, at the 29th and 30th Street intersections: Signalize both intersections, construct bulb‐outs, interconnect the signals with light rail operations, and relocate existing crossing signals.	3,750,000
SAC20340	SAC	City of Elk Grove	Willard Parkway Extension	In Elk Grove, Willard Parkway from Bilby Road to Kammerer Road, Widen to four lane roadway.	15,000,000
CAL21047	SAC	Caltrans D3	SR 160 Pavement Rehabiliation B	In Sacramento County in Route 160 from Jct Rte 12 to approx 0.1 mile north of Poverty Rd. CAPM. (R0.0 - 6.0)	3,760,000
CAL20965	SAC	Caltrans D3	I-5 Roadside Planting Rehabilitation A	In the city of Sacramento, from south of Broadway to 0.12 mile south of R Street. Highway planting rehabilitation.	3,770,000
SAC25263	SAC	City of Elk Grove	Elk Grove-Florin Road Complete Street and Resurfacing	In the City of Elk Grove, on Elk Grove-Florin Road, from Elk Grove Boulevard to Calvine Road: resurface pavement, sidewalk gap closures, ADA curb ramp upgrades, the addition of new class II and class III bikeways, upgrades to video detection, and pedestrian interval prioritization.	3,794,782
SAC24932	SAC	City of Citrus Heights	Oak Avenue Complete Streets Phase 1	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	3,800,000
SAC25300	SAC	Southeast Connector JPA	Scott Road Realignment	In Folsom unincorporated Sacramento County, on Scott Road from approximately 1-mile south of White Rock Road to Prairie City Road: Reconstruct existing 2-lane road to meet current geometric standards. Construct new roundabout intersection at California State Parks entrance.	3,821,000
SAC24341	SAC	City of Galt	Highway 99 / Ayers Ln.	On/Off Ramp Improvement: widen 1,280 linear feet of Hwy. 99 on/off ramps at Ayers Lane.	500,000
SAC24829	SAC	City of Galt	Marengo Extension	new 4 lane road (Simmerhorn to A Street at Crystal)	2,500,000
SAC24830	SAC	City of Galt	Mingo I/C	new interchange at Mingo Road on / off ramps	20,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC24831	SAC	City of Galt	New Road A	New 4 Lane Road (Mingo I/C to Twin Cities at Carillion)	15,300,000
SAC24832	SAC	City of Galt	New Road B	New 4 Lane Road (Mingo I/C to Twin Cities [west sr99])	8,500,000
SAC24165	SAC	City of Galt	Simmerhorn Road Overcrossing Replacement	In Galt: Simmerhorn Road overcrossing of SR 99; Construct realigned overcrossing.	4,450,000
SAC24837	SAC	City of Galt	Twin Cities I/C	new interchange at Twin Cities Road	15,300,000
SAC20590	SAC	City of Galt	Twin Cities Rd.	Twin Cities Rd. Interchange on Hwy. 99: widen 4 lanes. Includes: bicycle lanes.	5,105,100
SAC24833	SAC	City of Galt	Twin Cities Widening A	widening 2 to 4 lanes (Carillion to Cherokee)	10,000,000
SAC24834	SAC	City of Galt	Twin Cities Widening B	widening 4 to 6 lanes (Carillion to Marengo)	5,000,000
SAC24835	SAC	City of Galt	Twin Cities Widening C	widening 2 to 4 lanes (Fermoy to Carillion)	3,000,000
SAC24836	SAC	City of Galt	Twin Cities Widening D	widening 4 to 6 lanes (Fermoy to Carillion)	2,000,000
SAC24288	SAC	City of Galt	Walnut Ave. / Highway 99	Construct New Interchange: Project Development for eventual Hwy 99 / Walnut Ave. Includes full access freeway interchange and overcrossing.	3,649,000
SAC24838	SAC	City of Galt	Walnut I/C	new interchange at Walnut Avenue on / off ramps	25,200,000
SAC24971	SAC	City of Rancho Cordova	Centennial Drive	New 2 lane road off International Drive South connecting to Grant Line Road including intersection improvements at International, Americanos and Grant Line Rd.	10,348,000
SAC24372	SAC	City of Rancho Cordova	Easton Valley Pkwy. Widening B	Widen: from 4 to 6 lanes from Rancho Cordova Pkwy. to Hazel Ave. with enhanced intersection improvements at Rancho Cordova Pkwy. and Hazel Ave. (Phase II)	47,090,000
SAC25149	SAC	Sacramento Regional Transit District	InformationTechnology Enhancements	Various Information Technology (IT) enhancement projects including transit ops & maintenance software; Connect Card technology; computer, network and telephone upgrades; etc.	3,965,399
SAC25132	SAC	City of Elk Grove	Elk Grove Blvd. and Bradshaw Rd.	Install a traffic signal or roundabout at Elk Grove Blvd. and Bradshaw Rd.	4,000,000
SAC25100	SAC	City of Elk Grove	Sheldon/Bader Rd. Intersection Improvements	Install a trafic signal or roundabout at Sheldon Rd. and Bader Rd.	4,000,000
SAC24997	SAC	City of Rancho Cordova	Pedestrian Overcrossing at Folsom Lake College	Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the Mather Field/Mills SACRT Lght Rail Station to the Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the new Folsom Lake College campus to the Mather Field/Mills SACRT Lght Rail Station to the new	4,000,000
SAC24276	SAC	City of Rancho Cordova	International Dr. B	Construct New Road: 4 lanes from Sunrise Blvd. to Rancho Cordova Parkway Includes: intersection improvements at Sunrise Blvd.	37,230,800
SAC24989	SAC	City of Rancho Cordova	International Dr. C	Construct New Road: International Drive northern 4-lane loop from White Rock Road back to Rancho Cordova Parkway. Includes: intersection improvements at Rancho Cordova Parkway.	5,250,600
SAC24204	SAC	City of Rancho Cordova	Mather Field Rd.	Widen: 6 lanes from Rockingham Rd. to Folsom Blvd. Includes: intersection improvements at Rockingham Rd.	2,514,000
SAC24219	SAC	City of Rancho Cordova	Mather Field Rd./U.S. 50 Interchange B	Interchange Modification: at U.S. 50/Mather Field Rd.	20,000,000
SAC24991	SAC	City of Rancho Cordova	Old Placerville Rd.:International Drive Widening B	Widen to 6 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. & Mather Blvd.	30,886,000
SAC25017	SAC	City of Sacramento	16th Street Streetscape - H st. to Richards Blvd.	North 16th St./Lincoln Highway, from H St. to Richards Blvd.: Streetscape improvements, including restriping travel lanes to 11 feet, on street parking on both sides, curbs, six foot separated sidewalk, and pedestrian lighting.	4,001,000
SAC24185	SAC	City of Rancho Cordova	Phase 1: Americanos Rd.	Construct New Road: 2 lanes from Kiefer Blvd. to Chrysanthy Blvd. Includes: intersection improvements at Keifer Blvd. and Chrysanthy Blvd.	3,423,000
SAC24376	SAC	City of Rancho Cordova	Phase 2: Americanos Rd.	Construct New Road: 2 lanes from Douglas Rd. to International Dr. Includes: intersection improvements at International Dr. and Villagio (Phase III)	9,247,000
SAC24826	SAC	City of Rancho Cordova	Promenade Stage 2, Transit Bridges	This project consists of constructing two Bridge structures directly adjacent to the bike/ped Bridge (Pedestrian Promenade). Each of these new Bridge structures will accommodate a transit way (rubber tired or fixed guideway streetcar) in addition to bike and pedestrian movements if desired. The project would provide directl transit linkage between the town center and the employment and residential areas south of Hwy 50.	21,600,000
SAC24181	SAC	City of Rancho Cordova	Rio Del Oro Pkwy B	Rio Del Oro Parkway: New 2 lane road from Rancho Cordova Parkway to White Rock Road including intersection improvements at Rancho Cordova Parkway, Americanos Blvd., and White Rock Road (CP09-2070)	8,611,000
SAC24371	SAC	City of Rancho Cordova	Rio Del Oro Pkwy.	Widen: from 2 to 4 lanes from Rancho Cordova Pkwy. to White Rock Rd. (Phase III)	3,000,000
SAC25180	SAC	City of Sacramento	Traffic Signal Safety	In Sacramento, (1) 16th St. at D St. (2) Franklin Blvd. at 36th Ave. (3) Freeport Blvd. at Kitchner Rd. (4) Fruitridge Rd. at 60th St. (5) Rio Linda Blvd. at Harris Ave. (6) Stockton Blvd. at 11th Ave. (7) 24th St. at 25th St. (8) Munroe St. at Latham Dr. (9) Rio Linda Blvd. at Roanoke Ave.: Install traffic signals.. Toll Credits for ENG, CON	4,107,226
SAC25165	SAC	Sacramento County	Sidewalk Infill: Arden-Arcade and Carmichael	Various locations in and near Arden-Arcade and Carmichael in Sacramento County, along Edison Avenue, El Camino Avenue, Hurley Way, Manzanita Avenue, and Marconi Avenue: Construct curb, gutter, sidewalk infill and curb ramps, and install street lighting. (H9-03-021)	4,119,100
SAC24210	SAC	City of Rancho Cordova	Sunrise Complex Improvements	On Sunrise Blvd, construction intersection modifications and pedestrian improvements and include road widening along Sunrise or capacity increasing improvements and modifications at US 50.	50,000,000
SAC24182	SAC	City of Rancho Cordova	Villagio	Construct New Road: 2 lanes from Douglas Rd. to White Rock Rd. Includes: intersection improvements at Douglas Rd., Rancho Cordova Pkwy., International Dr., Americanos Rd., and White Rock Rd.	2,608,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC24656	SAC	City of Sacramento	14th Ave. Extension Phase 2	Sacramento. 14th Ave., from Power Inn Road to Florin Perkins, widen from 2 to 4 lanes. Construction includes bike lanes, landscaped center median, landscaping and sidewalk on north side of street. Retaining wall along north side of project. (PE/ENV included in Phase 1, SAC24610)	10,000,000
SAC24657	SAC	City of Sacramento	14th Ave. Extension Phase 3	Sacramento. 14th Avenue from Florin-Perkins Rd to Watt Ave: extend as a four lane road.	16,000,000
CAL21289	SAC	Caltrans D3	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector CMS.	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector TMS.	4,200,000
SAC24919	SAC	City of Citrus Heights	Greenback Lane Complete Streets	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal modifications, full road reconstruction, LED street light conversion.	4,200,000
CAL21287	SAC	Caltrans D3	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED.	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED.	4,224,000
CAL20942	SAC	Caltrans D3	I-80 Worker Safety Improvements B	In Sacramento County in the city of Sacramento on Route 80 from 0.4 mi north of the 80/244 Sep (Br#24-292) to the Placer County Line. (PM R11.4-18.0). EA 03-2H120	4,270,000
REG17959	SAC	Sacramento Regional Transit District	Noise Attenuation Soundwalls	Transit Capital/Operations: construct soundwalls at various locations along the light rail system.	4,290,000
SAC19550	SAC	City of Sacramento	Raley Blvd.	Widen: 4 lanes from Santa Ana Ave. to Ascot Ave.	2,000,000
SAC25019	SAC	City of Elk Grove	Laguna Creek Trail and Bruceville Rd Sidewalks	In Elk Grove, Laguna Creek Trail, from Lewis Stein Rd. to Bruceville Rd. Laguna Creek Trail from south of Center Pkwy to Big Horn Blvd and Bruceville Rd; Sidewalk on west side of Bruceville Rd. from Big Horn Blvd to south of Center Pkwy and on a section north of Laguna Blvd.. Toll Credits for ROW	4,322,660
CAL20997	SAC	Caltrans D3	In Sac County on Route 51 from the 50/99/51 SEP to Jct 80. Replace existing comm. lines with fiber optics. Sac-51 Fiber	In Sac County on Route 51 from the 50/99/51 SEP to Jct 80. Replace existing comm. lines with fiber optics. Sac-51 Fiber	4,356,000
SAC24280	SAC	Sacramento County	Alta Florin Rd.	Construct New Road: 4 lanes from Power Inn Rd. to Florin-Perkins Rd. (Runs parallel and north of Florin Rd.) Includes: Railroad grade separation.	30,000,000
SAC19790	SAC	Sacramento County	Antelope Road Widening	Antelope Road from Watt Avenue to Roseville Road: widen from 4 to 6 lanes.	735,000
SAC24881	SAC	Sacramento Regional Transit District	Neighborhood Ride Vehicle Replacement	Neighborhood Ride Vehicle Replacement	4,400,000
SAC19610	SAC	Sacramento County	Cypress Ave.	Widen: 4 lanes from Pasadena Ave. to Manzanita Ave.	10,441,000
SAC25241	SAC	Sacramento County	Don Julio Blvd. - Elverta Rd. to N. Loop Blvd.	In Sacramento County, Don Julio Boulevard from Elverta Road to N. Loop Boulevard; Widen from 2-4 lanes with raised landscaped median, curb, gutter and sidewalk, improvements also includes a traffic signal modification at Don Julio/Titan Drive&Poker Lane and Don Julio/Antelope Road.	2,400,000
SAC24973	SAC	Sacramento County	El Centro Rd. Widening	4 lanes from I-80 to Arena Blvd (City of Sacramento Limits)	8,500,000
SAC24525	SAC	Sacramento County	Elkhorn Blvd. Widening A	Widen: 4 lanes from Lone Tree Rd. to Hwy. 99.	10,000,000
SAC24938	SAC	Sacramento County	Elkhorn Blvd. Widening B	Widen: 6 Lanes from Metro Air Parkway to Lone Tree Rd	6,400,000
SAC24974	SAC	Sacramento County	Elkhorn Blvd. Widening C	4 lanes from Airport Blvd. / Crossfield Dr. to Lone Tree Rd	14,800,000
SAC24526	SAC	Sacramento County	Elkhorn Blvd. Widening D	Widen: 6 lanes from Lone Tree Rd. to Hwy. 99.	110,000
SAC22300	SAC	Sacramento County	Elverta Rd. Widening A	Widen: 4 lanes from Rio Linda Blvd. to connection to north side of the Sacramento International Airport. Includes: bicycle and pedestrian facilities.	2,600,000
SAC24533	SAC	Sacramento County	Elverta Rd. Widening B	Widen: 6 lanes from Watt Ave. to Dutch Haven Ave.	750,000
SAC25240	SAC	Sacramento County	Excelsior Rd. Widening A	Widen: 4 lanes from Hwy. 16 to Elder Creek Rd. Includes: landscaped median, bicycle and pedestrian improvements, new traffic signal, traffic signal modification(s), and ADA compliant improvements.	4,500,000
SAC24391	SAC	Sacramento County	Excelsior Rd. Widening B	Widen: 4 lanes from Hwy. 16 to Calvine Rd. Includes: landscaped median, bicycle and pedestrian improvements, new traffic signal(s), traffic signal modification(s), and ADA compliant improvements.	22,500,000
SAC24799	SAC	Sacramento County	Fair Oaks Blvd Widening	Widen 2 to 4 Lanes from Sunset Ave to Madison Ave	4,000,000
SAC24282	SAC	Sacramento County	Florin Rd. Widening B	Widen: 4 lanes from Vineyard Rd. to Sunrise Blvd. Includes: 3 new traffic signals at the intersections of Excelsior Rd., Eagles Nest Rd. and Sunrise Blvd.	1,850,000
SAC24578	SAC	Sacramento County	Florin Rd. Widening C	Widen: 6 lanes from Florin Perkins to Elk Grove-Florin	500,000
SAC24800	SAC	Sacramento County	Garfield Ave	4 Lanes from Cypress Ave to Winding Way	2,300,000
SAC24942	SAC	Sacramento County	Gerber Road	Widen: 4 lanes from Vineyard Rd. to Excelsior Rd.	4,500,000
SAC19090	SAC	Sacramento County	Greenback Lane Widening	Widen Greenback Lane from Fair Oaks Blvd to Hazel Ave from 4 to 6 lanes.	41,716,000
SAC23160	SAC	Sacramento County	Hazel Ave. extension	Construct New Road: 4 lane limited access Rd. through Aerojet s property between Easton Valley Pkwy. and Grant Line Rd./White Rock Rd.	18,000,051
SAC23080	SAC	Sacramento County	Hazel Avenue	In Sacramento County, Hazel Avenue from Madison to Sacramento/Placer County line: Widen from 4 to 6 lanes.	105,000,000
SAC24884	SAC	Sacramento County	Jackson Hwy (SR 16) at Watt Ave.	Construct a new roadway grade separation interchange at the intersection of Jackson Hwy and Watt Ave.	25,000,000
SAC24940	SAC	Sacramento County	Jackson Hwy. (SR 16) C	Widen: 4 Lanes from Grant Line Rd. to Murrieta Parkway	30,000,000
SAC24287	SAC	Sacramento County	Jackson Hwy. (SR 16) D	Widen: 6 lanes from South Watt Ave. to Excelsior Rd.	40,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC24801	SAC	Sacramento County	Kenneth Avenue	4 Lanes from Madison Ave to Oak Ave	10,300,000
SAC22320	SAC	Sacramento County	Kiefer Blvd. A	Construct New Road: 4 lanes from Bradshaw Rd. to Sunrise Blvd. Includes: bicycle and pedestrian facilities.	51,200,000
SAC24570	SAC	Sacramento County	Lone Tree Rd.	Widen: 4 lanes from Meister Wy. to Elverta Rd.	9,125,000
SAC24257	SAC	Sacramento County	Madison Ave Widening	This project will widen Madison aver from 4 to 6 lanes between Hazel Ave and Greenback Lane in the Fair Oaks area. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.	22,361,626
SAC24802	SAC	Sacramento County	Main Avenue	4 Lanes from Madison Ave to Oak Ave	7,900,000
SAC24571	SAC	Sacramento County	Manzanita Ave.	Implement "Smart Growth Street" improvements from Fair Oaks Blvd. to Cypress Ave; and Streetscape improvements from Cypress Ave. to Madison Ave.	1,600,000
SAC24937	SAC	Sacramento County	Metro Air Parkway Widening B	Widen: from 4 to 6 Lanes from I-5 to Elverta Rd	2,350,800
SAC24251	SAC	Sacramento County	Oak Ave.	Widen: 4 lanes from Hazel Ave. to Folsom City Limits.	16,400,000
SAC24803	SAC	Sacramento County	Power Line Road A	4 Lanes from Road A to Elverta Road	7,200,000
SAC25129	SAC	Sacramento County	Power Line Road B	4 lanes from Elverta Road to Sutter County line	7,000,000
SAC24805	SAC	Sacramento County	Rio Linda Blvd Widening A	4 Lanes from Elkhorn Blvd to Elverta Rd	8,250,000
SAC24935	SAC	Sacramento County	Rio Linda Blvd Widening B	Widen: 4 Lanes from Ascot Ave to Elkhorn Blvd	4,338,000
SAC24804	SAC	Sacramento County	Rio Linda Blvd Widening C	(Elverta Specific Plan Mitigation) 4 Lanes from Elverta Rd to Sorento Rd	8,500,000
SAC24806	SAC	Sacramento County	Road A	4 Lanes from Power Line Road to Lone Tree Rd	4,000,000
SAC24575	SAC	Sacramento County	Roseville Rd. Widening C	Widen: 4 lanes from Antelope Rd. to Placer County line.	6,750,000
SAC24584	SAC	Sacramento County	Routier Road Extension A	Road Extension: 4 lanes from Old Placerville Rd. to Kiefer Blvd.	13,000,000
SAC24581	SAC	Sacramento County	Routier Road Extension B	Road Extension: 4 lanes from Kiefer Blvd. to Jackson Rd (Rte 16)	15,000,000
SAC24259	SAC	Sacramento County	S. Watt Ave. / Elk Grove-Florin Rd.	Widen: 6 lanes from Jackson Rd. to Calvine Rd.	3,250,000
SAC24807	SAC	Sacramento County	Sorento Rd	Widen: 4 Lanes from Elverta Rd to Placer County Line	6,000,000
SAC19700	SAC	Sacramento County	Stockton Blvd.	Widen: 6 lanes from 65th Ave. to Hwy. 99.	23,800,000
SAC24261	SAC	Sacramento County	Sunrise Blvd. Widening B	From Madison Ave. to Gold Country Blvd.: Implement ITS Strategies and partial grade separation at Fair Oaks Blvd and transit enhancements	6,162,807
SAC24808	SAC	Sacramento County	Sunset Ave	4 Lanes from San Juan Avenue to Fair Oaks Blvd	6,100,000
SAC24283	SAC	Sacramento County	Vineyard Rd.	Construct New Road: Enhanced 2 lanes from Gerber Rd. to Jackson Hwy.	2,900,000
SAC24809	SAC	Sacramento County	W. 6th Street - Rio Linda	4 Lanes from Elkhorn Blvd to Elverta Rd	1,000,000
SAC25130	SAC	Sacramento County	Waterman Road Extension	Extend Waterman Road from Gerber Road to Florin Road with an at-grade railroad crossing.	20,000,000
SAC24939	SAC	Sacramento County	Watt Ave	Widen: 6 Lanes from Antelope Rd to Placer County Line	327,000
SAC24352	SAC	Sacramento County	Watt Ave.	Construct New Interchange: Watt Ave. / Folsom Blvd.	7,500,000
SAC24936	SAC	Sacramento County	Winding Way	Widen: 4 Lanes from Auburn Blvd to San Juan Ave	1,432,500
SAC24975	SAC	Sacramento County	Zinfandel Drive Widening B	In Sacramento County, Zinfandel Drive from Jackson Road (State Route 16) to Kiefer Boulevard, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median and traffic signal modification at Jackson Road (State Route 16).	4,800,000
SAC25154	SAC	Sacramento Regional Transit District	Blue Line Light Rail Extension to Elk Grove	Extension of Blue Line from Cosumnes River College station to Elk Grove.	690,000,000
SAC25269	SAC	Southeast Connector JPA	Capital SouthEast Connector - D3a Class I Multi-Use Path	In Folsom/Sacramento County/ El Dorado County, on White Rock Rd from Prairie City Rd to Bailey Circle: Construct Class I multi-use path. (CEQA & NEPA cleared, see SAC24250, SAC25080, ELD19468).	4,518,242
SAC25063	SAC	City of Sacramento	Northwood School and Transit Access Improvements	Northern Sacramento City near the Northwood Elementary School and Swanston Light Rail Station: Construct curbs, gutters, sidewalks, crosswalks, and curb ramps on Frienza Ave, Clay St., Lexington St., and El Camino Ave. This project includes a non-infrastructure component to provide education to the community on the project benefits and bicycle/pedestrian safety.. Toll Credits for ENG, CON	4,611,000
SAC25298	SAC	City of Rancho Cordova	Mather Field Road Rehabilitation Project	In the City of Rancho Cordova, on Mather Field Road between Folsom Boulevard and International Drive: rehabilitate the roadway, Class II bicycle lanes, medians improvements, install & replace sidewalks, improve ADA access & ramps, striping and traffic signal upgrades.	4,657,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL21216	SAC	Caltrans D3	Repair steel structural components, 4 bridges, in Sac County on SR 160	In Sacramento County near Rio Vista at the Three Mile Slough Br 24-0121, Sacramento River (Isleton) Br 24-0051, Steamboat Slough Br 24-0052, and the Sacramento River (Paintersville) Br 24-0053, replace truss bridge lift system electrical and mechanical equipment, construct sidewalks at Three Mile Slough bridge to provide access from roadway shoulder onto bridge and upgrade MBGR, install TMS count stations, communication, camera, and bridge instrumentation; provide MVPs for bridge operators (SHOPP ID 17676)	4,710,000
SAC25236	SAC	Sacramento Regional Transit District	Green Line: MOS3 North Natomas Town Center to Airport (CON)	Extend rail from North Natomas Town Center to Airport	700,000,000
CAL21411	SAC	Caltrans D3	Sac 16 Eagles Nest Safety Project	On SR 16 near Sloughhouse at the intersection of Eagles Nest Road (PM 10.2/10.7): Add traffic signal and widen lanes and shoulders for safety.	4,789,000
SAC25261	SAC	City of Citrus Heights	San Juan Ave. Complete Streets Rehabilitation - Phase 1A	Phase 1A: On San Juan Ave. from Madison Ave. to Chesline Dr.: Construct road rehabilitation, repair curb, gutter, and sidewalk, infill pedestrian paths; add buffered class II bike lanes, ADA and transit stop improvements, and streetlights at sidestreet intersections and other key points.(Phase 1B to be constructed under separate ID, SAC25316.)	4,807,000
SAC25137	SAC	City of Elk Grove	State Route 99 Auxillary Lanes A	Northbound Auxilary Lane on SR99 from Northbound On Ramp to SR99	4,900,000
CAL21053	SAC	Caltrans D3	SR 51 Marconi Curve Barrier	On SR 51 in the City of Sacramento, between Marconi Ave and Howe Ave (PM 5.6/5.9): Construct outer separation barrier.	4,932,000
SAC24996	SAC	City of Rancho Cordova	Class I Bike Trails	Add new Class I bike trails consistent with the City Bike Master Plan	5,000,000
SAC25113	SAC	City of Rancho Cordova	Highway 50 ICM	Deployment of various ITS improvements along U.S. 50 and the City of Rancho Cordova, and regionally significant corridors in the County and the City of Folsom for incident management (non-capacity increasing)	5,000,000
SAC24654	SAC	City of Sacramento	Ramona Avenue Phase II	Ramona Avenue: Widen and add new frontage improvements from Cucamonga to Brighton. Environmental review completed under SAC22610. (No new travel lanes.)	5,000,000
SAC24918	SAC	City of Citrus Heights	Sunrise Blvd Complete Streets - Phase 3	construction; ADA, Pedestrian, Bicycle and Transit Improvements on east side of road including installation of new sw/c&g, LED street light conversion, full road reconstruction, hardscape and landscape.	5,002,000
SAC24795	SAC	City of Elk Grove	Grant Line Road Sheldon Area Operational Improvements Phase 1	Widen Grant Line Road, between Bond Road and Calvine Road, to accommodate Signals/Roundabouts and left and right turn lanes at intersections.	5,200,000
SAC25264	SAC	City of Sacramento	Sacramento River Parkway Phase 1	In Sacramento, adjacent to the Sacramento River, on top of the levee from Garcia Bend Park to Arabella Way (Phase 1): Build a multi-use trail to close the gap in the existing trail between Garcia Bend Park and Zacharias Park. PE is for both Phase 1 (Garcia Bend Park to Arabella Way) and Phase 2 (Arabella Way to Zacharias Park). [Phase 2 is programmed separately as SAC25265]. Toll Credits for ENG, ROW	5,260,000
SAC25163	SAC	City of Sacramento	Lampasas Ave at Rio Linda Blvd Intersection Safety	Intersection of Lampasas Avenue and Rio Linda Boulevard: Restripe and realign approaches to improve sight distance, install pedestrian refuge island on uncontrolled pedestrian crossing, and install enhanced pedestrian crossings across all legs. The pavement will also be rehabilitated at the intersection and along all approaches utilizing local RMRA funds only. (H9-03-019). Toll Credits for CON	5,304,120
CAL20946	SAC	Caltrans D3	I-80 Worker Safety Improvements A	In Sacramento County in the city of Sacramento on Route 80 from the Del Paso Park Sep OH to 0.4 mi north of the 80/244 Sep (Br#24-292). (PM M9.1-R11.4). EA 03-2H150	5,580,000
SAC25304	SAC	City of Sacramento	Florin Road Vision Zero	In Sacramento, on Florin Road, from 24th Street to Munson Way: Streetscape and safety improvements including sidewalk improvements, new traffic signals, and additional controlled crossings of Florin Road.	5,617,672
SAC24620	SAC	Sacramento County	New Hope Rd Bridge Replacement	New Hope Rd over Grizzley Slough, 0.5 mi north of San Joaquin/Sacramento County Line: replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.. Toll Credits for CON	5,683,403
SAC25310	SAC	City of Folsom	ITS Master Plan and Implementation	The project will design and provide Plans, Specifications and Estimates (PS&E) of traffic signals, fiber-optic communications, and ITS equipment. The purpose of the ITS Master Plan / HSIP Cycle 10 Implementation Project is to interconnect the City's seven (7) traffic signals where no communication exists; install and terminate Single Mode Fiber Optic (SMFO) where Multimode Fiber Optic (MMFO) exists, replace end of lifecycle traffic signal equipment including cabinets, traffic signal heads, and emergency vehicle preemption, design and install Changeable Message Boards (CMS) at sixteen (16) locations within the City of Folsom to provide real time driver information and travel times, install and connect adaptive signal timing to improve traffic flow, reduce delays and maximize capacity; upgrade obsolete Type 820A signal controllers to Cobalt EOS signal controllers; and upgrade the Traffic Management Center (TMC) equipment, and ensure that signal timing remains robust and responsive to actual traffic conditions by utilizing Signal Performance Measures (SPM).. Toll Credits for ENG, CON	5,716,000
SAC25297	SAC	Sacramento County	Arden Way Complete Streets, Phase 2	In the Arden-Arcade area of Sacramento County, Arden Way from Ethan Way to Morse Avenue: Environmental Clearance. Arden Way, from Fulton Avenue to Morse Avenue: design, acquire right-of-way, and construct complete street improvements including separated sidewalk, curb and gutter, new Class II or IV bikeways, bus turnouts, and landscaping.	5,738,000
SAC24239	SAC	City of Rancho Cordova	Purchase or Lease 23 Shuttles	Replace contracted shuttle fleet with city owned or leased fleet, including three back-up vehicles (23 shuttles total)	5,750,000
SAC24719	SAC	City of Sacramento	Complete Streets Rehabilitation - Bell Ave.	Bell Ave. from Bollenbacher Ave. to Astoria St.,: Rehabilitate pavement, fill in sidewalk gaps, add new bicycle lanes, add two-way left turn lanes, and add bus pullouts. (CMAQ funds for new bike lanes and new bike/ped facilities). Toll Credits for ENG, CON	5,759,968
SAC24917	SAC	City of Citrus Heights	Sunrise Blvd Complete Streets - Phase 2	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	6,000,000
SAC24535	SAC	City of Sacramento	Folsom Blvd.	Streetscape Project: Folsom Blvd from Power Inn. to Ramona.	6,000,000
SAC24222	SAC	Sacramento County and City of Rancho Cordova	Jackson Hwy. (SR 16) from Excelsior to Grant Line Road: Project Development and Operational Improvements	Complete project analysis efforts, as needed, to identify and implement operational improvements to improve safety and traffic flow along the corridor in the near-term. Improvements to study may include intersection improvements, access management strategies, and traffic signalization enhancements that benefit travel for automobiles and commercial vehicles. The project listing also allows other project development activities to advance so the corridor segment can eventually become a four lane facility in a manner that is consistent with the City and County's design guidelines. Rancho Cordova would contribute to portions of work between Sunrise and Grant Line within the city's limits.	6,235,000
CAL21004	SAC	Caltrans D3	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge. Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. Sac 99 Fiber/ITS	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge. Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. Sac 99 Fiber/ITS	6,300,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC24486	SAC	City of Sacramento	Two Rivers Trail Phase II	Study and design bike/ped connections between the Northern Bicycle Trail and western side of Sutter's Landing Park (Phase 3) and between the eastern side of Sutter's Landing Park and H St (Phase 2). Build Phase 2: construct the eastern segment of the multi-use path, connecting the American River Parkway at H St. in East Sacramento to the trail at Sutter's Landing Park in Midtown. Additional study of future bicycle trail connections across the American River, crossing the Capitol City Freeway, and extending east along the American River towards California State University at Sacramento. Construction of Phase 3 project will be programmed in SAC24755. (Emission Benefits in kg/day: 0.02 ROG, 0.02 NOx, 0.02 PM10) K15125000. Toll Credits for ENG	6,398,422
SAC24968	SAC	City of Elk Grove	State Route 99	Southbound Auxiliary Lane from Elk Grove Blvd. to Laguna Blvd.	6,400,000
CAL21421	SAC	Caltrans D3	Jackson Slough Road Intersection Improvement	Near Rio Vista, at the intersection with Jackson Slough Road: Install traffic signal.	6,403,000
SAC25058	SAC	City of Sacramento	Florin Road Signal Improvements	Florin Road between Greenhaven Drive and Luther Drive: Convert from pedestal mounted to mast arms at 7 intersections; Install advanced detection at Florin Rd/24th St, and Florin Rd/Freeport Blvd; Install communications fiber; Install Countdown Ped Heads; and Replace 8" with 12" LED 3 Section Heads.(H8-03-014)	6,403,813
SAC25101	SAC	City of Elk Grove	State Route 99 Auxillary Lanes C	Northbound Auxilary Lane on SR99 from Northbound On Ramp to SR99	6,500,000
SAC25086	SAC	Sacramento County	Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project, Phase 2	Fair Oaks Boulevard between Howe Avenue and Munroe Street: Create a smart growth corridor with barrier-separated bicycle lanes, widening and/or separating sidewalks, and installing landscaping, shade trees, and street lighting. The project will also include a road diet from 6 to 4 lanes, two new traffic signals at University Avenue and Fulton Avenue and signal modifications at Sierra Boulevard to improve safety, enhance circulation for bicycle and vehicles, and provide ADA accessibility for pedestrians.(See Fair Oaks Boulevard. Bicycle and Pedestrian Mobility Project Phase 1, SAC24749.). Toll Credits for CON	6,800,002
SAC25238	SAC	Sacramento Regional Transit District	Electric Bus Charging Infrastructure	Add new electric bus charging infrastructure to be used to charge both fixed route and microtransit zero emission vehicles.	7,000,000
CAL20961	SAC	Caltrans D3	US 50 Fiber Optics	In Sac and ED counties on US 50 from Sunrise Blvd to Sly Park Rd. Install fiber optics network. 1H820	7,021,000
SAC24169	SAC	City of Elk Grove	Old Town Elk Grove Streetscape Phase 2	In Elk Grove, Elk Grove Boulevard, from School St. to Waterman Rd.: Street frontage improvements, including: expanded decorative sidewalks & landscape strips, corner bulb-outs,landscaped median islands at intersections/pedestrian crossings, crosswalks, bike lanes/routes, signs and striping, bus shelters, related frontage improvement features and potential utility undergrounding. Project may include bike and bus improvements at the City proposed Railroad Avenue Plaza. The Plaza improvements would be along Elk Grove Boulevard near Railroad Avenue, just east of the UPRR Railroad Tracks in Old Town Elk Grove.	7,036,800
VAR56284	SAC	SACOG	Elk Grove Philips Siding Rehabilitation	In Elk Grove in Sacramento County, on the Union Pacific Railroad (UPRR) Sacramento Subdivision, from MP 121.3 to MP 123.9 (From Lambert Rd. to Core Rd.): Replace the southern switch with a #20 turnout and rehabilitate the existing siding to mainline track standards. (This is a component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will allow SJRRC to provide 7 round trips to Sacramento, with service terminating in Natomas.)	7,182,000
SAC25175	SAC	City of Galt	C Street Enhancements	On C Street, from Civic Drive to Sixth Street: Construct new Class IV bikeway, new and replacement sidewalks, ADA improvements, crosswalks with stamped asphalt, refuge median islands, pedestrian scale lighting, and street furniture.. Toll Credits for CON	7,600,000
VAR56285	SAC	SACOG	Elk Grove Station Siding to Philips Siding Rail Operational and Capacity Improvements	In Elk Grove, along the UPRR Sacramento Subdivision, from mile post 122.5 and mile post 127.75: Extend the existing Philips Siding 4.4 miles to connect with the proposed Elk Grove Station Siding, creating an overall 7.1-mile-long second main track that will serve trains entering the proposed Elk Grove Station. The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits. (The is a component of the Valley Rail Sacramento Extension, a proposed passenger rail service between Stockton and Sacramento with further connections to San Jose, Ceres, and Bakersfield. Once deployed, the improvements will allow SJRRC to provide 7 round trips to Sacramento, with service terminating in Natomas.) (Total Project Cost: $53,316,000)	7,794,000
SAC25060	SAC	Sacramento County	Florin Road Safety Improvements	Florin Rd between Franklin Blvd and Power Inn Rd (excluding the segment at the SR-99 interchange): Install bicycle lanes, upgrade traffic signals to accommodate bicycles at all intersections, construct ADA improvements, install roadway lighting for a segment of Florin Rd. (H8-03-016)5k transfer from SAC19620 allowed because funds in SAC19620 are consolidated. Otherwise, would not have been allowed. MM 10/4/22. Toll Credits for CON	7,833,000
SAC25265	SAC	City of Sacramento	Sacramento River Parkway Phase 2	In Sacramento, adjacent to the Sacramento River, on top of the levee from from Arabella Way to Zacharias Park (Phase 2): Build a multi-use trail to close part of the gap in the trail between Garcia Bend Park and Zacharias Park. Also establish trail connections in the Pocket neighborhood. [PE is programmed on Sacramento River Parkway Phase 1 SAC25264]. Toll Credits for CON	7,835,000
CAL21288	SAC	Caltrans D3	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems.	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems.	8,184,000
SAC25011	SAC	City of Elk Grove	Arterial Roads Rehabilitation Project	In Elk Grove, Roadway Rehabilitation on Waterman Rd from 700 ft south of Bond to Elk Grove Blvd, on Waterman Road from Charolais Way to Grant Line Road, and on Elk Grove Florin Road from Elk Grove Blvd to Valley Oak Lane. Segments will include Class II bike lanes and may include minor shoulder improvements.. Toll Credits for CON	8,215,160
SAC25337	SAC	Sacramento County	Walnut Grove Over Sacramento River Bridge Maintenance	In Walnut Grove, Walnut Grove crossing over Sacramento River: Standalone Bridge Preventative Maintenance	8,250,000
SAC25253	Sac	City of Sacramento	Traffic Signal Grid	Traffic signal list	8,500,000
SAC24180	SAC	City of Rancho Cordova	Pedestrian Promenade	Bicycle and pedestrian overcrossing of U.S. 50 connecting Olsen Drive to Prospect Park Drive as defined in The Promenade: Connecting and Revitalizing Rancho Cordova Planning Study (reference SAC24157).	8,500,000
SAC25182	SAC	Sacramento County	Arden Way Complete Streets, Phase 1	In the Arden-Arcade area of Sacramento County, Arden Way from Ethan Way to Morse Avenue: Complete Street Master Plan. Arden Way, from Morse Avenue to Watt Avenue: Environmental clearance, final design, right-of-way clearance, and construction of complete street improvements for the segment, specifically sidewalks, continuous Class II or IV bikeways, traffic signal modifications, improved crossings, bus turnouts, bus stations, channelized landscaped medians, and improved street lighting.. Toll Credits for ROW, CON	8,637,000
SAC24506	SAC	City of Folsom	Greenback Lane Bridge Rehabilitation	Greenback Lane, over the American River, 0.2 miles east of Folsom-Auburn Rd.: Structural rehabilitation of the 2 lane bridge.	8,644,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC25339	SAC	Sacramento County	Elkhorn Boulevard Complete Streets Project	In the North Highlands neighborhood of unincorporated Sacramento County: on Elkhorn Boulevard from Watt Avenue to Don Julio Boulevard; Construct a Class IV separated bikeway, Class 2 bike lanes, intersection and sidewalk improvements, and implement Safe Routes to Schools and community education and encouragement programs.	9,122,000
SAC25041	SAC	Sacramento County	FFY 2017-2025 Operating Assistance for Sacramento Couty Rural Transit Program	Operating assistance for rural transit services within Sacramento County. Outside the Sacramento Urbanized Area.	9,274,444
CAL20843	SAC	Caltrans D3	SR 99 Pavement Rehabilitation D	In Sacramento from Route 5 Interchange to Sutter County Line.	9,550,000
SAC24618	SAC	Sacramento County	Alta Mesa Rd Bridge Replacement	Alta Mesa Rd over Laguna Creek, 0.4 mi north of SR 104: Replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.	9,765,975
SAC25117	SAC	Sacramento Regional Transit District	Circulator Bus/Microtransit Expansion Vehicles	Circulator Bus/Microtransit Expansion Vehicles	9,885,353
SAC18710	SAC	City of Sacramento	Snowy Egret Wy.	New bike/ped overcrossing: for the planned Snowy Egret Wy. that will run east-west from El Centro Rd. to Commerce Wy. crossing over I-5.	10,000,000
SAC24874	SAC	Sacramento Regional Transit District	Bus Maintenance Facility #1 Rehabilitation	Rehabilitate the District's existing Bus Maintenance Facility.	10,000,000
CAL20669	SAC	Caltrans D3	SAC 05/80 Bridge Deck Rehab and Rail Upgrade	I-5, Florin Road OC (Br #24-0264) and on I-80 Del Paso OH Bridges R/L (Br #24-0193R/L) - Perform deck maintenance and rehab of three bridges	10,230,000
CAL21038	SAC	Caltrans D3	SR 51 Pavement Rehab	In Sacramento County on Route 51 from the County Line to approx. 0.4 mile north of Arden Way.	10,247,000
CAL21016	SAC	Caltrans D3	Facilities, Transportation Laboratory Equipment Sub Shop	Transportation Laboratory Equipment Sub Shop	10,400,000
SAC25064	SAC	City of Citrus Heights	Electric Greenway (Class I Multi-Use Trail)	In Citrus Heights: Between Arcade Creek Park Preserve and Wachtel Way; Construct a 2.9 mile long Class I Multi-Use Trail. (Also titled Arcade-Cripple Creek Trail).. Toll Credits for CON	10,483,624
CAL20861	SAC	Caltrans D3	I-80 Pavement Rehabilititation D	In Sacramento County on Route 80 from Greenback Lane to Placer County Line. CAPM.	10,500,000
SAC24921	SAC	City of Citrus Heights	Antelope Road Complete Streets - Phase 3	Design, ROW, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	10,500,000
CAL20693	SAC	Caltrans D3	I-5 Fiber Optics	On I-5 in Sacramento, from 1.1 miles south of Elk Grove Boulevard to US 50 (PM 9.7/22.7): Install fiber optic cable. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction.. Toll Credits for ENG, ROW	10,580,000
SAC25256	SAC	City of Sacramento	Broadway Complete Street Phase 2	In Sacramento, on Broadway between 16th Street/Land Park Drive and 24th Street: Reduce from four to two lanes with two-way left turn lane, install bicycle facilities, pedestrian improvements, signal modifications and streetscape enhancements. This project will extend the improvements included in the Broadway Complete Street Project - Phase I (SAC25051), which will implement a lane reduction with bike lane improvements between 3rd Street and 16th Street.	10,768,000
SAC25305	SAC	City of Elk Grove	Citywide Traffic Signal Enhancements and Congestion Relief Project	At 76 signalized intersections in the City of Elk Grove: Provide advanced dilemma zone detection for signalized intersection approached with posted speeds of 40 MPH or higher. Replace 8 inch signal heads with 12 inch, and add retro-reflective borders to all signal heads. (H10-03-008) Along Elk Grove Blvd., from Backer Ranch Rd. to Elk Grove Florin Rd., at 13 signalized intersections including East Stockton Blvd and SR 99 northbound ramps: Upgrade traffic signal controller, communications equipment and vehicle detection system, install a master traffic signal control and data collection system. Install new city fiber and copper signal interconnect. Connect existing city fiber and copper signal interconnect. Implement a variety of communications devices including DSL and wireless to upgrade the communication speed of the traffic network. (Other State Funds are HSIP State Cash)	10,771,200
SAC24693	SAC	City of Sacramento	Auburn Blvd. Bridge Replacement	Auburn Blvd. over Arcade Creek, at Winding Way: Replace existing five lane bridge with a new five lane bridge	10,850,500
CAL21389	SAC	Caltrans D3	SR 51 American River Bridge Child Project #2	On SR 51 (Business 80, Capital City Freeway) in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge No. 24-0003 and Cal Expo Undercrossing No. 24-0133 (PM 2.0/3.5): Procure steel girders. (Early Work Package No. 2 for Construction Manager/General Contractor (CMGC). The parent project is 3F070/CAL21379 and this is one of three child projects: 3F071/CAL21379, 3F072/CAL21389, 3F073/CAL21390.)	10,950,000
SAC25341	SAC	City of Sacramento	Franklin Boulevard Complete Street - Phase 3	In Sacramento, on Franklin Boulevard between 32nd Avenue and 38th Avenue, with conforms between Fruitridge Road and 41st Avenue: Reduction in travel lanes from four to two (with center turn lane), addition of Class IV buffered Class II bike facilities, pedestrian improvements, and signal modifications. (PA&ED was completed under SAC25009 Franklin Blvd Streetscape (PE only))	11,650,000
SAC24518	SAC	Sacramento County	Franklin Blvd Bridge Replacement	Franklin Blvd over Mokelumne River overflow, 1.8 miles north San Joaquin County line: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge.. Toll Credits for CON	11,716,001
REG17966	SAC	Sacramento Regional Transit District	Light Rail Station Pedestrian Improvements	Pedestrian Improvements: At the Fruitridge, Cosumnes River College, and City College light rail stations, improve pedestrian access.	11,950,000
SAC25246	Sac	City of Sacramento	65th Area Plan Projects	ITS, Roadway, Bike, and pedstrian improvements to implement the 65th Street Transit Station Area Specific Plan, including 67th Street Extenstion from Folosm Boulevard to Elvas Avenue	12,000,000
SAC24928	SAC	City of Citrus Heights	Old Auburn Road Complete Streets Phase 2	Design and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction.	12,000,000
REG18049	SAC	RT	Sacramento Airport Zero Emission Bus Service - ZEBs & Charging Infrastructure	Ten (10) Zero Emission Buses (ZEBs) and associated chargers and electric charging infrastructure to be used in new public transit service between Downtown Sacramento and Sacramento International Airport.$1,095,651 in 5307 Discretionary includes $575,036 in FFY18 5307 and $520,615 in FFY19 5307$201,088 in 5339 Discretionary includes $201,088 in FFY19 5339 funds	12,090,728
SAC25294	SAC	City of Citrus Heights	Old Auburn Road Complete Streets - Phase I	In the City of Citrus Heights, on Old Auburn Road, from Garry Oak Drive (east of Fair Oaks Blvd) to Tiara Way (west of Sunrise Blvd): Construct Class IV separated bikeways, sidewalk, pedestrian crossing upgrades, and pedestrian-scale lighting.	12,096,000
CAL20859	SAC	Caltrans D3	SR 99 Pavement Rehabilitation B	In Sacramento County on Route 99 from MLK Blvd OC to approx 0.1 mile north of Jct 50/51.	12,100,000
CAL20945	SAC	Caltrans D3	SR 99 ITS	From Elk Grove Blvd Over Crossing to City of Sacramento Jnct 50/51 Rte Break. EA 0H670	12,150,000
SAC24317	SAC	City of Rancho Cordova	Pedestrian Facilities and Sidewalk Gap program	Pedestrian Improvements: Throughout Rancho Cordova, construct new pedestrian facilities based on Pedestrian Master Plan. Continue Sidewalk Gap project delivery. Includes: grade separations at key locations.	12,200,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC25295	SAC	City of Elk Grove	Laguna Creek Inter-Regional Trail Crossing at State Route 99	In Elk Grove at Laguna Creek and State Route 99, between Sheldon Road and Bond Rd./Laguna Blvd.: Construct a Class I bicycle and pedestrian crossing over State Route 99.. Toll Credits for ENG, ROW	12,499,788
SAC24243	SAC	City of Rancho Cordova	Grade Separate RT Gold Line At Bradshaw Road	Rail Crossing Project: at Bradshaw Road, plan and construct a rail grade seperation for RT s Gold line.	12,500,000
REG18040	SAC	RT	SRTD JARC Operating Assistance	The project will maintain current bus service levels for key routes serving low-income, transit dependent residents connecting them to work, education and services.	12,962,616
CAL20967	SAC	Caltrans D3	TransLab Upgrades	In Sacramento at the TransLab on 59th Street	13,000,000
CAL21046	SAC	Caltrans D3	SR 160 Pavement Rehabiliation C	In Sacramento County on Route 160 from the county line to Jct Rte 12. (PM L0.0-L10.8)	13,500,000
SAC24772	SAC	Sacramento County	Tyler Rd Over Georgiana Slough	Tyler Is Br Rd over Georgiana Slough, 1.5 Mi E of Isleton. Replace the existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, CON	13,618,000
SAC24783	SAC	Sacramento Regional Transit District	Metro Light Rail Yard Expansion	Modify, reconfigure and expand the Metro light rail yard (or other terminal yards). Add storage yard tracks at Academy Way site	13,700,000
SAC25286	SAC	City of Sacramento	Envision Broadway in Oak Park	In Sacramento, on Broadway, from State Route 99 to Martin Luther King Jr. Boulevard: Complete street improvements, including lane reduction (road diet), buffered Class II bicycle lanes, signal improvements, and pedestrian crossing improvements.	13,780,000
SAC24609	SAC	Sacramento County	Michigan Bar Rd/Cosumnes River Bridge Replacement	Michigan Bar Rd, over Cosumnes River, 1.2 mi north of SR 16. Replace the existing one lane structurally deficient bridge with a new one lane bridge.. Toll Credits for ENG, ROW, CON	13,783,000
SAC25336	SAC	City of Rancho Cordova	Sunrise Blvd Rehabilitation Project Phase 2	In the City of Rancho Cordova, on Sunrise Boulevard between White Rock Road and Douglas Road: rehabilitate the roadway, median improvements, install & replace sidewalks, improve ADA access and ramps, improved drainage, striping and traffic signal upgrades	14,200,000
SAC25273	SAC	Sacramento County	Greenback Lane Complete Street Improvements	Greenback Lane, from Chestnut Avenue to Folsom City Limits: Install Class II Bike lanes, separated sidewalks, ADA upgrades that include curb ramps, bicycle detection, bus stop and transit access improvements, and landscape/streetscape enhancements. The project also includes signalization of the Chestnut Avenue/Greenback Lane intersection and the undergrounding of overhead utility lines.	14,551,000
SAC25187	SAC	Sacramento County	Watt Avenue Complete Streets	In Sacramento County: Watt Avenue from Orange Grove Avenue to Roseville Rd.: Construct buffered bike lanes, separated sidewalks and landscape medians and improve signalized intersections. The project also extends bike lane and sidewalk improvements south from Orange Grove Avenue to I-80 westbound ramps.	14,628,000
SAC24999	SAC	City of Sacramento	Del Rio Trail	In Sacramento, along unused rail corridor near Freeport Blvd from Sutterville Road to south of Meadowview/Pocket Road (4.5 miles): Build rails to trails project.. Toll Credits for CON	14,801,000
SAC24920	SAC	City of Citrus Heights	Antelope Road Complete Streets - Phase 2	Design, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	15,000,000
SAC24927	SAC	City of Citrus Heights	Old Auburn Road Complete Streets Phase 1	Design, ROW and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction.	15,000,000
SAC24934	SAC	City of Citrus Heights	Saybrook/Misty Creek I-80 Pedestrian/bicycle overpass	Design and construction; ADA compliant Pedestrian and Bicycle bridge/overpass connecting west side at Saybrook with east side at Misty Creek.	15,000,000
SAC25248	SAC	City of Sacramento	Cosumnes River Boulevard	Improve safety and operations of CRB and three intersections at Franklin Boulevard, Center Parkway, and Bruceville Road	15,000,000
SAC18700	SAC	City of Sacramento	Northgate Blvd.	On/Off Ramp Improvement: Extend existing I-80 WB off-ramp at Northgate Blvd. / I-80 Interchange. Includes: auxiliary lane to WB on-ramp.	15,000,000
SAC21530	SAC	Sacramento County	Sacramento County ADA Transition Plan	Facilities Plan: In Sacramento County, various locations, construct ADA compliant improvements in accordance with the county DOTs ADA Transition Plan.	15,000,000
CAL21399	SAC	Caltrans D3	SAC 99/ SR 51 Pump Plants	On SR 99 in and near Galt and City of Sacramento, on Routes 99 and 51 (Business 80, Capital City Freeway) at various pump plant locations: Rehabilitate and improve access to five pump plants.	15,400,000
SAC25340	SAC	Sacramento County	Stockton Boulevard Complete Streets Project	In Sacramento County, on Stockton Boulevard from Florin Road to Mack Road/Elsie Avenue; construct Class IV bicycle lanes, sidewalk infill, signalization of one intersection, slurry seal and restriping of entire roadway/bikeway.	15,721,000
CAL20972	SAC	Caltrans D3	In Sacramento, from Elk Grove Blvd to US 50, From Arden to Marconi, at Antelope Interchange and from I-80 to Pioneer Bridge. Install ramp meters.	In Sacramento, from Elk Grove Blvd to US 50, From Arden to Marconi, at Antelope Interchange and from I-80 to Pioneer Bridge. Install ramp meters.	16,025,000
REG18066	SAC	RT	Train Technology Refresh/Train Station Signage Technology Refresh	Upgrade communications infrastructure on Siemens, UTDC, CAF LRVs to maintain ADA compliant communications by announcing and displaying upcoming train types at stations (low/high floor) and providing mechanism to direct passenger with disabilities to correct boarding area. Replace digital messaging signs at light rail stations with updated signage, implement digital management systems, and integrate with public address system.	16,564,003
CAL20867	SAC	Caltrans D3	SR 104 Pavement Rehabilitation	In Sacramento County on Route 104 from 104/99 Junction to the county line.	16,940,000
CAL21396	SAC	Caltrans D3	Willow Slough Bridge Replacement	On SR 99 near Elk Grove, from Arno Road to south of Dillard Road at Willow Slough Bridge No. 24-0046L/R (PM 6.0/7.1): Replace existing south bridge, close the median gap between southbound and northbound bridges, widen shoulders, upgrade guardrail, and install Transportation Management System (TMS) elements.	17,520,000
CAL20968	SAC	Caltrans D3	SR 99 Bridge Rail Upgrade	In Sacramento County on Route 99 from Stockton Blvd OC (Br#23-0134) to 12th Ave OC (Br# 24-0161). Bridge Rail Upgrade.	18,500,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC25302	SAC	Sacramento County	Complete Streets Rehabilitation - Multiple Locations	1. Andrea-Antelope-Watt Complete Streets Rehabilitation: Andrea Boulevard, from Roseville Road to Elkhorn Boulevard; on Antelope North Road, from Olive Avenue to 250' north of Great Valley Drive; on Watt Avenue from A Street to Don Julio Boulevard: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety. 2. Greenback Lane Complete Streets Rehabilitation: Greenback Lane, from Fair Oaks Boulevard to Kenneth Avenue: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II buffered bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, constructing new sidewalk areas at infill locations, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety.3. Central Ave and Greenback Lane Complete Streets Rehabilitation: Central Avenue from Main Avenue to Hazel Avenue; Greenback Lane from Kenneth Avenue to Beech Avenue: Construct Complete Street improvements consisting of an asphalt concrete overlay, upgrading shoulders and installing new Class II bike lanes, performing traffic signal upgrades including new video detection cameras with bicycle detection, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety. 4. 65th Street Complete Streets Rehabilitation: On 65th Street from Florin Road to Stockton Boulevard: Construct Complete Street improvements consisting of an asphalt concrete overlay, installing new Class II buffered bike lanes, installing new ADA curb ramps, performing sidewalk repairs, and re-striping the roadway to enhance safety.. Toll Credits for CON	19,176,000
CAL21017	SAC	Caltrans D3	Facilities, Main HQ Shop North Warehouse	Main HQ Shop North Warehouse	19,500,000
SAC24402	SAC	City of Sacramento	Folsom Blvd Operations and Maintenance	Folsom Blvd. from Power Inn Road to Watt Avenue; streetscape project including pedestrian and bicycle improvements, a raised landscaped median, landscaped planters, improvements to signal operations, frontage landscaping, and enhanced connections to transit facilities.	19,500,000
SAC25335	SAC	City of Sacramento	Marysville Boulevard Vision Zero	In the City of Sacramento, on Marysville Boulevard between Interstate 80 and Arcade Boulevard: Streetscape and safety improvements including a lane reduction, new signals, signal modifications, pavement repair, separated bikeways, and new enhanced marked crosswalks	20,000,000
SAC24924	SAC	City of Citrus Heights	Auburn Blvd Complete Streets - Phase 4	Design and construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	20,000,000
SAC24499	SAC	City of Sacramento	Docks Riverfront Promenade	In Sacramento, extend pedestrian/bicycle riverfront promenade from R St to Pioneer Bridge. Relocation and reconstruction of main rail line. Pedestrian/bicycle paths, benches, lighting, interpretative signs, rail crossings, and on-street bicycle lanes.	20,000,000
SacCity1	SAC	City of Sacramento	SR 99 Mack Road Interchange	Sacramento. Construct improvements at the State Route 99/Mack Road interchange to improve operations and relieve congestion. The project will also construct improvements along Mack Road and Stockton Boulevard in close proximity to the interchange.	20,000,000
CAL20951	SAC	Caltrans D3	US 50 Bridge Improvements	In Sacramento on Rte 50 at eastern end Sacramento River Viaduct (Pioneer Bridge). Bridge painting. EA 1H100	21,030,000
SAC25178	SAC	City of Sacramento	Capitol Mall Revitalization Project	In Sacramento, from 3rd Street to 9th Street in the Central City: Implement road diet. Reduce travel lanes from four lanes to two lanes (between 5th and 9th Streets), realign travel lanes, expand the pedestrian zone, install pedestrian-scale lighting, and implement public art.. Toll Credits for ENG	21,100,000
SAC25195	SAC	City of Sacramento	Franklin Boulevard Complete Street - Phases 1 & 2	In Sacramento, Franklin Blvd from Sutterville Rd to 32nd Ave: Reduce from four lanes to two lanes with center two-way left-turn lane and on-street parking as appropriate, improve pedestrian facilities including construction of curb, gutter, and sidewalk, install Class IV protected bikeways, pedestrian-scale lighting, and landscaping. Design, ROW, and Construction of Phase 1 (Sutterville Rd to 19th Ave) is funded with CMAQ, Federal ATP, and Local funds. Design ROW, and Construction of Phase 2 (19th Ave to 32nd Ave) is funded with State and Federal ATP, CMAQ, and Local funds. (See PE project SAC25009 for environmental documentation of entire project). Toll Credits for CON	21,238,000
SAC24926	SAC	City of Citrus Heights	San Juan Ave Complete Streets	Design, ROW and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	22,000,000
SAC24522	SAC	Sacramento County	Twin Cities Rd Bridge Replacement	Twin Cities Rd, over Snodgrass Slough: Replace the existing 2 lane structurally deficient structure with a new 2 lane structure.	22,104,002
CAL21035	SAC	Caltrans D3	I-5 Pavement Rehabilitation B	In Sacramento County on Route 5 from the San Joaquin County Line to approx 0.2 miles north of Twin Cities Rd. (PM 0.0 -2.5)	22,700,000
CAL21283	SAC	Caltrans D3	SR 12 Rio Vista Bridge Improvements	In Sacramento County at the Sacramento River Bridge (Br#23-0024)	22,860,000
CAL20862	SAC	Caltrans D3	SR 160 Pavement Rehabiliation A	In Sacramento County on Rte 160 from Walker Landing Rd to approx 0.1 mile south of River Rd. (PM 9.6-35.0)	23,900,000
SAC25135	SAC	City of Elk Grove	Kammerer Rd Reconstruction (Connector Segment)	Reconstruct Kammerer Road, between Lent Ranch Pkwy. and Bruceville Road, with seperated median, 2 lanes, and Class 2 bike lanes.	24,000,000
CAL21349	SAC	Caltrans D3	SR 99 Auxiliary Lanes & Ramp Meters	On SR 99 in Elk Grove from Elk Grove Blvd to south of Calvine Road (PM 12.7/16.0): Construct two southbound auxiliary lanes (southbound SR 99 Cosumnes River Blvd/Calvine Road to Sheldon Road and southbound SR 99 from Laguna Blvd/Bond Road to Elk Grove Blvd), construct concrete median barrier, extend storage lane at southbound Elk Grove Boulevard offramp, and upgrade five ramp metering systems.	24,630,000
CAL20860	SAC	Caltrans D3	US 50 Pavement Rehabilitation	In Sacramento County on Route 50 from Sunrise Blvd to approx 0.7 mile west of Prairie City Rd OC.	24,720,000
SAC24245	SAC	City of Rancho Cordova	Grade Separate RT Gold Line At Mather Field Road	Rail Crossing Project: at Mather Field Road, plan and Construct a Rail Grade Seperation for RT s Gold line.	25,000,000
SAC24244	SAC	City of Rancho Cordova	Grade Separate RT Gold Line At Routier Road	Rail Crossing Project: at Routier Road, plan and Construct a Rail Grade Seperation for RT s Gold line.	25,000,000
SAC24247	SAC	City of Rancho Cordova	Grade Separate RT Gold Line At Zinfandel Drive	Rail Crossing Project: at Zinfandel Drive plan and Construct a Rail Grade Seperation for RT s Gold line.	25,000,000
REG17979	SAC	Sacramento Regional Transit District	Transit Station and Stop Enhancements	Light Rail Station and Stop Enhancements (Ped/Bike Access, Lighting, Wayfinding, Shelters, etc.)	25,000,000
REG18050	SAC	RT	Watt/I-80 Transit Center Reconstruction	At the transit center at Watt Ave. and I-80, in partnership with the County of Sacramento, Caltrans, Mercy Housing, and Watt80 PBID, reconstruction of the transit center (including bus stops on Watt Ave. and structure).	25,000,541
CAL20774	SAC	Caltrans D3	I-5 Permit Load Mobility Improvement	On I-5 in the City of Sacramento, at South Connector Undercrossing #24-0267 (PM 22.4): Strengthen structure for permit loads.. Toll Credits for ENG	26,690,000
SAC25123	SAC	Sacramento Regional Transit District	Paratransit Vehicle Expansion	Paratransit Vehicle Expansion	27,057,661
SAC25177	SAC	City of Rancho Cordova	Zinfandel Drive Bicycle and Pedestrian Crossing	In Rancho Cordova, from White Rock Road to Folsom Boulevard (crossing the interchange at US 50): Create a Class 1 path. . Toll Credits for ENG	27,320,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SAC24925	SAC	City of Citrus Heights	Auburn Blvd Complete Streets - Phase 5	Design, ROW, and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	28,000,000
CAL20949	SAC	Caltrans D3	Bridge Rail Upgrades on 4 bridges along I-80 and SR 51	Bridge rail upgrades at Br #24-0291L (PM SR51_8.46); BR #24-0293R (PM SR51_8.52); BR #24-0203 (PM I-80_M6.6); BR #24-0205 (PM I-80_M8.67). EA 1H910	29,210,000
SAC24923	SAC	City of Citrus Heights	Auburn Blvd Complete Streets - Phase 3	Design, ROW acquisition and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	32,000,000
SAC24824	SAC	City of Rancho Cordova	Complete Streets Rehabilitation - Sunrise Blvd	Rehabilitate Sunrise Blvd. from Folsom Blvd. to Douglas Rd. And construct bicycle and pedestrian improvements.	35,000,000
SAC25237	SAC	Sacramento Regional Transit District	Light Rail Low Floor Station Conversions - Blue & Green Lines	For the 19 light rail stations along the Blue and Green Lines that are not already low-floor compatibble, design and construct improvements to convert stations to accommodate future low-floor vehicles.	36,150,000
CAL21400	SAC	Caltrans D3	South Sac 99 Pavement Rehab	On SR 99 near the City of Sacramento, from south of Martin Luther King Jr. Boulevard to US 50/SR 51 (Capital City Freeway, Business 80) Separation (PM 21.3/R24.351): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, upgrade signs and Transportation Management System (TMS) elements, replace concrete barrier and guardrail, and construct maintenance vehicle pullouts.	36,190,000
SAC24962	SAC	City of Elk Grove	Hi Bus from CRC to Elk Grove	This project is to develop an enhanced bus corridor 8.5 miles along Bruceville Rd to Big Horn to Kammerer to 99 between Cosumnes River College and Elk Grove.	37,813,160
SAC25251	Sac	City of Sacramento	Pedestrian Crossing Improvement Implementation	Crossing improvements at uncontrolled crossings	40,000,000
REG18056	SAC	RT	Expansion LRVs for Gold Line 15 Min Service to Folsom	Purchase seven (7) expansion light rail vehicles (LRVs) to enable enhanced service frequencies on the Gold Line between Sunrise Station and Historic Folsom Station. CMAQ funds are eligible for design and construction to expand the fleet. This project will enable SacRT to increase service frequencies from 30 minutes to 15 minutes on the segment of the Gold Line between Sunrise Station and Historic Folsom Station. Emission Benefits in kg/day: 2 ROG, 1 NOx, 1 PM2.5)	42,081,599
CAL20826	Sac	Caltrans D3	SR 51 ICM	Implement ICM strategies on the SR 51 Corridor (Non-capacity)	45,000,000
CAL20824	SAC	Caltrans D3	I-5 ICM	Implement ICM strategies on the I-5 Corridor (Non-capacity)	45,000,000
CAL20825	SAC	Caltrans D3	I-80 ICM A	Implement ICM strategies on the I-80 Corridor (Non-capacity)	45,000,000
CAL20827	SAC	Caltrans D3	SR 99 ICM	Implement ICM strategies on the SR 99 Corridor (Non-capacity)	45,000,000
SAC24828	SAC	City of Rancho Cordova	Zinfandel Complex Improvements - Phase2	Construct intersection and pedestrian improvements on Zinfandel Drive between White Rock Road and Folsom Blvd, including modifications at US 50/Zinfandel to improve safety and ease congestion along the corridor, including bridge widenings, ramp and intersection reconstruction and reconstruction of intersections.	45,968,000
REG18059	SAC	RT	Purchase New Low-Floor Light Rail Vehicles	Purchase (8) eight replacement low-floor light rail vehicles. This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	46,200,000
CAL21074	Sac	Caltrans D3	I-5 CAPM Strategy from American River Bridge to Yolo County Line (PM 25.40 to 34.60)	CAPM strategy cold plane existing pavement an overlay with 0.15' RHMA-G and 0.1' RHMA-O on mainline and ramps, rehabilitate existing drainage as needed, rehabilitate or replace non-standard ADA features, overhead sign structures, sign panels, and lighting as needed in Sacramento County on Route 5 from American River Br 24-0068 to Yolo Coiunty line	46,300,000
CAL20962	SAC	Caltrans D3	I-5 Pavement Rehabilitation A	In Sacramento County from American River Bridge (Br#24-0068) to Yolo County line. Pavement Rehab/CAPM. (EA 1H170)	46,303,000
SAC25150	SAC	Sacramento Regional Transit District	State of Good Repair - Transit Infrastructure	Various projects to maintain the state of good repair of SacRT's light rail system	47,565,273
CAL21281	SAC	Caltrans D3	I-5 ADA Improvements	ADA Design-Build at various locations in District 3 and in District 4 in Solano County. (EA 0H320)	50,000,000
SAC19840	SAC	Sacramento County	Bike/Ped Improvements	Bikeway Facilities: In various Sacramento County locations. Includes: 2010 Bikeway Master Plan Implementation.	50,000,000
SAC25249	Sac	City of Sacramento	Short-term Bikeway Project Implementaiton	Priority projects identified in the Bicycle Master Plan	52,000,000
REG18061	SAC	RT	CNG Tank and Bus Replacement	Replace CNG tanks, rebuild engines, transmissions; replace operator seats, re-upholster passenger seats on (21) thirty 40' transit buses; and purchase 70 CNG transit buses.	53,604,359
CAL21015	SAC	Caltrans D3	In Sac Cty on Rte 51 from 0.1 mi south of Tribute Rd UC to 51/244 Connector. Ramp meters.	In Sac Cty on Rte 51 from 0.1 mi south of Tribute Rd UC to 51/244 Connector. Ramp meters.	55,000,000
CAL21401	SAC	Caltrans D3	North Sac I-5 Rehab	On I-5 near the City of Sacramento, from American River Bridge to Sacramento River Bridge (PM 25.3/34.4): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	57,500,000
REG18070	SAC	RT	Purchase New Low Floor Light Rail Vehicles	PUrchase eight (8) replacement low floor light rail vehicles ("NTP #4") This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	58,402,550
REG18064	SAC	RT	Purchase New Low-Floor Light Rail Vehicles	Purchase (8) eight replacement low-floor light rail vehicles. This is a component of the Light Rail Modernization Project which includes the replacement of 66 LRVs with new low floor vehicles.	59,456,677
SAC25255	Sac	City of Sacramento	ADA Improvements	Accessibilty improvements to meet current accessibilty requirements	60,000,000
REG18048	SAC	RT	Light Rail Low Floor Station Conversion	In Sacramento Region, for the 29 light rail stations along the Gold Line, design and construct improvements to convert stations to accommodate future low-floor vehicles. Ultimately all 48 stations will be converted to low floor, at an estimated cost of $69M. The first phase of the Gold Line stations conversions must be completed in order to deliver 2018 TIRCP grant-funded Gold Line Service Enhancements project.	61,400,673
CAL21390	SAC	Caltrans D3	SR 51 American River Bridge Child Project #3	On SR 51 (Capital City Freeway, Business 80) in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge No. 24-0003 and Cal Expo Undercrossing No. 24-0133 (PM 2.0/3.5): Construct American River Bridge widening foundation. (Early Work Package No. 3 for Construction Manager/General Contractor (CMGC) parent project EA 3F070/CAL21379, which was split into three child projects: 3F071/CAL21379, 3F072/CAL21389, 3F073/CAL21390.)	61,691,000
SAC25120	SAC	Sacramento Regional Transit District	Siemens 2nd Series Fleet Replacement	Siemens 2nd Series Fleet Replacement	65,100,000
SAC25242	SAC	Sacramento Regional Transit District	2800 Series 40' CNG Bus Replacement (FY20-FY22)	2800 Series 40' CNG Bus Replacement (FY20-FY22)	70,920,000

Project ID	County	Lead Agency	Title	Description	Total Cost
REG18032	SAC	RT	Replacement Light Rail Vehicles (LRVs)	Purchase 13 new low-floor LRVs to replace existing LRVs in the SacRT light rail fleet that are beyond their useful life.	75,820,672
CAL20848	SAC	Caltrans D3	Facilities, Main HQ Shop	Main HQ Shop (32101)	78,000,000
SAC25260	SAC	Sacramento County	Watt Avenue Railroad Bridge Replacement and Bike/Ped Grade-separated Safety Crossing	At Watt Ave. and UPRR crossing: Replace or rebuild existing railroad bridge to extend structure with a longer span to create more horizontal clearance above Watt Avenue. Construct new adjacent span with a third railroad track. Watt Ave., from Roseville Rd. to Peacekeeper Way: Widen to accommodate buffered bicycle lanes and pedestrian facilities. Watt Ave., at Roseville Rd. and at Peacekeeper Way: Modify signals for bicycle lanes. Also modify existing storm water pump station.	80,000,000
SAC25122	SAC	Sacramento Regional Transit District	Paratransit Vehicle Replacement A	Paratransit Vehicle Replacement A	81,543,153
CAL21031	SAC	Caltrans D3	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab.	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab.	86,500,000
REG18067	SAC	RT	Blue Line Light Rail Low Floor Station Conversions	In Sacramento Region, for the 19 light rail stations along the Blue Line, design and construct improvements to convert stations to accommodate future low-floor vehicles. Ultimately all stations (Blue and Gold Lines) will be converted to low floor. Blue Line stations conversions are necessary to run low floor light rail vehicles (LRVs) along the Blue Line.	94,712,406
SAC25128	SAC	Sacramento County	Countywide Intelligent Transportation Systems Enhancements	The Sacramento County Transportation Development Fee Program has identified twenty-seven(27) roadway segments throughout the County that will require ITS enhancements. This work includes upgrades to the signal controllers, communication to the Traffic Operations Center (TOC) network, Changeable Message Signs (CMS), and traffic data collection facilities. It will also provide for expansion of the TOC facilities to accommodate future network growth as well as incident management and traveler information systems.	95,000,000
CAL20691	SAC	Caltrans D3	SR 51 Bridge Deck Replacement	On SR 51 in the City of Sacramento, from north of B Street Underpass to north of Exposition Boulevard Overcrossing at the American River Bridge No. 24-0003 and Cal Expo Undercrossing No. 24-0133 (PM 2.0/3.5): Widen and replace bridge deck and construct 0.14 mile of Class 1 bike and pedestrian path as a complete streets element. This is a Construction Manager/General Contractor (CMGC) project. (G13 Contingency) (Three child projects: 3F071/CAL21379, 3F072/CAL21389, 3F073/CAL21390). Toll Credits for ENG	100,033,000
REG18065	SAC	RT	CAF Light Rail Vehicle Mid Life Overhaul	SRTD Mid Life Overhaul of CAF Light Rail Vehicles	106,230,277
SAC25250	Sac	City of Sacramento	Vision Zero Traffic Safety Implementation	Traffic safety improvements along the High Injury Network	107,000,000
SAC25124	SAC	Sacramento Regional Transit District	UTDC Fleet Replacement	UTDC Fleet Replacement	119,700,000
SAC25245	Sac	City of Sacramento	River District Transportation Improvements	Roadway, bikeway, and pedestrian improvements to implement the River District Specific Plan.	120,000,000
SAC25147	SAC	Sacramento Regional Transit District	CAF Fleet Mid-Life Component Overhaul	Overhaul major subsystems/components on the CAF fleet (40 vehicles)	120,000,000
SAC25344	SAC	Sacramento County	Pedestrian Walkway from Terminal to Concourse B	Project will construct a pedestrian walkway between Terminal and Concourse B at Sacramento International Airport, adjacent to the existing Automated People Mover. The walkway will consist of an independent, standalone structure that bridges from Terminal B across landside roadways to a vertical circulation hub with a lower structure to connect the same hub to Concourse B.	137,360,825
SAC25338	SAC	City of Sacramento	Sacramento Valley Station Regional Bus Mobility Center	In Sacramento, adjacent to Sacramento Valley Station, construct Regional Bus Mobility Center (RBMC) to include parking, street improvements, pedestrian and bicycle facilities, connection to existing tunnel, and related improvements, to serve inter-city buses and regional commuter buses	142,436,000
SAC24557	SAC	City of Sacramento	Central City Specific Plan Multi-modal improvements.	Two-way conversions, three to two lane conversions, freeway ramps, buffered bike lanes, Ped, Transit, and Bike Projects (see Table A-3 from Central City Specific Plan)	165,000,000
SAC25148	SAC	Sacramento Regional Transit District	Hi-Bus Expansion Vehicles	Hi Bus Vehicles for five BRT lines and 20 Enhanced Bus Lines	168,877,000
SAC25243	SAC	Sacramento Regional Transit District	Bus Fleet Replacement (FY23-FY35)	Bus Fleet Replacement (FY23-FY35)	180,087,000
SAC25152	SAC	Sacramento Regional Transit District	Gold Line Frequency and Service Enhancements	Modifications and enhancements to the Gold Line to enable more frequent service and/or limited stop express service between Folsom and downtown Sacramento including 10 Expansioin LRVs, Side Track, Signal and Crossing Upgrades, LR facility and yard expansions.	194,800,000
SAC25121	SAC	Sacramento Regional Transit District	CNG Bus Expansion	CNG Bus Expansion	221,179,000
SAC24898	SAC	City of Sacramento	Sacramento Intermodal Transportation Facility - Phase 3	Intermodal Facility Phase 3 project is the creation of a larger multi-modal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve relocating the existing LRT station to a north-south alignment; expansion of the terminal facilities including passenger amenities and spaces, transportation operations areas, site and circulation improvements and joint development	225,000,000
SAC25119	SAC	Sacramento Regional Transit District	CAF Series Fleet Replacement (40)	CAF Series Fleet Replacement (40)	228,000,000
REG18034	SAC	RT	RT Preventive Maintenance	Provide for operating expenses for scheduled and unscheduled maintenance for bus and light rail revenue vehicles, facility maintenance, rail repair, and infrastructure replacement to maintain a state of good repair and prevent impacts to operations.FFY2017: $15,361,980FFY2018: $15,531,265 ($15,190,363 pgm'd in FFY18; $340,902 pgm'd in FFY19)FFY2019: $15,776,120FFY2020: $16,237,087FFY2023 $ 9,700,000FTA 5337FFY2017: $11,580,302FFY2018: $13,804,359 ($11,580,302 pgm'd in FFY18; $2,224,057 pgm'd in FFY19)FFY2019: $13,064,129FFY2020: $12,220,975FFY2023 $10,000,000	235,341,535
SAC25252	Sac	City of Sacramento	Street maintenance	Street maintenance	240,000,000
CAL20761	SAC	Caltrans D3	US 50 Pavement Rehab	On US 50 in the City of Sacramento, from I-5 to Watt Avenue (PM L0.6/R5.3): Roadway rehabilitation. The US 50 Multimodal Corridor Enhancement project (0H08U) combines US 50 HOV Lanes (3F360/CAL18838) and US 50 Pavement Rehab (0H080/CAL20761) for construction.	323,900,000
SAC25254	Sac	City of Sacramento	Roadway Pavement Maintenance Backlog	To maintain current PCI	400,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
REG17943	SAC	RT	Green Line (DNA) Light Rail - Overall	This project will redefine a Minimum Operable Segment (MOS) 2 and a MOS 3. REG17935 includes the Final Design and Construction for the project (excluding MOS-1).This phase of the Green Line to the Airport (DNA) Light Rail Project will consist of two discreet, yet connected efforts. For the segment of the Green Line near and adjacent to the Sacramento Intermodal Transfer Center (SITF), the effort will entail the preparation of Draft EIS (and EIR), its circulation for public review and comment, addressing the comments and will culminate with a Final EIS (and EIR). The segment of the project adjacent to the SITF will be coordinated with on-going Sacramento Streetcar planning, environmental review, and design development. For the remainder of the 13-mile corridor, the effort will entail the preparation of a Draft EIS (and EIR) only and its circulation for public review and comments. An MOS will also be identified for this segment. The effort will also evaluate low-floor LRT vehicles and their integration into the RT system, evaluate LRT vehicle maintenance locations for the Green Line, evaluate downtown Sacramento rail/traffic effects of the proposed service, prepare the necessary technical information and for a New Starts evaluation under MAP-21, and involve the community and stakeholders in an outreach program for both efforts. Advanced conceptual engineering and preliminary engineering in key areas with potential for environmental impacts that may require mitigation strategies for the EIS will be completed.	13,546,336
SAC24683	SAC	City of Sacramento	I St. Bridge Replacement	I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.. Toll Credits for ENG, CON	237,239,168
REG17300	SAC	RT	SRTD Satellite Bus Maintenance Facility #2	In Sacramento: purchase/lease building in McClellan Park to be converted to a new bus maintenance facility. Phase 1 Plans for this facility include two fueling stations, one land bus wash, and a revenue collection center. Also includes site work for parking and building modifications to support 125 buses (this number includes both large transit buses and cut-aways).	25,404,767
SAC25244	Sac	City of Sacramento	Stockon Blvd Moblity Project	Improve safety, transit, and moblity on Stockton Blvd from Alhambra to 47th Street. Reduce number of lanes from four to two to accommodate BRT or Bike/Ped	100,000,000
SUT18938	SUT	City of Live Oak	Live Oak Housing Element Update and Community Visioning Plan	In Live Oak: Complete a housing element update and a City of Live Oak Visioning Plan.	110,000
SUT56275	SUT	City of Live Oak	General Plan Update	In Live Oak: Update the Land Use Element, Circulation Element, Public Utilities Services and Facilities Element, Public Safety, and Environmental Justice Element, and the associated Environmental Impact Report in Live Oak's General Plan.	350,000
SUT17011	SUT	City of Live Oak	Apricot St. Rehab	Pavement Rehabilitation: in Live Oak from N St. to Samuel St. Includes: resurface existing pavement.	360,000
CAL20887	SUT	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sankey Road	In Sutter County at SB SR 99/Sankey Road ramp meter. (PM 3.04)	380,000
CAL21297	SUT	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (EB Sutter Bay Blvd. to SB SR 99)	380,000
CAL21295	SUT	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to NB SR 99)	380,000
CAL21298	SUT	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to SB SR 99)	380,000
SUT17022	SUT	City of Live Oak	Gum St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, and drainage improvements.	425,000
SUT17025	SUT	City of Live Oak	Archer Ave. Phase 3	Pavement Rehabilitation: from K St. to City Limit. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase III)	480,000
SUT17018	SUT	City of Live Oak	Ivy St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalks, and drainage improvements.	480,000
SUT17009	SUT	City of Live Oak	Archer Ave. Phase 2	Pavement Rehabilitation: from L St. to K St. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	486,000
SUT17021	SUT	City of Live Oak	Fir St.	Road Reconstruction: from Broadway to N Street. Includes: curb and gutter, and new sidewalk from California St. to N Street.	486,000
SUT17012	SUT	City of Live Oak	Pennington Rd. Reconstruction A	Road Reconstruction from Hwy. 99 to Larkin Rd. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	500,000
CAL20872	SUT	Caltrans D3	SR 99 Drainage Improvements D	In Sutter County at Queens Ave OC, PP 18-34W	528,000
SUT16991	SUT	City of Live Oak	Sinnard Ave.	Road Reconstruction: from Fir St. to Pennington Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	542,700
SUT18838	SUT	City of Live Oak	Live Oak Community Trail Segment 4	West of SR 99 in the City of Live Oak, along the abandoned Sacramento Northern Railroad corridor, from Kola St. to Epperson Wy. (approx. 1/4 mi): Construct class 1 pedestrian/bicycle trail with landscaping and benches.	555,000
SUT17020	SUT	City of Live Oak	Elm St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, bike lanes, and drainage improvements.	567,000
SUT18889	SUT	City of Live Oak	P St. Reconstruction B	Road Reconstruction: from Park St. to Pennington Road Includes drainage, curb and gutter, sidewalk, and bike lanes.	567,000
SUT17024	SUT	City of Live Oak	Elm Street Reconstruction	In Live Oak: Elm Street from Larkin Road to L Street; reconstruct, install curb, gutter, sidewalks, drainage improvements.	580,000
SUT18922	SUT	City of Live Oak	Larkin Road and Elm Street	In Live Oak on Larkin Road from Archer Ave. to the Elm St./SR 99 intersection. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	581,000
SUT56277	SUT	City of Yuba City	Butte House Road Complete Streets	On the north side of Butte House Road from Tharp Road to Blevin Road: Construct an ADA-accessible sidewalk and a Class II bike lane.	590,000
SUT17019	SUT	City of Live Oak	Nevada St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalk, and drainage improvements.	600,000
SUT18916	SUT	City of Live Oak	Broadway St. and Elm St.	Road Reconstruction from Apricot St. to the Elm St./SR 99 intersection. Includes: drainage improvements, curb, gutter and sidewalk and bike lanes	650,000
CAL21066	SUT	Caltrans D3	SR 99 Drainage Improvements C	In Sutter County on Route 99 at the Howsley Rd UC (Pump Plant #18-0045W). Upgrade pump plant.	710,000
SUT17005	SUT	City of Live Oak	L Street Reconstruction A	In Live Oak: L Street from Pennington Road to Elm Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	770,000
SUT17023	SUT	City of Live Oak	Center St.	Pavement Rehabilitation: from Pennington Rd. to Elm St. Includes: drainage improvements.	800,000
SUT17001	SUT	City of Live Oak	Kola Street Sidewalks	In Live Oak; Kola Street from State Route 99 to Larkin Road; reconstruct street, install curb, gutters, sidewalks, drainage improvements, new cross walk striping and pedestrian crossing warning lights.	800,000
SUT17007	SUT	City of Live Oak	Broadway St. Reconstruction	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	810,000
SUT18917	SUT	City of Live Oak	Live Oak Community Trail	Construct New Class I Bikeway along the abandon Sacramento Northern Railroad right-of-way from Elm St. to the Pennington Rd./O St. Intx. (Phase 2)	885,000
CAL20888	SUT	Caltrans D3	SR 99 Diagonal Ramp Meter at the SR 99/Howsley Road interchange	In Sutter County at SR 99/Howsley Road Interchange a Diagonal ramp meter. Future Configuration is 1+1. (Howsley Road to SB SR 99) (PM 5.401)	900,000
CAL21085	SUT	Caltrans D3	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at SR 99/Riego Road Interchange Repair a Loop ramp meter. Future Configuration is 1+1. (WB Riego Road to SB SR 99) (PM 0.79)	900,000
CAL21296	SUT	Caltrans D3	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. Future Configuration is 1+1. (EB Sutter Bay Blvd. to NB SR 99)	900,000
LiveOak2	SUT	City of Live Oak	California St.	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	900,000
SUT18883	SUT	City of Live Oak	N St. Reconstruction A	Road Reconstruction: from Pennington Road to Elm St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	935,000
SUT18921	SUT	City of Live Oak	L Street Reconstruction B	In Live Oak: L Street from Elm St. to Ash Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	1,013,000

Project ID	County	Lead Agency	Title	Description	Total Cost
SUT18850	SUT	Sutter County	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, Various locations.: See http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_MPO.html#SACOG web site for backup list of locations.	1,046,028
SUT18915	SUT	City of Live Oak	Bishop Ave.	Road Reconstruction: from SR 99 to Planning Area Limits Includes drainage, curb, gutter, sidewalk, and bike lanes.	1,047,000
SUT16997	SUT	City of Live Oak	Pennington Rd. Reconstruction E	Road Reconstruction: from Sinnard Ave. to Sheldon Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	1,079,000
CAL20885	SUT	Caltrans D3	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at SR 99/Riego Road Interchange Repair a Diagonal ramp meter. Future Configuration is 2+1. (EB Riego Road to SB SR 99) (PM 1.015)	1,120,000
CAL21087	SUT	Caltrans D3	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at NB SR 99/Riego Road Interchange a Diagonal ramp meter. Future Configuration is 2+1. (WB Riego Road to NB SR 99) (PM 0.895)	1,120,000
CAL21088	SUT	Caltrans D3	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at NB SR 99/Riego Road Interchange a Loop ramp meter. Future Configuration is 2+1. (EB Riego Road to NB SR 99) (PM 1.169)	1,120,000
SUT18856	SUT	Sutter County	Larkin Rd. Bridge Replacement	Larkin Rd. over South Birch Sutter-Butte Canal, 0.2 miles north of Encinal Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge.	1,158,000
SUT17017	SUT	City of Live Oak	N St. Reconstruction B	Road Reconstruction: from Kola St. to Epperson Way. Includes: curb, gutters, sidewalks, drainage improvements, and bike lanes.	1,256,000
SUT18937	SUT	Sutter County	Sanders Road Bridge over Sutter Butte Canal	On Sanders Road, 1.2 miles west of Broadway, Replace the existing structurally deficient bridge and the approach 300 feet east and west of the bridge for a total length of 640 feet. The width of the project site will be within the County right-of-way.	1,338,220
SUT18936	SUT	Sutter County	Nuestro Road Bridge over Snake River	On Nuestro Road, 0.7 miles east of East Butte Road, Replace the existing structurally deficient bridge and the approach 300 feet east and west of the bridge for a total length of 640 feet. The width of the project site will be within the County right-of-way.	1,339,550
SUT17010	SUT	City of Live Oak	Pennington Rd. Reconstruction D	Road Reconstruction from Connecticut Ave. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	1,370,000
SUT18885	SUT	City of Live Oak	N St. Reconstruction C	Road Reconstruction: from Fir St. to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	1,418,000
SUT18855	SUT	Sutter County	Nicolaus Ave. Bridge Replacement	Nicolaus Ave., over Coon Creek, 1 mile west of Pleasant Grove Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge.	1,422,000
SUT18858	SUT	City of Live Oak	Pennington Rd. Complete Streets Rehabilitation	Pennington Rd., from Connecticut Ave. to Broadway: reconstruct roadway and restripe existing bicycle lanes.. Toll Credits for CON	1,428,255
CAL20569	SUT	Caltrans D3	SR 99 Class II Bike Lane	On SR 99, construct bike lane from Bogue Road to SR 20 Jct.	1,440,000
SUT18934	SUT	Sutter County	Sanders Rd Over Sutter Co Extension Canal - Bridge Replacement	Sanders Rd over Sutter County Extension Canal, 1.2 miles west of Broadway. Replace existing 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,511,600
SUT18935	SUT	Sutter County	Nuestro Rd Over Snake River - Bridge Replacement	Nuestro Rd over Snake River, 0.7 miles east of East Butte Rd. Replace existing 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,513,100
CAL21414	SUT	Caltrans D3	SR 99 Live Oak 18-Wire RR Preemption Upgrade	In Sutter County, on SR 99 at Pennington Road in the city of Live Oak. Upgrade two wire railroad preemption.	1,565,000
SUT18892	SUT	City of Live Oak	Pennington Rd. Reconstruction B	Road Reconstruction from Orchard Way to Sinnard Ave. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	1,800,000
SUT18890	SUT	City of Live Oak	P St. Reconstruction A	Road Reconstruction: from Pennington Road to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	1,870,000
SUT18918	SUT	City of Live Oak	Coleman Rd. Reconstruction and Bike Lanes	Road Reconstruction: from SR 99 to Sinnard Ave. Includes drainage, curb, gutter, sidewalk, and bike lanes.	2,110,000
SUT18882	SUT	City of Live Oak	Larkin Road Reconstruction A	In Live Oak on Larkin Road from Apricot St. to current City Limit. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	2,450,000
SUT18932	SUT	City of Yuba City	Harter Parkway and Sutter Bike Path Gap Closure	In Yuba City: From Hooper Road to Harter Parkway on the north side of Jefferson Avenue and on Harter Parkway from Butte House Road to Spirit Way, extend the existing 4.6-mile-long Sutter Bicycle Path from Hooper Road to Harter Parkway and build a Class I shared use path on Harter Parkway from Butte House Road to State Route 20.	2,510,000
SUT18873	SUT	Sutter County	Tisdale Rd, Over Westside Canal-Sutter County	Tisdale Rd., over Westside Canal, 100 E Cranmore Rd.: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	2,845,000
SUT18875	SUT	Sutter County	Kent Road Bridge at Sutter Butte Canal.	Kent Road over Sutter Butte Canal, 0.2 Mi South of McDonald Ave.: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	3,179,000
SUT18907	SUT	City of Live Oak	Class I Bikeways	Construct New Class I Bikeways off-street and along various new and existing City streets	3,405,000
SUT18830	SUT	Sutter County	SR 99 Intersection Improvements	Intersection improvements to add turn lanes, address drainage issues and sound attenuation as needed along both sides of State Route 99 at Bogue Rd, Lincoln Rd, Richland Rd and Franklin Rd.	3,800,000
SUT16985	SUT	City of Live Oak	Pennington Rd. Reconstruction F	Road Reconstruction: from Township Rd. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	3,973,000
SUT56276	SUT	City of Yuba City	Bridge Street Reconstruction Development Phase	On Bridge St. between SR-99 and Gray Avenue and between Cooper Avenue and Second Street: complete the environmental and design phases for roadway improvements that will support biking, walking, traffic volumes, and consistency with the facility's eastern segment connecting to the 5th St. bridge. (total project cost $4 million).. Toll Credits for ENG	4,000,000
CAL20934	SUT	Caltrans D3	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to Queens Ave OC (PM 29.67/31.31). ADA Improvements. (EA 2F090)	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to Queens Ave OC (PM 29.67/31.31). ADA Improvements. (EA 2F090)	4,500,000
SUT18880	SUT	City of Live Oak	Larkin Road Reconstruction C	In Live Oak on Larkin Road from current City Limit to Paseo Ave. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	4,510,000
SUT16983	SUT	City of Live Oak	Riviera Road	In Live Oak, Riviera Road from SR99 to Larkin Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	4,518,000
CAL21041	SUT	Caltrans D3	SR 99 Pavement Rehabilitation C	In Sutter County on Route 99 approx 0.1 mile south of Messick Road to Jct of Rte 20. (PM 24.1 - 30.6)	5,050,000
SUT56278	SUT	City of Yuba City	Walton Ave. Complete Streets	On west side of Walton Ave., between Hazel Ave. and SR 20: Construct sidewalks. Walton Ave., between Hazel Ave. and SR 20: Construct paved shoulders, buffered bike lane, upgrade traffic signals, and perform pavement repairs.	5,200,000
CAL20865	SUT	Caltrans D3	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM.	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM.	5,675,000
CAL21048	SUT	Caltrans D3	SR 70 Pavement Rehabilitation B	In Sutter County on Route 70 from Jct 70/99 to end of county.	5,675,000
SUT16987	SUT	City of Live Oak	Luther Rd.	Road Reconstruction: from the current existing city boundary to Riviera Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	5,887,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL20731	SUT	Caltrans D3	SR 99 City of Live Oak Safety Improvements	On SR 99 in Live Oak, at intersections with Elm Street and Pennington Road (PM 40.0/40.5): Intersection safety improvements. The Live Oak Streetscape, Rehab and Safety project (3F99U) combines SR 99 City of Live Oak Safety Improvements (2H230/CAL20731), SR 99 Live Oak Rehab (1H150/CAL20763), and Live Oak Collaborative Highway 99 Streetscape Improvements (3F990/SUT18865) for construction.	6,310,000
LiveOak1	SUT	City of Live Oak	Coleman Rd. Reconstruction and Realignment	Road Reconstruction: from Larkin Rd. to SR 99. Includes realignment of Coleman Rd., new at-grade crossing of UPRR, drainage, curb, gutter, sidewalk, and bike lanes.	6,515,000
SUT18884	SUT	City of Live Oak	N St.	Construct New Road: 2 lane collector from current City Limit to Paseo Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	6,786,000
CAL21042	SUT	Caltrans D3	SR 20 Pavement Rehabilitation A	In Sutter County on Route 20 from S. Butte Rd to the county line.	6,900,000
SUT17004	SUT	City of Live Oak	Pennington Rd. Reconstruction C	Widen and Reconstruct: add 2 traffic lanes from Hwy. 99 to N Street. Includes: center median with turn pockets, drainage improvements, bike lanes, and underground utilities.	1,500,000
SUT18898	SUT	City of Live Oak	Road 9	Construct New Road: 2 lane collector from Richard Ave. to Linda St. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	2,808,000
SUT16981	SUT	City of Live Oak	South Loop Road	In Live Oak, phase-1 Township to Sinnard, construct South Loop Road, a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes	1,581,650
SUT18906	SUT	City of Live Oak	SR 99 Widening D	Widen: Add 2 travel lanes from Coleman Rd. to Paseo Ave. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase V)	734,400
SUT16990	SUT	City of Live Oak	Riviera Rd.	Road Reconstruction: from Township Rd. to Larkin Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. (Phase II)	7,332,000
SUT16988	SUT	City of Live Oak	Township Road	In Live Oak, Phase-1 from Paseo Road to Pennington Road construct Township Road a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes.	17,083,000
SUT16956	SUT	City of Yuba City	Bogue Rd. Widening Phase 1	Widen: 4 lanes from Harter Pkwy to Hwy 99	17,526,000
SUT16976	SUT	City of Yuba City	Bogue Rd. Widening Phase 2	Widen: 4 lanes from Township Rd. to George Washington Blvd.	4,041,000
SUT16957	SUT	City of Yuba City	Bogue Rd. Widening Phase 3	Widen: 4 lanes from George Washington Blvd. to Harter Pkwy.	2,372,000
SUT16961	SUT	City of Yuba City	Butte House Rd.	Widen: 4 lanes from Township Rd. to Tharp Rd.	18,361,000
SUT16963	SUT	City of Yuba City	Clark Ave.	Roadway Operational Improvements: from Richland Rd. to Franklin Ave. add a continuous left-turn lane and bike lanes.	6,016,405
SUT16977	SUT	City of Yuba City	Franklin Ave.	Widen: 4 lanes from Plumas Blvd. to Garden Hwy.	4,944,000
SUT16954	SUT	City of Yuba City	Franklin Rd.	Widen: 4 lanes from Township Rd. to Hwy. 99.	18,515,000
SUT16970	SUT	City of Yuba City	George Washington Blvd. Widening A	Widen: 4 lanes from Hwy. 20 to Bogue Rd.	21,614,000
SUT10260	SUT	City of Yuba City	Harter Road	In Yuba City, construct 4 lanes, Harter Road between Lassen Boulevard and Bridge Street.	2,236,000
SUT16955	SUT	City of Yuba City	Lincoln Rd. Widening D	Widen: 4 lanes from Township Rd. to Garden Hwy.	29,975,000
SUT16962	SUT	City of Yuba City	Pease Rd. Widening	Widen: 4 lanes from Township Rd. to Hwy. 99	18,972,000
SUT16964	SUT	City of Yuba City	SR 99 Widening B	Widen: 6 lanes from Hwy. 20 to Bogue Rd.	31,434,000
SUT16960	SUT	City of Yuba City	State Route 20 - Stabler Lane to State Route 99	Widen State Route 20 from 4 to 6 lanes from Stabler Lane to State Route 99	7,453,000
SUT16965	SUT	City of Yuba City	Walton Avenue Widening B	Widen Walton Avenue to 4-lanes from Bogue Road to Augusta Lane	9,879,408
SUT10813	SUT	City of Yuba City	Western Parkway	Construct Western Parkway (4 lanes) from State Route 20 to Butte House Road	10,000,000
SUT18876	SUT	Sutter County	Howsley Rd Widening	Widen Howsley Rd between Pleasant Grove Rd and Natomas Rd	3,960,000
SUT10370	SUT	Sutter County	Lincoln Rd. Widening C	Widen: 2 lanes from Jones Rd. to Walton Rd. Includes: center lane.	3,000,000
CAL18590	SUT	Sutter County	Route 99, New Interchange	Sutter County, north of Sacramento: along Route 99 between Riego Road and Sankey Road, construct new interchange	22,000,000
SUT10500	SUT	Sutter County	Sankey Rd.	Widen: 4 lanes from Pleasant Grove Blvd. to Hwy. 99 / Hwy. 70.	2,500,000
CAL21014	SUT	Caltrans D3	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements.	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements.	9,100,000
SUT16984	SUT	City of Live Oak	Larkin Road Reconstruction B	In Live Oak on Larkin Road from Nevada Street to Riviera Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	9,350,000
SUT16989	SUT	City of Live Oak	Township Rd.	Road Reconstruction: from Pennington Road to Riviera Road. Includes drainage, curb, gutter, sidewalk, and bike lanes.	9,436,000
CAL21304	SUT	Caltrans D3	Live Oak Street Scape	Streetscape Enhancement and widen to 4 lanes. EA 3F990	10,460,000
SUT18891	SUT	City of Live Oak	Paseo Ave.	Reconstruct roadway from Hwy. 99 to Township Road, realign west 0.5 mi. Includes: drainage improvements, curb, gutter, sidewalk, and bike lanes.	11,150,000
CAL20429	SUT	Caltrans D3	Lomo Railroad Crossing	ROW Acquisition and Construction: Railroad Crossing. North of SR 99 / Live Oak Blvd. intersection.	12,203,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL21378	SUT	Caltrans D3	SUT-99 Lomo Crossing	On Route 99 near Live Oak, from south of Encinal Road/Live Oak Boulevard to north of Kent Avenue (PM R34.8/36.6); also at Eager Road (PM R33.8/R34.0): Eliminate cross traffic access to Route 99 at Encinal Road/Live Oak Boulevard and improve acceleration features in proximity to the railroad crossing approach/departure for both directions of travel for vehicles required by law to stop at the railroad crossing, and improve/enhance access to the Eager Road interchange.	12,310,000
CAL21388	SUT	Caltrans D3	SR 99 Oswald Road Intersection Improvements	On SR 99 near Yuba City, from 0.6 mile south to 0.4 mile north of Oswald Road (PM 25.0/26.0): Construct intersection improvements.	14,585,000
SUT18925	SUT	Sutter County	Bridge Replacement On Howsley Rd Over Pleasant Grove Creek Canal	Howsley Rd Over Pleasant Grove Creek Canal at Natomas Rd. Replace 2 lane bridge with 2 lane bridge. No added capacity.. Toll Credits for ENG	15,003,179
CAL20763	SUT	Caltrans D3	SR 99 Live Oak Rehab	On SR 99 in Live Oak, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive (PM 39.4/41.0): Roadway rehabilitation. The Live Oak Streetscape, Rehab, and Safety project (3F99U) combines SR 99 City of Live Oak Safety Improvements (2H230/CAL20731), SR 99 Live Oak Rehab (1H150/CAL20763), and Live Oak Collaborative Highway 99 Streetscape Improvements (3F990/SUT18865) for construction.	20,050,000
CAL20952	SUT	Caltrans D3	SR 99 Pavement Rehabilitation A	In and near Live Oak from Coleman Ave to Ramsdall Dr (PM 39.4-40.9)	20,050,000
REG18071	VAR	RT	El Dorado Transit- Preventive Maintenance	El Dorado Transit (Subrecipient) Preventive maintenance for urban transit services within El Dorado County as well as commuter service to/from Sacramento (Sacramento Urbanized Area).FFY21: $43,520FFY22: $31,181	93,377
VAR56208	VAR	SACOG	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region. (See VAR56207.). Toll Credits for CON	198,089
VAR56277	VAR	SACOG	Remix software and transit technical assistance	Remix Software, Inc. is the sole manufacturer and service provider of the only cloud-based software service that offers an integrated package of data tools to analyze a broad range of transit route planning considerations. SACOG staff will provide transit planning and other technical assistance using Remix. Toll/Transportation Development Credits will be used for match.. Toll Credits for CON	200,000
CAL21374	VAR	SACOG	SAC-PLA I-80 Managed Lanes: Project Study Report	On Interstate 80 from El Camino Boulevard in Sacramento County to Rocklin Road in Placer County: Project Study Report- Project Development Support (PSR-PDS) to study the potential conversion of the existing High Occupancy Vehicle (HOV) lane to a different facility, including an evaluation of pricing and/or tolling.. Toll Credits for CON	250,000
CAL21408	VAR	Caltrans HQ	FTA 5310 - Paratransit, Inc. - Mobility Management	Paratransit, Inc. will use FTA 5310 funds awarded by Caltrans to provide mobility management regional travel training for seniors and people with disabilities. The project received $300,000 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	300,000
CAL17380	VAR	Caltrans D3	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	400,000
VAR56282	VAR	SACOG	Regional Mobility Hub Strategy	The Regional Mobility Hub Strategy project will develop a strategy focused on mobility hub design and features for different types of stations in urban, rural and suburban contexts. Apply design solutions that prioritize people over private vehicles with the goal of mobility hubs reducing greenhouse gas emissions by reducing vehicle miles traveled (VMT). RSTP funds will be used on this project though not transferred to FTA. Toll/Transportation Development Credits will be used as match for the FTA grant funding a portion of this project.. Toll Credits for CON	500,000
VAR56287	VAR	SACOG	Regional Bike Share Program	In Sacramento and West Sacramento: Implement shared micromobility, including bike share and scooter share. Coordinate with regional partners to plan for shared micromobility system improvements, funding sources, and potential expansion of the program.. Toll Credits for CON	536,328
VAR56281	VAR	SACOG	Regional Transit Network Plan	This planning effort will begin implementation the Next Generation Transit Strategies and will focus on developing a regional transit network that improves transit travel speed and near-term infrastructure improvements to support high-capacity transit services to assist our regional transit operators in their post-pandemic transit recovery activities, which includes surveying efforts. This project is funded by FFY 2021 American Rescue Plan Act funds. No matching funds are required for these federal stimulus funds.	1,000,000
CAL21387	VAR	Caltrans D3	SAC and SUT Bridge Rehab	In Sacramento and Sutter Counties, at the Route 99/5 Connector Overcrossing No. 24-0241F (PM R32.13), at the Garden Highway Undercrossing No. 18-0025R and at Arcade Creek Bridge No. 24-0126: Replace approach slabs.	1,000,000
CAL20650	VAR	Caltrans D3	I-5 Install Vehicle Detection Stations	In Sacramento and Yolo Counties I-5 Install Vehicle Detection Stations on I-5 at 9 locations	1,000,000
YST10453	VAR	Yuba Sutter Transit	Demand Response Fleet Replacement	Purchase six demand response gasoline powered replacement buses to replace six diesel powered demand response buses.	1,280,000
YST10538	VAR	Yuba Sutter Transit	Demand Response Fleet Replacement	Purchase ten demand response gasoline powered replacement buses to replace ten gasoline powered demand response buses.	1,600,000
VAR56276	VAR	SACOG	Planning Programming and Monitoring (RSTP) Phase 4	Conduct necessary planning, state and federal programming, and monitoring activities, including updates to the MTP, revisions to the MTIP and STIP, ensuring timely delivery of projects using state and federal funds, coordination with FHWA, FTA, Caltrans, CTC, transit operators, and local project sponsors. Ongoing. (See VAR56008, VAR56101, VAR56197). Toll Credits for CON	1,650,939
REG18046	VAR	RT	El Dorado County Transit Authority- Bus Replacement	Replace one 32- foot gasoline 2012 International Bus and three 35 ft Bluebird Diesel buses with four 35-foot Gillig diesel buses.	1,990,495

Project ID	County	Lead Agency	Title	Description	Total Cost
YCT18282	VAR	Yolobus/YCTD	Increased Frequency on Route 42A/42B	In Woodland, Davis, West Sacramento, Downtown Sacramento, and the Sacramento International Airport (SMF): Increase frequency on Yolobus Route 42A/42B from 60 minutes to 30 minutes during peak hours, seven days per week, for a three-year demonstration period.	2,426,000
VAR56201	VAR	SMAQMD	Spare the Air Phase 3	Sacramento Federal Non-attainment Area: Spare The Air Voluntary Driving Curtailment Program. [Continued from SAC21080 and VAR56006] (Emission Benefits in kg/day: ROG 0.2, NOx 0.2)	3,058,808
YST10535	VAR	Yuba Sutter Transit	Commuter Bus Fleet Replacement & Minor Fleet Expansion	Purchase six heavy-duty, high floor, clean diesel commuter buses (40' - 45') to replace six buses	3,600,000
CAL21377	VAR	Caltrans D3	Sac & Sutter Counties Multi Location Bike and Ped Improvements	In Sacramento and Sutter Counties on Routes 20, 50, and 80 at various locations: Enhance crosswalk visibility, add bike lane delineation, install signs, flashing beacons and countdown pedestrian signal heads, and construct curb ramps and pedestrian barricades to improve bicycle and pedestrian safety.	3,777,000
CAL20614	VAR	Caltrans D3	System Management/Traffic Operations System on U.S. 50 between I-80 and Cedar Grove	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El Dorado and Sacramento Counties.	4,000,000
CAL21381	VAR	Caltrans D3	Bridge Deck Preservation - Various Counties	On Route 80 in Placer County at Troy Undercrossing No. 19-0106L/R (PM 68.55) and Kingvale Undercrossing No. 19-0107L (PM 69.23); also on Route 99 in Chico at Cohasset Overcrossing No. 12-0168 (PM R34.3): Polyester concrete overlay to one bridge deck, and deck-on-deck replacement and bridge rail replacement at three bridges.	4,470,000
CAL21367	VAR	Caltrans D3	SR 99 & 113 Bike ADA Safety Improvements	On SR 99 in the city of Sacramento, at 12th Avenue (PM 23.1) and at Florin Road (PM 19.7); also in Yolo County on SR 113 at Russel Boulevard (PM R1.1) and at County Road 31 (PM R2.1): Reconstruct and upgrade existing pedestrian infrastructure, enhance crosswalk and bike lane markings, add lighting and signs to improve pedestrian and bicyclist safety.	4,723,000
CAL20611	VAR	Caltrans D3	System Management/Traffic Operations System on I-5 between the San Joaquin County Line and SR113	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.	5,000,000
CAL20610	VAR	Caltrans D3	System Management/Traffic Operations System On I-80 between SR113 and Bell Road and on Rt-51	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.	5,000,000
REG18052	VAR	RT	Operating Assistance for the UC Davis Medical Center Shuttle Service	Between UC Davis and UC Davis Medical Center with limited stops in between: Operating assistance for three years. Operations would take place weekdays, approximately between 5:30 AM and 8:30 PM.	6,000,000
VAR56283	VAR	SACOG	Transportation Demand Management (TDM) Phase 4	In the SACOG region SACOG's TDM program promotes alternative mode use (such as rideshare, carpooling, vanpooling, public transit, bicycling, walking, telecommuting, and bikeshare) through outreach, incentives, programs, grants, and pilot projects. TDM activities are recognized as Transportation Control Measures by EPA. (Emission Benefits: ROG 0.54 and NOx 0.5 kg/day) (This is a continuation of Phase 3, VAR56184.)	6,000,000
VAR56286	VAR	SACOG	Mobility Zones	The project, which was awarded Federal RAISE grant funds, will fund an equity-centered regional planning project that will engage residents across and disadvantaged communities in designating "Mobility Zones" that address barriers to equitable mobility in the 6-county region. This work will include the the co-creation of clean, shared, and active transportation infrastructure projects that address barriers to equitable mobility and reduce carbon emissions in the locally designated "Mobility Zones". SACOG will work with a planning team and community members to develop and prioritize early action projects across clean, shared, and active mobility layers. Local jurisdictions and a technical advisory task force teams will advance priority projects with design, engineering, and pre-construction activities.	6,300,000
VAR56196	VAR	SACOG	PPM Sacramento, Sutter, Yolo, Yuba Counties	For SACOG staff to plan, program and monitor (non-construction) for the counties of Sacramento, Sutter, Yolo, and Yuba. (Previous phases: SAC21710, SUT10450, YOL17010, YUB15630) [COVID-Relief Funds- STIP are state-only funds.]	8,795,000
YST10536	VAR	Yuba Sutter Transit	Operating Assistance for FY 2023	Yuba-Sutter Transit Operating Assistance for FY 2023	8,855,000
CAL20618	VAR	Caltrans D3	SHOPP - Mandates	SHOPP - Mandates	9,500,000
YST10537	VAR	Yuba Sutter Transit	Operating Assistance for FY 2024	Yuba-Sutter Transit Operating Assistance for FY 2024	9,599,400
CAL18808	VAR	Caltrans D3	SR 99 Managed Lanes in both directions	Managed Lane Facility in both directions from I-5 to the SR 99/ SR 70 Wye junction in Sacramento and Sutter Counties. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes and reversible lanes)	10,000,000
CAL20617	VAR	Caltrans D3	SHOPP - Emergency Response	SHOPP - Emergency Response	10,000,000
SAC25141	VAR	Capital Southeast Connector JPA	Capital SouthEast Connector - C - CON	Segment C: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bond Road to Calvine Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	34,800,000
SAC25107	VAR	Capital Southeast Connector JPA	Capital SouthEast Connector - D1 - CON	Segment D1: Construct 4 lanes (Expressway), from Calvine Road to SR 16 (Jackson Hwy). Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	47,200,000
VAR56132	VAR	Capital Southeast Connector JPA	Capital SouthEast Connector- Phase 2	Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations.	209,300,000
SAC25106	VAR	City of Elk Grove	Capital SouthEast Connector - B3 - CON	Segment B3: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bradshaw Road to Bond Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	23,600,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL20788	VAR	Caltrans D3	Rio Vista Bridge Operation Overhaul	In and near Rio Vista, at the Sacramento River Bridge No. 23-0024; also on Route 160 from PM L10.6 to R0.1; also in Solano County, from PM 26.1 to PM 26.4. Rehabilitate bridge by placing polyester concrete overlay on the bridge deck, replace bridge rails, install bridge approach slabs, construct Americans with Disabilities Act (ADA) compliant switchback ramp, and install vertical clearance signs.	10,745,000
CAL21402	VAR	Caltrans D3	SR 89 Pavement & Drainage Improvements	On SR 89 near Truckee, from 0.8 mile north of Alpine Meadows Road to Nevada County line (PM 13.1/21.667); also in Nevada County in Truckee, from Placer County line to Route 80 (PM 0.0/0.5): Rehabilitate pavement and drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, and upgrade guardrail and Transportation Management System (TMS) elements.	13,940,000
CAL20620	VAR	Caltrans D3	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	15,000,000
CAL21394	VAR	Caltrans D3	Drum Forebay to Troy Drainage System Restoration	On I-80 near Emigrant Gap, from east of Drum Forebay Overcrossing (OC) to west of Yuba Gap OC (PM 49.3R/R58.7R); also from Nevada County line to west of Troy Undercrossing (PM R62.541R/68.5); also in Nevada County from west of Yuba Gap OC to Placer County line (PM R58.712R/R62.541R): Rehabilitate drainage systems and upgrade Transportation Management System (TMS) elements.	18,009,000
CAL21419	VAR	Caltrans D3	Rio Vista Bridge Op-Systems Upgrade	Near Rio Vista, at the Sacramento River (Rio Vista) Bridge No. 23-0024; also in Solano County from PM 26.1 to 26.4. Repair and upgrade electrical, mechanical, and structural damaged components of bridge.	19,320,000
CAL20584	VAR	Caltrans D3	SHOPP - Facilities	SHOPP- Facilities	20,000,000
VAR56195	VAR	SMAQMD	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each $3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	20,019,428
CAL20775	VAR	Caltrans D3	I-5 Vertical Clearance Improvements in Yolo and Colusa Counties	On I-5 near Woodland, at County Road 96 OC #22-0155 (PM R14.27), County Road 95 OC #22-0156 (PM R15.85) and Zamora OC #22-0157 (PM R17.62); also in Colusa County, in and near Williams, at E Street OC #15-0067 (PM R17.98) and Lurline Avenue OC #15-0075 (PM R22.74): Establish standard vertical clearance.. Toll Credits for ENG	22,490,000
CAL20652	VAR	Caltrans D3	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	28,530,000
SAC24732	VAR	City of Citrus Heights	Auburn Blvd. Complete Streets - Phase 2 (Rusch Park to Whyte Avenue intersection)	Auburn Blvd. from the northern city limits, including Whyte Ave intersection in City of Roseville, to Rusch Park: Construct class II bicycle lanes, landscape buffered sidewalks, transit stop improvements. On Auburn Blvd. near Whyte Ave., construct new gateway traffic signal/intersection. On Whyte Ave at Auburn Blvd., close left turns from Whyte. Ave. (CMAQ funds only for eligible activities.) ($1,512,000 ATP for CON and $13,000 for CON Non-Infrastructure) ($1,000,000 of this project is for undergrounding, which will be non-participating. Therefore the project is still 100% federal with toll credits, excluding the $1m from the federal participating amount.) ($2,860,000 in CON is Solutions for Congested Corridor Funds from SB 1) ($9,552,155 of National Highway Performance Program funds is a repayment of a loan executed in September 2022 from Caltrans Local Assistance Highway Bridge Program.)	36,303,242
CAL20791	VAR	Caltrans D3	Sac/Yol Counties TMS Field Elements	On US 50 in and near the cities of Sacramento, Rancho Cordova and Folsom, from Yolo County line to 0.8 mile east of Folsom Blvd (L0.0/18.3) and in Yolo County, in West Sacramento, from I-80 to Sacramento County line (PM 2.5/3.156): Install Transportation Management System (TMS) field elements.	46,660,000
CAL20619	VAR	Caltrans D3	SHOPP - Mobility	SHOPP - Mobility	105,500,000
CAL20622	VAR	Caltrans D3	SHOPP - Minor	SHOPP - Minor	200,000,000
VAR56271	VAR	SACOG	Green-Means-Go	Green Means Go is a multi-year pilot program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips.	400,000,000
CAL20616	VAR	Caltrans D3	SHOPP - Collision Reduction	SHOPP - Collision Reduction	505,000,000
CAL20621	VAR	Caltrans D3	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	570,000,000
CAL20615	VAR	Caltrans D3	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	860,000,000
VAR56273	VAR	Multiple Lead Agencies	Local Streets and Roads Maintenance	Lump-sum for annual local streets and roads maintenance	2,200,000,000
VAR56272	VAR	Multiple Lead Agencies	Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	5,400,000,000
CAL21302	Various: ELD, NEV	Caltrans D3	Build pre-wash facilities	SLT & Truckee MS	800,000
CAL20571	Various: ELD, PLA, SAC, SUT, YUB, YOL	Caltrans D3	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	50,000,000
CAL20831	Various: NEV, PLA	Caltrans D3	SR 49 Safety Corridor Improvements	Route 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	-
CAL21294	Various: PLA , SAC, YOL, SAC, GLE, SAC, PLA, SAC, SAC, YOL, PLA	Caltrans D3	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	4,000,000
CAL21068	Various: PLA, NEV	Caltrans D3	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC	7,000,000
CAL20881	Various: PLA, NEV	Caltrans D3	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110	10,900,000
CAL20612	Various: PLA, YUB	Caltrans D3	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	4,000,000
CAL21299	Various: SAC, PLA	Caltrans D3	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	1,250,000
CAL20830	Various: SAC, PLA	Caltrans D3	I-80 Managed Lanes from Yolo/Sac County line to the I-80/SR65 IC	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	-
CAL20613	Various: SAC, SUT	Caltrans D3	System Management/Traffic Operations System on SR99 between the San Joaquin County Line and SR20	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Sacramento and Sutter Counties.	5,000,000
CAL21220	Various: YOL/SAC	Caltrans D3	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations.	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations: Sac US 50 (PM L0.00 - L2.400) Sac US 50 (PM R0.00 - 12.300) Sac SR 51 (PM 0.00 - 8.860)	4,500,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL20874	Various: YUB, BUT	Caltrans D3	Route 70 near Honcut Bridges, guardrails and two-way left turn lanes	On Route 70 south of Lower Honcut Bridge to East Gridley Road, upgrade existing guardrail from BUT/YUB county line north, construct a 2 - 4 foot soft buffer from immediately south of the county line across the South, Middle, and North Honcut Creek Bridges (PM 0.00/ 0.20), transition soft buffer to a two-way left-turn lane (TWLTL) beginning at the first driveway (PM 0.50) and extend the TWLTL to conform to the existing TWLTL that begins at PM 3.76	44,070,000
YST10521	Various: YUB, SUT	Yuba Sutter Transit	Paratransit Vehicle Replacement E	Replace 10 Paratransit Vehicles	150,000
YST10529	Various: YUB, SUT	Yuba Sutter Transit	Paratransit Vehicle Replacement C	Replace 7 Paratransit Vehicles	1,050,000
YST10531	Various: YUB, SUT	Yuba Sutter Transit	Paratransit Vehicle Replacement D	Replace 10 Paratransit Vehicles	1,500,000
YST10524	Various: YUB, SUT	Yuba Sutter Transit	Paratransit Vehicle Replacement F	Replace 10 Paratransit Vehicles	1,500,000
YST10526	Various: YUB, SUT	Yuba Sutter Transit	Paratransit Vehicle Replacement G	Replace 10 Paratransit Vehicles	1,500,000
YST10532	Various: YUB, SUT	Yuba Sutter Transit	Commuter Bus Replacement B	Replace 5 Commuter Buses	3,125,000
YST10534	Various: YUB, SUT	Yuba Sutter Transit	Commuter Bus Replacement C	Replace 5 Commuter Buses	3,125,000
YST10527	Various: YUB, SUT	Yuba Sutter Transit	Commuter Bus Replacement E	Replace 5 Commuter Buses	3,125,000
YST10528	Various: YUB, SUT	Yuba Sutter Transit	Fixed Route Bus Replacement A	Replace 11 Fixed Route Buses	5,500,000
YST10530	Various: YUB, SUT	Yuba Sutter Transit	Fixed Route Bus Replacement B	Replace 11 Fixed Route Buses	6,500,000
YST10525	Various: YUB, SUT	Yuba Sutter Transit	Fixed Route Bus Replacement D	Replace 13 Fixed Route Buses	6,500,000
YST10523	Various: YUB, SUT	Yuba Sutter Transit	Commuter Bus Replacement D	Replace 11 Commuter Buses	6,875,000
YST10522	Various: YUB, SUT	Yuba Sutter Transit	Fixed Route Bus Replacement C	Replace 15 Fixed Route Buses	7,500,000
YOL19533	YOL	Yolo County	CR 32A Railroad Crossing Relocation Project Positioning	A Project Study Report (PSR) for County Road (CR) 32A Railroad Crossing Relocation was completed in November 2021. The PSR proposed alternatives for relocating the existing at-grade Union Pacific Railroad crossing currently located on the CR 32A at CR 105 for improved railroad crossing safety and preservation of farming access. This "Project Positioning" work is expected to include, but not be limited to: beginning very preliminary right-of-way research/exploration for the PSR-recommended alternative, creating a feasible funding plan for the project, assembling a reasonable schedule for project completion. This "Project Positioning" work is also expected to roll into preliminary engineering and environmental for the PSR-recommended alternative.	100,000
YOL19537	YOL	City of Davis	Fifth Street Improvements (L to Pole Line) - Road Diet	In Davis, Fifth Street, from L St. to Pole Line Rd.: Complete community outreach and engineering (non-construction) for a project that would reduce travel lanes (road diet) from four lanes to three, restripe lanes to 2016 standards, build class II bicycle lanes, a mid-block crossing, and bus turnouts.	100,000
YCT18301	YOL	Yolobus/YCTD	Woodland Transit Center Planning	Evaluation of alternatives, feasibility study, 10% concept design, and cost estimates for a transit center in the City of Woodland using $44,582 of Woodland FFY 2022 5339 funds, along with $75,418 of the Woodland FFY 2018 5307 funds.	150,000
YCT18292	YOL	Yolobus/YCTD	YCTD Woodland Fixed Route Bus Preventive Maintenance	Preventive maintenance for fixed route buses that serve the Woodland UZA. FFY17 $126,000	157,500
CAL21406	YOL	Caltrans HQ	FTA 5310 - Dignity Community Care - Buses	Dignity Community Care will use FTA 5310 funds awarded by Caltrans to purchase two gasoline powered buses to allow them to continue and expand their transportation services. The project received $168,000 in Saccramento UZA funds. This project is 100% federally funded and does not require a local match.	168,000
YOL19549	YOL	City of Winters	Paseo Park Project	In the City of Winters, between 1st Street and Railroad Avenue: Create an ADA accessible connection between Main Street and Newt's Expressway as well as beautification of the area. Work includes landscaped planter beds, seat walls for gathering opportunities and hardscape installation.	175,000
YOL19452	YOL	City of West Sacramento	Pedestrian Intersection Safety	Various locations including Reuter/Andrews, Poplar/Westfield Village ES, Carrie Street/Bryte Park, Quail-Columbus Shared Use Path, and Columbus/La Jolla at Stonegate ES: Install striping for high-visibility crossings and stop bars, install RRFBs and signage, and construct ADA Curb Ramps, and curb extensions. (H9-03-029)	187,800
YOL19538	YOL	City of West Sacramento	Washington District Gateway (River Walk North) - Phase 2	In the City of West Sacramento, Washington District, at 3rd St railroad crossing: Construct pedestrian rail crossing improvements.	191,000
UNI10480	YOL	Unitrans	City of Davis/Unitrans Short Range Transit Plan	Update the City of Davis' short range transit plan to extend the horizon year and review/update service assumptions and projected capital/operating costs and revenues.	200,000
YOL19409	YOL	City of Davis	EV Charging Station Infrastructure	Per EV Readiness Plan, identify priorities and funding for installation of charging stations at city facilities.	200,000
YOL19332	YOL	City of Davis	Bicycle and Pedestrian Wayfinding & Data Collection Program	In Davis, citywide, implement a bicycle and pedestrian wayfinding system and install permanent and temporary automated bicycle and pedestrian counters at strategic locations. (Emission Benefits in kg/day: 0.61 ROG, 0.35 NOx, 0.14 PM10, 0.14 PM2.5)	207,000
YOL17160	YOL	City of Davis	Lake Blvd. / Covell Blvd.	Traffic Signalization: at Lake Blvd/Covell Blvd.	250,000
YCT18291	YOL	Yolobus/YCTD	CNG Fueling Dual Hose Dispenser Replacement	Replace the CNG Fueling Dual Hose Dispenser Replacement that is past its useful life. (Uses $240,000 of Woodland UZA 5339 funds, comprised of 163,170 from FFY 2021 allocation and $76,830 of FFY 2022 allocation)	300,000
CAL21162	YOL	Caltrans D3	Install Meter - EB E Gibson Rd. NB	Install Meter - EB E Gibson Rd. NB	300,000
CAL20893	YOL	Caltrans D3	Install Meter - EB E Gibson Rd. SB	Install Meter - EB E Gibson Rd. SB	300,000
CAL21156	YOL	Caltrans D3	Install meter - EB Hutchinison Drive on SR 113	Install Meter - EB Hutchinson Drive NB	300,000
CAL21173	YOL	Caltrans D3	Install Meter - EB Hutchinson Drive SB	Install Meter - EB Hutchinson Drive SB	300,000
CAL20907	YOL	Caltrans D3	Install Meter - EB Richards Blvd	Install Meter - EB Richards Blvd	300,000
CAL21172	YOL	Caltrans D3	Install Meter - EB Russell Blvd SB	Install Meter - EB Russell Blvd SB	300,000
CAL20892	YOL	Caltrans D3	Install Meter - NB E Main Street	Install Meter - NB E Main Street	300,000
CAL21150	YOL	Caltrans D3	Install meter - NB Richard Blvd WB	Install meter - NB Richard Blvd WB	300,000
CAL20890	YOL	Caltrans D3	Install Meter - NB Route 25A	Install Meter - NB Route 25A	300,000
CAL21161	YOL	Caltrans D3	Install Meter - NB Route 27	Install Meter - NB Route 27	300,000
CAL21160	YOL	Caltrans D3	Install Meter - NB Route 29	Install Meter - NB Route 29	300,000
CAL21158	YOL	Caltrans D3	Install Meter - NB Russell Blvd	Install Meter - NB Russell Blvd	300,000
CAL21159	YOL	Caltrans D3	Install Meter - NB W Covell Blvd	Install Meter - NB W Covell Blvd	300,000
CAL21149	YOL	Caltrans D3	Install meter - SB Richard Blvd. WB	Install meter - SB Richard Blvd. WB	300,000
CAL21167	YOL	Caltrans D3	Install Meter - SB Route 25 A	Install Meter - SB Route 25 A	300,000
CAL21168	YOL	Caltrans D3	Install Meter - SB Route 27	Install Meter - SB Route 27	300,000
CAL20894	YOL	Caltrans D3	Install Meter - SB Route 29	Install Meter - SB Route 29	300,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL21170	YOL	Caltrans D3	Install Meter - SB W Covell Blvd	Install Meter - SB W Covell Blvd	300,000
CAL21152	YOL	Caltrans D3	Install meter - WB Chiles Rd	Install meter - WB Chiles Rd	300,000
CAL20891	YOL	Caltrans D3	Install Meter - WB E Gibson Rd. NB	Install Meter - WB E Gibson Rd. NB	300,000
CAL21166	YOL	Caltrans D3	Install Meter - WB E Gibson Rd. SB	Install Meter - WB E Gibson Rd. SB	300,000
CAL21153	YOL	Caltrans D3	Install meter - WB Enterprise	Install meter - WB Enterprise	300,000
CAL21157	YOL	Caltrans D3	Install Meter - WB Hutchinson Drive NB	Install Meter - WB Hutchinson Drive NB	300,000
CAL20896	YOL	Caltrans D3	Install Meter - WB Hutchinson Drive SB	Install Meter - WB Hutchinson Drive SB	300,000
CAL21148	YOL	Caltrans D3	Install Meter - WB Jefferson Blvd	Install Meter - WB Jefferson Blvd	300,000
CAL20895	YOL	Caltrans D3	Install Meter - WB Russell Blvd SB	Install Meter - WB Russell Blvd SB	300,000
CAL21147	YOL	Caltrans D3	Install Meter - WB SR-275	Install Meter - WB SR-275	300,000
CAL21155	YOL	Caltrans D3	Install meter - WB West Capitol Ave	Install meter - WB West Capitol Ave	300,000
CAL21409	YOL	Caltrans HQ	FTA 5310 - Shores of Hope - Operating	Shores of Hope will use FTA 5310 funds awarded by Caltrans to continue operating their social service transportation services to people with disabilities. The project received $312,958 in in Sacramento UZA funds. This project is 100% federally funded and does not require a local match.	312,958
YCT18286	YOL	Yolobus/YCTD	YCTD ADA Operating Assistance (FTA 5307 Sac Large UZA) FFY21 Funds	ADA Operations for transit services that serve the Sacramento Large Urbanized Area. FFY 2021 Sac UZA apportionment.	318,500
YOL19449	YOL	City of West Sacramento	Intersection Safety	Various signalized and non-signalized intersections: Install approach medians and medians to prohibit left turns.(H9-03-026)	324,000
YOL19411	YOL	City of Davis	Fifth Street Improvements (L Street to Pole Line Road)	Restripe/Redesign corridor to include Class IV parking-protected bike lanes, restriping, mid-block crossing.	350,000
YOL17420	YOL	City of Woodland	Main St.	Roadway Operational Improvements: from Ashley Ave. to Cottonwood St., construct south side improvements	360,000
YCT18279	YOL	Yolobus/YCTD	East Main Street Bus Stop Improvements	Construct new bus pads at three locations: (1) East Main at East Street (EB); (2) East Main at Matmor (EB); (3) East Main at Industrial/SR113 (EB)Construct new bus pullout and bus stop (including thicker concrete bus pad) at one location: (1) East Main at Industrial (WB)100% funded with FFY16 Woodland UZA 5307 funds (uses toll credits). Toll Credits for CON	378,200
CAL21146	YOL	Caltrans D3	Install Meter - EB S River Rd.	Install Meter - EB S River Rd.	380,000
CAL21145	YOL	Caltrans D3	Install Meter - EB Jefferson Blvd	Install Meter - EB Jefferson Blvd	380,000
CAL21139	YOL	Caltrans D3	Install Meter - NB County Rd. 102	Install Meter - NB County Rd. 102	380,000
CAL21141	YOL	Caltrans D3	Install Meter - NB N East St.	Install Meter - NB N East St.	380,000
CAL21137	YOL	Caltrans D3	Install Meter - NB Old River Rd.	Install Meter - Old River Rd.	380,000
CAL21138	YOL	Caltrans D3	Install Meter - SB County Rd. 102	Install Meter - SB County Rd. 102	380,000
CAL21143	YOL	Caltrans D3	Install Meter - SB E Main St.	Install Meter - SB E Main St.	380,000
CAL21142	YOL	Caltrans D3	Install Meter - SB N East St.	Install Meter - SB N East St.	380,000
CAL21144	YOL	Caltrans D3	Install Meter - SB Old River Rd.	Install Meter - SB Old River Rd.	380,000
YOL19425	YOL	City of West Sacramento	Stone Lock Ped/Bike Bridge	Design, environmental clearance and permitting for pedestrian and bike bridge across lockage canal between the navigation locks at the Stone Locks facility.	400,000
YCT18294	YOL	Yolobus/YCTD	YCTD Woodland Microtransit Operations	Operating assistance for microtransit services that serve the Woodland UZA. FFY17 $219,000	438,000
CAL21241	YOL	Caltrans D3	Esparto Maintenance Facility - Build crew room, rest rooms & office	Build crew room, rest rooms & office	450,000
YCT18288	YOL	Yolobus/YCTD	YCTD SRTP and Zero Emission Fleet Plan	Prepare Short Range Transit Plan (SRTP) and Zero Emission Fleet Conversion Plan. Includes FFY20 5307 Sac UZA Competitive funds of $127,600 and FFY18 5307 Woodland Small UZA funds of $272,400.	500,000
VAR56182	YOL	Multiple Lead Agencies	Yolo Regional Freight Rail Project	Feasibility Study for realighment of freright rail out of the cities of Davis, Woodland and West Sacramento to area east of Davis to create enhanced freight operations, remove safety issues in cities, to encourage redevelopment of communities and to improved regional flood contrrol	500,000
UNI10478	YOL	Unitrans	Unitrans Miscellaneous Support Equipment Purchases	Office, shop, operating equipment, facility, security enhancements, and non-revenue vehicles for existing facilities.	610,000
UNI10481	YOL	Unitrans	Unitrans Information Management Systems	Upgrade/replace Unitrans' bus dispatching, passenger counting, and vehicle location system, and replace human resource/payroll management system to meet Unitrans' current needs and integrate with new UC HR and payroll management processes.	640,000
YCT18281	YOL	Yolobus/YCTD	Re-Tank Nine (9) Compressed Natural Gas (CNG) Buses	Replace the compressed natural gas (CNG) tanks in nine (9) of Yolobus's existing 40-foot CNG Transit Buses (2008 Orion). The CNG tanks in these vehicles are due to expire between July and December 2022.	675,500
YOL19451	YOL	City of West Sacramento	Pedestrian Crossing Safety	Intersections of Jefferson Blvd & 11th St , C St & 6th St, Sacramento Ave & Solano St, and Sacramento Ave & Simon Terrace: Install crossings with RRFBs and refuge islands, construct curb extensions, crosswalks, and other crossing improvements. (H9-03-028)	704,200
YCT18296	YOL	Yolobus/YCTD	YCTD Route 42 Operating Assistance in Davis (5307 Small Urban)	Operating Assistance for continuation of service on Route 42, which serves the Davis Small UZA. $150,000 in FFY21 5307 Davis Small UZA funds and $206,853 in FFY17 5307 Davis Small UZA funds ($356,853 total 5307 funds).	713,706
CAL21418	YOL	Caltrans D3	YOL 84 MBGR Retaining Wall	In Yolo County, on Route 84. Replace guardrail with retaining wall.	720,000
YCT18290	YOL	Yolobus/YCTD	YCTD Rural Operating Assistance (FTA 5311)	Operating assistance for rural transit services within the YCTD. Outside the Sacramento Urbanized Area and the Woodland Urbanized Area. FFY22 $200,210 and FFY23 $204,214	730,931
YOL19450	YOL	City of West Sacramento	Intersection Safety & Signal Improvement	Various signalized intersections: Improve signal hardware and install flashing beacons. (H9-03-027)	756,400
YOL19406	YOL	City of Davis	Covell Blvd Shared-Use Path (J Street to Pole Line Road)	Shared-use path on south side from J Street to Pole Line Rd.	760,000

Project ID	County	Lead Agency	Title	Description	Total Cost
UNI10477	YOL	Unitrans	Unitrans Bus Stop & Passenger Amenities Improvements	Implement various bus stop improvements, accessibility, and passenger amenities, including but not limited to installation, replacement, and repair of bus shelters/benches, passenger information displays, and passenger safety/security equipment.	800,000
YCT18287	YOL	Yolobus/YCTD	YCTD Preventive Maintenance (FTA 5307 Sac Large UZA) FFY21	Preventive Maintenance for transit services that serve the Sacramento Large Urbanized Area. FFY 2021 Sac UZA apportionment.	875,000
CAL21151	YOL	Caltrans D3	Install meter - WB Mace Blvd	Install meter - WB Mace Blvd	900,000
YCT18293	YOL	Yolobus/YCTD	YCTD Woodland Fixed Route Bus Operations	Operating assistance for fixed route bus (Yolobus) services that serve the Woodland UZA. FFY17 $455,000	910,000
YCT18289	YOL	Yolobus/YCTD	YCTD Automatic Passenger Counters (APCs) and GTFS-Realtime Enhancements	Purchase and install Automatic Passenger Counters (APCs) and technology tools and software to enable GTFS-Realtme enhancements. Includes FFY21 5339 Sac UZA competitive funds of $299,900 and FFY18 Woodland Small UZA funds of $452,100.	940,000
CAL21192	YOL	Caltrans D3	West Sac Mtce Station - Install wash facility	Install wash facility	975,000
YOL19539	YOL	City of West Sacramento	Sacramento Avenue Complete Streets Corridor Improvement Plan	In West Sacramento: Outline a vision of transportation and land enhancements for the Sacramento Avenue Corridor. Planning work includes documenting existing conditions and challenges, providing design recommendations, and presenting an implementation plan.	982,129
YOL19454	YOL	Yolo County	Guardrail Upgrades	Various locations on South River Road (north of Babel Slough Road, north of Freeport Bridge, and south of Freeport Bridge): Upgrade existing guardrails and end treatments to meet current standards. (H9-03-031)	1,000,000
YOL19410	YOL	City of Davis	F Street Improvements (Fifth Street to Covell Blvd)	Corridor safety improvements including intersection curb extensions, Class IV bike lanes, enhanced crossings, enhanced transit stops.	1,000,000
YCT18295	YOL	Yolobus/YCTD	YCTD Woodland ADA Paratransit Operations	Operating assistance for ADA Paratransit services that serve the Woodland UZA. FFY17 $105,180 and FFY18 $410,820	1,032,000
YOL19408	YOL	City of Davis	Covell / Pole Line Road Protected Intersection	Protected intersection at Pole Line Road & Covell Blvd.	1,125,000
YOL19403	YOL	City of Davis	Pole Line Road / Fifth Street Intersection Improvements	Protected intersection at Pole Line Road & Fifth Street.	1,125,000
YCT18297	YOL	Yolobus/YCTD	YCTD Rt 42 and West Sac Fixed Route Bus Preventive Maintenance (5307 Sac UZA)	Preventive maintenance for fixed route buses that serve the Sacramento Large UZA (Routes 42, 37, 40, 41, 240). $954,800 in FFY21 Sac Large UZA 5307	1,193,500
YCT18298	YOL	Yolobus/YCTD	Yolo County Bike and Pedestrian Trail Network Planning Project	In Yolo County: This planning project will engage the community in developing a plan for new multi-use trails to low-income, disadvantaged areas to jobs, healthcare, education, and services. Project activities will include conducting community outreach; mapping and prioritizing low-income, disadvantaged areas; completing conceptual design plans and cost estimates; and engineering priority trail segments. Working title: Yolo Active Transportation Corridors.	1,200,000
YCT18299	YOL	Yolobus/YCTD	Woodland UZA Fixed Route Preventive Maintenance	Preventive Maintenance for Yolo County Transportation District Fixed Route service that benefits the Woodland UZA: FFY 2018 FTA 5307 Funds	1,347,743
YOL19402	YOL	City of Davis	Olive Drive Improvements (S. Putah Creek Parkway to I-80)	Class IV bike lanes or two-way cycle track with accompanying street safety enhancements including enhanced crossings.	1,550,000
YCT18300	YOL	Yolobus/YCTD	Replace 2 40' CNG Buses	Replace 2 40' CNG Buses using Woodland FFY2018 5307 funds $1,280,000.	1,600,000
YOL19346	YOL	Yolo County	CR 96 Bridge Replacement, Union School Slough	County Road 96, over Union School Slough, 1.38 Mi South of CR 27: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	1,741,779
CAL20983	YOL	Caltrans D3	SR 113 Pavement Rehabilitation B	In Yolo County from Rte 5 North to Dubach Park.	1,750,000
YOL19550	YOL	City of West Sacramento	Southport Levee Recreation Trail	In the City of West Sacramento: Paving of 5.6 miles of Class 1 bike trail along the crown of the Southport Setback Levee.	1,800,000
CAL21140	YOL	Caltrans D3	Install Meter - NB SR-113	Install Meter - SR-113 Connector	1,940,000
CAL21165	YOL	Caltrans D3	Install Meter - SB 5 to SB 113	Install Meter - SB 5 to SB 113	1,940,000
CAL21065	YOL	Caltrans D3	I-80 Detection	In Yol, Sac, Pla, & Nev Counties on Route 80 at various locations. Inductive Loop Replacement.	2,000,000
CAL21064	YOL	Caltrans D3	US 50 Detection	In Yol, Sac, & ED Counties on Route 50 at various locations. Inductive Loop Replacement.	2,000,000
YOL19376	YOL	City of West Sacramento	Clarksburg Branch Line Trail and Bridge-Phase2	Construction of Bike Trail from River City High School to City Limits	2,000,000
YOL19432	YOL	City of West Sacramento	Clarksburg Branch Line Trail Extension and Jefferson Blvd Bridge Improvements	Construction of a joint-use flood protection O&M corridor and recreation trail along the eastern side of Jefferson Blvd. and southern side of the Stone Lock facility. Design, environmental clearance, and construction of a pedestrian and bike facility along the eastern side of Jefferson across the Jefferson Blvd. bascule bridge to Stone Blvd.	2,000,000
YOL19377	YOL	City of West Sacramento	I Street to Indian Heritage Bike Trail	Construct Bike Trail under I Street Bridge and new C Street Bridge then continue atop levee to Indian Heritage Center	2,000,000
YOL19430	YOL	City of West Sacramento	Jefferson Streetscape Improvements	Design and construction of streetscape improvements on Jefferson Blvd from 15th Street to Stone Blvd. The proposed enhancements include buffered bike lanes, on-street parking, and greenspace improvements.	2,000,000
YOL19437	YOL	City of West Sacramento	Pioneer Bluff Riverfront Trail	Design, evniromental clearance, permitting and construction of a joint-use flood protection O&M corridor and recreation trail along the Sacramento River in Pioneer Bluff.	2,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
YOL19249	YOL	Yolo County	County Rd. 99	Pavement Rehabilitation: from County Rd. 27 to County Road 25A. Includes: bike lanes.	2,000,000
YOL19347	YOL	Yolo County	CR 96 Bridge Replacement, Dry Slough	CR 96, over Dry Slough, 0.45 Mi North of CR 31: Replace two lane bridge with two lane bridge.. Toll Credits for ENG, ROW, CON	2,067,844
YOL19536	YOL	City of Davis	H Street Pathway & Parking Improvements- Phase II	Davis, on H Street, from the H Street bike/pedestrian tunnel entrance to just south of the Davis Little League fields: Construct parking, roadway improvements, and traffic calming improvements. On H Street, between J Street and H Street: Construct pathway improvements at existing H Street tunnel, retaining wall improvements, new sidewalk, installation of fencing, utility adjustments, and new pathway along H Street.	2,225,000
YCT18302	YOL	Yolobus/YCTD	YOL 80 Managed Lanes - Tolling Advance Planning	On I-80 from the I-80/Kidwell Road interchange in Solano County, through Yolo County, to the I-80/US 50 Interchange: Procure tolling authority, design toll system, back office support, and	2,229,400
YOL19361	YOL	City of West Sacramento	Port of West Sacramento Entrance	This project includes the construction of a new port entrance, including the installation of a new rail crossing near Beacon and Industrial Boulevards. This project will increase the efficiency and safety of travel to, from and within the Port, and is required prior to the construction of a new area project. This project will improve transportation operations, and is likely to lead to significant positive economic benefits.	2,400,000
YOL19382	YOL	City of Davis	14th Street / Villanova Corridor Improvements	In Davis, on 1) Fourteenth Street between F Street and Oak Ave; and 2) Villanova Drive between Anderson Road and Sycamore Lane, construct bike/ped safety improvements along 14 St. and Villanova Dr., including Safe Routes to School infrastructure improvements for North Davis Elementary School. . Toll Credits for CON	2,518,175
CAL20842	YOL	Caltrans D3	Winters. Repair/upgrade curb ramps.	Winters. Repair/upgrade curb ramps.	2,600,000
YOL19534	YOL	City of West Sacramento	Sycamore Trail Extension (Phase 3)	In West Sacramento, along the easement from Westmore Oaks School to the Park Blvd and Stone Blvd. intersection: construct Class 1 trail extension.	2,689,000
YOL19395	YOL	Yolo County	CR 29 Over Chickahominy Slough - Bridge Replacement	CR 29 Over Chickahominy Slough, 2.53 miles west of CR 88. Replace existing 1 lane bridge with a 2 lane bridge - no added capacity.. Toll Credits for ENG, ROW, CON	2,700,000
YOL19460	YOL	City of West Sacramento	West Sacramento Plug-in Partnership	In West Sacramento, at various locations: Construct and install between 25-35 Level 2 charging stations and 7-14 DC Fast Chargers, acquisition of 3-5 demonstration ZEVs. Provide outreach to freight stakeholders and the business community encouraging medium-duty fleet electrification.	2,774,000
UNI10475	YOL	Unitrans	Unitrans Bus Rehabilitation Project	Rehabilitate 13 single-deck buses and two modern double-deck buses to extend their service lives. Work will include the installation of cleaner-burning CNG engines and new engine cooling packages in the single deck buses, and upgraded engines/cooling packages in the modern double deck buses. Rehabilitation activities also include exterior repainting.	2,920,000
CAL20982	YOL	Caltrans D3	SR 16 Slope Stabilization	In Yolo County along SR 16. Slope stabilization, slide protection/repair, slide detention basin, slide clean up.	3,050,000
CAL21305	YOL	Caltrans D3	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery system	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery system	3,210,000
YOL19448	YOL	City of Davis	Electrify Yolo	The City of Davis, in partnership with Valley Clean Energy, at various locations in Yolo County, Davis, and Woodland: Install electric vehicle (EV) charging infrastructure. In Davis, between UC Davis, downtown Davis, and the Davis Amtrak Station: Launch electric microtransit pilot project, an electric shuttle.	3,289,000
YOL19318	YOL	Yolo County	CR 29 Bridge Replacement	CR 29 Over Dry Slough, 0.77 mi west of CR 98: Replace 2-lane bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	3,391,143
YOL19435	YOL	City of West Sacramento	South River Road Trail Conversion	Design, environmental clearance, permitting and constriction of trail waterward of South River connecting the Clarksburg Branch Line Trail extension to Village Pwky and an additional 800 feet to the east. The project also includes the reconfiguration of South River Road east of Village Pkwy to a bike/pedestrain trail on the crown of the setback levee to the Stonegate Drive extension	3,500,000
YOL19405	YOL	City of Davis	Second Street Improvements (L Street to Mace Blvd)	Multi-modal and traffic calming/safety improvements on Second Street between L Street and Mace Blvd. Includes Class IV bike lanes and/or two-way cycle track.	3,571,000
YOL19535	YOL	City of Davis	Anderson Road-Chavez Elementary School Improvements	In Davis, on Anderson Road, between Villanova Drive and Amherst Drive: Construct complete streets improvements. Specifically, construct separated bicycle facilities, frontage improvements, on-site improvements for loading activity and parking at Cesar Chavez Elementary School, intersection safety improvements at Villanova Drive and Rutgers Road, transit stop improvements, and on-street parking construction as well as landscaping at Redwood Park adjacent to the southern Cesar Chavez Elementary School Driveway.	3,590,000
CAL21063	YOL	Caltrans D3	I-80 Roadside Improvements	Install new pump plant that includes mechanical work (pump, piping, valves, pipe supports, etc.), electrical work (electrical cabinets, conductors, breakers, etc.) on Route 80 near Davis at Webster Road UC 22-0043	3,850,000
YOL19390	YOL	Yolo County	CR 49 Over Hamilton Cr Bridge	CR 49, Over Hamilton Creek, 0/11 mi north of CR 50: Replace the existing 2-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for ENG, ROW, CON	3,870,700
YOL19394	YOL	Yolo County	CR 40 Over Cache Creek - Bridge Replacement	CR 40 over Cache Creek, 0.12 miles south of SR 16. Replace existing 1 lane bridge with a new 1 lane bridge - no added capacity.. Toll Credits for CON	4,065,298
YCT18277	YOL	Yolobus/YCTD	Battery Electric Bus Purchase	Purchase four (4) 40-foot Battery Electric Buses.	4,100,000

Project ID	County	Lead Agency	Title	Description	Total Cost
CAL21008	YOL	Caltrans D3	SR 113 Pavement Rehabilitation A	In Knights Landing from County Road 102 to Sacramento River Br (22-0040). Include YOL 45, PM 0.0/0.2	4,190,000
YOL19440	YOL	City of West Sacramento	Sycamore Phase 4	Design, environmental clearance and construction of the southern extension and terminus of the Sycamore Trail. This phase would connect at Stone Blvd and include pedestrian crossing improvements across Stone Blvd and provide safe passage through the Barge Canal rail switching yard. Across the Barge Canal waterway a new bike/pedestrian bridge would be constructed and land at the future Arlington Oaks neighborhood park. The trail would continue along a converted Arlington Road and terminate at the intersection of Lake Washington Blvd and Jefferson Blvd.	4,300,000
CAL20847	YOL	Caltrans D3	Facilities, West Sac Maintenance Station - Crew Room	West Sac Maintenance Station - Crew Room	4,420,000
CAL20984	YOL	Caltrans D3	In Yolo County from Cache Crrek Bridge (Br#22-0019) to County Road 46. CAPM.	In Yolo County from Cache Crrek Bridge (Br#22-0019) to County Road 46. CAPM.	4,440,000
CAL21051	YOL	Caltrans D3	SR 16 Pavement Rehabiliation	In Yolo County on Route 16 from approx 0.6 mile west of Cache Creek to approx. 0.1 mile east of County Road 42. (PM 0.0-8.2)	4,600,000
CAL21040	YOL	Caltrans D3	SR 16 Pavement Rehabilitation C	In Yolo County on Rte 16 from County Rd 98 to Route 5 Junction. (PM R40.5-R43.42)	4,600,000
YOL19404	YOL	City of Davis	Russell Blvd Improvements (A Street to west City Limit)	Street redesign to improve circulation, multi-modal transportation, and intersection safety.	5,000,000
CAL21306	Yol	Caltrans D3	SR 45: Replace AC Surfacing & RHMA Overlay	SR 45: Replace AC Surfacing & RHMA Overlay (0G900)	5,300,000
YOL19442	YOL	City of West Sacramento	Southport Setback Levee Trails	Design, enviromental clearance, permitting and construction of the a 10-mile trail loop connecting to the northern and southern ends with the Clarksburg Branch Line Trail, as well as connecting with existing and planned trails located along schools, parks, residences and shopping centers. The improvements include multiple trailhead access points, including ADA-compliant ramps, to the levee trail and trailhead features such as parking, lighting, and signage.	5,600,000
YOL18235	YOL	Yolo County	CR 41 Bridge Replacement	CR 41, over Cache Creek, 500' east of SR 16: Replace existing deficient 2 lane bridge with new 2 lane bridge.. Toll Credits for ENG, ROW, CON	5,694,000
YOL19532	YOL	City of Woodland	Matmor Road & E. Gum Avenue Complete Streets and Rehabilitation	In the City of Woodland, on Matmor Road from Main Street to Gibson Road and on E. Gum Avenue from East Street to Matmor Road: Rehabilitate pavement on both segments (1.5 miles in total), reduce vehicle travel lanes to accommodate new buffered bike lanes, ADA ramp construction for non-existing and non-compliant curb ramps and sidewalk, curb and gutter repair as needed. (Road Diet)	5,700,000
YOL19441	YOL	City of West Sacramento	Sycamore Phase 5	Design and construct a bicycle and pedestrian undercrossing on the UPRR and SNRR rail ROW from Rice Ave to Yolo Street.	6,000,000
YOL19423	YOL	Yolo County	CR32A at CR105 Railroad Grade crossing Relocation	Relocate Railroad crossing to the east to improve safety and operations	6,000,000
YOL19456	YOL	City of West Sacramento	Washington District Gateway (River Walk North) - Phase 1	In the City of West Sacramento, Washington District, along the levee, from I Street Bridge to Broderick Boat Ramp, along D Street and 2nd Street into heart of Washington District at 3rd Street: Construct Class I trail extension. On 3rd Street between D Street and E Street: Construct mid-block crossing. On West side of 3rd Street between C and D Streets, and on south side of C Street between 3rd and 4th Streets: Construct streetscape improvements. . Toll Credits for ENG	6,390,031
YOL19412	YOL	City of Davis	Olive Drive / Train Depot Overcrossing	Grade-separated crossing between the Olive Drive neighborhood and the Amtrak station.	6,500,000
CAL21049	YOL	Caltrans D3	SR 84 Pavement Rehabilitation	In Yolo County on Route 84 from County Rd 161 to approx. 0.5 mile north of Courtland Rd.	6,540,000
CAL20993	YOL	Caltrans D3	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	6,800,000
YOL19407	YOL	City of Davis	Downtown Gateway Arch	Downtown gateway arch and bike/ped crossing of Richards Blvd immediately south of the U.P. Railroad bridge.	6,800,000
YOL19286	YOL	City of Woodland	I-5 / CR 102 Interchange (Phase 2)	Interchange Reconstruction: on I-5 at County Rd. 102 including overcrossing of I-5.	7,000,000
CAL20866	YOL	Caltrans D3	SR 16 Pavement Rehabilitation B	In Yolo County on Route 16 from County Rd 42 to approx. 0.4 mile west of County Rd 79. (PM 8.2-20.5)	7,800,000
YOL19401	YOL	City of Davis	Anderson Road Improvements	Street redesign to improve walking, biking, and transit. Includes frontage improvements at Chavez elementary school, intersection safety improvements, widened sidewalks, and landscaped medians. Dedicated planning process with outreach scheduled for FY 17/18. Will be applying for Grant funding for construction in FY 19/20 and FY 20/21. Implements WBAR High Priority projects for Chavez E.S. Project currently ranks 1st in the Transportation Implementation Plan.	8,170,000
CAL21002	YOL	Caltrans D3	In Yolo County on Route 80, EB on ramp from Webster/Chiles Rd. Add storage lane and metering. Yol 80 EB Chiles Rd On-ramp.	In Yolo County on Route 80, EB on ramp from Webster/Chiles Rd. Add storage lane and metering. Yol 80 EB Chiles Rd On-ramp.	8,600,000
CAL21420	YOL	Caltrans D3	Jennings/Knights Curve Improvement	Near Knights Landing, from north of Yolo County line to south of Leiser Road: Curve realignment.	8,630,000
UNI10479	YOL	Unitrans	City of Davis & Unitrans Rolling Stock Purchases	For the FY 2023 - FY 2026 quadrennial period:City of Davis/Davis Community Transit - Purchase one replacement gasoline-fueled paratransit vehicle per year for Davis Community Transit operations to maintain service reliability. Unitrans - Purchase two replacement diesel-fueled high-capacity buses and eight full size, heavy duty, 35-40 passenger, replacement battery-electric buses to maintain service reliability. All vehicles purchased by the City of Davis and Unitrans will be fully accessible in compliance with the Americans with Disabilities Act (ADA).	9,199,847
VAR56140	YOL	Multiple Lead Agencies	Alternative Transportation Corridor- Davis to Woodland	Class 1 bike/low speed electric vehicle path between Davis and Woodland, along alignment identified in September 2009 feasibility study.	10,000,000
YCT18253	YOL	Yolo County Transportation District	New Satellite Facility	Engineering, Environmental and Construction of a new satellite facility for bus parking, maintenance and dispatch.	10,000,000
YOL19529	YOL	City of Winters	SR128/I-505 Overcrossing (Br. 22-0110)/Russell Blvd Bicycle and Pedestrian Improvements	In Winters, On Grant Ave/SR128 from Matsumoto Lane over Interstate 505 (SR 128-505 Sep. Br. 22-0110) then easterly on Russell Blvd/CR32 to Shams Way, a residential street in El Rio Villa: Modification of interchange ramps, widening of Br. 22-0110, widen existing sidewalk, construct sidewalks, bike lanes, crosswalks, and ADA improvements. See YOL19392 for previous phase.. Toll Credits for ENG	11,351,000
CAL21050	YOL	Caltrans D3	SR 16 Pavement Rehabilitation A	In Yolo County on Route 16 from approx. 0.3 mile west of County Rd 79 to County Road 21A. (PM 20.5-28.2)	12,100,000
YOL19284	YOL	City of West Sacramento	West Capitol Avenue Streetscape Improvements - Phase 3	In West Sacramento on West Capitol Avenue from Westacre Road to Sycamore Avenue, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, roundabout, utility relocation, new lighting, and substantial planting and hardscape treatments.	12,420,000
YOL19371	YOL	Yolo County	County Road 102 Widening	Widen County Road 102 between Davis and Woodland. Project may be implemented in phases as funding allows. Turn pockets and center medians are highest priority.	12,600,000
YOL19285	YOL	City of West Sacramento	West Capitol Avenue Streetscape Improvements - Phase 4	In West Sacramento on West Capitol Avenue from Sycamore Avenue to Harbor Boulevard, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, utility relocation, new lighting, and substantial planting and hardscape treatments.	12,720,000
CAL20970	YOL	Caltrans D3	SR 128 Pavement Rehabilitation	West of and in winters from Solano Co Line to Jct 505	13,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
YOL19424	YOL	City of West Sacramento	I Street Bridge Deck Conversion	Design, environmental clearance, permitting and construction of approaches and the upper deck for the I St Bridge. The improvements include construction/modification of the approaches for ADA compliance, resurfacing of the deck and other appurtenant circulation improvements. Civic spaces will be incorporated into the project.	13,000,000
UNI10471	YOL	Unitrans	Unitrans Maintenance Facility Improvements	Perform repair and rehabilitation activities to maintain the Unitrans Maintenance Facility in a state of good repair, and replace operating equipment in the Maintenance Facility that has surpass their useful lives. The focus during the next quadrennial period of this MTIP (FY 2023 - FY 2026) is to to move to the next phase of electric bus infrastructure installation and associated pavement rehabilitation, and to initiate project development for future maintenance facility expansion.	13,961,118
YOL17130	YOL	City of Davis	Covell Blvd. Turn Lanes and Overcrossing	Add Turn Lanes: Covell Blvd. / Hwy. 113. Includes: turn lanes for access-egress to Hwy. 113 including the overcrossing structure.	15,000,000
CAL20663	YOL	Caltrans D3	SR 45 CIR with HIMA Overlay	SR 45 from Junction 113 in Knights Landing to Colusa Co Line - Cold in-place recycle with Hot Mix Asphalt Overlay (EA 0G900)	15,200,000
YOL19386	YOL	City of West Sacramento	Sycamore Trail Phase 2 Bicycle and Pedestrian Overpass	Sycamore Trail, from Westmore Oaks School over US 50 connecting with Joey Lopes Park (Phase 2) and from Westmore Oaks Elementary School to the intersection of Park Blvd. and Stone Blvd (Phase 3): Clear environmental for a 1,500 foot concrete overpass. From Westmore Oaks Elementary School over US 50, connecting with Joey Lopes Park (Phase 2): Construct bicycle/pedestrian 1,500 foot concrete overpass.	16,902,300
CAL21181	YOL	Caltrans D3	Add Aux Lane- New SR-113 NB to I-5 SB Connector (T)	I-5 - Add Aux Lane- New SR-113 NB to I-5 SB Connector (T)	66,310,000
CAL20900	YOL	Caltrans D3	Add Aux Lane- SR-275 on ramp to Harbor Blvd off ramp	Add Aux Lane- SR-275 on ramp to Harbor Blvd off ramp	5,440,000
CAL15882	YOL	Caltrans D3	I-5 / SR 113 Interchange	Construct New Interchange: NB SR 113 to SB I-5 freeway to freeway connection. Phase 3.	66,000,000
CAL20812	YOL	Caltrans D3	I-5 Managed Lanes: Sacramento International Airport to SR 16	I-5 Managed Lanes: Yolo County Line to SR 16 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	-
CAL20769	YOL	Caltrans D3	Standard Vehicle Clearance on I-5 in Yolo County	On I-5 near Woodland, at Wye Line Road OC Bridge #22-0158 (PM 4.49), County Road 6 OC Bridge #22-0138 (PM R25.57), County Line Road OC Bridge #22-0139 (R28.92): Establish standard vertical clearance.. Toll Credits for ENG	18,315,000
CAL20944	YOL	Caltrans D3	I-5 Bridge Improvements A	In Yolo Cty near Woodland from Wye Line Rd OC (Br#22-158) to Cty Line Rd OC (Br#22-139) and in Colusa Cty at Cty Line Rd OC. EA 0F760	18,315,000
CAL20978	YOL	Caltrans D3	I-505 Bridge Improvements	Putah Creek Bridges (Br#22-0072 R/L) on I505, 0.4 miles south of Jct 128 and 505 in Winters.	19,904,000
YOL19339	YOL	City of Winters	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd between El Rio Villa housing community and the city of Winters -pedestrian and bike improvements including overcrossing of Hwy 505	20,919,000
YOL19531	YOL	City of West Sacramento	I Street Bridge Deck Conversion for Active Transportation Project	In the Cities of West Sacramento and Sacramento, I Street Bridge. Transform the upper deck of a historically significant railroad bridge (NRHP No. 82002233) from vehicle access to a dedicated bikeway and walkway connecting West Sacramento and Sacramento. (375k of funds in 2020 are State Sustainable Transportation grant).	22,562,000
YOL15680	YOL	City of West Sacramento	U.S. 50/South River Road	U.S. 50: Install ramp meters and modify ramp design at South River Rd interchange.	23,625,000
UNI10476	YOL	Unitrans	Unitrans Operating Assistance	Operation, maintenance, administration, and program development for the provision of fixed route transit service within the City of Davis. Program development includes training and direct educational expenses for employee development (pursuant to 2 CFR Part 200.472) in the areas of safety, security, and business administration. Davis Urbanized Area. FY 2023-2026	28,945,797
CAL20935	YOL	Caltrans D3	I-80 Pavement Rehabilititation C	In and near Davis from Solano County Line to Yolo Causeway (Br#22-45)	33,800,000
YOL19370	YOL	Yolo County	County Road 27	Roadway Safety Improvements: from County Road 89 to County Road 102. Includes: pavement rehabilitation, paved shoulders & clear recovery zone.	38,000,000
YOL19333	YOL	Yolo County	CR 98 Safety and Bicycle Improvement - Phase 2	In Yolo County, along County Road (CR) 98 from 1,300 feet south of CR 29 (extent of CR 98 Phase I Project) to Solano County: Widen the road, adding shared eight-foot paved shoulders, roundabouts at intersections with CR 31, CR 32 and Hutchison Dr., and connect the University of California at Davis to the existing Class I Bikeway along the south side of Russell Boulevard (CR 32), west of the City of Davis.. Toll Credits for ROW	38,290,782
YOL15130	YOL	City of West Sacramento	Harbor Blvd. Widening	Harbor Blvd., West Capitol Ave. to Industrial: widen 4 to 6 lanes.	6,000,000
YOL15160	YOL	City of West Sacramento	Industrial Boulevard Widening	In West Sacramento, Industrial Boulevard from the Palamidessi Bridge at the Barge Canal to Harbor Boulevard: widen from 4 to 6 lanes.	16,440,000
YOL15940	YOL	City of West Sacramento	Lake Washington Blvd. Widening	Widen Lake Washington Blvd. from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal.	4,000,000
CAL20832	YOL	Caltrans D3	I-80 ICM B	Implement ICM strategies on the I-80 Corridor in Yolo County (Non-capacity)	45,000,000
YOL17330	YOL	City of Woodland	County Rd. 102 Widening B	In Woodland, from Kentucky Ave to Beamer St, on CR102: widen from 2 to 4 lanes.	2,896,851
YOL19413	YOL	City of Woodland	Matmor Road Extension	Construct New Road: 2 lane collector from Sports Park Drive to SP1 E-W Road	640,000
YOL19422	YOL	City of Woodland	Maxwell Extension	Construct New Road: 4 lane from Veterans to 700 ft. east of Veterans	1,500,000
YOL17360	YOL	City of Woodland	Parkland Ave.	Construct New Road: 2 lane arterial from Pioneer Ave. to East St.	9,044,751
YOL19418	YOL	City of Woodland	SP1B E-W Collector	Construct New Road: 2 lane collector from East St. to Matmor Road.	540,000
YOL19288	YOL	City of West Sacramento	Yolo Rail Realignment Project Rail Relocation (Phase 2A)	Design, environmental clearance, permitting and construction of the Yolo Rail Realignment Project, Phase 2A	70,000,000
YOL19443	YOL	City of West Sacramento	South Market Sacramento River Bike/Ped/Transit River Crossing at Locks Drive	Feasibility study, preliminary design and environmental clearance for a proposed bike, pedestrian, and (possible) transit bridge across the Sacramento River connecting West Sacramento's Central Park and Stone Lock District to Miller Park and the Sacramento Marina.	120,000,000
CAL20794	YOL	Caltrans D3	I-80/US 50 Roadway Preservation in Yolo County	On I-80 in and near West Sacramento, from east of Mace Boulevard to Sacramento River Bridge (PM 4.3/R11.4); also on US 50, from I-80 to Jefferson Boulevard Overcrossing (PM 0.0/2.5): Rehabilitate pavement by placing Continuous Reinforced Concrete Overlay, reconstruct existing pavement, rehabilitate bridge decks, bridge median widening at two locations, and upgrade bridge railings.	249,187,000
CAL20964	YOL	Caltrans D3	I-80 Pavement Rehabilititation B	In Yolo County in West Sacramento on Route 80 from 0.5 miles east of Mace Blvd Interchange to Sacramento River Bridge (Bryte Bend) and on Route 50 from Route 80 Junction to Jefferson Blvd UC (Br#22-0106 L/R).	343,305,000

Project ID	County	Lead Agency	Title	Description	Total Cost
YUB16092	YUB	Yuba County	Emission Reduction and Energy Conservation - Electric Charging Stations	NEED DESCRIPTION	100,000
YUB16081	YUB	City of Marysville	Gavin and Veterans Park Modernization Project	In Marysville, at Gavin Park and Veterans Park: Improve pedestrian circulation and bicycle linkages and construct park modernization elements.	110,000
YUB15905	YUB	Yuba County	Erle Rd. / Goldfields Pkwy.	Traffic Signalization: 3-way traffic signal.	215,000
YUB15886	YUB	Yuba County	N. Beale Rd. / Griffith Rd.	Traffic Signalization: at the intersection of North Beale Rd. / Griffith Rd.	215,000
YUB16073	YUB	Yuba County	Transportation and Transit Adaptation Planning	Evaluate existing corridor vulnerability to flooding from extreme weather events, plus identify opportunities for improving drainage to mitigate for climate change, improve transit facilities, and improve water quality.	218,400
YUB15871	YUB	Yuba County	McGowan Parkway and Arboga Road Traffic Signalization	Install new Traffic Signal at the intersection of McGowan Parkway and Arboga Road.	250,000
YUB16053	YUB	City of Wheatland	C Street Resurfacing	Repair base failures, resurface and replace ped ramps.	280,000
YUB16100	YUB	City of Marysville	Historic Downtown Marysville Safety and Walkability Enhancements	In the City of Marysville, along Historic Downtown Marysville's D Street Corridor between 3rd and 4th Street: Improve walkability by creating a pedestrian boulevard weekly. Install brighter lighting, raised crosswalks, improved shade landscaping and other pedestrian amenities.	282,391
YUB15928	YUB	Yuba County	Feather River Blvd Traffic Signal at River Oaks Blvd	Construct new traffic signal at Feather River Blvd and River Oaks Blvd.	300,000
YUB15881	YUB	Yuba County	Goldfields Parkway Traffic Signal	Install new traffic signal at the intersection of North Beale Road and Goldfields Parkway	300,000
YUB15939	YUB	Yuba County	Hammonton-Smartsville Rd. / Goldfields Pkwy.	Traffic Signalization: at Hammonton-Smartsville Rd/Goldfields Pkwy.	300,000
YUB15946	YUB	Yuba County	Loma Rica Rd. Signalization	Traffic Signalization: at Hwy. 20 / Loma Rica Rd.	300,000
YUB16056	YUB	Yuba County	Bridge Preventive Maintenance Program A	Bridge Preventive Maintenance Program (BPMP), various bridges in the County of Yuba. See Caltrans Local Assistance HBP website for backup list of bridges	332,420
CAL21226	YUB	Caltrans D3	SR 70 Diagonal Ramp Meter at the SR 70/North Beale Road interchange (EB)	In Yuba County at SR 70/North Beale Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 13.57)	380,000
CAL20925	YUB	Caltrans D3	SR 70 Diagonal Ramp Meter at the SR 70/Plumas Lake Road interchange (WB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (WB Plumas Lake Road to SR 70) (PM 3.30)	380,000
CAL21225	YUB	Caltrans D3	SR 70 Loop Ramp Meter at the SR 70/Plumas Lake Road interchange (EB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Loop ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 3.40)	380,000
CAL21212	YUB	Caltrans D3	Yuba 70 ramp meter at Erle Road (WB)	In Yuba County on SR 70 construct ramp meter at WB Erle Road IC (PM R10.03)	380,000
CAL21213	YUB	Caltrans D3	Yuba 70 ramp meter at Feather River Blvd (EB)	In Yuba County on SR 70 construct ramp meter at EB Feather River blvd IC (PM R11.35)	380,000
CAL20918	YUB	Caltrans D3	Yuba 70 ramp meter at Feather River Blvd (WB)	In Yuba County on SR 70 construct ramp meter at WB Feather River blvd IC (PM R11.26)	380,000
CAL21211	YUB	Caltrans D3	Yuba 70 ramp meter at Lindhurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Lindhurst Ave IC (PM R10.01)	380,000
CAL21208	YUB	Caltrans D3	Yuba 70 ramp meter at McGowan Road (EB)	In Yuba County on SR 70 construct ramp meter at EB McGowan Road IC (PM R7.60)	380,000
CAL21207	YUB	Caltrans D3	Yuba 70 ramp meter at McGowan Road (WB)	In Yuba County on SR 70 construct ramp meter at WB McGowan Road IC (PM R7.07)	380,000
CAL21214	YUB	Caltrans D3	Yuba 70 ramp meter at North Beale Rd (EB)	In Yuba County on SR 70 construct ramp meter at EB North Beale Rd IC (PM 13.57)	380,000
CAL20917	YUB	Caltrans D3	Yuba 70 ramp meter at Olivehurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Olivehurst Ave IC (PM R9.27)	380,000
CAL21210	YUB	Caltrans D3	Yuba 70 ramp meter at Olivehurst Ave (WB)	In Yuba County on SR 70 construct ramp meter at WB Olivehurst Ave IC (PM R9.09)	380,000
YUB16046	YUB	City of Wheatland	Wheatland Rd. Rehab	Pavement rehab and ADA pedestian compliance.	460,000
CAL21058	YUB	Caltrans D3	SR 65 Drainage Improvements	In Yuba County at McGowan Rd OC, PP 16-47W (Upgrade Pump Plant)	528,000
VAR56289	YUB	SACOG	NextGen Transit Facility Environmental & Engineering	In Marysville: Environmental documents and engineering work for the NextGen Transit Facility to be located on a 19.7 acre parcel. The CON portion of the work is under YST10533. The work will be completed by Yuba Sutter Transit under a subrecipient agreement with SACOG.	557,350
YUB16098	YUB	Yuba County	Signal System Upgrade at Multiple Locations	In the unincorporated parts of Yuba County in Olivehurst and Linda at various locations; improve signal hardware. H11-03-029	657,700
YUB15981	YUB	City of Marysville	Pavement Rehab. Project IV	Pavement Rehabilitation: 25th St. from Sampson to Covillaud, Sicard St. from East 16th St. to East 19th St., Freeman St. from East 18th St. to East 19th St. and East 19th St. from Covillaud to Ramirez. (Project IV)	700,000
YUB15982	YUB	City of Marysville	Pavement Rehab. Project V	Pavement Rehabilitation: Rideout Wy. from Covillaud to Ramirez St., Greeley from East 19th St. to East 22nd St. and Boulton from East 19th St. to East 22nd St. (Project V)	700,000
YUB16090	YUB	Yuba County	Hammonton Smartsville & Doolittle Drive Intersection Project	In unincorporated Yuba County, at the intersection of Hammonton-Smartsville Road (HSR) and Doolittle Drive: Add left-turn lane for westbound HSR; add right-turn lane and acceleration lane on eastbound HSR; and widen shoulders on both sides of HSR. Project will also construct a vertical curve correction to improve sight distance east of the HSR and Doolittle Drive intersection.	840,000
CAL21228	YUB	Caltrans D3	Yuba 49 at 5.97 slipout repair	Slipout Project (repair)	900,000
YUB16051	YUB	City of Wheatland	Pedestrian Safety Enhancements at Railroad Grade Crossings	Construct ADA compliant sidewalks, detectable warning surfaces and extend rail crossings, and modify railroad warning devices.	980,000
YUB16066	YUB	Yuba County	Bridge Preventive Maintenance Program	In Yuba County, Bridge Preventive Maintenance Program (BPMP), Various locations. See Caltrans Local Assistance HBP web site for backup list of bridges. (PM00129)	1,124,565
CAL21057	YUB	Caltrans D3	SR 70 Drainage Improvements	In Yuba County from 65/70 Separation to just east of Olivehurst Ave OC, PP 16-36W, 16-42W	1,200,000
YUB15979	YUB	City of Marysville	Upgrade Signals	Traffic Signalization: Upgrade the 4 existing traffic signals (in Marysville) that are not on the State Hwy. System.	1,200,000
YUB16072	YUB	Yuba County	Ellis Rd Over Simmerly Slough - Bridge Replacement	Ellis Rd over Simmerly Slough, 1.0 miles east of SR 70. Replace existing 2 lane bridge with a 2 lane bridge.. Toll Credits for ENG, ROW, CON	1,609,625
CAL20916	YUB	Caltrans D3	Yuba 70 Connector ramp meter (EB) at NB SR 65	In Yuba County on SR 70 construct connector ramp meter at NB SR 65 (PM R8.51)	1,940,000
YUB16088	YUB	Yuba County	Feather River Blvd- State of Good Repair Project	On Feather River Blvd. in the unincorporated community of West Linda from Garden Ave. to Alicia Ave.: design and construct road rehabilitation, sidewalk gap closure on the southeast side of Feather River Blvd.; add sidewalks on the northwest side of Feather River Blvd., Class II bicycle lanes, crosswalks, storm drains, striping, signage, curbs, gutters, ADA compliant ramps, LED street lights, and transit stop shelters and benches.. Toll Credits for ENG, CON	2,402,000
YUB16089	YUB	Yuba County	Garden Avenue Safe Route to School Project	In the unincorporated community of West Linda in Yuba County, along Garden Avenue between Riverside Drive and Feather River Boulevard: Design and construction of Class II bicycle lanes, sidewalks, new crosswalks, striping, ADA compliant ramps, and curbs and gutters.	2,500,000
CAL20431	YUB	Caltrans D3	SR 20 Passing Lanes	Passing Lanes: Loma Rica Rd. to Kibbe Rd. (PM 7.9/9.4)	2,500,000
YUB16087	YUB	City of Wheatland	Wheatland Road Complete Streets Project	On Wheatland Rd. from State Route (SR-65) to Wheatland Park Rd.: Complete the design phase to rehabilitate pavement, improve and extend existing sidewalks and Class 2 bike lanes, and add safety lighting. On Wheatland Rd. from Wheatland Park Rd. to Oakley Ln.: Complete the design phase to rehabilitate pavement and add buffered Class II bike lanes.. Toll Credits for ENG	2,593,000

Project ID	County	Lead Agency	Title	Description	Total Cost
YUB16032	YUB	Yuba County	Iowa City Rd. Bridge Replacement	Iowa City Rd. over Jack Slough, 0.35 miles east of Fruitland Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, CON	2,768,097
YUB16033	YUB	Yuba County	Spring Valley Rd. Bridge Replacement	Spring Valley Rd. over Little Dry Creek, 0.3 miles west of Marysville Rd.: Replace existing 2 lane bridge with a new 2 lane bridge.. Toll Credits for ENG, ROW, CON	2,836,775
YUB16065	YUB	Yuba County	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	In Olivehurst, along McGowan Parkway between SR 70 and Olive Ave.: Construct sidewalks, Class II bicycle lanes, ADA-compliant ramps, striping, traffic control devices, storm drain, and new crosswalks. Project includes a locally funded continuous left-turn lane. (SB 1 funds are LPP Formula that Yuba County receives.)	3,072,000
YUB16091	YUB	Yuba County	Hammonton -Smartsville Road Overlay and Shoulder Widening Project	East of the town of Linda: Between 2 miles and 4.9 miles east of Doolittle Drive: Widen shoulder.	3,122,000
YUB16054	YUB	City of Marysville	5th Street Road Rehabilitation	5th St., from SR 70 to J St., including the Medical Arts District: Rehabilitate road. On Second St. (2nd St.) from Hwy 70 to J St., including the Medical Arts District: Extend and realign (PSR only).. Toll Credits for CON	3,291,000
YUB16074	YUB	Yuba County	Fleming & Ninth Avenue Safe Routes to Schools	Fleming & Ninth Avenue Safe Routes to Schools	3,582,000
YUB15949	YUB	Yuba County	Marysville Rd.	Roadway Operational Improvements: Construct turn pockets and widen shoulders at various intersections from Hwy. 20 to Willow Glen Rd.	3,955,000
YUB16023	YUB	Yuba County	Waldo Rd/Dry Creek Bridge Replacement	Waldo Rd, over Dry Creek. Replace the existing one lane truss bridge with a new two lane bridge.. Toll Credits for ENG, ROW, CON	4,017,361
YUB16085	YUB	Yuba County	Cedar Lane Elementary - Safe Routes to Schools Project	Around Cedar Lane Elementary School in the community of West Linda, Alicia Avenue, between Riverside Drive and Feather River Boulevard; Cedar Lane between Alicia Avenue and Garden Avenue: New sidewalks, crosswalks, striping, signage, ADA compliant ramps, storm drains, curbs, gutters, and Class III bicycle routes.. Toll Credits for CON	4,035,000
YUB16078	YUB	Yuba County	Cedar Lane SR2S Project	Cedar Lane and Alicia Avenue Safe Routes to Schools	4,990,000
CAL20980	YUB	Caltrans D3	SR 20 Pavement Rehabilitation C	In Marysville on Route 20 from I Street to Orange Street and on Route 70 from 3rd Street to 6th Street (PM 0.0-0.84)	5,435,000
CAL20953	YUB	Caltrans D3	North of Nevada City in Yuba Co from Nevada Co Line to Sierra Co Line. CAPM.	North of Nevada City in Yuba Co from Nevada Co Line to Sierra Co Line. CAPM.	6,255,000
CAL20432	YUB	Caltrans D3	SR 20 Safety Improvements	Roadway Safety Improvements: Parks Bar Rd. to Hammonton-Smartville Rd. Includes: standard shoulders, vertical and horizontal curve improvements, and EB & WB left-turn lanes.	6,500,000
CAL21069	YUB	Caltrans D3	SR 49 Roadside Improvements	In Yuba County on Route 49 approximately 0.4 miles south of Sleighville Circle, cut back slope, install slope drainage and surface drainage	7,265,000
YUB16031	YUB	Yuba County	Los Verjeles Rd. Bridge Replacement	Los Verjeles Rd., over South Honcut Cr., at Butte County Line: Replace existing 2 lane bridge with a new 2 lane bridge.	7,302,250
CAL20864	YUB	Caltrans D3	SR 20 Pavement Rehabilitation B	In Yuba County on Route 20 from Yuba Street to 0.6 mile west of 17th Street. (PM 1.6-R2.0)	8,080,000
CAL20863	YUB	Caltrans D3	SR 70 Pavement Rehabilitation A	In Yuba County on Route 70 from approx. 0.5 mile east of Feather River Blvd to approx. 0.6 mile west of Olivehurst Ave.	10,100,000
CAL20960	YUB	Caltrans D3	Wheatland HMA and ADA	In and near Wheatland, from north of State Street to north of Evergreen Drive (PM R0.5/1.8): Rehabilitate pavement, add bike lanes, rehabilitate drainage systems, upgrade facilities to Americans with Disabilities Act (ADA) standards, construct Class 1 multi-use path, modify driveways, enhance crosswalk visibility as complete streets elements, and signalize the intersection at McDevitt Drive.	10,240,000
YUB16029	YUB	Yuba County	North Beale Rd. Complete Streets Revitalization Phase 3	Construct complete streets improvements for a 9400 ft stretch on North Beale Rd. from Linda Avenue. to Griffith Ave. in the community of Linda. The project will construct curbs, gutters, sidewalks, ADA compliant corner ramps, transit stop enhancements, intersection improvements and several other streetscape features. (PE is programmed on YUB16008)	11,450,000
CAL21423	YUB	Caltrans D3	Binney Junction Pump Plants (CP1)	In and near Marysville, from 0.1 mile south of 14th Street to 0.1 mile north of Cemetery Road. Early Work Package No. 1 for Construction Manager/General Contractor (CMGC) parent project EA 0H160. Construct new pump plant at Marysville Underpass and reconstruct pump plant at Binney Junction Underpass.	14,600,000
CAL21397	YUB	Caltrans D3	YUB SR 65 Pavement Rehab	On SR 65 near Olivehurst, from South Beale Road to SR 70 (PM 4.0/R9.38): Rehabilitate pavement and drainage systems, and upgrade guardrail, signs, and Transportation Management System (TMS) elements.	21,510,000
YUB16095	YUB	Yuba County	West Linda Comprehensive Safe Routes to School Project	In unincorporated Yuba County south of Marysville and west of State Route 70 in the community of Linda; construct sidewalks, bike lanes, and crossing improvements.	26,684,000
YST10533	YUB	Yuba Sutter Transit	Next Generation Zero-Emission Bus Operations, Maintenance & Administration Facility	In Marysville, replace and upgrade existing transit maintenance facility for zero emission bus operations.	47,500,000
CAL20694	YUB	Caltrans D3	SR 20 Roadway Rehabilitation	On SR 20 near Marysville, from Marysville Road to 0.1 mile east of Yuba River Bridge (PM 13.3/R18.2): Rehabilitate roadway.	62,610,000
CAL20994	YUB	Caltrans D3	In Yuba County on Route 70 in the City of Marysville. NB/SB auxiliary lanes between Feather River Blvd IC and 3rd Street.	In Yuba County on Route 70 in the City of Marysville. NB/SB Accel. lanes between Feather River Blvd IC and 3rd Street.	199,000,000
CAL20679	YUB	Caltrans D3	SR 70 Safety Improvements - Segments 4 & 5	On SR 70 near Marysville from Laurellen Road to Butte County line (PM 16.2/25.8): Widen shoulders and improve clear recovery zone, add continuous a two-way left turn lane (TWLTL) throughout the project, 2 separate slow moving vehicle lanes are planned in each direction (each one is less than a mile in length), overlay with RHMA, replace and extend culverts, install TMS elements, fiber optic system elements, lighting intersection, and install a classification station. The Yuba 70 Segments 4 & 5 project (4F38U) combines SR 70 Safety Improvements - Segments 4 & 5 (4F380/CAL20679) and SR 70 Passing Lanes - Segments 4 & 5 (3F282/CAL18815) for construction.. Toll Credits for ENG	109,982,000
CAL20715	YUB	Caltrans D3	SR 70 Roadway Rehab & Operational Improvements(G13 Contingency)	On SR 70 in and near Marysville from south of 14th Street to north of Cemetery Road (PM 14.8/15.7): Roadway rehabilitation and operational improvements including turn pockets and auxiliary lanes. (G13 Contingency). Toll Credits for ENG	129,315,000
CAL18280	YUB	City of Wheatland	Wheatland Pkwy.	Construct New Road: 2 lane expressway from the future north end of Hwy. 65 Lincoln Bypass to the existing Hwy. 65, near South Beale Rd. Includes: access control.	15,000,000

Project ID	County	Lead Agency	Title	Description	Total Cost
YUB15903	YUB	Yuba County	Anderson Rd.	Widen from 2 to 3 lane collector from Feather River Blvd. to Links Pkwy.	230,000
YUB15883	YUB	Yuba County	Arboga Rd.	Widen: 4 lanes from McGowan Pkwy. to Erle Rd. Includes: curb, gutter, sidewalk, and landscaping.	3,250,000
YUB15893	YUB	Yuba County	Broadway St. Signalization	Traffic Signalization: at Broadway St / Links Pkwy	270,000
YUB15887	YUB	Yuba County	Broadway St. Widening and Rehab	Widen 2 lanes to 4 lane arterial. Includes pavement, curb, gutter, sidewalk, and landscaping.	3,200,000
YUB15889	YUB	Yuba County	Broadway St. Widening to 3 lanes	Widen 2 to 3 lane collector from Feather River Blvd. to Links Pkwy.	200,000
YUB15910	YUB	Yuba County	Country Club Ave. Signalization at Feather River Blvd.	Traffic Signalization: 4-way signal at Feather River Blvd.	267,000
YUB15912	YUB	Yuba County	Country Club Ave. Signalization at Links Pkwy.	Traffic Signalization: 3-way signal at Links Pkwy.	215,000
YUB15907	YUB	Yuba County	Country Club Ave. Widening	Widen: 3 lanes from Feather River Blvd. to Plumas Lake Golf Course. Includes: curb, gutter, sidewalk, and landscaping.	363,800
YUB15897	YUB	Yuba County	Ella Ave. / Arboga Rd.	Traffic Signalization: at Ella Ave/Arboga Rd.	215,000
YUB15901	YUB	Yuba County	Ella Ave. / Feather River Blvd.	Traffic Signalization: at Ella Ave/Feather River Blvd.	267,000
YUB15899	YUB	Yuba County	Ella Ave. / Links Pkwy.	Traffic Signalization: at Ella Ave/Link Pkwy.	267,000
YUB15902	YUB	Yuba County	Erle Rd.	Widen: 4 lanes from Edgewater East to Griffith Ave.	2,656,000
YUB15927	YUB	Yuba County	Feather River Blvd.	Widen: 4 lanes from Ella Ave. to south of Country Club Rd.	9,725,000
YUB15904	YUB	Yuba County	Feather River Blvd. / Anderson Rd.	Traffic Signalization: at Feather River Blvd/Anderson St.	267,000
YUB15894	YUB	Yuba County	Feather River Blvd. / Broadway Street	Traffic Signalization: at Feather River Blvd/Broadway St.	270,000
YUB16075	YUB	Yuba County	Forty-Mile Road Bike Lanes	On Forty-Mile Road between Plumas-Arboga Road and State Route 65; construct bicycles lanes and wider shoulders; install new striping and signage.	4,564,800
YUB15931	YUB	Yuba County	Goldfields Pkwy. Interchange	Construct New Interchange: Goldfields Pkwy. at Hwy. 65 / Hwy 70 connection.	66,000,000
YUB15934	YUB	Yuba County	Griffith Ave.	Widen: 3 lanes from Hammonton-Smartsville Rd. to Linda Ave.	6,600,000
YUB15940	YUB	Yuba County	Hammonton-Smartsville Rd. / Griffith Ave.	Traffic Signalization: at Hammonton-Smartsville Rd/Griffith Ave.	300,000
YUB15938	YUB	Yuba County	Hammonton-Smartville Rd. / Dantoni Rd.	Traffic Signalization: at Hammonton-Smartsville Rd/Dantoni Ave.	300,000
YUB15867	YUB	Yuba County	Highway 70	Widen: overpass at McGowan Pkwy. Includes: new traffic signals.	4,200,000
YUB15942	YUB	Yuba County	La Porte Rd.	Widen and Realign: from Butte County to Willow Glen Rd.	3,200,000
YUB15944	YUB	Yuba County	Links Parkway Extension to County Club Road	From Plumas Arboga Rd to Country Club Rd., construct new extension of Links Parkway.	12,000,000
YUB15943	YUB	Yuba County	Links Pkwy.	Construct New Road: 2 lane arterial from Ella Ave. to current Links Parkway.	850,000
YUB15906	YUB	Yuba County	Links Pkwy. / Anderson Rd.	Traffic Signalization: at Links Pkwy/Anderson Rd.	267,000
YUB15945	YUB	Yuba County	Loma Rica Rd. Turn Pockets and Shoulders	Roadway Operational Improvements: Widen and construct turn pockets at various locations. Includes: shoulder widening.	2,650,000
YUB16077	YUB	Yuba County	Marysville Road Bicycle Lane Project	On Marysville Road between Willow Glenn Road and State Route 49; widen roadway for bicycles lanes and widen shoulders.	18,180,000
YUB15951	YUB	Yuba County	McGowan Pkwy.	Widen: 4 lanes from UPRR to Hwy. 65. Includes: turn lane, curb, gutter, sidewalk, and landscaping.	278,000
YUB15868	YUB	Yuba County	McGowan Pkwy. / UPRR	Rail Crossing Project: Upgrade the existing at grade intersection at the UPRR tracks.	810,000
YUB15909	YUB	Yuba County	Plumas Arboga Rd.	Widen from 2 to 3 lane collector from UPRR to Algodon Rd.	8,700,000
YUB15958	YUB	Yuba County	Plumas Arboga Rd. Ext	Plumas Arboga Rd. Extension to the new interchange at SR 65	2,675,000
YUB15913	YUB	Yuba County	Plumas Arboga Rd. Rail Crossing	Rail Crossing Project: Upgrade at the Union Pacific Railroad.	815,000
YUB15917	YUB	Yuba County	Plumas Arboga Rd. Signalization A	Traffic Signalization: at Plumas Arboga Rd. / Feather River Blvd.	267,000
YUB15915	YUB	Yuba County	Plumas Arboga Rd. Signalization B	Traffic Signalization: at Plumas Arboga Rd. / Arboga Rd.	267,000
YUB15918	YUB	Yuba County	Plumas Arboga Rd. Signalization C	Traffic Signalization: at Plumas Arboga Rd. / Links Pkwy.	267,000
YUB15916	YUB	Yuba County	Plumas Arboga Rd. Widening A	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd.	2,500,000

Project ID	County	Lead Agency	Title	Description	Total Cost
YUB15908	YUB	Yuba County	Plumas Arboga Rd. Widening B	Widen 2 to 3 lane collector from Arboga Rd. to UPRR.	2,000,000
YUB15925	YUB	Yuba County	River Oaks Blvd. Signalization	Traffic Signalization: at River Oaks Blvd. / Broadway St.	270,000
YUB16076	YUB	Yuba County	Texas Hill Road Operational Improvements	On Texas Hill Road - Roadway Operational Improvements: re-align curve, widen shoulders, and improve signage and striping.	850,800
YUB15956	YUB	Yuba County	Woodruff Ln.	Roadway Safety Improvements: Widen shoulders on each side of road from Hwy. 70 to Hwy. 20.	2,300,000

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
CAL18190	ELD	Caltrans D3	US 50 Camino Safety Project	On US 50 near Placerville and Camino, from 0.2 mile west of Still Meadows Road to 0.2 mile east of Upper Carson Road (PM 21.9/24.2): Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local road. The Camino Safety Project (4E62U) combines US 50 Culvert Rehab and Wildlife Crossing (4H370/CAL20802) and US 50 Camino Safety Project (4E620/CAL18190) for construction. Caltrans is the lead agency for the project. El Dorado County Transportation Division is a participating agency. (HSIP7-03-008). Toll Credits for ROW	55,437,620	2024	X	X	X	X	X	X	X	X
ELD15930	ELD	El Dorado County	Cameron Park Drive Widening - Palmer Drive to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Sudbury Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	8,687,000	2023	X	X	X	X	X	X	X	X
ELD15990	ELD	El Dorado County	Diamond Springs Pkwy - Phase 1B	Construct new 4-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental clearance, grading and right of way, required improvements to SR-49 and three new signals. See ELD19348/CIP72375 for Phase 1A and ELD19203/CIP72368 for Phase 2. (CIP72334)	34,257,262	2025		X	X	X	X	X	X	X
ELD19177	ELD	El Dorado County	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	61,116,000	2040								X
ELD19178	ELD	El Dorado County	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes sinalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	5,488,000	2036								X
ELD19180	ELD	El Dorado County	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Interchange Improvements: includes detailed study to identify alternatives and select preferred alternative; widening existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widenings, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd, realignment of Durock Rd and North Shingle Rd.; includes PE for all phases; (See ELD19170/CIP71339 and ELD19244/CIP71333). Coordinates with ELD19289/CIP53116, ELD19219/CIP#GP150. Toll Credits for ENG. Toll Credits for ENG	47,731,400	2040								X
ELD19181	ELD	El Dorado County	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at eastbound ramp terminal intersection. Also includes preliminary engineering for Phase 2 improvements to Cambridge Interchange. This project shall also be coordinated with the US 50 Eastbound Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018), US 50 Eastbound Auxiliary Lane from Cambridge Road Interchange to Cameron Park Interchange (53126/36104019). (CIP 71332/36104006)	9,173,000	2036								X
ELD19185	ELD	City of Placerville	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	10,423,800	2027			X	X	X	X	X	X
ELD19224	ELD	El Dorado County	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Serrano Parkway to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP66109)	14,257,000	2028				X	X	X	X	X
ELD19227	ELD	El Dorado County	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361)	13,258,000	2028				X	X	X	X	X
ELD19228	ELD	El Dorado County	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter and sidewalk on both sides. (CIP 71362/36105008)	6,930,000	2028				X	X	X	X	X
ELD19229	ELD	El Dorado County	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377)	11,451,000	2038								X
ELD19232	ELD	El Dorado County	Latrobe Road Connection	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	747,000	2028				X	X	X	X	X
ELD19234	ELD	El Dorado County	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from the Sacramento County line to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only. Environmental clearance and preliminary engineering will be completed under Phase 1 project CIP#71324.	3,300,000	2035							X	X
ELD19236	ELD	El Dorado County	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	3,516,000	2038								X
ELD19245	ELD	El Dorado County	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter or sidewalk. (CIP71375)	6,747,000	2036								X
ELD19253	ELD	El Dorado County	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; inculdes curb gutter and sidewalk. (CIP GP178/36105018)	6,421,000	2036								X
ELD19291	ELD	El Dorado County	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accomodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	8,156,000	2036								X
ELD19345	ELD	El Dorado County	US 50/El Dorado Hills Blvd Interchange Phase 2B - Eastbound Ramps	Reconstruct eastbound diagonal on-ramp and eastbound loop off-ramp; add a lane to northbound El Dorado Hills Blvd under the overpass (eliminates merge lane and improves traffic flow from the eastbound loop off-ramp); eastbound diagonal on-ramp will be metered and have an HOV bypass. Project split from ELD15630(CIP71323).	11,731,054	2028				X	X	X	X	X
ELD19363	ELD	City of Placerville	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp and offramps at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange.	23,374,018	2040								X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
ELD19387	ELD	City of Placerville	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb and gutter both sides. A new bridge over Hangtown Creek.	4,728,000	2027			X	X	X	X	X	X
ELD19396	ELD	El Dorado County	Missouri Flat Rd Widening, Headington Rd to Prospector's Plaza	Add 1 lane in each direction with a raised median (CIP GP 165)	1,299,000	2040								X
ELD19412	ELD	City of Placerville	Ray Lawyer Drive Extension East	Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standard to support future county courthouse joint project with El Dorado County	8,122,000	2028				X	X	X	X	X
ELD19417	ELD	City of Placerville	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastboud exit ramp of US 50 at Broadway (#47) and install traffic signal.	4,100,000	2027			X	X	X	X	X	X
ELD19468	ELD	Southeast Connector JPA	Capital SouthEast Connector - E1	In El Dorado Hills, on White Rock Rd between Carson Crossing Dr and Winfield Way: widen from 2 to 4 lanes (Thoroughfare). (To be constructed with Capital SouthEast Connector – D3, SAC24250.)	5,200,000	2036								X
ELD19525	ELD	El Dorado County	White Rock Road Widening - Windfield Way to Sacramento County Line	Widen White Rock Road between the County line and Windfield Way from two to four-lane divided roadway with curb, gutter and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This roadway is part of the Capital Southeast Connector.(CIP 72381/36105041)	4,404,000	2028				X	X	X	X	X
ELD19534	ELD	El Dorado County	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widing the road to 4 lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	4,175,000	2038								X
CAL20637	PLA	Caltrans D3	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	4,000,000	2036								X
CAL20639	PLA	Caltrans Division of Rail	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	86,000,000	2040								X
CAL20838	PLA	Caltrans D3	Colfax Narrows Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3-35.1)	54,175,000	2032					X	X	X	X
CAL20844	PLA	Caltrans D3	EB 3 location truck lane	In Placer County on Route 80 in 3 locations from Heather Glen to EB offramp to Nyack, construct truck climbing lanes: PMs (27.2/28.8, 39.5/41.3, 53.0/54.7) (EA 3H590)	57,168,000	2026		X	X	X	X	X	X	X
CAL20987	PLA	Caltrans D3	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	5,700,000	2030					X	X	X	X
CAL20988	PLA	Caltrans D3	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	5,200,000	2030					X	X	X	X
CAL20989	PLA	Caltrans D3	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	1,500,000	2030					X	X	X	X
CAL20990	PLA	Caltrans D3	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	1,500,000	2030					X	X	X	X
CAL20991	PLA	Caltrans D3	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	4,700,000	2030					X	X	X	X
CAL20992	PLA	Caltrans D3	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	4,700,000	2030					X	X	X	X
CAL21010	PLA	Caltrans D3	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	33,423,000	2030					X	X	X	X
CAL21011	PLA	Caltrans D3	EB Colfax 174 Grade	On Placer 80 from E. of Illnoistown OC to E. of SR 174. Truck climbing lane.	13,762,000	2040								X
PLA15100	PLA	City of Roseville	Baseline Road	In Roseville, Baseline Road from Fiddyment Road to Sierra Vista Western edge west of Watt Avenue: Widen from 2 to 4 lanes.	12,852,055	2023	X	X	X	X	X	X	X	X
PLA15105	PLA	Placer County	Baseline Road Widening (Phase 1)	Baseline Rd, from City of Roseville to Palladay Road: widen from 2 to 4 lanes	19,200,000	2025		X	X	X	X	X	X	X
PLA15220	PLA	Placer County	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	8,452,200	2030					X	X	X	X
PLA15270	PLA	Placer County	Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	1,892,300	2035							X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
PLA15300	PLA	Placer County	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	12,244,300	2030					X	X	X	X
PLA15390	PLA	Placer County	Sierra College Boulevard (Phase 1)	Sierra College Boulevard, in vicinity of Bickford Ranch Road: widen from 2 to 4 lanes (and signalization).	2,280,000	2026		X	X	X	X	X	X	X
PLA15400	PLA	City of Rocklin	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguliar Tributary.	3,800,000	2035							X	X
PLA15620	PLA	City of Rocklin	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, inlcuding Bridge of UPRR.	4,177,406	2040								X
PLA15660	PLA	City of Roseville	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddyment Road: widen from 3 to 4 lanes.	6,106,889	2030					X	X	X	X
PLA15760	PLA	City of Roseville	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	7,000,000	2025		X	X	X	X	X	X	X
PLA15850	PLA	City of Roseville	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	2,500,000	2027			X	X	X	X	X	X
PLA15911	PLA	City of Roseville	Taylor Rd. Operational Improvments B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	17,200,000	2036								X
PLA15970	PLA	City of Lincoln	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	3,999,142	2035							X	X
PLA18390	PLA	Placer County	Placer Creek Drive (Phase 1)	Placer Creek Drive (formerly Dyer Lane), from Baseline Road to Town Center Avenue: construct 2 lane road.	1,400,000	2025		X	X	X	X	X	X	X
PLA18490	PLA	Placer County	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	13,085,000	2025		X	X	X	X	X	X	X
PLA18710	PLA	City of Lincoln	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	4,233,719	2036								X
PLA18760	PLA	City of Lincoln	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	10,000,000	2024	X	X	X	X	X	X	X	X
PLA18790	PLA	City of Lincoln	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	8,992,396	2027			X	X	X	X	X	X
PLA19020	PLA	City of Lincoln	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr.from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	1,981,120	2027			X	X	X	X	X	X
PLA19260	PLA	City of Rocklin	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	11,000,000	2036								X
PLA19290	PLA	City of Rocklin	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blvd. to Whitney Oaks Dr.	12,428,000	2027			X	X	X	X	X	X
PLA19401	PLA	City of Rocklin	Rocklin Road Widening A	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on-ramps to Sierra College Blvd: widen from 4 to 6 lanes.	1,534,000	2035							X	X
PLA20350	PLA	Placer County	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	6,902,600	2040								X
PLA20460	PLA	City of Rocklin	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	2,750,000	2035							X	X
PLA20700	PLA	Placer County	Watt Avenue Widening (Phase 1)	Watt Avenue, Sacramento County to Dyer Lane: widen from 2 lanes to 4 lanes.	2,600,000	2027			X	X	X	X	X	X
PLA20890	PLA	Town of Loomis	Sierra College Blvd. Widening C	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	5,899,180	2040								X
PLA25044	PLA	Placer County	Sunset Boulevard Widening (Phase 1)	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	51,250,000	2028				X	X	X	X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
PLA25130	PLA	Placer County	Fiddyment Road Widening	Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	11,550,000	2030					X	X	X	X
PLA25156	PLA	City of Rocklin	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	1,100,000	2035							X	X
PLA25164	PLA	City of Lincoln	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	7,001,921	2040								X
PLA25170	PLA	Placer County	Sunset Boulevard Extension (Phase 1)	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 4-lane road	12,238,000	2025		X	X	X	X	X	X	X
PLA25272	PLA	City of Rocklin	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	240,000	2035							X	X
PLA25273	PLA	City of Rocklin	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	372,266	2025		X	X	X	X	X	X	X
PLA25299	PLA	Placer County	Placer Parkway (Phase 1)	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	70,000,000	2028				X	X	X	X	X
PLA25318	PLA	City of Roseville	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	4,000,000	2028				X	X	X	X	X
PLA25337	PLA	Placer County	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddyment Road. Includes signalized intersections at Fiddyment Rd.	14,500,000	2027			X	X	X	X	X	X
PLA25345	PLA	City of Rocklin	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	26,150,000	2025		X	X	X	X	X	X	X
PLA25378	PLA	City of Roseville	Santucci Blvd. Extension Ph 1	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd. to Pleasant Grove Blvd.	6,500,000	2024	X	X	X	X	X	X	X	X
PLA25463	PLA	Placer County	Baseline Road Widening (Phase 2)	Baseline Road from Palladay Road to Sutter County: widen from 2 to 4 lanes	29,000,000	2028				X	X	X	X	X
PLA25479	PLA	Placer County	Placer Vineyards Road (Phase 1)	Placer Vineyards Road (formerly 16th Street), from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road	7,890,000	2027			X	X	X	X	X	X
PLA25481	PLA	City of Roseville	Westbrook Blvd. B	Construct New Road: west of Fiddyment and north of Blue Oaks in proposed new Creekview Specific Plan.	6,000,000	2036								X
PLA25483	PLA	City of Roseville	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddyment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	7,500,000	2025		X	X	X	X	X	X	X
PLA25501	PLA	City of Roseville	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd.	29,300,000	2025		X	X	X	X	X	X	X
PLA25529	PLA	PCTPA	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane and HOV/transit priority lane on southbound SR 65, and an auxiliary lane from Pleasant Grove Blvd. to Galleria Blvd. on southbound SR 65, including widening Galleria Blvd. southbound off-ramp to two lanes.. Toll Credits for ENG	31,060,000	2027			X	X	X	X	X	X
PLA25535	PLA	Placer County	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	30,512,258	2028				X	X	X	X	X
PLA25538	PLA	City of Roseville	Vista Grande Arterial	In Roseville, from Fiddyment Rd west to Westbrook Blvd, construct new 4-lane arterial.	6,500,000	2024	X	X	X	X	X	X	X	X
PLA25539	PLA	City of Roseville	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	6,350,000	2025		X	X	X	X	X	X	X
PLA25576	PLA	Caltrans D3	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80. Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (PCTPA is applying for $26.13 m SB1 discretionary funding.). Toll Credits for ENG, ROW	49,589,635	2024	X	X	X	X	X	X	X	X
PLA25592	PLA	South Placer Regional Trans	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddyment Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	85,000,000	2036								X
PLA25595	PLA	City of Lincoln	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	12,114,449	2024	X	X	X	X	X	X	X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
PLA25598	PLA	Placer County	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	8,350,650	2028				X	X	X	X	X
PLA25602	PLA	PCTPA	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	100,000,000	2035							X	X
PLA25603	PLA	PCTPA	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	95,000,000	2040								X
PLA25628	PLA	Placer County	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	9,595,600	2035							X	X
PLA25637	PLA	PCTPA	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	35,250,000	2025		X	X	X	X	X	X	X
PLA25638	PLA	PCTPA	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	12,000,000	2030					X	X	X	X
PLA25649	PLA	PCTPA	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, widen southbound to westbound ramp from 2 to 3 lanes, widen westbound to northbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	591,500,000	2032					X	X	X	X
PLA25677	PLA	City of Lincoln	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	1,614,734	2027			X	X	X	X	X	X
PLA25680	PLA	City of Roseville	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	11,200,000	2028				X	X	X	X	X
PLA25681	PLA	City of Roseville	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	23,000,000	2027			X	X	X	X	X	X
PLA25682	PLA	City of Roseville	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	22,500,000	2025		X	X	X	X	X	X	X
PLA25687	PLA	City of Lincoln	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	12,400,000	2030					X	X	X	X
PLA25689	PLA	City of Lincoln	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	10,568,251	2027			X	X	X	X	X	X
PLA25707	PLA	City of Roseville	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	5,700,000	2030					X	X	X	X
PLA25711	PLA	City of Roseville	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd. The segment will include a bridge over Industrial Blvd. and the UPRR tracks.	22,500,000	2025		X	X	X	X	X	X	X
PLA25714	PLA	City of Lincoln	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	5,729,091	2028				X	X	X	X	X
PLA25718	PLA	City of Rocklin	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	5,251,927	2040								X
PLA25721	PLA	City of Rocklin	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	3,565,550	2035							X	X
PLA25725	PLA	Placer County	Education Street (Phase 1)	Education Street, from SR 49 to Rock Creek: Construct 2-lane roadway and signal modifications.	750,000	2026		X	X	X	X	X	X	X
PLA25726	PLA	Placer County	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	6,733,000	2026		X	X	X	X	X	X	X
PLA25732	PLA	City of Lincoln	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	2,809,772	2035							X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
PLA25733	PLA	City of Lincoln	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	7,954,197	2024	X	X	X	X	X	X	X	X
PLA25734	PLA	City of Lincoln	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	40,600,000	2030					X	X	X	X
PLA25735	PLA	City of Lincoln	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	6,772,102	2035							X	X
PLA25736	PLA	City of Lincoln	Fiddyment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddyment Road across Orchard Creek	4,350,000	2026		X	X	X	X	X	X	X
PLA25737	PLA	City of Lincoln	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddyment Road to 0.5 miles east of existing Nelson Lane	4,493,949	2040								X
PLA25739	PLA	City of Lincoln	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	3,625,000	2024	X	X	X	X	X	X	X	X
PLA25742	PLA	City of Lincoln	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	7,975,000	2028				X	X	X	X	X
PLA25743	PLA	City of Lincoln	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	1,332,543	2036								X
PLA25745	PLA	City of Lincoln	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	2,296,256	2035							X	X
PLA25747	PLA	City of Lincoln	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	1,961,358	2024	X	X	X	X	X	X	X	X
PLA25751	PLA	City of Rocklin	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to East of Wildcat Blvd.	3,083,809	2025		X	X	X	X	X	X	X
PLA25752	PLA	City of Roseville	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	23,000,000	2024	X	X	X	X	X	X	X	X
PLA25753	PLA	City of Roseville	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	1,600,000	2030					X	X	X	X
PLA25754	PLA	City of Roseville	Blue Oaks west widening, Westpark to Fiddyment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddyment Rd.	3,000,000	2030					X	X	X	X
PLA25762	PLA	City of Roseville	Roseville Parkway Widening at Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	8,000,000	2023	X	X	X	X	X	X	X	X
PLA25763	PLA	City of Roseville	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	4,000,000	2023	X	X	X	X	X	X	X	X
PLA25768	PLA	City of Lincoln	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	8,700,000	2026		X	X	X	X	X	X	X
PLA25769	PLA	City of Lincoln	Fiddyment Road Expansion	Widen Fiddyment Road to 6 lanes from Moore Road to Athens Ave	24,990,495	2035							X	X
PLA25771	PLA	City of Lincoln	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	2,519,661	2026		X	X	X	X	X	X	X
PLA25775	PLA	City of Lincoln	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	9,880,000	2028				X	X	X	X	X
PLA25820	PLA	City of Roseville	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Sierra Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	5,500,000	2025		X	X	X	X	X	X	X
PLA25853	PLA	Placer County	Fiddyment Road Widening (Phase 1)	Fiddyment Road, from City of Roseville to Sunset Boulevard: widen from 2 to 6 lanes.	2,960,000	2025		X	X	X	X	X	X	X
PLA25858	PLA	Placer County	Foothills Boulevard Widening (Phase 2)	Foothills Boulevard, from Sunset Boulevard to Placer Parkway: widen from 2 to 4 lanes	2,600,000	2025		X	X	X	X	X	X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
PLA25873	PLA	City of Roseville	Blue Oaks west Widening, Woodcreek Oaks to Foothills	Blueprint PLA25710: In Roseville, construct 1 additional westbound lane to widen Blue Oaks from 7 lanes to 8 lanes from Woodcreek Oaks Blvd to Foothills Blvd.	500,000	2030					X	X	X	X
CAL15410	SAC	Sacramento County	Jackson Hwy. (SR 16) A	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	100,000,000	2027			X	X	X	X	X	X
CAL18410	SAC	Caltrans D3	I-5 and I-80 Managed Lane Connectors and Lanes to Downtown	Reconstruct I-5/I-80 Interchange, including lmanaged lane facility connectors, and construction of managed lane facility from the I-5/I-80 Interchange to downtown Sacramento (PM 26.7/27.0) [EFIS ID 0300000313] (Emission Benefits in kg/day 1.0 ROG) (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	300,000,000	2036								X
CAL18838	SAC	Caltrans D3	US 50 HOV Lanes (I-5 to Watt Ave.)	On US 50 in Sacramento County, from I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes, widen bridge structures, construct sound walls, incorporate Intelligent Transportation System (ITS) elements into the HOV system, and replace and/or upgrade ancillary facilities including drainage systems, overhead signs, lighting, approach slabs, guard rail, and safety barriers. The US 50 Multimodal Corridor Enhancement project (0H08U) combines the US 50 HOV Lanes project (3F360/CAL18838) and the US 50 Rehab project (0H080/CAL20761) for construction.	118,400,000	2025		X	X	X	X	X	X	X
CAL20427	SAC	Caltrans D3	SR 12 Operational Improvements	SR 12 Roadway Operational and Safety Improvements: Rio Vista to San Joaquin County line. Improvements will be coordinated with San Joaquin and Solano counties and anticipated corridor improvements.	10,000,000	2026		X	X	X	X	X	X	X
CAL20466	SAC	Caltrans D3	I-5 HOV Lanes - Phase 1	On I-5 in Sacramento County, from US 50 to Morrison Creek (PM 12.9/22.5): Construct High Occupancy Vehicle (HOV) lanes and soundwalls in both directions. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction. See 03-3C000 (CAL17840) for PA&ED. . Toll Credits for ENG, ROW	40,575,799	2023	X	X	X	X	X	X	X	X
CAL20467	SAC	Caltrans D3	I-5 HOV Lanes - Phase 2	On I-5 in Sacramento County, from just north of Morrison Creek to 1.1 mile south of Elk Grove Blvd. (PM 9.7/13.1): Add High Occupancy Vehicle (HOV) lanes. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction. See 03-3C000/CAL17840 for PA&ED.	15,000,000	2023	X	X	X	X	X	X	X	X
CAL20587	SAC	Caltrans D3	I-5 Transition Lane	I-5 Transition Lane: SB, from Garden Hwy. off-ramp to the Garden Hwy. on-ramp.	4,000,000	2026		X	X	X	X	X	X	X
CAL20589	SAC	Caltrans D3	I-5 Connector Ramp Extension	I-5: Extend Southbound connector ramp from U.S. 50 connector-ramp to the Sutterville Rd. off-ramp (PM 20.726 to 21.55).	4,746,000	2026		X	X	X	X	X	X	X
CAL20599	SAC	Caltrans D3	SR 99 Transition Lane	SR 99 Transition Lane: NB, from WB 47th Ave. slip on ramp to EB Fruitridge Rd. slip on ramp, and from WB Fruitridge Rd. loop off ramp to WB Fruitridge Rd. slip on ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	2035							X	X
CAL20600	SAC	Caltrans D3	SR 99 Auxiliary Lane A	SR 99 auxiliary lane: NB from WB Florin Rd. slip on ramp to EB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	2036								X
CAL20601	SAC	Caltrans D3	SR 99 Auxiliary Lane	SR 99 Auxiliary Lane extension: SB, from Martin Luther King Blvd on ramp. to WB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000	2036								X
CAL20602	SAC	Caltrans D3	SR 99 Interchange Improvements	Interchange Improvements: Mack Road, Florin Road, 47th Ave., 12th Ave.	40,000,000	2036								X
CAL20641	SAC	Caltrans D3	US 50 Transition Lane	US 50 Westbound Transition Lane from Stockton Blvd off-ramp to Rt-51 connector on-ramp. Realign and add acceleration taper to Stockton loop off ramp	15,000,000	2035							X	X
CAL20642	SAC	Caltrans D3	Capital City Freeway (SR 51) widening over the American River	Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a managed lane facility in both directions. New Class I bike path next to the freeway. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	131,000,000	2027			X	X	X	X	X	X
CAL20647	SAC	Caltrans D3	SR 99 Managed Lanes	Managed Lane Facility and auxiliary lanes in both directions from Elk Grove Boulevard to Kammerer Road/Grant Line Road.	36,000,000	2036								X
CAL20689	SAC	Caltrans D3	SR 51 (Capital City) Managed Lanes Project: N St to El Camino Ave	On SR 51, from N Street to 0.5 mile north of El Camino Ave (PM 0.7/4.8): Extend managed lanes, widen the American River Bridge to 10 lanes (4 lanes NB and SB plus managed lane in both directions) and add new Class I bike path on the American River Bridge, new auxiliary lane from Exposition Blvd to E St in both directions, SB auxiliary lane from Arden Way on-ramp to Exposition Blvd off-ramp, replace B St UP, A St OC, and Elvas UP, construct new Capital Corridor 3rd Track UP, widen EB SR 160/SR 51 separation structure, and widen Tribute Rd UC.. Toll Credits for ENG	438,740,000	2030					X	X	X	X
CAL20700	SAC	Caltrans D3	I-5 Road Rehab	On I-5 in and near the City of Sacramento, from Beach Lake Bridge at Morrison Creek to the American River Bridge #24-0068 (PM 13.0/24.9): Roadway rehabilitation. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber	285,400,000	2022	X	X	X	X	X	X	X	X
CAL20815	SAC	Caltrans D3	I-5 SB Connector Ramp Meter at the I-5/I-80 interchange (EB I-80 to SB I-5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.55) install a connector ramp meter at the SB ramp from EB I-80 to SB I-5	1,940,000	2034							X	X
CAL20816	SAC	Caltrans D3	I-5 NB Connector ramp meter at the I-5/I-80 Interchange (EB 80 to NB 5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.72), install a connector ramp meter from EB I-80 to NB I-5. Future configuration is a 2+1.	1,940,000	2034							X	X
CAL20817	SAC	Caltrans D3	I-5 NB Connector ramp meter at the I-5/I-80 Interchange (WB 80 to NB 5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.96), install a connector ramp meter from WB I-80 to NB I-5. Future configuration is a 2+1.	1,940,000	2034							X	X

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CAL20819	SAC	Caltrans D3	I-5 NB Loop Ramp Meter at the I-5/Airpord Blvd. interchange	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.69) install a loop ramp meter at the NB ramp	380,000	2034							X	X
CAL20840	SAC	Caltrans D3	In Sacramento County in the City of Sacramento from county line to ED County Line. Ramp metering, extend aux lanes. US 50 ICM-Segment 2:	US-50 In Sacramento County in the City of Sacramento from county line to ED County Line. Upgrade 22 ramp metering systems. Widen Ramps at WB Sac-50 SB Bradshaw, SB Mather and NB Mather and extend accel. lanes. US 50 ICM-Segment 2: Comm Detection, ITS Elements, RM upgrades. SHOPP ID 18166	9,700,000	2023	X	X	X	X	X	X	X	X
CAL20850	SAC	Caltrans D3	EB El Camino to SB Sac-51. Change config from 1 to 1+1.	EB El Camino to SB Sac-51. Change config from 1 to 1+1.	1,370,000	2030					X	X	X	X
CAL20884	SAC	Caltrans D3	Sunrise Blvd to Hazel Ave (T) Aux Lanes	US-50 In EB direction from Sunrise Blvd to Hazel Ave (T) install auxiliary lane	1,500,000	2025		X	X	X	X	X	X	X
CAL20906	SAC	Caltrans D3	SR 51 (SB) Transition Lane from SB Watt Ave slip on ramp to Auburn Blvd slip on ramp	In the City of Sacramento construct SB transition lane from SB Watt Ave slip on ramp to Auburn Blvd slip on ramp (PM 7.886-7.521)	1,500,000	2034							X	X
CAL20909	SAC	Caltrans D3	SR 51 (NB) transition lane from El Camino Ave slip on ramp to Marconi Ave	In the City of Sacramento construct SR 51 (NB) transition lane from El Camino Ave slip on ramp to Marconi Ave	1,500,000	2034							X	X
CAL20975	SAC	Caltrans D3	I-5 Bridge Improvements B	West End Viaduct Bridge No. 24-0069R/L	156,800,000	2026		X	X	X	X	X	X	X
CAL21003	SAC	Caltrans D3	In Sacramento County on Route 80 at various locations from county line to county line. Sac 80 Fiber	In Sacramento County on Route 80 at various locations from county line to county line. Sac 80 Fiber	13,400,000	2030					X	X	X	X
CAL21019	SAC	Caltrans D3	EB Expo to SB 51. Change config from 1 to 2+1.	EB Expo to SB 51. Change config from 1 to 2+1.	2,030,000	2030					X	X	X	X
CAL21020	SAC	Caltrans D3	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP.	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP.	10,610,000	2030					X	X	X	X
CAL21081	SAC	Caltrans D3	SR 99 (NB) auxiliary lane from the WB Mack Road slip on ramp to the EB Florin Road slip off ramp	In the City of Sacramento construct SR 99 (NB) auxiliary lane from the WB Mack Road slip on ramp to the EB Florin Road slip off ramp (PM 19.747-20.628)	7,560,000	2034							X	X
CAL21083	SAC	Caltrans D3	Hazel Ave to Folsom Blvd (T)	US-50 In EB direction from Hazel Ave to Folsom Blvd (T) install auxiliary lane	1,500,000	2025		X	X	X	X	X	X	X
CAL21135	SAC	Caltrans D3	SR 51 (SB) transition lane from E Street to J Street	In the City of Sacramento construct SR 51 (SB) transition lane from E Street to J Street (PM 1.674-1.288)	1,500,000	2035							X	X
CAL21154	SAC	Caltrans D3	SR 51 (SB) transition lane from P Street to N Street	In the City of Sacramento construct SR 51 (SB) transition lane from P Street to N Street (PM 0.808-0.523)	1,500,000	2035							X	X
CAL21242	SAC	Caltrans D3	I-5 SB Loop Ramp meter at the I-5/Elk Grove Blvd interchange	In the City of Elk Grove at the I-5/Elk Grove Blvd interchange install a loop ramp meter. Future configuration is a 1+1. (PM 10.882)	900,000	2034							X	X
CAL21252	SAC	Caltrans D3	I-5 Auxiliary Lane (NB) from Elk Grove Blvd to Laguna Blvd	In the City of Elk Grove construct an auxiliary lane on I-5 between Elk Grove Blvd to Laguna Blvd (NB direction) (PM 10.822-11.896)	5,370,000	2034							X	X
CAL21256	SAC	Caltrans D3	I-5 Auxiliary lane from Arena Blvd off ramp to Arena Blvd on ramp (SB)	In the City of Sacramento at the I-5/Arena Blvd interchange construction an auxiliary lane between the SB off and on ramps (PMs 27.757 to 28.320)	1,500,000	2034							X	X
CAL21270	SAC	Caltrans D3	I-5 auxiliary (or transition lane) from Cosumnes River Blvd to Pocket Road	In the City of Sacramento construct auxilary (or transition) lanes from Cosumnes River Blvd to Pocket Road in both directions	1,500,000	2026		X	X	X	X	X	X	X
CAL21272	SAC	Caltrans D3	I-5 Auxiliary Lane (NB) from Del Paso Road to SR 99 NB connector ramp	In Sacramento County construct auxiliary lanes on I-5 from Del Paso Road off ramp to SR 99 NB connector ramp (PM 28.817-29.772)	4,770,000	2034							X	X
CAL21275	SAC	Caltrans D3	I-5 Managed Lanes: I-5/US 50 Interchange to Sacramento River	In Sacramento County on I-5 from I-5/US 50 Interchange to Sacramento River: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements. . Toll Credits for ENG, ROW	401,810,200	2029				X	X	X	X	X
CAL21337	SAC	San Joaquin Regional Rail Co	Valley Rail Program – Phase 1	On the UPRR Sacramento Subdivision approximately 39.5 miles from Natomas (W. Elkhorn Blvd.) to San Joaquin County Line: Construct track improvements and additional track, upgrade existing track, construct new stations, and required signaling and layover/maintenance facility. Project improvements will enable two San Joaquins round trips and up to five Altamont Corridor Express (ACE) round trips between Sacramento and the San Joaquin Valley (with one ACE round trip also to the Bay Area). Project includes new equipment for expanded San Joaquins and ACE services and funding for operations to extend ACE to Sacramento.	425,582,000	2040								X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
CAL21372	SAC	Caltrans D3	I-5 Corridor Improvement Project – Phase 1 Freight	On I-5 in Sacramento County, from 0.5 mile south of Arena Blvd Interchange to 0.4 mile south of Yolo County line (PM 27.6 /34.3): Construct Intelligent Transportation System infrastructure and the following acceleration, deceleration, and auxiliary lanes: 1.) NB auxiliary lane from Metro Air Parkway On-ramp to Airport Blvd. Off-ramp, 2.) SB auxiliary lane from Airport Blvd. On-ramp to Metro Air Parkway Off-ramp, 3.) SB auxiliary lane from Metro Air Parkway On-ramp to NB SR 99 Off-ramp, 4.) SB auxiliary lane from Arena Blvd. Off-ramp to Arena Blvd. On-ramp, 5.) NB acceleration lane from Airport Blvd. On-ramp to PM 33.5, and 6.) SB auxiliary* lane from Elkhorn Rest Area On-ramp to Airport Blvd. Off-ramp. (Split from CAL21275). Toll Credits for ENG, CON	36,958,000	2025		X	X	X	X	X	X	X
REG18023	SAC	RT	Dos Rios Light Rail Station	On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station. The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10)	45,179,954	2027			X	X	X	X	X	X
REG18024	SAC	RT	Horn Light Rail Station	On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery Pl, construct new light rail station. (Emission Benefits in kg/day: 0.27 ROG, 0.26 NOx, 0.15 PM10)	13,000,000	2027			X	X	X	X	X	X
REG18035	SAC	RT	Railyards Boulevard Station	In Sacramento, on the Green Line, at Railyards Boulevard: Design and construct single platform light rail station . (Environmental covered by REG17943.) (A second platform station will be completed separately, as part of SVS Loop REG18043.)	2,367,200	2024	X	X	X	X	X	X	X	X
REG18043	SAC	RT	SVS Loop (Final Design & Construction)	In Sacramento, to accommodate the future Streetcar Project as well as future Green Line service: (1) SVS Loop - segment of the Green Line at the Sacramento Valley Station including: Relocate the existing/temporary LRT Station on H Street to a new north-south axis west of 5th Street; New platform and LRT station near the existing Amtrak station; new Station on the east side of N 7th near Railyards Boulevard that would serve the future MLS Stadium area; double-tracking on H Street from 7th to west of 5th, from west of 5th north to new station near Amtrak, and east along F Street and up 7th St to the Township 9 Light Rail Station. SacRT has been working with the City of Sac and SACOG to advance this concept. Expanded SacRT facilities will include track, special trackwork, Overhead Catenary System, traction power system, signaling system, platforms, and storage tracks.	138,714,655	2029				X	X	X	X	X
REG18047	SAC	RT	Folsom Gold Line Service Enhancements	Construct side tracking needed to increase Gold Line frequencies from 30 minutes to 15 minutes on the segment between Sunrise Station in Rancho Cordova and Historic Folsom station in Folsom.. Toll Credits for ROW	68,490,223	2028				X	X	X	X	X
SAC15180	SAC	Sacramento County	Elkhorn Boulevard Widening	In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing and bike/ped facilities.	14,000,000	2028				X	X	X	X	X
SAC15230	SAC	Sacramento County	Elkhorn Blvd. Widening	In Sacramento County, Elkhorn Blvd. from Watt Ave. to Don Julio Blvd.: widen from 4 to 6 lanes.	14,284,000	2028				X	X	X	X	X
SAC15720	SAC	Sacramento County	Watt Avenue Widening	In Sacramento County, Watt Ave.: Between Elkhorn Blvd and Antelope Rd widen from 4 to 6 lanes	9,641,800	2036								X
SAC15750	SAC	Sacramento County	Watt Avenue Couplet	In Sacramento County, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on 34th St; smart growth st. with proposed BRT/HI Bus - exclusive lanes.	7,800,000	2030					X	X	X	X
SAC16070	SAC	City of Sacramento	Power Inn Rd.	Widen: 6 lanes from Fruitridge Rd. to 14th.	30,000,000	2036								X
SAC16130	SAC	City of Sacramento	W. El Camino Ave.	Widen: 6 lanes West El Camino Interchange. Includes: bike lanes at I-80 / Natomas Main Drainage Canal.	24,000,000	2040								X
SAC18170	SAC	City of Sacramento	I-5 at Richards Blvd. Interchange	Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15165100)	129,713,800	2030					X	X	X	X
SAC18510	SAC	City of Sacramento	Elkhorn Boulevard	In Sacramento, Elkhorn Boulevard from SR 99 to east city limits: widen from 2 to 6 lanes.	14,000,000	2036								X
SAC18570	SAC	City of Sacramento	East Commerce Way B	In Sacramento, extend East Commerce Way from Arena Blvd. to Natomas Crossing Drive, as a 6 lane road.	3,329,000	2040								X
SAC18580	SAC	City of Sacramento	East Commerce Way C	Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	4,000,000	2036								X
SAC18650	SAC	City of Sacramento	I-80 at West El Camino Interchange	Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps.	30,000,000	2035							X	X
SAC18670	SAC	City of Sacramento	I-5 / Highway 99	On/Off Ramp Improvement: Add 2nd on-ramp at I-5 / Hwy. 99 Interchange.	216,000	2027			X	X	X	X	X	X
SAC18690	SAC	City of Sacramento	SR 99 Elkhorn Boulevard Interchange	In Sacramento County :Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	15,000,000	2040								X
SAC18740	SAC	City of Sacramento	El Centro Rd.	New Overcrossing: El Centro Rd. overcrossing.	11,000,000	2036								X
SAC19010	SAC	City of Elk Grove	Bruceville Rd. Widening B	In Elk Grove, from Whitelock Parkway to Bilby Road: Widen from 2 to 4 lanes.	3,719,000	2034							X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
SAC19160	SAC	City of Elk Grove	Sheldon Road Widening A	Widen Sheldon Road from Elk Grove-Florin Road to Waterman Road: widen from 2 to 4 lanes.	7,651,500	2024	X	X	X	X	X	X	X	X
SAC19620	SAC	Sacramento County	Elverta Road Widening with Bridge Replacement at Dry Creek	In Sacramento County: Elverta Road from Dutch Haven Boulevard to Watt Avenue; Widen Elverta Road from Dutch Haven Boulevard to Watt Avenue from 2 to 4 lanes plus bike lanes. Replace the existing two-lane bridge over North Channel Dry Creek, between Gibson Ranch Park Road and 28th Street, with a new six-lane bridge. Modify the traffic signal at the intersection of Elverta Road and 28th Street.. Toll Credits for CON	27,913,012	2026		X	X	X	X	X	X	X
SAC19621	SAC	Sacramento County	Elverta Road Widening	Widen Elverta Rd. from Rio Linda Blvd. to Dutch Haven Blvd. from 2 to 4 lanes including landscaped median, ADA improvements, transit access and bike/pedestrian facilities.	14,797,000	2025		X	X	X	X	X	X	X
SAC19680	SAC	Sacramento County	Roseville Rd. Widening B	Widen: 4 lanes from Watt Ave. to Walerga Rd.	38,422,000	2035							X	X
SAC19690	SAC	Sacramento County	Gerber Road Widening B	In Sacramento County, Gerber Road from Bradshaw Road to Vineyard Road: widen from 2 to 4 lanes.	6,688,000	2023	X	X	X	X	X	X	X	X
SAC19710	SAC	Sacramento County	Sunrise Blvd.	In Sacramento County, Sunrise Blvd., from Jackson Highway to Grant Line Road: Widen from 2 to 4 lanes.	12,000,000	2027			X	X	X	X	X	X
SAC19890	SAC	City of Folsom	US 50 at Empire Ranch Road	US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road (formerly Russell Ranch Road). HPP #343 (Toll Credits for PE). Toll Credits for ENG	70,695,856	2035							X	X
SAC20240	SAC	Sacramento County	Zinfandel Road Widening	Zinfandel Drive, from Southern boundary of the Villages of Zinfandel to Douglas Road: Widen from 2 to 4 lanes with a raised landscaped median. (For other phases see SAC24473 and SAC24467)	10,500,000	2023	X	X	X	X	X	X	X	X
SAC21210	SAC	City of Folsom	Iron Point Rd.	Widen: 6 lanes from Black Diamond Dr. to Prairie City and Outcropping to Broadstone Pkwy.	5,000,000	2040								X
SAC21270	SAC	City of Folsom	Sibley Street	In Folsom, Sibley Street from Glenn Drive to Blue Ravine Road: widen from 2 to 4 lanes.	1,800,000	2035							X	X
SAC22020	SAC	Sacramento County	Antelope North Road Widening	In Sacramento County, Antelope North Road, from Poker Ln. to Olive Ave.: Realign and widen to 4 lanes.	3,020,000	2040								X
SAC22060	SAC	City of Folsom	East Natoma Street Widening	In Folsom, East Natoma St from Fargo Way to Folsom Lake Crossing: widen from 2 to 4 lanes and construct bicycle trail undercrossing.	3,150,000	2024	X	X	X	X	X	X	X	X
SAC22410	SAC	Sacramento County	Douglas Road Extension	In Sacramento County, Douglas Road from Zinfandel Drive to Kiefer Boulevard; new 4 lane roadway with raised landscaped median, curb, gutter and sidewalk, improvements also include installation of traffic signals at Douglas/Kiefer and Douglas/Excelsior Road.	19,837,200	2028				X	X	X	X	X
SAC22430	SAC	Sacramento County	Zinfandel Drive Widening A	In Sacramento County, Eagles Nest Road Zinfandel Drive from Kiefer Boulevard to Douglas Road, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median; improvements also include the installation of a box culvert and traffic signal at Eagles Nest Road/Kiefer Boulevard.	11,800,000	2028				X	X	X	X	X
SAC22530	SAC	City of Sacramento	Bridging I-5/Riverfront Reconnection Phase 3	In Sacramento, at N St over I-5: construct a new bridge with one travel lane in each direction, Class II bike lanes, and sidewalks (T15998100). Phase 1 constructed under SAC24705.	42,432,709	2028				X	X	X	X	X
SAC22930	SAC	City of Folsom	Folsom-Auburn Rd.	Add Turn Lanes: Folsom-Auburn Rd. / Oak Ave. Includes: left and right turn lanes and intersection signal modifications.	2,000,000	2024	X	X	X	X	X	X	X	X
SAC22980	SAC	City of Rancho Cordova	Rancho Cordova Parkway - White Rock to Rio Del Oro Parkway	Construct Rancho Cordova Parkway as a six lane roadway from White Rock to Rio Del Oro Parkway, including intersection improvements at White Rock Road.	6,750,000	2024	X	X	X	X	X	X	X	X
SAC23630	SAC	City of Sacramento	65th St.	Widen: 5 lanes from Hwy. 50 to Broadway.	8,000,000	2035							X	X
SAC23680	SAC	City of Sacramento	Elder Creek Rd.	Widen: 4 lanes from Florin Perkins Rd. to South Watt Ave.	7,000,000	2027			X	X	X	X	X	X
SAC23810	SAC	City of Sacramento	Highway 99 Meister Way Overcrossing	New Overcrossing: Meister Wy. / Hwy. 99.	8,000,000	2025		X	X	X	X	X	X	X
SAC23860	SAC	Sacramento County	S. Watt Ave.	Widen: 6 lanes from Jackson Road (SR16) to Kiefer Blvd.	10,000,000	2030					X	X	X	X
SAC24035	SAC	Sacramento County	Gerber Road Widening	Widen Gerber Road between Elk Grove-Florin Road and Bradshaw Road from 3 to 4 lanes. (This road is already 3 lanes (two westbound and one eastbound)from Elk Grove-Florin Road to about 1/4-mile west of Bradshaw Road.)	3,854,000	2027			X	X	X	X	X	X
SAC24073	SAC	City of Elk Grove	Bradshaw Rd. Widening B	Widen: 4 lanes from Sheldon Rd. to Calvine Rd.	6,200,200	2034							X	X

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SAC24094	SAC	City of Elk Grove	Kammerer Rd Extension (Connector Segment A)	In Elk Grove, Kammerer Rd. from Bruceville Rd. to Interstate 5/Hood Franklin Interchange: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings. Environmental phase (CEQA and NEPA) covers full project scope, to be built in phases: Kammerer Road: In Elk Grove, from Lent Ranch Parkway to I-5/Hood Franklin Interchange: Widen and extend from 2 to 4 lanes (see MTP/SCS project SAC24114).. Toll Credits for ROW	63,168,000	2026		X	X	X	X	X	X	X
SAC24096	SAC	City of Elk Grove	Waterman Road Widening C	Widen Waterman Road from Sheldon Road to Bond Road from 2 to 4 lanes.	357,540	2040								X
SAC24097	SAC	City of Elk Grove	Waterman Rd.	Widen: 4 lanes from Elk Grove Blvd. to Bond Rd.	4,800,000	2024	X	X	X	X	X	X	X	X
SAC24098	SAC	City of Elk Grove	Whitelock Parkway/SR 99 Interchange Project	In Elk Grove, Whitelock Parkway and SR 99: Construct new Interchange with new pedestrian bridge over SR 99 to Elk Grove Regional Park and High School.	100,400,000	2030					X	X	X	X
SAC24105	SAC	City of Elk Grove	Bruceville Rd. Widening C	In Elk Grove, Bruceville Road from Bilby Road to Kammerer Road: Widen from 2 to 4 lanes.	2,200,000	2040								X
SAC24111	SAC	City of Elk Grove	Lotz Parkway	In Elk Grove, Lotz Parkway from Whitelock Parkway to 0.5 miles south of Whitelock Parkway at the northern boundary of the new Sterling Meadows development area: Construct new 2-lane roadways. Also, extend 2-lane Promenade Parkway from northern boundary of the new Sterling Meadows development area to new Lotz Parkway.	9,662,500	2024	X	X	X	X	X	X	X	X
SAC24112	SAC	City of Elk Grove	Waterman Road Widening A	In Elk Grove, from Elk Grove Blvd to Grant Line Road: Widen from 2 to 4 lanes.	7,500,000	2027			X	X	X	X	X	X
SAC24114	SAC	City of Elk Grove	Kammerer Road Widening (Connector Segment)	In Elk Grove, Kammerer Rd, from Lent Ranch Parkway to I/5/Hood Franklin Interchange: Widen from 2 to 4 lanes. This Project is included in the Environmental Studies (NEPA and CEQA) for SAC24094.	55,100,000	2030					X	X	X	X
SAC24202	SAC	City of Rancho Cordova	Mather Blvd.	Construct New Road:4 lanes from Rockingham Rd. to Zinfandel Dr. Includes: widening existing roadway to 4 lanes.	17,266,000	2040								X
SAC24220	SAC	City of Rancho Cordova	US 50 / Rancho Cordova Parkway Interchange	At US 50 and Rancho Cordova Pkwy.: Construct new interchange including auxiliary lanes on U.S. 50 between Hazel Ave. and Sunrise Blvd. and a four lane arterial connection to US 50 of Rancho Cordova Pkwy. to White Rock Rd.(CP05-2003). Toll Credits for CON	137,095,170	2028				X	X	X	X	X
SAC24221	SAC	City of Rancho Cordova	Routier Rd.	Widen: from Old Placerville Rd. to Folsom Blvd. including structure over U.S. Hwy. 50.	8,743,000	2040								X
SAC24224	SAC	Sacramento County	Bradshaw Rd. Widening A	Widen: 6 lanes between Old Placerville Rd. and Florin.	37,500,000	2028				X	X	X	X	X
SAC24255	SAC	Sacramento County	Hazel Avenue/U.S. 50 Interchange Project	In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements from Folsom Boulevard to the American River Parkway.	104,971,000	2027			X	X	X	X	X	X
SAC24263	SAC	Sacramento County	Excelsior Road Widening	In Sacramento County: Between Kiefer Boulevard/Douglas Road Extension and Jackson Road (SR16); construct and widen to 4 lanes with raised landscaped median and curb and gutter. Improvements also include the construction of a pit pump station.	12,000,000	2030					X	X	X	X
SAC24264	SAC	Sacramento County	Antelope Rd.	Widen Antelope Road to 4 lanes from Watt Ave. to Elverta Rd	9,307,473	2035							X	X
SAC24268	SAC	Sacramento County	Hazel Ave. Improvements	In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6-lane expressway with special treatment.	15,000,000	2025		X	X	X	X	X	X	X
SAC24281	SAC	Sacramento County	Florin Rd. Widening A	Widen: 4 lanes from Elk Grove-Florin Rd. to Vineyard Rd. Includes: a traffic signal modification at Bradshaw and a couple of new traffic signals at Hedge Ave. and Waterman Rd.	23,700,000	2040								X
SAC24285	SAC	Sacramento County	Waterman Road Widening D	Between Vintage Park Drive and Gerber Road; widen existing roadway to 4 lanes	20,000,000	2028				X	X	X	X	X
SAC24295	SAC	City of Rancho Cordova	Rancho Cordova Pkwy, Grant Line to Kiefer	Construct New Road: 4 lanes from Grant Line Rd. to Kiefer Blvd. Includes intersection improvement at Grant Line Rd.	3,876,000	2040								X
SAC24327	SAC	City of Folsom	Empire Ranch Rd.	Road Extension: 4 lanes from U.S. 50 to White Rock Rd.	18,000,000	2036								X
SAC24330	SAC	Sacramento County	Prairie City Road Widening	Widen Prairie City Road from 2 to 4 lanes between US 50 and White Rock Road.	11,000,000	2025		X	X	X	X	X	X	X
SAC24331	SAC	City of Folsom	Alder Creek Parkway	Construct New Road: 4 lanes from Prairie City Rd. to Empire Ranch Rd. Extension south of U.S. 50.	45,000,000	2036								X

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SAC24337	SAC	City of Galt	Carillion Extension	new 4 lane road from Simmerhorn to A Street / Boessow	2,500,000	2040								X
SAC24374	SAC	City of Rancho Cordova	Kiefer Boulevard, Phase 2	Widen Kiefer Blvd. from 2-4 lanes from Sunrise Blvd. to Rancho Cordova Parkway.	5,474,000	2026		X	X	X	X	X	X	X
SAC24375	SAC	City of Rancho Cordova	Americanos Road, Phase I	New 4 lane roadway from Chrysanthy to North of Douglas Road. (Phase 1)	3,052,000	2024	X	X	X	X	X	X	X	X
SAC24389	SAC	Sacramento County	Widen 16th St.	Widen: 4 lanes from Ascot Blvd. to Sacramento/Placer County Line.	44,500,000	2028				X	X	X	X	X
SAC24463	SAC	City of Folsom	US 50 at Scott Road	Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50.	3,180,000	2027			X	X	X	X	X	X
SAC24468	SAC	City of Rancho Cordova	Sunrise Blvd - Kiefer Blvd to SR16	Sunrise Boulevard, from Kiefer Boulevard to State Route 16 (Jackson Highway): Widen from 2 to 4-lanes and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard over Laguna Creek. (The $5,227,000 of local agency funds is Sac County funding. City will advance costs and enter into MOU with County for reimbursement for County share.)	12,604,760	2026		X	X	X	X	X	X	X
SAC24470	SAC	City of Rancho Cordova	White Rock Rd. - Construct Sunrise Blvd. to City Limits; Environmental Sunrise to Grant Line	Environmental will be for both this project and the County of Sacramento project SAC24249. Enviornmental will be done for White Rock Road Sunrise Blvd to Grant Line Road. Construction will include: On White Rock Rd., from Sunrise Blvd. to Luyung Dr.: construct improvements, including Class II bikeway. On White Rock Rd from Luyung Dr. to eastern City Limits: widen and reconstruct from 2 to 4 lanes and construct Class II bikeway. White Rock and Luyung Drive intersection: Construct new signal. (CMAQ funds only to be used for new bicycle facilities.) (Emission Benefits in kg/day: 0.03 ROG, 0.03 NOx, 0.02 PM10). Additional construction will be completed under the Sacramento County project SAC24662. Additional construction will be completed under Rancho Cordova projects: SAC25270, SAC25271, & SAC25272	1,700,000	2026		X	X	X	X	X	X	X
SAC24471	SAC	City of Rancho Cordova	International Dr. A	Construct New Road: 4-lanes from Luyung Drive (western Rio Del Oro Specific Plan Boundary) to White Rock Rd. Includes: intersection improvements at Rancho Cordova Parkway, and White Rock Road.	4,219,700	2028				X	X	X	X	X
SAC24473	SAC	City of Rancho Cordova	Douglas Rd. Widening	Widen Douglas Rd. from 2 to 4 lanes from Sunrise Blvd. to the West City Limit. Includes the addition of a new bridge over the Folsom South Canal adjacent to the existing bridge. (See SAC20240)	15,183,000	2027			X	X	X	X	X	X
SAC24511	SAC	City of Rancho Cordova	Rancho Cordova Parkway, Douglas Road to Chrysanthy Boulevard	Construct a new 4 lane road Rancho Cordova Parkway, from Douglas Road to Chrysanthy Boulevard.	2,188,000	2027			X	X	X	X	X	X
SAC24512	SAC	Sacramento County	Metro Air Parkway	In Sacramento County, Metro Air Parkway from north of I-5 to Elverta Road: Widen roadway from 2 to 4 lanes.	7,904,240	2023	X	X	X	X	X	X	X	X
SAC24527	SAC	Sacramento County	Elkhorn Blvd. Extension	Construct New Road: 2 lanes from Airport Blvd. / Crossfield Dr. to Power Line Rd. Includes: landscaped medians.	8,200,000	2028				X	X	X	X	X
SAC24529	SAC	Sacramento County	Easton Valley Pkwy. Widening A	Construct New Road: 4 lanes from Hazel Ave. to Prairie City Rd.	36,000,000	2023	X	X	X	X	X	X	X	X
SAC24536	SAC	City of Sacramento	Main Ave. A	Road Extension: 2 lanes from Rio Linda Blvd. to Marysville Blvd.	3,000,000	2036								X
SAC24537	SAC	City of Sacramento	Railyards Streets	Construct New Road/Bike/Ped Improvements to implement Railyards Specific Plan	163,000,000	2030					X	X	X	X
SAC24539	SAC	City of Sacramento	Lower American River Crossing	New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilties. Scale and features to be determined through need and purpose study anticipated to begin in 2012.	150,000,000	2035							X	X
SAC24550	SAC	City of Rancho Cordova	Old Placerville Rd.:International Drive Widening A	Widen to 4 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. & Mather Blvd.	9,389,000	2040								X
SAC24573	SAC	Sacramento County	Meister Way	Construct New Road: 4 lane Rd. from Metro Air Pkwy. to Lone Tree Rd.	2,500,000	2028				X	X	X	X	X
SAC24586	SAC	City of Rancho Cordova	Peter A. McCuen Blvd.	Widen to 4 lanes from Mather Blvd. to International Dr. (including Femoyer St). Includes: intersection improvements at Mather Boulevard, Mather Field Road, Femoyer Street/Air Park Dr. and International Dr.	17,571,000	2040								X
SAC24610	SAC	City of Sacramento	14th Ave. Extension Phase 1	Sacramento. Extension of 14th Avenue from Power Inn Rd to Florin-Perkins. Phase I includes environmental/PE for four lane roadway and construction of two-lane roadway with class II bicycle lanes and landscape planter/sidewalks on the south side of the roadway. Also includes new water and drainage facilities, new streetlights, new traffic signal at 14th Ave/Florin Perkins Rd, and modification to existing traffic signal. (Phase 2 SAC24656, Phase 3 SAC24657)	11,855,000	2028				X	X	X	X	X
SAC24622	SAC	Sacramento County	Zinfandel Drive Extension & Realignment	In Sacramento County: Zinfandel Drive, from Douglas Rd. to 7,100 ft south of Douglas Rd.: reconstruct Zinfandel Drive as a two lane road. From 7,100 ft south of Douglas Rd. to Kiefer Blvd.: extend Zinfandel Dr. as a two lane road on a slightly different alignment than the existing dirt road. Construct concrete box culvert over creek just north of Kiefer Blvd.	5,848,000	2027			X	X	X	X	X	X
SAC24630	SAC	City of Rancho Cordova	Rancho Cordova Parkway, Chrysanthy Blvd to Kiefer Road	Rancho Cordova Parkway: Widen existing road 2-4 lanes from Chrysanthy Blvd to Kiefer Road	3,654,348	2024	X	X	X	X	X	X	X	X

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SAC24662	SAC	Sacramento County	White Rock Road - Grant Line Rd. to Rancho Cordova City Limits	White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits: Widen from 2 to 4 lanes. Environmental cleared as part of SAC24470. See SAC25270, SAC25271, & SAC25272 for related work.	10,000,000	2028				X	X	X	X	X
SAC24663	SAC	Sacramento County	Douglas Rd. - Zinfandel Dr. to Rancho Cordova City Limit	Widen Douglas Road, from Zinfandel Drive to Rancho Cordova west City Limits, from 2 to 4 lanes.	2,400,000	2028				X	X	X	X	X
SAC24707	SAC	City of Rancho Cordova	Kiefer Blvd Extension	In Rancho Cordova, extend Kiefer Blvd from Rancho Cordova Pkwy to Grant Line as 4 lane road. Includes intersection improvements at Americanos and Grant Line. Developer will deliver project	17,975,000	2028				X	X	X	X	X
SAC24773	SAC	City of Elk Grove	Big Horn Blvd. Extension - Bilby to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd, Construct (4-lanes) extension	8,181,000	2026		X	X	X	X	X	X	X
SAC24839	SAC	Sacramento County	Aerojet Rd	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000	2023	X	X	X	X	X	X	X	X
SAC24840	SAC	Sacramento County	Birkmont Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000	2023	X	X	X	X	X	X	X	X
SAC24841	SAC	Sacramento County	Cordova Hills, North Loop Road	New 4 lane roadway on North Loop Road from Grant Line Road to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks, 4 traffic signals at Town Center Blvd, Street "D" and Primary Residential Street between Street "D" and Street "F" and Street "F", roundabout at Street "A"	20,990,000	2040								X
SAC24842	SAC	Sacramento County	Cordova Hills, University Blvd	New 4 lane roadway on University Blvd from Grant Line Road to Street "A" with NEV/Bike lanes, median, landscaping, sidewalks, 3 traffic signals (at Town Center Blvd, and 2 between Town Center Blvd and Street "A"), roundabout at Street "A"	12,056,000	2040								X
SAC24843	SAC	Sacramento County	Cordova Hills, University Blvd to North Loop Rd	New 2 lane roadway from University Blvd to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, 3 traffic signals and 2 roundabouts	6,875,000	2036								X
SAC24844	SAC	Sacramento County	Cordova Hills, Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd	New 4 lane roadway on Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd with median, landscaping, sidewalks, 1 traffic signals at Town Center Blvd	2,160,000	2040								X
SAC24845	SAC	Sacramento County	Cordova Hills, Street "A" to Street "F"	New 2 lane roadway from Street "A" to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks	7,651,000	2023	X	X	X	X	X	X	X	X
SAC24846	SAC	Sacramento County	Cordova Hills, Street "E" to North Loop Rd	New 2 lane roadway from Street "E" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, traffic signal at Street "B" and 1 roundabout at Street "D"	7,334,000	2027			X	X	X	X	X	X
SAC24847	SAC	Sacramento County	Cordova Hills, Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.)	New 2 lane roadway from Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.) with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	5,800,000	2036								X
SAC24848	SAC	Sacramento County	Cordova Hills, Street "A" to Street "C"	New 2 lane roadway from Street "A" to Street "C" with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	1,160,000	2036								X
SAC24849	SAC	Sacramento County	Cordova Hills, Street A to North Loop Rd	New 2 lane roadway from Street "A" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, and 2 roundabouts at Street "A" and University Blvd	8,167,500	2027			X	X	X	X	X	X
SAC24850	SAC	Sacramento County	Cordova Hills, Street "A" to University Ave	New 2 lane roadway from Street "A" to University Ave with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	3,480,000	2027			X	X	X	X	X	X
SAC24851	SAC	Sacramento County	Cordova Hills, University Ave to North Loop Rd	New 2 lane roadway from University Ave to North Loop Rd with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	2,320,000	2023	X	X	X	X	X	X	X	X
SAC24852	SAC	Sacramento County	Glenborough Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	26,000,000	2023	X	X	X	X	X	X	X	X
SAC24864	SAC	Sacramento Regional Transit	New Light Rail Stations	Project is to build stations previously deferred during construction of the light rail system: such as T St, Mineshaft or others.	9,025,000	2040								X
SAC24885	SAC	Sacramento County	Waterman Road Widening E	Between Florin Rd. to Jackson Rd.; construct roadway to 4 lanes	16,500,000	2030					X	X	X	X
SAC24941	SAC	Sacramento County	Fruitridge Rd	Widen: 4 Lanes from S. Watt Ave to Bradshaw	6,000,000	2040								X
SAC24943	SAC	Sacramento County	Elder Creek Rd. Widening C	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	21,000,000	2028				X	X	X	X	X
SAC24952	SAC	City of Elk Grove	Excelsior Rd	Full 2 lane Improvement from Sheldon Rd. to Calvine Rd.	5,000,000	2040								X

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SAC24954	SAC	City of Elk Grove	Willard Parkway D	Widen from 4 to 6 lanes from Whitelock Pkwy. to South Bilby Rd.	1,854,100	2040								X
SAC24960	SAC	City of Elk Grove	West Stockton Blvd	On West Stockton north of Promenade to Whitelock Pkwy, construct full 2 lane improvements and realign road to intersect with Lotz Pkwy south of Whitelock. Rename to Promenade.	1,583,039	2034							X	X
SAC24961	SAC	City of Elk Grove	Wilton Rd	Full 2 lane improvements from Grant Line Rd. to City Limit	7,789,900	2024	X	X	X	X	X	X	X	X
SAC24970	SAC	City of Folsom	US50 Rowberry Overcrossing	Construct New Overcrossing: 2 lanes between Iron Point Road and Alder Creek Parkway over US50	3,000,000	2030					X	X	X	X
SAC24972	SAC	City of Elk Grove	Bilby Rd. extension to Lotz Pkwy	Construct New Road: 4 lanes from McMillan Rd./Future Big Horn Blvd. extension to Lotz Pkwy.	3,495,600	2024	X	X	X	X	X	X	X	X
SAC24980	SAC	City of Elk Grove	Lotz Parkway Widening A	In Elk Grove, from Laguna Springs Drive to Whitelock Parkway: widen to 4-lanes.	3,500,000	2024	X	X	X	X	X	X	X	X
SAC24982	SAC	City of Elk Grove	Big Horn Blvd. Extension to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Construct new 2-lane roadway	5,669,500	2024	X	X	X	X	X	X	X	X
SAC24987	SAC	City of Elk Grove	Lotz Parkway Widening B	In Elk Grove, Lotz Pkwy. from Whitelock Pkwy to Kammerer Rd: widen to 4-lanes	10,000,000	2030					X	X	X	X
SAC24988	SAC	City of Rancho Cordova	Chrysanthy Blvd	Construct New Road: new 4 lanes from Americanos to Grant Line Rd. Includes: intersection improvements at Americanos, and Grant Line Rd.	10,431,000	2028				X	X	X	X	X
SAC24992	SAC	City of Rancho Cordova	Rio Del Oro Pkwy A	Rio Del Oro Parkway: New 4 lane roadway from Sunrise Boulevard to Rancho Cordova Parkway. Includes intersection improvement at Sunrise (CP09-2070)	3,413,000	2030					X	X	X	X
SAC25051	SAC	City of Sacramento	Broadway Complete Street Phase I	Phase I: In Sacramento, Broadway from 3rd St to 16th St, convert four lane arterial to two lane arterial with buffered bike lanes, median improvements, sidewalk improvements and streetscape enhancements. Create surface street (29th St.) from X St. to Hwy 99 South. PA&ED will be completed for the entire 2-mile corridor, from 29th St. to 3rd St.	4,414,000	2024	X	X	X	X	X	X	X	X
SAC25097	SAC	City of Elk Grove	Kammerer Rd Extension (Connector Segment)	Extend Kammerer Road, between Bruceville Rd. and Hood Franklin with seperated median, 2 lanes, and Class 3 bike lanes. Would inlcude a railroad grade seperation and connections to a two lane Willard. Could include minor midifications to Hood Franklin & I-5 interchange.	50,000,000	2024	X	X	X	X	X	X	X	X
SAC25103	SAC	City of Elk Grove	Bilby Rd. extension past Big Horn	In Elk Grove, Bilby Road Extension from Bruceville Road to 2,000 feet past McMillan Road/Big Horn Extension, Widen to 4-lane roadway	16,000,000	2024	X	X	X	X	X	X	X	X
SAC25104	SAC	City of Elk Grove	Calvine Road Widening C	Widen Calvine Road from Cliffcrest Dr. to Elk Grove Florin Rd. from 4 to 6 lanes	7,000,000	2028				X	X	X	X	X
SAC25109	SAC	City of Rancho Cordova	Rancho Cordova Parkway - Rio Del Oro Parkway to Douglas Road	Construct Rancho Cordova Parkway as a six lane roadway from Rio Del Oro Parkway to Villago and a 4 lane roadway from Villagio to Douglas Road, including intersection improvements at Villagio and further improvements at White Rock Road.	11,050,000	2028				X	X	X	X	X
SAC25138	SAC	City of Elk Grove	Big Horn Blvd. Widening	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Widen to 4-lane roadway	4,600,000	2040								X
SAC25139	SAC	City of Elk Grove	Bruceville Rd. Widening A	Widen: 6 lanes from Sheldon Rd. to Big Horn Blvd.	5,400,000	2024	X	X	X	X	X	X	X	X
SAC25151	SAC	Sacramento Regional Transit	Hi-Bus Infrastructure	Hi Bus Infrastructure for five BRT lines and 20 Enhanced Bus Lines	368,317,000	2040								X
SAC25186	SAC	Sacramento County	Madison Avenue Widening, Phase 1	In Sacramento County: Madison Avenue from Sunrise Boulevard to Hazel Avenue; Widen from 4 to 5 lanes between Fair Oaks Boulevard to 150' east of Kenneth Avenue. Add bifurcated sidewalks, continuous bike lanes, drainage facilities, landscaped median, rubberized asphalt overlay, traffic signal modifications, and new signal interconnect on Madison Avenue between Sunrise Boulevard and Hazel Avenue. (CMAQ funds for new sidewalks and new bike lanes only.)	30,335,776	2029				X	X	X	X	X
SAC25192	SAC	Sacramento County	South Watt Avenue Improvements - Florin Road to Jackson Road	In Sacramento County: South Watt Avenue from Florin Road to Jackson Road (SR 16); widen from two to four, and construct landscaped medians, ADA upgrades, bike and pedestrian facilities, and intersection upgrades.	52,997,000	2025		X	X	X	X	X	X	X
SAC25235	SAC	Sacramento Regional Transit	Green Line: MOS2 Township 9 to North Natomas Town Center (CON)	Extend rail from Township 9 to North Natomas Town Center	390,000,000	2030					X	X	X	X
SAC25247	Sac	City of Sacramento	Panhandle Roadways	Transportation improvements to implement Panhandle annexation and development	10,000,000	2036								X
SAC25272	SAC	City of Rancho Cordova	White Rock Rd - .5 Mile East of Rancho Cordova Parkway to Easterly City Limits	On White Rock Rd from .5 mile east of Rancho Cordova Parkway to Easterly City Limits: widen from 2 to 4 lanes, center medians, landscaping, bike lanes, drainage and road construction. Environmental completed for this project under SAC24470.	23,992,000	2026		X	X	X	X	X	X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
SAC25275	SAC	Sacramento County	Waterman Road Extension	Waterman Road, from Gerber Road to Florin Road: Extend Waterman Road from Gerber Road to Florin Road with an at-grade railroad crossing.	21,900,000	2024	X	X	X	X	X	X	X	X
SAC25277	SAC	City of Elk Grove	Lotz Parkway between Sterling Meadows northern boundary and Kyler Road	In Elk Grove, Lotz Parkway from northern boundary of the Sterling Meadows development area to Kyler Road: Construct new 4-lane roadway, bike lanes, curb, gutter, landscaping and sidewalk. Part of SAC24111.	1,725,000	2023	X	X	X	X	X	X	X	X
SAC25312	SAC	Sacramento County	Capital Region Freight - Elkhorn Boulevard Extension	In Sacramento County, from West Elkhorn Boulevard to Crossfield Drive at Sacramento International Airport, construct an approximately 1 mile long 4 lane roadway. Project also includes the extension of utility corridor along roadway and two roundabouts on Crossfield Drive and a signalized intersection at Power Line Road.	26,000,000	2023	X	X	X	X	X	X	X	X
SAC25313	SAC	City of Elk Grove	Lotz Pkwy - Kyler Road to Kammerer Road	In Elk Grove, Lotz Pkwy. from Kyler Rd to Kammerer Rd: Construct remaining 2-lanes of 4-lane roadway, bike lanes, curb, gutter, landscaping and sidewalk	1,500,000	2024	X	X	X	X	X	X	X	X
SAC25314	SAC	Sacramento County	Elkhorn Boulevard Widening	In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing. (Part of SAC15180 from 2020 MTP/SCS)	56,576,000	2028				X	X	X	X	X
SAC25317	SAC	Sacramento County	Bradshaw Road at Jackson Road Intersection Improvements	The project proposes intersection improvements at Bradshaw Road and Jackson Road (State Route 16). The improvements will include traffic signal modifications to accommodate an additional lane and two dual left turn lanes in each direction of travel.	6,105,000	2025		X	X	X	X	X	X	X
VAR56133	SAC	Southeast Connector JPA	Capital Southeast Connector - D2a Douglas to White Rock	In Rancho Cordova: Grant Line Road from Douglas Rd to White Rock Rd: Widen from 2 lanes to a 4-lane expressway. (D2 PE phase programmed under VAR56128).	38,500,000	2035							X	X
CAL15770	SUT	Caltrans D3	SR 20 Improvements	Widen: SR 20 to six (6) lanes from Walton Rd. to Rocca Wy.	2,000,000	2040								X
CAL15780	SUT	Caltrans D3	SR 20 / SR 99 Interchange ROW Acquisition	ROW Acquisition: for urban interchange at existing SR 20 / SR 99 intersection	30,507,000	2040								X
CAL20607	SUT	Caltrans D3	SR 99 Passing Lanes	Passing Lanes: Yuba City to Butte County Line.	24,406,000	2040								X
SUT10250	SUT	City of Yuba City	Bridge Street Widening	In Yuba City, Widen Bridge Street from Cooper Street to Gray Avenue: widen to 4 lanes.	18,073,729	2023	X	X	X	X	X	X	X	X
SUT10340	SUT	Sutter County	Riego Rd Widening	Widen Riego Rd to 4 lanes, Route 99 to Placer Co.	3,142,000	2035							X	X
SUT16966	SUT	City of Yuba City	Tharp Rd.	Widen: 4 lanes from Hwy. 20 to Butte House Rd.	4,109,000	2025		X	X	X	X	X	X	X
SUT16969	SUT	City of Yuba City	El Margarita Rd.	Roadway Operational Improvements: from Hwy. 20 to Franklin Rd. add a continuous left turn lane and bike lanes.	5,189,000	2030					X	X	X	X
SUT16971	SUT	City of Yuba City	George Washington Blvd. Widening B	Construct New Road: 4 lanes from Pease Rd. to Hwy. 20.	16,486,000	2036								X
SUT16974	SUT	City of Yuba City	Pease Rd. New Interchange	Construct New Interchange: 4 lanes at Pease Rd. / Hwy 99. Includes: overcrossing and connecting ramps at Hwy 99.	57,880,554	2036								X
SUT16975	SUT	City of Yuba City	Percy Ave.	Widen: 4 lanes from Franklin Ave. to Garden Hwy. Includes: landscaped medians.	6,632,500	2040								X
SUT17014	SUT	City of Live Oak	SR 99 Widening A	Widen: Add 2 travel lanes from Ramsdell Dr. to Riviera Rd. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	8,313,000	2040								X
SUT17016	SUT	City of Live Oak	SR 99 Widening C	Widen: Add 2 travel lanes from Elm St. to Coleman Rd. Includes: sidewalks and drainage improvements. (Phase III)	6,120,000	2040								X
SUT18865	SUT	City of Live Oak	Live Oak Collaborative Highway 99 Streetscape Improvements	In Live Oak, SR 99, from Ash Street to Ramsdell Drive: widen from 2 to 4 lanes and build streetscape improvements. (Total project cost is $36.5m. The remaining work is programmed on two SHOPP projects: CAL20763, CAL20731.). Toll Credits for ENG, ROW, CON	11,370,000	2023	X	X	X	X	X	X	X	X
SUT18900	SUT	City of Live Oak	Road E	Construct New Road: 2 lane collector from SR 99 to Riviera Rd. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	3,822,000	2040								X
SUT18902	SUT	City of Live Oak	Sean Drive	Construct New Road: 2 lane collector from Luther Rd. to Road C. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	2,028,000	2040								X
SUT18914	SUT	City of Live Oak	Apricot St. Extension	Construct New Road: 2 lane collector from Samuel St. to Richard Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	1,716,000	2025		X	X	X	X	X	X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
SUT18933	SUT	City of Yuba City	Tuly Parkway – Queens Avenue Extension	East of Elmer Rd and west of Blevin Road, construct Tuly Parkway as four lane road, from Butte House Road to Queens Avenue extension, and Queens Avenue from Tuly Parkway extension to Blevin Road, construct two lane road. Work will include road and traffic signal improvements.	3,300,000	2025		X	X	X	X	X	X	X
SUT18999	SUT	City of Yuba City	Bridge St. - A	Widen: 4 lanes from El Margarita Rd. to Walton Ave.	5,000,000	2030					X	X	X	X
SUT19000	SUT	City of Yuba City	Bridge St. - B	Widen: 4 lanes from Geo. Washington Blvd. to El Margarita Rd.	5,000,000	2035							X	X
SUT19001	SUT	City of Yuba City	Bridge St. - C	Widen: 4 lanes from Western Pkwy. to Geo. Washington Blvd.	5,000,000	2040								X
CAL18320	VAR	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	169,430,000	2027			X	X	X	X	X	X
CAL21276	VAR	Caltrans D3	I-80 and US 50 Managed Lanes	On I-80 just from the I-80/Kidwell Road interchange in Solano County, through Yolo County, and to the W. El Camino interchange; also on US 50 from the I-80/US 50 interchange to the I-5/US 50 interchange in Sacramento County: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities, park-n-ride, and Intelligent Transportation System (ITS) elements.. Toll Credits for ENG, ROW, CON	465,000,000	2029				X	X	X	X	X
CAL21424	VAR	Caltrans D3	YOL 80 Managed Lanes - Phase 1	On I-80 from the I-80/Kidwell Road interchange in Solano County, through Yolo County, to the I-80/US 50 Interchange: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle improvements, and Intelligent Transportation System (ITS) elements.	1,000,000	2029				X	X	X	X	X
ELD19469	VAR	Capital Southeast Connector	Capital SouthEast Connector - E2 - CON From Latrobe Road to the US 50/Silva Valley Pkwy Interchange	Segment E2: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from Latrobe Road to the US 50/Silva Valley Parkway Interchange.	6,000,000	2035							X	X
SAC24420	VAR	Multiple Lead Agencies	Sacramento River Crossing	New Northern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: Auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Richards Blvd or C Street, but final alignment options will be studied in subsequent planning efforts.	150,000,000	2026		X	X	X	X	X	X	X
SAC25080	VAR	Southeast Connector JPA	Capital SouthEast Connector - D3b	In Folsom/Sacramento County: White Rock Rd, from East Bidwell St to Carson Crossing Rd; Construct 4 lanes (Expressway).	48,000,000	2029				X	X	X	X	X
VAR56131	VAR	Capital Southeast Connector	Capital SouthEast Connector - D3 - CON Prairie City Road to Sacramento/El Dorado County Line	Segment D3: Construct 4 lanes (Expressway), from Prairie City Road to the Sacramento County Line.	48,000,000	2026		X	X	X	X	X	X	X
VAR56199	VAR	Capitol Corridor JPA	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	224,000,000	2034							X	X
YCT18199	VAR	Multiple Lead Agencies	West Sacramento/Sacramento Streetcar (Phase 2)	Construction Phase 2 Downtown/Riverfront Streetcar: South to R Street and Broadway corridors	45,000,000	2035							X	X
YOL19328	VAR	City of West Sacramento	Broadway Bridge	From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)	338,500,000	2035							X	X
CAL21096	Various: SA	Caltrans D3	US 50 Integrated Corridor Management Projects	ICM projects on US 50 between Enterprise Blvd in West Sacramento and Cameron Park Drive in El Dorado County (Non-capacity)	45,530,000	2023	X	X	X	X	X	X	X	X
CAL15881	YOL	Caltrans D3	I-5 / SR 113 Connector Phase 2	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection.	111,295,137	2035							X	X
CAL20626	YOL	Caltrans D3	SR 128 Class II Bike Lane	Where ROW permits, construct Class II bike lane on SR 128 from Valley Oak Dr. to E. Main St., Winters (PM 7.755 to 9.359)	2,730,000	2040								X
CAL20627	YOL	Caltrans D3	SR 16 & CR 85B Intersection modification	Install intersection controls at SR 16 and County Road 85B	2,000,000	2036								X
YCT18198	YOL	RT	Downtown Riverfront Streetcar Project	The Downtown Riverfront Streetcar Project will connect the Sacramento Valley Station (SVS) (Sacramento's intermodal transportation facility) to Sutter Health Park (AAA Professional Baseball Park, formerly known as Raley Field) in West Sacramento. (Total Project Cost: $ 130,518,142, which includes Project Development programmed separately under VAR56127, for $21,666,284.)	108,851,858	2026		X	X	X	X	X	X	X
YCT18252	YOL	Yolo County Transportation	Capitol Corridor Multimodal Facility in Davis	Engineering, Environmental, and Construction of the City of Davis-Amtrak Multimodal station	25,000,000	2040								X
YOL15180	YOL	City of West Sacramento	South River Rd. Reconfiguration (Phase 3)	Reconstruct South River Road to 4-lanes from 15th Street to the 19th Street extension and restripe Village Parkway to Stonegate Boulevard, including restriping the 4-lane bridge from 2-lanes to 4-lanes over barge canal.	20,000,000	2035							X	X
YOL15670	YOL	City of West Sacramento	I-80/Reed Ave. Interchange	I-80 at Reed Ave. interchange: widen ramps at the intersection with Reed Avenue, widen Reed Avenue, and limit some local street access. Add ramp metering to the on-ramps.	12,350,000	2025		X	X	X	X	X	X	X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
YOL15900	YOL	City of West Sacramento	U.S. 50/Jefferson Blvd. Interchange	Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	26,450,000	2035							X	X
YOL15950	YOL	City of West Sacramento	Lake Washington Blvd. Bridge Widening	Lake Washington Blvd.: Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes.	10,100,000	2025		X	X	X	X	X	X	X
YOL17140	YOL	City of Davis	I-80/Richards Interchange	In Davis: At the I-80/Richards interchange; reconstruct the north side of Richards Blvd. interchange to remove the loop on- and off-ramps and replace with new ramp in diamond configuration. Includes traffic signal installation. Install new Class II bike lanes and a parallel Class I trail (0.5 mi of Class I and 1 mi of Class II).. Toll Credits for CON	17,042,084	2025		X	X	X	X	X	X	X
YOL17170	YOL	City of Davis	Mace Blvd Curve	In Davis, between Alhambra Dr. and Alhambra Dr. (Mace curve), widen from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	2,300,000	2035							X	X
YOL17180	YOL	City of Davis	Covell Blvd. Widening	Widen: 4 lanes from Shasta Dr. to Denali Dr. Includes: bike lanes and a center median.	1,600,000	2036								X
YOL17310	YOL	City of Woodland	County Rd. 102 Widening C	Widen: 4 lanes from Beamer St. to East Main St.	2,896,851	2040								X
YOL17550	YOL	City of Woodland	County Rd. 102 Widening A	Widen: 4 lanes from Gibson Rd. to Farmer's Central Road.	4,000,000	2040								X
YOL19210	YOL	City of Davis	Downtown Multimodal Parking Structure	In Davis, at downtown Amtrak Depot, improve entrance and parking lot, provide additional parking, construct bike/ped crossing of the railroad tracks, and improve service by increasing the frequency of bus service to the facility. This improved bus service will require the purchase of an additional one to two heavy-duty buses. (Buses would be purchased with Earmarks CA-E2007?BUSP-0060 for $200,640 and CA-2008-BUSP-0060 for $217,380)	15,370,000	2030					X	X	X	X
YOL19351	YOL	City of West Sacramento	Seaway Property Infrastructure	Construct internal roadway, utilities and storm drainage network for Port Property Development	5,000,000	2030					X	X	X	X
YOL19385	YOL	City of West Sacramento	Riverfront Street Extension	Riverfront Street, from Mill Street extending .3 miles south, and 5th Street, from Bridge Street to 15th Street: Extend Riverfront Street as a two-lane roadway with sidewalks, lighting, wet and dry utilities and landscaping. Widen 5th Street between Mill Street and 15th Street to accommodate a cycle track (two way bike lane), underground overhead utilities, wet and dry utilities, and sidewalk. The cycle track will extend from Bridge Street to 15th Street and intersection enhancements at 15th Street and Bridge Street.. Toll Credits for ROW, CON	12,620,206	2024	X	X	X	X	X	X	X	X
YOL19415	YOL	City of Woodland	SP1A N-S (Arterial)	Construct New Road: 2 lane arterial from County Road 24C to County Road 25A	750,000	2030					X	X	X	X
YOL19416	YOL	City of Woodland	Marston Rd. Extension	Construct New Road: 2 lane collector from SP1A N-S Road to Parkland Ave.	550,000	2030					X	X	X	X
YOL19419	YOL	City of Woodland	County Road 25A/SR 113 Interchange	This improvement consists of either: 1) Construct roundabouts at northbound and southbound ramp terminals and bypass lanes 2) The CR 25A/SR113 SB ramps intersection shall be modified to provide a traffic signal, widen intersection approaches to provide additional capacity, install a loop-on-	10,000,000	2025		X	X	X	X	X	X	X
YOL19427	YOL	City of West Sacramento	Rail Street Phase 2 Improvements	Design, environmental clearance amendment , and construction of the southern section of Rail Street.	7,000,000	2032					X	X	X	X
YOL19428	YOL	City of West Sacramento	Locks Drive Modification and Extension	Design, environmental clearance and construction of the eastern extension of Locks Drive to Village Parkway.	4,000,000	2028				X	X	X	X	X
YOL19429	YOL	City of West Sacramento	Stonegate Drive Extension	Design, environmental clearance and construction of the eastern extension of Stonegate Drive including cycle track and trailhead features.	4,000,000	2028				X	X	X	X	X
YOL19431	YOL	City of West Sacramento	15th Street Modifications	Design, environmental clearance and construction for streetscape improvements on 15th Street between Jefferson Blvd. and South River Road. The proposed improvement include pedestrian improvements, buffered bike lanes, and greenspace improvements	3,000,000	2032					X	X	X	X
YOL19434	YOL	City of West Sacramento	Enterprise Crossing	Amendment to feasibility study, complete design, environmental clearance and construction of a proposed joint flood-protection improvement and transportation connection linking Southport to the Port Industrial Complex.	125,000,000	2028				X	X	X	X	X
YOL19436	YOL	City of West Sacramento	Stone Lock District Roads	Design, environmental cleatance and construction of collector and local roads that serve the development of the southern neighborhood of the Stone Lock Disitrct.	30,000,000	2032					X	X	X	X
YOL19439	YOL	City of West Sacramento	Pioneer Bluff Districteast-west connections	Design, environmental clearance and construction of five new east-west local/collector roads in Pioneer Bluff. It is expected that one of the new roadway would include a signal on Jefferson Blvd.	30,000,000	2035							X	X
YOL19445	YOL	City of West Sacramento	5th Street/South River Road Reconfiguration (Phase 2)	Design, environmental clearance and construction of the northern 4-lane section of South River Road in Pioneer Bluff to US 50.	3,000,000	2032					X	X	X	X
YOL19446	YOL	City of West Sacramento	Stone Blvd Extension	Design, environmental clearance and construction for the eastern extension of Stone Blvd to South River Road in Pioneer Bluff.	4,000,000	2028				X	X	X	X	X
YOL19528	YOL	City of Woodland	CR 25A widening	Widen CR 25A from East Street to the southbound ramp terminal intersection from 2 lanes to 4 lanes	2,000,000	2040								X

Project ID	County	Lead Agency	Title	Description	Total Cost	Milestone Year for Conformity	2024	2026	2027	2029	2032	2033	2035	2044
CAL18815	YUB	Caltrans D3	SR 70 Passing Lanes - Segments 4 & 5	On SR 70 north of Marysville, from Laurellen Road to Yuba/Butte County line (PM 16.2/25.8): Construct a new continuous passing lane in both directions. The Yuba 70 Segments 4 & 5 project (4F38U) combines SR 70 Safety Improvements - Segments 4 & 5 (4F380/CAL20679) and SR 70 Passing Lanes - Segments 4 & 5 (3F282/CAL18815) for construction.	36,000,000	2023	X	X	X	X	X	X	X	X
YUB15580	YUB	Yuba County	SR 65 Interchange at Forty Mile Road	South of Marysville, SR 65 at Forty Mile Road Interchange: modify interchange to accommodate traffic from the Yuba County Motorplex.	2,070,000	2030					X	X	X	X
YUB15877	YUB	Yuba County	North Beale Road Improvements	North Beale, from Linda Ave to Griffith Rd.: Widen Roadway from 2-lanes to 4-lanes and install curb gutter and sidewalk.	2,750,000	2026		X	X	X	X	X	X	X
YUB15880	YUB	Yuba County	Arboga Road	New modified 4-lane arterial from Broadway Rd to Ella Ave, including pavement, curb, gutter, sidewalk and back of curb landscaping	6,600,000	2040								X
YUB15895	YUB	Yuba County	Ella Ave.	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd. Includes: curb, gutter, sidewalk, and landscaping.	3,756,000	2030					X	X	X	X
YUB15919	YUB	Yuba County	Plumas Lake Blvd.	Construct New Road: 4 lanes from Plumas Lake Blvd. Interchange to Plumas Arboga Rd. Includes: a structure over the RR tracks.	2,700,000	2030					X	X	X	X
YUB15920	YUB	Yuba County	River Oaks Blvd	Construct new 4-lane modified arterial from Algodon Rd to Draper Ranch South development.	7,500,000	2030					X	X	X	X
YUB15921	YUB	Yuba County	River Oaks Blvd. Extension B	Road Extension: 4 lanes from Broadway St. to Draper Ranch South development.	6,300,000	2030					X	X	X	X
YUB15923	YUB	Yuba County	River Oaks Blvd. Extension A	Road Extension: 2 inner lanes of 4-lane arterial from Feather River Blvd. to Lateral 16.	2,000,000	2030					X	X	X	X
YUB15929	YUB	Yuba County	Goldfields Pkwy. Widening	Widen Road: 4 lanes (of 6 lane arterial) from Orchard S.S. to North Beale Rd.	2,100,000	2040								X
YUB15930	YUB	Yuba County	Goldfields Pkwy.	Construct New Road: 2 lanes from North Beale Rd. to north of Hammonton-Smartsville Rd.	995,000	2025		X	X	X	X	X	X	X
YUB15950	YUB	Yuba County	McGowan Parkway	Construct 3-lane collector McGowan Parkway from Arboga Road to Union Pacific Railroad.	1,300,000	2035							X	X
YUB16093	YUB	Yuba County	Erle Rd/SR70 Interchange Modification	In unincorporated Yuba County south of Marysville at the Erle Road and State Route 70 Interchange, reconfigure interchange to reduce impact from State Route 70 that bisects the community of Linda.	40,000,000	2030					X	X	X	X
YUB16052	YUB	City of Wheatland	Olive Street Extension	Obtain right of way and construct arterial roadway.	2,400,000	2023	X	X	X	X	X	X	X	X

Eastern Solano County Projects in MTC's 2023 TIP

Sponsor	Project Name	TIP ID	Total Project Cost	2023 TIP Cost	Air Quality Descripion	RTP ID	Year Modelled for AQ Conformity (Non-Exempt Only)
MTC	Solano I-80 Managed Lanes	SOL110001	$279,567,000	$0	Non-Exempt (N/A) - N/A	21-T12-116	2025
STA	Jepson: Leisure Town Road Phase 1B and 1C	SOL110006	$23,590,889	$17,312,047	Non-Exempt (N/A) - N/A	21-T07-056	2030
Dixon	Parkway Blvd/UPRR Grade Separation	SOL050009	$17,325,000	$0	Non-Exempt - Non-Exempt - Not Regionally Significant Project	21-T07-056	
STA	Solano Safe Routes to School Program	SOL110019	$5,580,589	$1,730,000	Exempt (40 CFR 93.126) - Other - Transportation enhancement activities (except rehabilitation and	21-T09-061	
Caltrans	Rio Vista SR12 Pavement Rehab and Intersection Improvement	SOL150003	$27,004,000	$3,620,000	Exempt (40 CFR 93.127) - Intersection channelization projects	21-T01-003	
MTC	Regional Planning Activities and PPM - Solano	SOL170001	$9,059,181	$0	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	21-T07-058	
STA	Solano Mobility Call Center	SOL170009	$3,583,050	$1,847,050	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	21-T01-001	
Vacaville	Vaca Valley/I505 Multimodal Improvements	SOL170013	$12,300,000	$7,250,000	Exempt (40 CFR 93.127) - Intersection channelization projects	21-T07-056	
Solano County	Solano County Roadway Preservation	SOL170015	$617,000	$0	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	21-T01-003	
STA	SolanoExpress Bus Electrification	SOL190002	$12,128,000	$0	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	21-T01-002	
STA	Solano Regional Transit Improvements	SOL190023	$17,150,000	$2,550,000	Exempt (40 CFR 93.126) - Mass Transit - Construction or renovation of power, signal, and	21-T10-093	
Vacaville	Vacaville Pavement Preservation	SOL210002	$3,250,000	$3,100,000	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	21-T01-003	
Vacaville	Vacaville: Electric Bus Charging Infrastructure	SOL210003	$2,500,000	$0	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	21-T01-002	
Vacaville	Vacaville: Electric Bus Fleet	SOL210004	$10,517,978	$0	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing	21-T01-002	
Vacaville	Vacaville: Transit Building Expansion	SOL210005	$1,000,000	$0	Exempt (40 CFR 93.126) - Mass Transit - Reconstruction or renovation of transit buildings and	21-T01-002	
STA	Solano Connected Mobility Implementation Plan	SOL210006	$900,000	$0	Exempt (40 CFR 93.126) - Other - Planning and technical studies	21-T10-093	
MTC	Regional Planning Activities and PPM - Solano	SOL210008	$8,322,000	$4,759,000	Exempt (40 CFR 93.126) - Other - Planning activities conducted pursuant to titles 23 and 49 U.S.C	21-T07-058	

Appendix C—Conformity Analysis Documentation

Figure 1. Air Quality Conformity Geographies by Attainment Area Designations

2023 Metropolitan Transportation Plan
Amendment 11 to the 2023 Metropolitan Transportation Improvement Program
Source: SACOG, July 2023

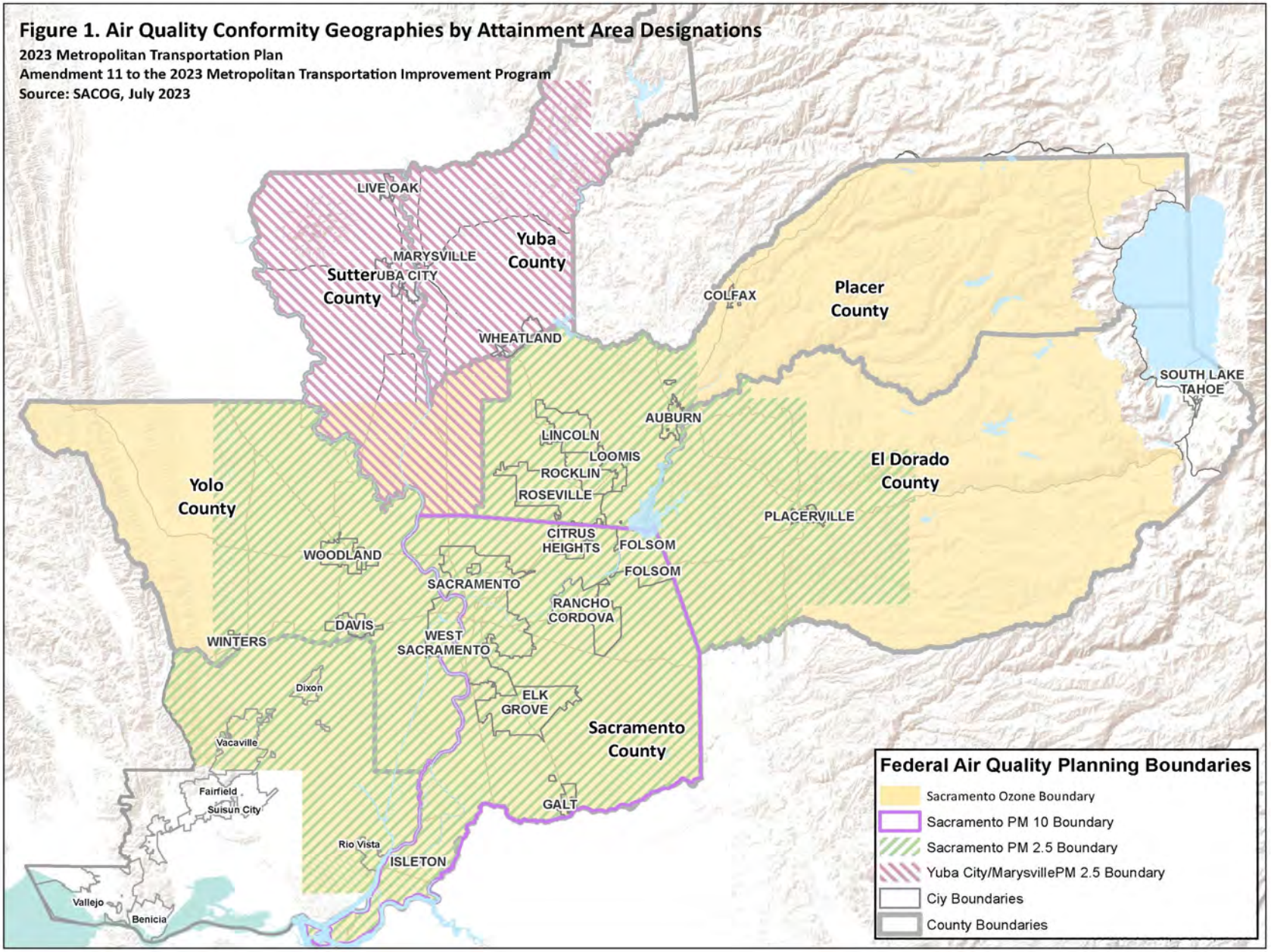


Table 1. SACOG Air Quality Conformity Emissions Analysis

2023 Federal Metropolitan Transportation Plan

Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

EMISSIONS FACTOR	GEOGRAPHY[1]	TEST TYPE[2]	SEASON[3]	Attainment Designation	2024[4]	2025	2026[5]	2027[6]	2029[7]	2030	2032[7]	2033[8]	2035	2040	2044[14]	2050
Ozone Pre-Cursors (ROG, NOx)	All of Sacramento, Yolo Counties; southern portion of Sutter County; El Dorado and Placer Counties, outside Tahoe Basin; the Sutter Buttes area; portions of Solano County.	Budget[13]	Summer	Nonattainment	X		X		X		X		X		X	
PM_{10}	Sacramento County[12]	Budget	Winter	Maintenance	X			X				X	X		X	
$PM_{2.5}$	Sacramento County and portions of Placer, El Dorado, Solano, and Yolo Counties	Interim until budgets are established	Winter	Nonattainment	X		X	X					X		X	
	Sutter County and a portion of Yuba County[11]	Budget	Winter	Maintenance	X		X	X					X		X	
MPO Milestone Forecasting Years for MTP and MTIP																
SACOG[9]	Sacramento, Sutter, Yolo, and Yuba Counties; Placer and El Dorado Counties, outside the Tahoe Basin.	n/a	n/a					X					X		X	
MTC[10]	9-County Bay area; includes the portion of eastern Solano County in the Sacramento Valley ozone non-attainment area, and for the $PM_{2.5}$ conformity area.	n/a	n/a			X				X				X		X

Source: SACOG, July 2023

Notes:

[1] See Figure 1 for specific areas and geographies for each emissions factor.

[2] Where mentioned "Budget" figures come from the latest adopted State Implementation Plan or motor vehicle emissions budget adequacy finding.

3 Indicates which season is used for setting EMFAC2017-v1.0.3 for estimating emissions.

[4] 2024 is a budget year for PM2.5 for the Yuba City-Marysville Maintenance Area and last year of the first maintenance plan; it is also an attainment year for the 2008 ozone NAAQS; 2024 is also a proposed budget year for PM10 under the second maintenance plan.

[5] 2026 is modeled to reflect the attainment year for the 2015 standard. 2026 is a proposed budget year for ozone and PM2.5 for Yuba City-Marysville Maintenance Area.

[6] 2027 is a proposed budget year for PM10 as part of the Second Maintenance Plan.

[7] 2029 and 2032 are two proposed budget years for 70 ppb 8-hr ozone SIP.

[8] 2033 is a proposed attainment year for PM10 under the second maintenance plan.

[9] These are the milestone forecast years for SACOG's regional travel demand modeling input files (e.g. land use, population, employment and demographic files). Vehicle activity forecasts needed for interim years are generated by interpolating input files by subarea, and running the travel demand model with travel networks for the air quality conformity analysis years.

[10] These are the milestone forecast years of MTC's regional travel demand modeling input files. For ozone and PM2.5 analysis, MTC provides to SACOG travel demand model vehicle activity files for eastern Solano County for these milestone years. For ozone and PM2.5 conformity analysis years which fall between the milestone years, SACOG staff interpolates the given vehicle activity data using average annual growth factors.

[11] The "2014 Yuba City-Marysville PM2.5 Maintenance Plan and Redesignation Request" budgets were found adequate by EPA in a letter dated August 12, 2014; effective September 9, 2014.

[12] The 2011 Budgets from the "PM10 Implementation/Maintenance Plan and Redesignation Request for Sacramento County" were approved by EPA on September 12, 2013. Budgets for the Second Maintenance Plan are pending approval.

[13] The "Sacramento Regional 2008 NAAQS 8-Hour Ozone Attainment Plan and Reasonable Further Progress Plan," and the Sacramento Metro Area portion of the "2018 Updates to the California State Implementation Plan." were approved by the EPA on October 22, 2021. Budgets became effective on October 22, 2021.

[14] End year of 2023 Federal Metropolitan Transportation Plan. It is based on 2040 landuse and 2044 population.

Table 2. Population and Employment Assumptions, and VMT Estimates

2023 Federal Metropolitan Transportation Plan
Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

	2024	2026	2027	2029	2032	2033	2035	2044
SACOG Inputs to MTP/MTIP Conformity Analysis[1]								
Population	*2,589,187*	*2,642,406*	*2,669,016*	2,727,535	2,815,312	*2,844,572*	2,903,090	3,063,961
Employment	*1,047,191*	*1,072,055*	*1,084,487*	1,104,865	1,135,431	*1,145,620*	1,165,997	1,362,152
SACOG-Modeled (SACSIM) Vehicle Activity (in thousands)[2]								
SACOG Region VMT (Avg. Weekday, in thousands)	60,548	61,551	63,328	63,399	65,296	65,964	68,296	71,044
MTC-Modeled Vehicle Activity for Eastern Solano County (in thousands)[3]								
Eastern Solano County VMT (Avg. Weekday, in thousands)	*4,842*	*4,895*	*4,922*	*4,975*	*5,073*	*5,109*	5,180	5,543

Source: SACOG, July 2023
Italicized numbers are interpolated from milestone years.
Notes:

[1] Population and employment for the SACOG area are from SACOG projections prepared in 2018 for the 2020 MTP/SCS. Milestone years for population and employment projections are: 2016, 2027, 2035, and 2040. Population and employment for other analysis years are interpolated from the milestone years by subarea using annual average growth rates. Projections are shown for the entire SACOG modeling area as shown in Figure 1.

[2] Vehicle miles traveled are reported from SACOG's "SACSIM" regional travel demand model for the entire SACOG modeling area as shown in Figure 1. Vehicle activities are explicitly modeled for all analysis years, using the above population and employment data. These vehicle activity forecasts provide the inputs to EMFAC2017-v1.0.3 for the geographies and emissions tests shown in Table 1 and Figure 1.

[3] For $PM_{2.5}$ and the ozone pre-cursors (NOX, ROG), MTC provides Eastern Solano County vehicle activity estimates to SACOG for use in its conformity analysis. MTC's milestone years are: 2025, 2030, 2040, and 2050. VMT and vehicle population for 2023, 2024, 2026, 2027, and 2035 are interpolated from the given milestone year data. Interpolation was performed by SACOG staff, using average annual growth rates between milestone years.

Table 3. Vehicle Activity Emission Estimates for Ozone Conformity Analysis

2023 Federal Metropolitan Transportation Plan

Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Emissions Estimates	2024	2026	2029	2032	2035	2044
Vehicle Activity Estimates for Sacramento Ozone Non-Attainment Area[1,2]						
Daily VMT (in thousands)	62,064	63,086	64,928	66,825	69,698	72,714
Daily Vehicles (in thousands)	1,758	1,815	1,908	2,002	2,126	2,318
Daily Trips (in thousands)	8,826	9,086	9,505	9,932	10,506	11,386

Source: SACOG, July 2023

[1] Estimates of vehicle activity from EMFAC2017-v1.0.3, for the ozone nonattainment area shown in Figure 1.

[2] Some numbers may not appear to add up due to rounding.

Table 4. Ozone Conformity Analysis

2023 Federal Metropolitan Transportation Plan
Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Emissions Estimates	2024	2026	2029	2032	2035	2044
NOx Budget (tons) [3]	21.0	21.0	21.0	21.0	21.0	21.0
Daily NOx Estimate (tons)[1]	17.6	16.2	14.7	13.8	13.6	13.3
Local Adjustments (tons)[2]	0.0	0.0	0.0	0.0	0.0	0.0
Daily NOx (tons)[3]	17.6	16.2	14.7	13.8	13.6	13.3
Surplus/Deficit (tons)	3.4	4.8	6.3	7.2	7.4	7.7
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**
ROG Budget (tons)[3]	15.0	15.0	15.0	15.0	15.0	15.0
Daily ROG Estimate (tons)[1]	12.1	11.3	10.3	9.4	8.7	7.3
Local Adjustments (tons)[2]	0.0	0.0	0.0	0.0	0.0	0.0
Daily ROG (tons)	12.1	11.3	10.3	9.4	8.7	7.3
Surplus/Deficit (tons)	2.9	3.7	4.7	5.6	6.3	7.7
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**

Source: SACOG, July 2023

Notes:

[1] EMFAC2017-v1.0.3 emission forecasts, combining MTC-forecasted vehicle activities for eastern Solano county, and SACOG-forecasted vehicle activities for the remainder of the Sacramento Valley ozone non-attainment area. See Table 1 and Figure 1 for more information on the geography of the ozone non-attainment area.

[2] Local adjustments include on-road control measures from the SIP that are not reflected in the EMFAC2017-v1.0.3 baseline. For this MTIP, local adjustment is not applied.

[3] From "2018 Ozone Plan". Budgets became effective on October 22, 2021. 2023 is the RFP year. 2024 attainment year is reflected for the 2008 standard. 2026 reflects the 2015 standard attainment date.

Table 5a1. PM_{10} Emissions Estimates and Conformity Analysis

2023 Federal Metropolitan Transportation Plan

Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Emissions Estimates	2024	2027	2033	2035	2044
Vehicle Activity Estimates for Sacramento PM_{10} Area[3]					
Daily VMT (in thousands)	35,663	37,122	38,753	40,024	41,632
Emissions Estimates					
PM_{10} Budget (tons)[2]	**17.0**	**17.0**	**17.0**	**17.0**	**17.0**
Direct Exhaust	2.1	2.1	2.2	2.3	2.3
Paved Road Dust (see Table 5b)	5.9	6.1	6.4	6.5	6.8
Unpaved Road Dust[4]	3.6	3.6	3.6	3.6	3.6
Road Construction Dust (see Tables 5c & 5d)	1.7	1.8	2.0	1.8	1.1
Daily PM_{10} (tons)[1]	13.2	13.6	14.2	14.2	13.8
Surplus/Deficit (tons)	3.8	3.4	2.8	2.8	3.2
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**
NOx Budget (tons)[2]	**19.0**	**19.0**	**19.0**	**19.0**	**19.0**
Daily NOx (tons)[1]	10.1	9.0	7.6	7.5	7.1
Surplus/Deficit (tons)	8.9	10.0	11.4	11.5	11.9
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**

Source: SACOG, July 2023

Notes:

[1] Forecasts made using EMFAC2017-v1.0.3 for PM10 conformity area as shown in Figure 1.

[2] 2011 Budgets from the "PM_{10} Implementation/Maintenance Plan and Redesignation Request for Sacramento County" were approved by EPA on September 12, 2013

[3] Forecasts made using EMFAC2017-v1.0.3 for PM10 conformity area as shown in Figure 1.

[4] Unpaved Dust-Established within the PM10 budget at development.

Table 5a2. PM_{10} Emissions Estimates and Conformity Analysis-Proposed Budgets

2023 Federal Metropolitan Transportation Plan
Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Emissions Estimates	2024	2027	2033	2035	2044
Vehicle Activity Estimates for Sacramento PM_{10} Area[3]					
Daily VMT (in thousands)	35,663	37,122	38,753	40,024	41,632
Emissions Estimates					
PM_{10} Budget (tons)[2]	**14.7**	**15.4**	**16.4**	**16.4**	**16.4**
Direct Exhaust	2.1	2.1	2.2	2.3	2.3
Paved Road Dust (see Table 5b)	5.9	6.1	6.4	6.5	6.8
Unpaved Road Dust[4]	0.6	0.6	0.6	0.6	0.6
Road Construction Dust (see Tables 5c & 5d)	1.7	1.8	2.0	1.8	1.1
Daily PM_{10} (tons)[1]	10.2	10.6	11.2	11.2	10.8
Surplus/Deficit (tons)	4.5	4.8	5.2	5.2	5.6
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**
NOx Budget (tons)[2]	**11.2**	**9.6**	**8.4**	**8.4**	**8.4**
Daily NOx (tons)[1]	10.1	9.0	7.6	7.5	7.1
Surplus/Deficit (tons)	1.1	0.6	0.8	0.9	1.3
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**

Source: SACOG, July 2023

Notes:

1 Forecasts made using EMFAC2017-v1.0.3 for PM10 conformity area as shown in Figure 1.

[2] The budgets are pending for approval.

3 Forecasts made using EMFAC2017-v1.0.3 for PM10 conformity area as shown in Figure 1.

[4] Unpaved Dust-Established within the PM10 budget at development. Pulled from SIP budget

Table 5b. Paved Road Dust PM10 Emission Calculations for Sacramento County

2023 Federal Metropolitan Transportation Plan
Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

2024 Build					
	Roadway Category				
Emissions Attribute	**Freeway**	**Major**	**Collector**	**Local**	**Total**
Base EF (lb PM10/VMT)	0.000112	0.000210	0.000627	0.002214	NA
WEEKDAY DAILY VMT (000'S)[1,3]	16,273	14,376	2,592	2,372	35,613
WEEKDAY ANNUAL VMT (10^6 miles)	5,940	5,247	946	866	12,999
Roadway Fraction	0.457	0.404	0.073	0.067	1
PM10 (tons per year)	331	550	297	959	2,137
Paved Dust-PM10 (TONS PER DAY)[2]	**0.91**	**1.51**	**0.81**	**2.63**	**5.85**

2027 Build					
	Roadway Category				
Emissions Attribute	**Freeway**	**Major**	**Collector**	**Local**	**Total**
Base EF (lb PM10/VMT)	0.000112	0.000210	0.000627	0.002214	NA
WEEKDAY DAILY VMT (000'S)[1,3]	17,219	14,744	2,646	2,458	37,067
WEEKDAY ANNUAL VMT (10^6 miles)	6,285	5,382	966	897	13,530
Roadway Fraction	0.465	0.398	0.071	0.066	1
PM10 (tons per year)	351	564	303	993	2,211
Paved Dust-PM10 (TONS PER DAY)[2]	**0.96**	**1.55**	**0.83**	**2.72**	**6.06**

2033 Build					
	Roadway Category				
Emissions Attribute	**Freeway**	**Major**	**Collector**	**Local**	**Total**
Base EF (lb PM10/VMT)	0.000112	0.000210	0.000627	0.002214	NA
WEEKDAY DAILY VMT (000'S)[1,3]	17,582	15,705	2,792	2,617	38,695
WEEKDAY ANNUAL VMT (10^6 miles)	6,417	5,732	1019	955	14,124
Roadway Fraction	0.454	0.406	0.072	0.068	1
PM10 (tons per year)	358	601	320	1,057	2,336
Paved Dust-PM10 (TONS PER DAY)[2]	**0.98**	**1.65**	**0.88**	**2.90**	**6.40**

2035 Build					
	Roadway Category				
Emissions Attribute	**Freeway**	**Major**	**Collector**	**Local**	**Total**
Base EF (lb PM10/VMT)	0.000112	0.000210	0.000627	0.002214	NA
WEEKDAY DAILY VMT (000'S)[1,3]	18,364	16,289	2,657	2,654	39,962
WEEKDAY ANNUAL VMT (10^6 miles)	6,703	5,945	970	969	14,586
Roadway Fraction	0.460	0.408	0.066	0.066	1
PM10 (tons per year)	374	623	304	1,072	2,374
Paved Dust-PM10 (TONS PER DAY)[2]	**1.02**	**1.71**	**0.83**	**2.94**	**6.50**

2044 Build					
	Roadway Category				
Emissions Attribute	**Freeway**	**Major**	**Collector**	**Local**	**Total**
Base EF (lb PM10/VMT)	0.000112	0.000210	0.000627	0.002214	NA
WEEKDAY DAILY VMT (000'S)[1,3]	18,653	17,340	2,793	2,786	41,571
WEEKDAY ANNUAL VMT (10^6 miles)	6,808	6,329	1019	1017	15,173
Roadway Fraction	0.449	0.417	0.067	0.067	1
PM10 (tons per year)	380	663	320	1,126	2,489
Paved Dust-PM10 (TONS PER DAY)[2]	**1.04**	**1.82**	**0.88**	**3.08**	**6.82**

Source: SACOG, July 2023

Notes:

[1] Forecasts made for PM_{10} conformity area as shown in Figure 1.

[2] AP-42 methodology denoted in EPA's Official Release of the January 2011 *AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads*

[3] Estimates of VMT obtained from SACOG's travel demand model for the air quality conformity analysis years, for the entire PM_{10} geography.

Table 5c. Road Construction Dust Emissions - Sacramento County

2023 Federal Metropolitan Transportation Plan
Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Emissions Estimates [2]	2024	2027	2033	2035	2044
Emission Factor (tons PM10/acre-month)	0.11	0.11	0.11	0.11	0.11
Process Rate (acre-months/year)1,3	6,218	6,465	7,170	6,531	4,068
Emissions (tons PM10/year)	684	711	789	718	447
Emissions (tons PM10/day, annual average)	1.90	1.90	2.20	2.00	1.20

Source: SACOG, July 2023

[1] Forecasts made for PM_{10} conformity area as shown in Figure 1.

[2] Emission rates are from AP-42 methodology denoted in EPA's Official Release of the January 2011 *AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads*

[3] Estimates of VMT obtained from SACOG's travel demand model for the air quality conformity analysis years, for the entire PM_{10} geography.

Table 5d. Road Construction Dust (Seasonal) - Sacramento County - PM10 Emissions (tons/year)

2023 Federal Metropolitan Transportation Plan
Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Year	Annual[1,4]	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Winter (Nov-Apr)[2,3]	
Temporal Profile - Road Construction - Sacramento		**6.4**	**6.4**	**8.3**	**9.2**	**9.2**	**9.2**	**9.2**	**9.2**	**9.2**	**8.3**	**8.3**	**7.3**	**(tons)**	**(tons/day)**
2024	684.0	43.7	43.7	56.7	62.8	62.8	62.8	62.8	62.8	62.8	56.7	56.7	49.8	313.3	**1.7**
2027	711.1	45.4	45.4	58.9	65.3	65.3	65.3	65.3	65.3	65.3	58.9	58.9	51.8	325.7	**1.8**
2033	788.7	50.4	50.4	65.3	72.4	72.4	72.4	72.4	72.4	72.4	65.3	65.3	57.5	361.3	**2.0**
2035	718.4	45.9	45.9	59.5	66.0	66.0	66.0	66.0	66.0	66.0	59.5	59.5	52.3	329.1	**1.8**
2044	447.5	28.6	28.6	37.1	41.1	41.1	41.1	41.1	41.1	41.1	37.1	37.1	32.6	205.0	**1.1**

Source: SACOG, July 2023

Notes:

[1] Forecasts made for PM_{10} conformity area as shown in Figure 1.

[2] Emission rates from AP-42 methodology denoted in EPA's Official Release of the January 2011 *AP-42 Method for Estimating Re-Entrained Road Dust from Paved Roads*

[3] Construction dust methodology denoted in CARB's *Road Construction Dust, Section 7.8, updated August 1997*

[4] Estimates of VMT obtained from SACOG's travel demand model for the air quality conformity analysis years, for the entire PM_{10} geography.

Table 6A. $PM_{2.5}$ Emissions Estimates and Conformity Test--Sacramento Geography

2023 Federal Metropolitan Transportation Plan

Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Emissions Estimates	Baseline year (2008)[4]	2024	2026	2027	2035	2044
Daily VMT in $PM_{2.5}$ Area (in thousands)[1]						
Build	56,200	59,153	60,125	61,620	66,358	69,283
Daily Emissions (tons)[2, 3]						
$PM_{2.5}$						
Build	2.5	1.6	1.6	1.6	1.7	1.8
Pass $PM_{2.5}$ Conformity Test?		**Pass**	**Pass**	**Pass**	**Pass**	**Pass**
NOx						
Build	75.4	20.1	18.5	18.2	15.2	14.81
Pass NOx Conformity Test?		**Pass**	**Pass**	**Pass**	**Pass**	**Pass**

Source: SACOG, July 2023

Notes:

[1] Estimates of vehicle miles traveled utilized VMT from EMFAC2017-v1.0.3 for the entire PM2.5 geography (as shown in Figure 1).

[2] PM2.5 estimates made using EMFAC2017-v1.0.3 for both PM2.5 and NOx.

[3] Some numbers may not appear to add up due to rounding.

[4] Baseline year (2008) emissions for PM2.5 and NOx are used as the benchmark against which all other years are compared.

Table 6B. $PM_{2.5}$ Conformity Analysis for Yuba City-Marysville Area

2023 Federal Metropolitan Transportation Plan

Amendment 11 to the 2023 Metropolitan Transportation Improvement Program

Emissions Estimates	2024	2026	2027	2035	2044
Daily VMT in $PM_{2.5}$ Area (in thousands)[1]					
Build	3,937	3,984	4,222	4,582	4,676
Emissions Estimates					
$PM_{2.5}$ Budget (tons)[2, 3]	0.2	0.2	0.2	0.2	0.2
Daily $PM_{2.5}$ (tons)	0.1	0.1	0.1	0.1	0.1
Surplus/Deficit (tons)	0.1	0.1	0.1	0.1	0.1
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**
NOx Budget (tons)[2, 3]	3.1	3.1	3.1	3.1	3.1
Daily NOx (tons)[1]	1.7	1.6	1.6	1.4	1.3
Surplus/Deficit (tons)	1.4	1.5	1.5	1.7	1.8
Pass Conformity Test?	**Pass**	**Pass**	**Pass**	**Pass**	**Pass**

Source: SACOG, July 2023

Notes:

[1] Estimates of vehicle miles traveled utilized VMT from EMFAC2017-v1.0.3 for the entire PM2.5 geography (as shown in Figure 1).

[2] $PM_{2.5}$ and NOx budgets from the 2017 Yuba City-Marysville PM2.5 Maintenance Plan and Redesignation Request were found adequate by EPA in a letter dated August 12, 2014.

[3] Some numbers may not appear to add up due to rounding.

Table 7

Air Quality Conformity Assumptions

Assumption 1: The SACOG Board adopted population, household, housing, and employment projections for the years 2035 and 2040 at its November 2019 meeting concurrent with the adoption of the 2020 Metropolitan Transportation Plan / Sustainable Communities Strategy (MTP/SCS). A forecast to 2050 was approved by the SACOG Board in February 2022. These land use projections will be used for this conformity analysis and determination. Vehicle activities for all other milestone years will be interpolated using the available full model runs for 2016, 2027, 2035, and 2040. Horizon year 2044 will be developed utilizing an assignment only model run. These projections meet the current definition of "latest planning assumptions."

Assumption 2: Emissions Factor **(**EMFAC) 2017 and approved off-model adjustments will be used to develop emission estimates for the conformity analysis and determination associated with the 2023 MTP and the adoption of the concurrent 2023 Metropolitan Transportation Improvement Program (MTIP) amendment. The emission budgets used in the conformity determination are the 8-Hour Ozone (2008 standard) emission budgets. These budgets were found adequate by EPA on October 22, 2021 and became effective November 22, 2021. Particulate Matter (PM_{10}) will use budgets which were found adequate by EPA on November 23, 2011 and became effective December 8, 2011; or adjusted budgets based upon pending EPA approval of the Second Maintenance Plan. Fine Particulate Matter ($PM_{2.5}$) will use the Yuba City-Marysville Area budgets found adequate August 25, 2014 and became effective September 9, 2014; the Sacramento Area will follow interim test criteria because there is currently no approved SIP or adequate emission budget for this pollutant.

Assumption 3: SACOG will use the most recent emission control factors supplied by the California Air Resources Board (CARB) for use in any future conformity determination. The EMFAC 2017 model is used to determine emission control factors; it uses vehicle fleet assumptions that meet the current definition of "latest planning assumptions."

Assumption 4: SACOG will continue to incorporate emission estimates for the part of Solano County within the Sacramento Federal Ozone Nonattainment Area and federal $PM_{2.5}$ nonattainment area in all future conformity determinations as agreed to under SACOG's existing Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission (MTC).

Assumption 5: On-road control measures from the Ozone SIP that are not reflected in the EMFAC 2017 baseline will be documented.

Assumption 6: SACOG will use the assumptions on transit fares, auto operating costs, and parking costs consistent with the 2020 MTP/SCS analysis in the conformity analysis and determination. The transit fares projections are derived from the financing portion of the 2020 MTP/SCS development. The auto operating costs projections were developed in coordination with other California MPOs for the third round of Sustainable Community Strategies. The parking costs are market-based projections using employment development patterns and densities as the main explanatory variables.

Appendix D—Timely Implementation Documentation for Transportation Control Measures (TCMs)

TCM ID	Lead Agency	SACOG ID	Measure Title	Description	TCM Status Summary
AQ-3	SMAQMD	VAR56006	Spare the Air	The "Spare the Air" program is a year-round public education program with an episodic ozone reduction element during the summer ozone season, plus general awareness throughout the rest of the year. It is designed to inform people when air quality is unhealthy and achieve voluntary emission reductions by encouraging them to reduce vehicle trips.	TCM has been continuously implemented through 2018. This TCM has been proposed for extension through 2024 as part of the 2008 Ozone SIP.

Appendix E—Charge of the RPP

SACRAMENTO AREA COUNCIL OF GOVERNMENTS
REGIONAL PLANNING PARTNERSHIP
CHARGE

PURPOSE

The purpose of this Partnership is to assist SACOG with its transportation and air quality planning and programming processes, with an emphasis on technical issues, by providing consultation with a broad range of public and private constituencies. In addition, this partnership will help meet the inter-agency consultation requirements of both the Transportation Equity Act of the 21st Century (TEA-21) and the consultation requirements of the Federal Clean Air Act. Both of these laws require that SACOG provide for early and on-going public participation in our long-range transportation plans, project-selection or programming process, and air quality conformity determinations.

Activities of the Partnership may include, but are not limited to: developing roles and responsibilities for continuing a well-defined inter-agency consultation procedure for reviewing plans, programs, and projects; developing a process for responding to significant comments of involved agencies, individuals, and organizations; selection and adoption of planning assumptions and models; developing procedures for the conduct of transportation-air quality analysis, and for making findings of conformity; information sharing and discussing ideas and proposals that are of importance to SACOG and Partnership member groups.

The Partnership may establish such subcommittees, task forces, or study groups as it deems appropriate to carry out its charge.

MEMBERSHIP

The Partnership membership will consist of representatives from the following organizations:

1. Public Works and planning directors from each jurisdiction within the Sacramento Metropolitan Planning Area.

2. County-level transportation agencies such as the Placer County Transportation Planning Agency (PCTPA), the El Dorado County Transportation Commission (EDCTC), the Yolo County Transportation District (YCTD), and the Sacramento Transportation Authority (STA).

3. Metropolitan Transportation Commission (MTC) and Solano Transportation Authority.

4. Federal Highway Administration-California Division (FHWA), Federal Transit Administration - Region IX (FTA), Environmental Protection Agency - Region IX (EPA), Air Resources Board (ARB), Caltrans - District 3, and the California Highway Patrol - Valley Division.

5. Sacramento Regional Transit District

6. Air districts within the ozone nonattainment area.

7. Sacramento-Yolo Port District.

8. Sacramento County Division of Airports.

9. Transportation Management Associations (TMAs).

10. SACOG's Transit Coordinating Committee.

11. SACOG's Freight Advisory Council.

12. SACOG's Bicycle and Pedestrian Advisory Committee.

13. Environmental advocacy groups.

14. Social equity, disability, and minority advocacy groups.

15. Business/Chamber of Commerce groups.

16. Indian tribes within the SACOG region.

17. Organized labor.

Requests for membership on the Partnership from agencies or organizations not listed will be subject to recommendation by the Partnership and acted upon by the SACOG Board of Directors.

OFFICERS

SACOG staff will preside over the meetings.

VOTING

Recommendations to the Work Program Committee and the SACOG Board will be by consensus. If a full consensus cannot be reached on a recommendation, minority reports will also be forwarded to the Work Program Committee and Board for their consideration.

MEETINGS

The Partnership will hold regularly scheduled meetings. Special meetings may be called, as needed. All meetings will be open to the public. Agendas will be posted in the SACOG lobby as well as on the web page, www.sacog.org.

Adopted: July 21, 1994
Revised: December 15, 1994
Revised: July 19, 2001

Appendix F—Resolution of Adoption and Public Notice

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. XX – 2023

APPROVING THE JOINT CONFORMITY DETERMINATION ON THE 2023 FEDERAL METROPOLITAN TRANSPORTATION PLAN (2023 MTP) AND AMENDMENT #11 TO THE 2023 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP)

WHEREAS, SACOG, is the designated Metropolitan Planning Organization (MPO) for the Sacramento metropolitan planning area as defined by Section 134(c) of the Federal Highway Act, as well as for the Yuba City-Marysville urbanized area; and

WHEREAS, SACOG and the Secretary of Business, Transportation and Housing have executed memoranda of understanding (MOUs) with both the Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC) which establish a framework of representation for how SACOG will carry out its federal MPO responsibilities in both El Dorado and Placer counties in cooperation and coordination with the agencies and jurisdictions in those areas within the ozone nonattainment area; and

WHEREAS, federal planning regulations require SACOG as an MPO to prepare and adopt a long-range Metropolitan Transportation Plan (2023 MTP) for the region; and

WHEREAS, state law requires SACOG to adopt a Sustainable Communities Strategy (SCS), which SACOG has previously combined with the MTP; and

WHEREAS, federal planning regulations require SACOG as MPO to prepare and adopt a Metropolitan Transportation Improvement Program (MTIP) for the region; and

WHEREAS, the 2023 MTP was prepared to comply with federal and state requirements; and

WHEREAS, the MTIP has been prepared to comply with federal and state requirements; and

WHEREAS, these documents have been developed and reviewed through the public participation process defined in SACOG's Public Participation Plan; and

WHEREAS, the 2020 SCS, 2023 MTP, and the MTIP, and the corresponding Conformity Analysis are consistent; and

WHEREAS, the MTIP meets all applicable transportation planning requirements pursuant to 23 CFR Part 450; and

WHEREAS, the projects submitted within the MTIP must be financially constrained and the financial plan affirms that funding is available; and

WHEREAS, SACOG has integrated into its metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. Chapter 53 by providers of public transportation, required as part of a performance-based program; and

WHEREAS, the MTIP includes a discussion as to the effect of the programmed investments toward achieving performance targets as required in 23 CFR 450.218(q) and 450.326(d); and

WHEREAS, the 2023 MTP, and the MTIP include a new Conformity Analysis; and

WHEREAS, SACOG must demonstrate conformity pursuant to 40 CFR Part 93 for the 2023 MTP and MTIP; and

WHEREAS, the 2023 MTP, and the MTIP do not interfere with the timely implementation of the region's Transportation Control Measures; and

WHEREAS, the 2023 MTP, and the MTIP conform to the applicable State Implementation Plans for air quality; and

WHEREAS, the previously-adopted 2020 SCS achieves greenhouse gas reduction targets established by the California Air Resources Board (CARB) and meets the requirements of SB 375; and

WHEREAS, Assembly Bill 350, which is currently pending in the Legislature, will, if passed into law, extend the period for SACOG to update its 2020 SCS from November 21, 2023, to December 31, 2025, and SACOG intends to update its 2020 SCS within this proposed extended time; and

WHEREAS, the MTP/MTIP documents have been widely circulated and reviewed by SACOG advisory committees representing the technical and management staffs of SACOG's member agencies; representatives of other governmental agencies, including state and federal; representatives of special interest groups; representatives of the private business sector; and residents of the SACOG region consistent with the public participation plan adopted by SACOG; and

WHEREAS, a public hearing was conducted on October 5, 2023 to hear and consider comments on the joint Conformity Determination on the 2023 MTP and MTIP.

NOW, THERFORE, BE IT RESOLVED, that SACOG finds the foregoing recitals true and correct and incorporated by this reference as the findings of SACOG.

BE IT FURTHER RESOLVED, that SACOG approves and adopts the joint Conformity Determination on the 2023 MTP and the MTIP**.**

BE IT FURTHER RESOLVED, that SACOG finds that the 2023 MTP and the MTIP are in conformity with the requirements of the Federal Clean Air Act Amendments and applicable State Implementation Plans for air quality.

BE IT FURTHER RESOLVED, that SACOG staff is hereby directed and authorized to work with the California Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and the U.S. Environmental Protection Agency to make whatever technical changes or corrections are needed to the content, format and organization of the documents to obtain its approval by these agencies.

PASSED AND ADOPTED, this 9th day of November 2023, by the following vote of the Board of Directors:

AYES:

NOES:

ABSTAIN:

ABSENT:

_____	_____
Patrick Kennedy	James Corless
Chair	Executive Director

NOTICE OF PUBLIC HEARING FOR SACOG DRAFT 2023 FEDERAL MTP AND NOTICE OF AVAILABILITY OF THE ASSOCIATED AMENDMENT TO THE MTIP, AND AIR QUALITY CONFORMITY ANALYSIS

The Sacramento Area Council of Governments (SACOG) is pleased to announce the release of the following documents on August 30, 2023:

- **Draft 2023 Federal Metropolitan Transportation Plan (MTP)** – The Draft MTP covers the area within the counties of Sacramento, Yolo, Yuba, Sutter, Placer and El Dorado (excluding the Lake Tahoe basin). The Draft MTP, prepared in coordination with cities, counties, and other public agencies in the SACOG region, is a long-range transportation plan to serve existing and projected residents and workers within the Sacramento region through the year 2044.
- **Amendment #11 to the 2023-26 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis, associated with the proposed MTP**– The MTIP is the short-range transportation program for the SACOG region, which includes the counties of Sacramento, Sutter, Yolo, Yuba, and portions of El Dorado and Placer County. The MTP is the long-range transportation plan for the SACOG region. The Air Quality Conformity Analysis is a determination of compliance with air quality standards for both the MTIP and MTP.

A public hearing on the **2023 MTP, MTIP and Air Quality Conformity Analysis** will be held on October 5, 2023, during the Transportation Committee meeting which begins at 10:00 a.m. at 1415 L Street, Suite 300, Sacramento CA or online at http://www.sacog.org/agendas-0. Please select the October 5, 2023 Transportation Commmittee meeting and Interactive Agenda to access the link at the time of the meeting. To comment during the hearing:

- In-person:
  Public comment may be made in person at SACOG's offices. You will have 3:00 minutes to speak. Please complete a speaker form and provide it to the clerk.
- During the meeting by Zoom or phone:
  By Zoom: tap on your name on the attendee list and then tap "Raise Hand". The clerk will call you by name when it is your turn to comment. You will have 3:00 minutes to address the committee/board.
  By phone: press *9. The clerk will call you by name or by phone number when it is your turn to comment. You will have 3:00 minutes to speak.
- Written comments:
  May be submitted via email to the clerk at lespinoza@sacog.org. Comments requested to be read at the meeting will be limited to 250 words. Comments requested to be distributed to the committee/board members will be shared with members if they are received at least one hour prior to the meeting. Otherwise, they will be shared after the meeting.

A public comment period for the Draft 2023 Federal MTP, Amendment #11 to the 2023-26 MTIP, and Air Quality Conformity Analysis will be held from **August 30, 2023 to October 13, 2023**. Submit comments to Miguel Mendoza at mmendoza@sacog.org.

Public notice of public involvement activities and time established for public review and comments on the Draft 2023 MTP, MTIP, and Air Quality Conformity Analysis will satisfy the POP requirements, as defined in FTA Circular 9030.1E.

Issued August 30, 2023

Appendix G—Response to Public Comments



2020 Congestion Management Process Update

SACOG
Sacramento Area Council of Governments

December 2020

BOARD MEMBERS AND MEMBER JURISDICTIONS

Krista Bernasconi, City of Roseville
Karm Bains, Sutter County
Gary Bradford, Yuba County
Chris Branscum, City of Marysville
Pamela Bulahan, City of Isleton
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Wendy Thomas, El Dorado County
Rick West, City of Wheatland
Amarjeet Benipal, Caltrans Ex-Officio

SACOG MISSION

Provide leadership and a dynamic, collaborative public forum for achieving an efficient regional transportation system, innovative and integrated regional planning, and high quality of life within the greater Sacramento region.

WHAT WE DO

The Sacramento Area Council of Governments (SACOG) is an association of local governments in the six-county Sacramento region. Its members include the counties of El Dorado, Placer, Sacramento, Sutter, Yolo, Yuba and the 22 cities within.

SACOG provides transportation planning and funding for the region and serves as a forum for the study and resolution of regional issues. In addition to preparing the region's long-range transportation plan, SACOG approves the distribution of affordable housing in the region and assists in planning for transit, bicycle networks, clean air, and airport land uses.

EXECUTIVE STAFF

James Corless
Executive Director

Erik Johnson
Deputy Executive Director of Operations

Kacey Lizon
Deputy Executive Director of Planning & Programs

PROJECT STAFF

Binu Abraham
Analyst, Project Manager

Darren Conly
Analyst

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Acknowledgements

This update of SACOG's Congestion Management Process would not have been possible without the following contributors:

- CMP Working Group members, whose staff dedicated time to provide input on the CMP along with information critical to its development. Members included staff from the following agencies:
    - Caltrans District 3;
    - City of Sacramento;
    - Sacramento County;
    - El Dorado County Transportation Commission (EDCTC); and
    - Placer County Transportation Planning Agency (PCTPA)
- Sacramento Regional Transit District, who provided important information on planned and programmed transit projects whose completion will play an important role in addressing congestion in the SACOG region.
- Federal Highway Administration (FHWA), who provides the National Performance Measurement Research Data Set (NPMRDS) speed data, which was essential for computing the congestion and reliability metrics in the CMP.

1 Introduction

This document is an update of SACOG's Congestion Management Process (CMP). To develop the CMP and this report, SACOG has:

- Assembled a local agency Working Group to provide feedback on CMP development;
- Updated the CMP road, bike, and transit networks based criteria from its 2017 CMP, but using updated traffic volume and transit ridership data;
- Assembled a Working Group-vetted list of objectives and multimodal performance measures based on its 2020 MTP-SCS, SACOG's performance-based Funding Round program, and SACOG's Regional Progress Report;
- Revised several key performance metrics to better align with federal MAP-21 performance metrics;
- Evaluated and updated corridors that are "deficient" based on more recent congestion and traffic volume data; and
- Reviewed and updated strategies to address congestion based on changing MTP policies, new and updated projects submitted by member agencies, and on-the-ground conditions.

The results of this process are updated performance measures, a thorough analysis and identification of priority congested corridors in the region, strategies for each corridor, and a well-defined, repeatable process to assist SACOG, Caltrans, and local jurisdictions with congestion management over time. As an ongoing process, the CMP will be monitored and updated every four years and integrated into the planning process for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) developed by SACOG for the region.

2 Background on Federal Congestion Management Requirements

2.1 What the CMP Is

Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process, or CMP, is a systematic and regionally accepted approach for managing congestion that provides updated information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs.

The congestion management process has eight steps:

1. Develop regional objectives
2. Define CMP network
3. Develop multimodal performance measures
4. Collect data and monitor system performance
5. Analyze congestion problems and needs
6. Identify and assess strategies
7. Program and implement strategies
8. Evaluate strategy effectiveness

2.2 Federal CMP Requirements

Federal law requires metropolitan areas whose population is over 200,000, known as Transportation Management Areas (TMAs), to develop a congestion management process (CMP) as an on-going process that is fully integrated into the metropolitan transportation planning process. Federal law also states that "In a TMA designated as a nonattainment area for ozone or carbon monoxide pursuant to the Clean Air Act, Federal funds may not be programmed for any project that will result in a significant increase in the carrying capacity for SOVs (i.e., a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks), unless the project is addressed through a congestion management process."[1]

[1] 23 CFR Section 450.322 (e) - https://www.ecfr.gov/ . Accessed December 2020.

3 CMP Planning Context

3.1 The CMP Cycle

Figure 3-1 below visualizes how the CMP fits into and supports other SACOG planning and reporting activities on SACOG's four-year MTP cycle.

3.1.1 Major Updates

At its core, the CMP is a part of SACOG's MTP-SCS, and every four years the CMP undergoes a "major" update in which the CMP and MTP-SCS mutually influence each other's development. The MTP-SCS update involves extensive outreach to stakeholders at member jurisdictions, members of SACOG's Board of Directors, and residents and businesses within the SACOG region. Through this outreach and from the objectives developed in the previous CMP, the MTP provides an agreed-upon vision for land use and transportation development for a 20-year period that it translates into transportation and land use policies and projects that align with those policies.

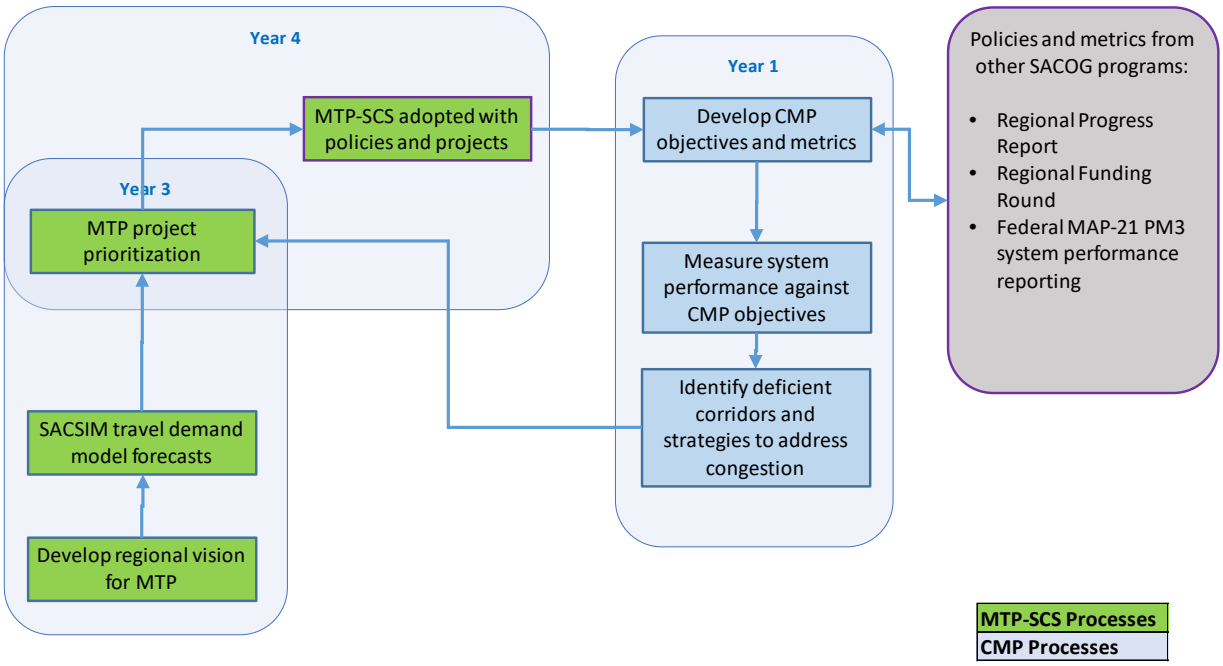
Once adopted, the MTP's policies, along with CMP Working Group collaboration, drive updates to the CMP objectives. From these updated CMP objectives, SACOG staff, in collaboration with CMP working group members, develop metrics to quantify the region's progress toward reaching those objectives. CMP metric development is done in coordination with several other SACOG performance initiatives, including:

- SACOG's Regional Funding Round program, which quantitatively evaluates transportation projects for funding;
- The Regional Progress Report, which is a regularly updated document tracking SACOG's progress on reaching key social, economic, and sustainability goals;
- MAP-21 PM3 System Performance reporting, which FHWA requires every two years.

With this two-way relationship, CMP metrics may be updated to align with metrics in one of the other reports, or vice-versa. In this way, SACOG ensures that the CMP remains a "current" document, whose objectives and metrics can change to both inform and be informed by SACOG agency goals as they evolve over time.

Using this set of objectives and metrics, the CMP measures congestion within the region, identifying congestion hot spots. The CMP's performance data are then combined with congestion data that SACOG's SACSIM19 travel demand model to help prioritize projects for inclusion in the next MTP's project list, which includes all projects planned for the MTP's 20-year horizon based on those projects' ability to help the region further the MTP's vision and policy goals.

Figure 3-1 CMP planning cycle and alignment with SACOG programs



3.1.2 Supplemental Monitoring Reports

In 2018, SACOG wrote a supplemental CMP Monitoring Report[2], which updated some of the values calculated for the 2017 CMP report, which was SACOG's first dedicated CMP submission. The Monitoring Report also analyzed the effects of FHWA changing the vendor who provides the NPMRDS speed data, to understand if any changes in measured performance were due to changes in data vendor rather than changes in real-world conditions. We do not anticipate producing future supplemental monitoring reports, but may do so if circumstances dictate, such as to flag a correction to a regularly updated CMP, or potentially if there is another change in the NPMRDS data source.

[2] SACOG 2018 CMP Monitoring Report available at https://www.sacog.org/congestion-management-process. Accessed December 2020.

4 CMP Working Group and Regional Objectives

4.1 The CMP Working Group

SACOG created a technical Working Group composed of representatives from Caltrans, Placer County Transportation Planning Agency (PCTPA), El Dorado County Transportation Commission (EDCTC), the City of Sacramento, and Sacramento County.

Working Group members are transportation professionals with expertise and local knowledge of their respective jurisdictions' transportation systems and congestion-related challenges. SACOG communicated regularly with Working Group members, who played an integral part in development and approval of SACOG's CMP objectives, CMP network definition, performance metrics, and identifying deficient corridors to incorporate into SACOG's strategies for addressing congestion.

4.2 CMP Objectives

SACOG updated the CMP objectives for 2020 using the following principles:

- Follow policies and principles in SACOG's adopted 2020 MTP-SCS[3]
- Align with the performance outcomes specified in SACOG's Funding Round[4]
- Have review and agreement on objectives from members of the CMP Working Group
- Utilize the following approaches to address congestion, in descending order of priority:
    - Provide alternatives to traveling in congested conditions, such as telework, transit, cycling, carpooling, etc.
    - Reduce the distance people need to travel in congested conditions through promoting land use strategies that enable people to meet their travel needs with shorter trips.
    - Gain more effective capacity on existing roadways through softer, operational measures like real-time information, ramp metering, and other ITS-based solutions.
    - Where other strategies do not sufficiently address congestion, construct additional capacity.

With these principles in mind, the objectives of the 2020 CMP are:

1. Maintain or improve travel time reliability for freight and passenger vehicles
2. Reduce traffic congestion for freight and passenger vehicles
3. Promote development that encourages making trips by public transit
4. Support proactive and innovative education and transportation demand management programs, covering all parts of the urbanized area, to offer a variety of choices to driving alone
5. Prioritize investments in transit, bike, and pedestrian improvements that reduce greenhouse gas emissions and vehicle miles traveled (VMT)
6. Implement pilot projects aimed at making micromobility (such as bike and scooter share) work for urban, suburban, and low-income areas of the region.

Chapter 6 details the metrics and broader SACOG policies connected to each of these objectives. Important to note is that the 2020 CMP objectives are updated and differ somewhat from those in the 2017 CMP. Appendix 1 provides more detail on what these updates are and why we made them.

[3] MTP-SCS = Metropolitan Transportation Plan-Sustainable Communities Strategy. The SCS is a California-specific requirement of all MPOs to develop long-range plans that coordinate transportation and land use in order to reduce greenhouse gas emissions (GHGs). https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy-update. Accessed December 2020.

[4] SACOG Regional Flexible Funding Programs - https://www.sacog.org/regional-funding-programs. Accessed December 2020.

5 Defining CMP Networks

5.1 Road Network

To define the CMP road network for 2020, SACOG relied on the same criteria used in its 2017 CMP and 2018 CMP Monitoring Report. Specifically, a road is considered part of SACOG's CMP road network if it:

- Is part of the National Highway System (NHS)
- Has an average daily volume above the thresholds specified in Table 5-1 below.

Table 5-1 AADT Thresholds for Inclusion to CMP Roadway Network

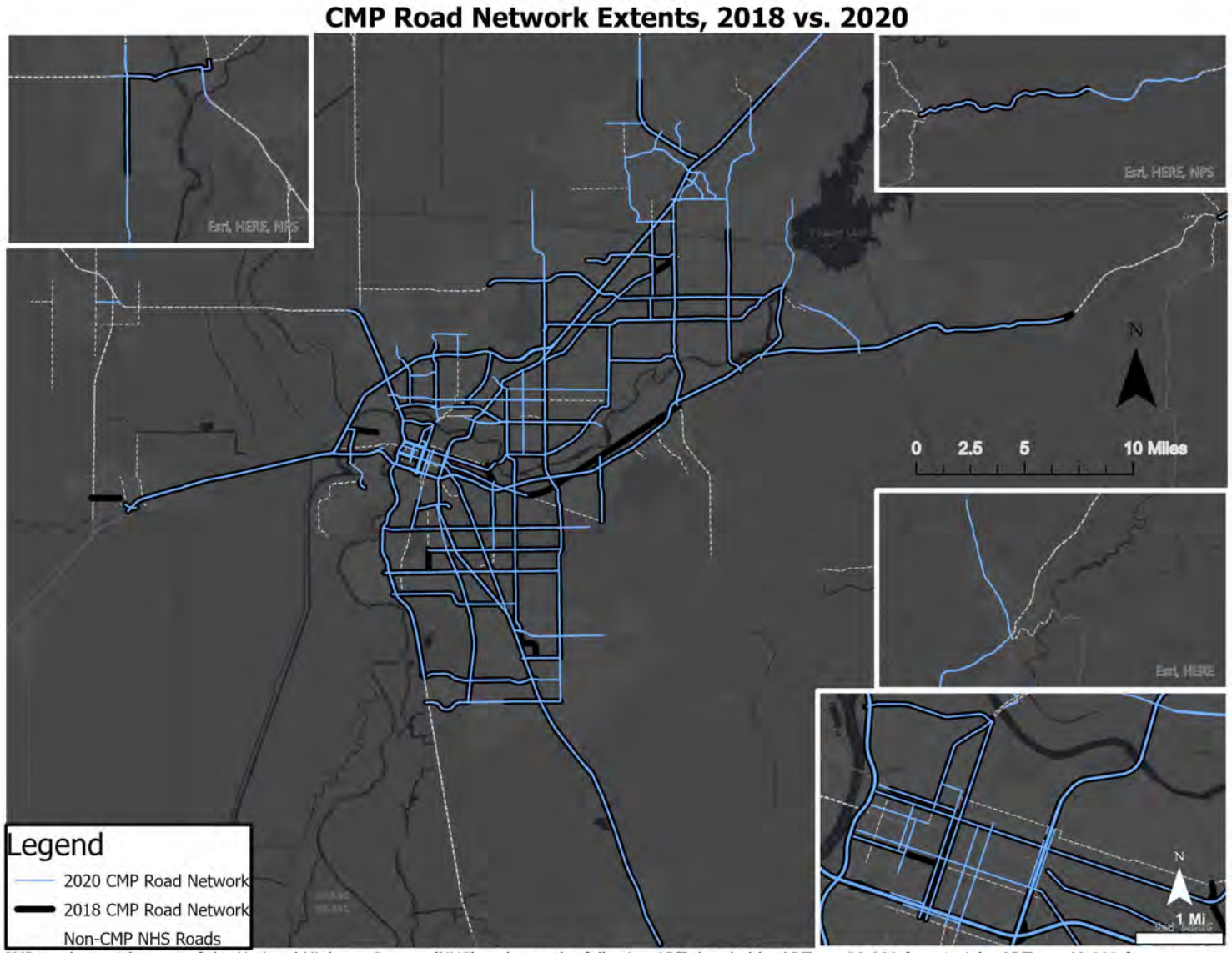
CMP Functional Classification Groupings	Inclusion AADT Threshold
Interstate	≥ 85,000
Other Freeways/Expressways	≥ 60,000
Principal Arterials	≥ 20,000

Using these criteria, SACOG filters the road network down to facilities that have a significant effect on the region's transportation system due to being part of the National Highway System and carrying significant traffic volumes. All performance analyses in the CMP are limited to roads that are part of the CMP road network.

Figure 5-1 compares the roadways that remained in the CMP network for the 2018 CMP Monitoring Report, this 2020 CMP update, as well as all roads designated as NHS roads within the SACOG region.

One omission from the CMP network are the portions of Grant Line Road, White Rock Road, and Kammerer Road that together will comprise the future Capital South East Connector. Presently, White Rock Road and Grant Line Road are on the NHS, while Kammerer Road is on the NHS as a "future principal arterial". While Grant Line Road and White Rock Road are on the NHS, they do not presently meet the minimum volume criteria for inclusion in the CMP network. However, the Capital South East Connector is a high-profile addition to the transportation network and we will closely monitor its volumes and congestion levels in future CMPs.

Figure 5-1 CMP Road Network Extent



CMP roads must be part of the National Highway System (NHS) and pass the following ADT thresholds: ADT >= 20,000 for arterials; ADT >= 60,000 for non-Interstate freeways and; ADT >= 80,000 for Interstate freeways. Exceptions were made in limited circumstances to avoid having "stubs" in the CMP network. Note that the NHS changes periodically and these changes will be reflected in future CMP updates.

5.2 CMP Transit Network

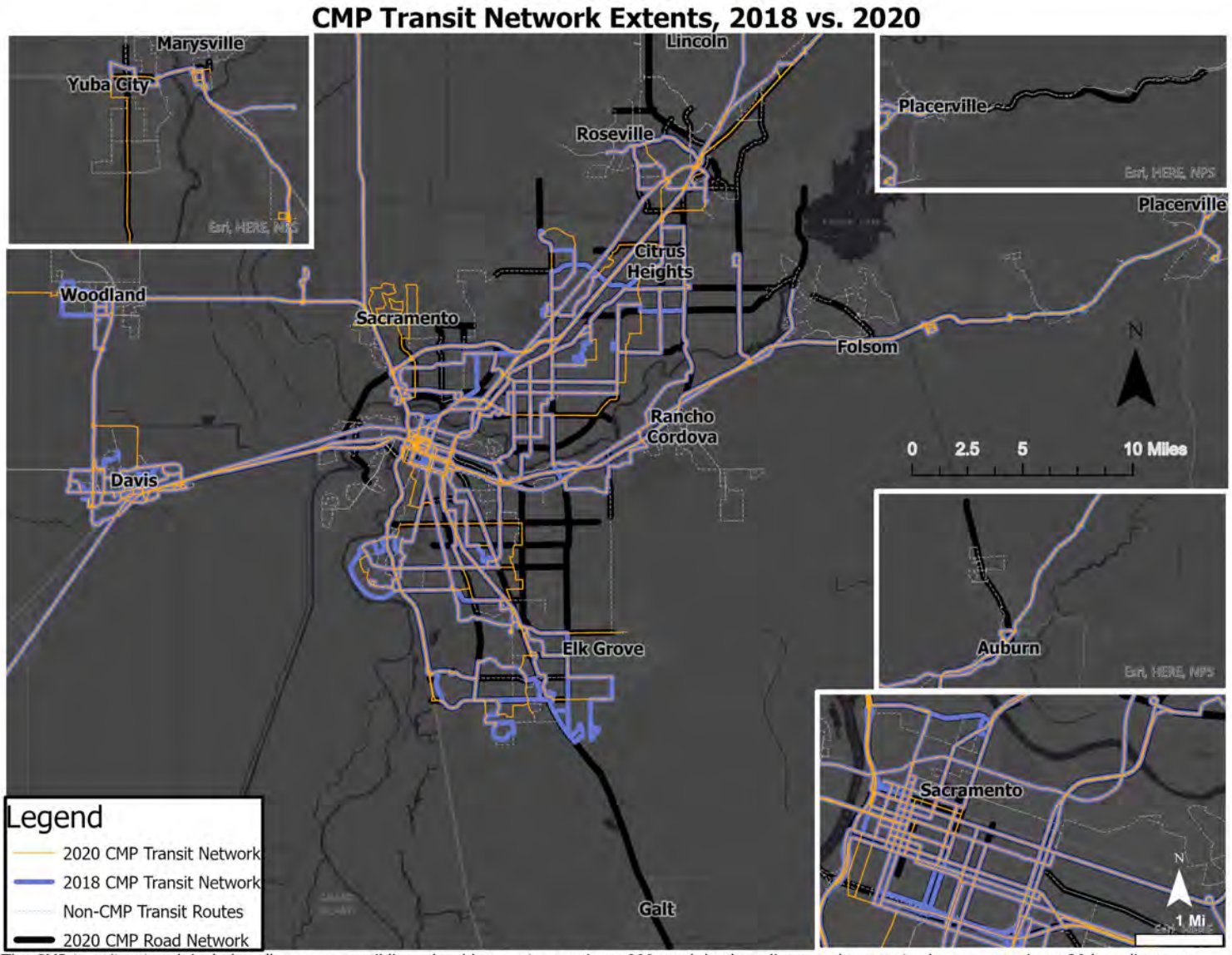
Fixed-route transit provides opportunities to manage or reduce congestion by more efficiently using existing road space and providing travelers an alternative to driving alone and/or in congested conditions, such as using rail transit or commuter and express bus services that operate in HOV lanes. Given this role, the CMP has incorporated a subset of transit routes that are relevant to the CMP roadway network, determined by a combination of relatively high ridership and proximity to the draft CMP roadway network. Based on these criteria, which were also used in the 2017 CMP, CMP transit routes selected include:

- All light rail lines.
- Amtrak's Capitol Corridor.
- Fixed-route bus lines that meaningfully could serve trips made on the CMP roadway network and meet the following ridership criteria:
    - Local bus lines with more than 800 boardings on an average weekday.
    - Commuter express bus routes with an average of >20 boardings per scheduled run, which equates to each vehicle running at least half full.

Figure 5-2 compares the resulting transit networks for this 2020 CMP update and the 2018 CMP Monitoring Report, along with other transit routes that did not meet criteria for inclusion in the CMP. The 2020 CMP transit network was based on 2019 transit ridership, while the 2018 network was based on 2016 ridership.

Appendix 6 provides a table of all routes included in the CMP transit network for the 2020 CMP update, along with each route's average weekday boardings.

Figure 5-2 CMP Transit Network



The CMP transit network includes all passenger rail lines, local bus routes serving >800 weekday boardings, and commuter buses averaging >20 boardings per bus trip. All bus routes also must have at least part of their service on the CMP road network.
Source: Google Transit Feed Specification; SACOG Transit Operators

5.3 Bikeway Network

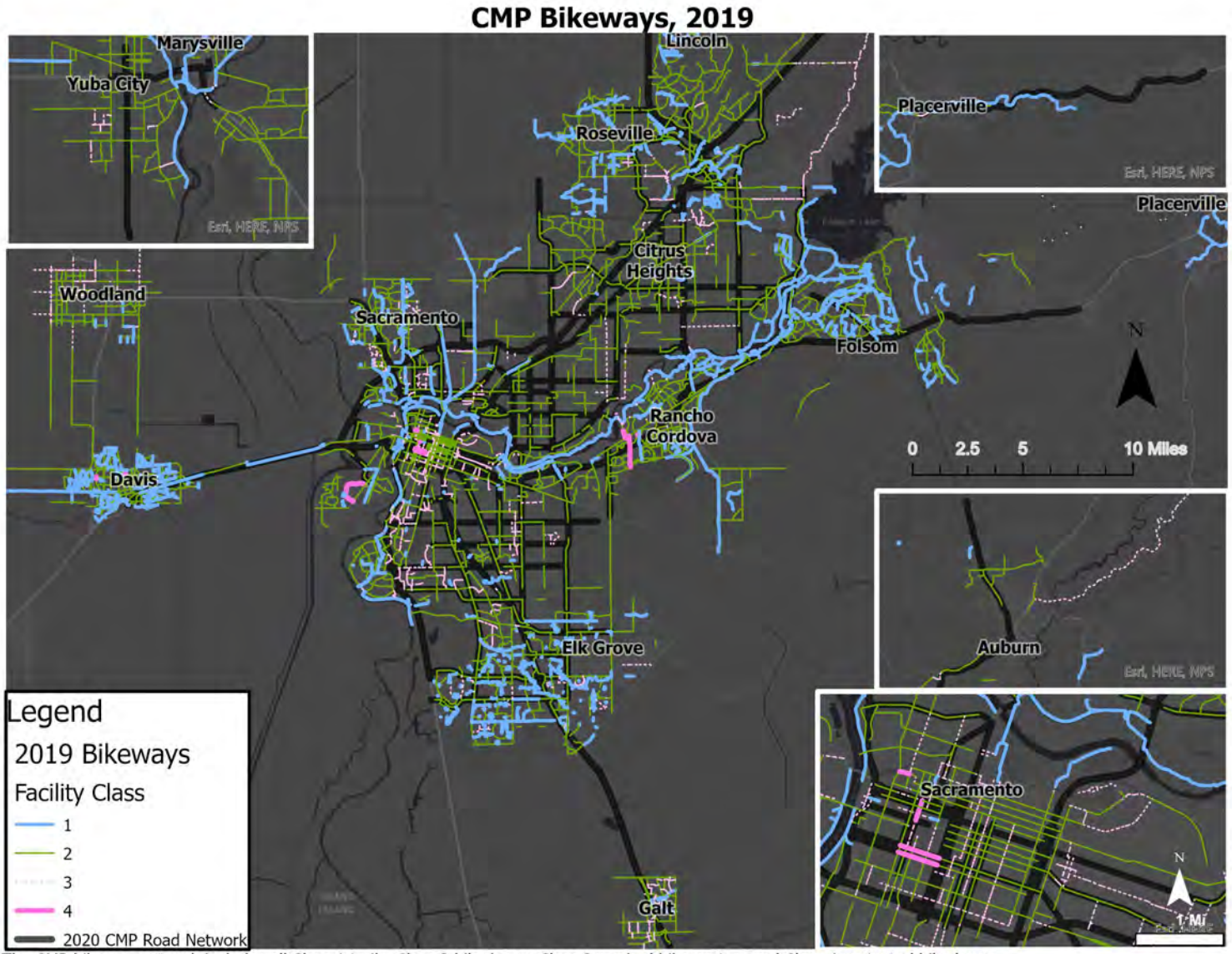
Like transit, bicycling helps address congestion by making more efficient use of road space, and in the case of Class 1 bike paths, relieves demand on CMP network roads by diverting travelers to dedicated bicycle facilities. Cycling also provides a first- and last-mile connection to major transit services as well, increasing the effective reach of transit services.

All SACOG bikeway facilities are in the CMP bikeway network, including:

- Class 1 off-street bike paths, which are paved and do not allow motorized vehicles.
- Class 2 on-street bike lanes, which provide a painted line delineating space for cyclists from general-purpose vehicles.
- Class 3 marked bike routes, which do not dedicate any portion of the roadway exclusively for cyclists, but generally have signage, markings, and sometimes traffic-calming infrastructure to make these more comfortable for cyclists.
- Class 4 protected cycle tracks, which are on-street facilities that provide a physical buffer between motor vehicle lanes and the bike lane.

Figure 5-3 shows the regional bikeway network as of 2019.

Figure 5-3 CMP Bikeway Network



The CMP bikeway network includes all Class 1 trails, Class 2 bike lanes, Class 3 marked bike routes, and Class 4 protected bike lanes.

6 Developing Multimodal Performance Metrics

6.1 Considerations for Developing Performance Metrics

Working Group members and SACOG staff selected performance metrics to measure progress toward the CMP regional objectives identified in Chapter 4 based on the following principles:

- Utilize the best available data and include time and resources to do validation and check the reasonableness of the sources used for the CMP; be open to identifying and using alternative data sources as they become available.
- Where possible, find alignment on performance metrics and data sources. The ability to share performance metrics and data sources developed as part of the CMP with other SACOG projects and initiatives is highly beneficial given the cost of developing and utilizing data for performance measurement. Other SACOG initiatives whose metrics and data sources overlap with the CMP include:
    - SACOG 2020 Regional Progress Report
    - MAP-21 PM3 metrics, reported to FHWA every two years[5]
    - SACOG Project Performance Assessment tool, used to assist with project selection in SACOG's Funding Round[6].
- Data availability should not limit the scope of issues and objectives to be addressed in the CMP. Where consensus exists on the importance of a particular objective to the goals of the CMP, that objective should be included with the best available data source and metric.

Following these principles, we carried over many of the objectives and metrics from the 2017 CMP, but we also used the 2020 CMP update as an opportunity to make several changes to both the objectives and metrics. Appendix 1 provides more detail on these changes and the rationale for making them.

[5] 23 CFR 490 "National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program" https://www.federalregister.gov/documents/2017/01/18/2017-00681/national-performance-management-measures-assessing-performance-of-the-national-highway-system. Accessed December 2020.
[6] SACOG Regional Funding Round information - https://www.sacog.org/regional-funding-programs. Accessed December 2020.

6.1.1 Role of safety

Safety, specifically safety from injuries, fatalities, and property damage, is a critical topic in transportation planning. However, the focus of this report, being a CMP report, will not include safety. Safety is indirectly relevant to congestion, as collisions can lead to delays due to lane closures and from motorists slowing or stopping to look at the collision. In future CMP iterations, data permitting, we may integrate collision and roadway event data to help illustrate the potential role that roadway incidents have in congestion.

6.2 CMP Performance Metrics by Objective

Below is a more detailed description of each objective and performance metric, along with a description of each metric's rationale and relevance to its corresponding objective. Following the detailed descriptions, Table 6-1 provides an at-a-glance summary connecting the objectives to their relevant metrics. Results for all metrics are in Section 7.2.

6.2.1 Objective 1: Maintain or Improve Travel Time Reliability for Freight and Passenger Vehicles

Travel time reliability is an important mobility and congestion management goal because unreliable system performance leads to wasted time and lost economic activity by having to build in "buffer time" to trips that could otherwise be spent on productive activities. SACOG will use the following metrics to measure travel time reliability at both a segment level and a system level:

- *Truck travel time reliability ratio (TTTR)*
  TTTR, one of the performance measures in the federal MAP-21 PM3 rule[5], measures how consistent travel times are for truck traffic by comparing the 95th percentile travel time to the 50th percentile travel time. For example, if the 95th percentile travel time is 45 minutes and the 50th percentile travel time is 30 minutes, the TTTR is 1.5. A larger TTTR score means that there is a greater difference between the 95th and 50th percentile travel times, indicating less reliability.

  TTTR is calculated for both individual links and at a network level. For individual road links, the TTTR is the link's 95th percentile travel time divided by its 50th percentile travel time. The "network level" TTTR, calculated for interstate freeway links within the CMP network, is the distance-weighted average TTTR of all those links during each link's least reliable time period. For more details on the calculation method for TTTR, refer to Appendix 4.

  As defined in MAP-21, the TTTR only considers interstate freeways. For this CMP, the network extent for TTTR analysis was further restricted to only include interstate freeway segments that were part of the CMP road network, defined in Section 5.1.

- *Level of travel time reliability (LOTTR) index*
  Also from MAP-21 PM3, the LOTTR measure works on the same principle as the TTTR, but instead of using truck travel times, it uses travel times for all vehicles. And instead of calculating the reliability ratio as the 95th percentile travel time over the 50th percentile, LOTTR is based on the 80th percentile travel time divided by the 50th percentile travel time.

  Like the TTTR, the LOTTR is calculated at both a link level and at a system level. For system-level LOTTR, the LOTTR is calculated separately for interstates and non-interstates on the NHS, consistent with MAP-21 specifications for calculating the LOTTR. However, for this CMP, we limited the network further to only include NHS road links that are also part of the CMP network.

  More details on the LOTTR calculation methodology are provided in Appendix 4.

6.2.2 Objective 2: Reduce Traffic Congestion for Freight and Passenger Vehicles

Delay caused by congestion results in wasted fuel, additional vehicle-sourced pollutants, stress, and lost economic activity. This makes its measurement and management a primary element of SACOG's CMP. Congestion-related delay measures SACOG uses for the 2020 CMP update include:

- *Average speed during the four slowest hours of the day ("congested speed")*
  Used as the primary congestion metric in SACOG's 2020 Project Performance Assessment tool, known as the "congested speed" for short, the congested speed is calculated by identifying the four slowest one-hour periods out of a 24-hour weekday (excluding weekends), then calculating the average speed during those four slowest one-hour periods. For example, if a segment experienced its slowest speeds from 7am-8am, 8am-9am, 2pm-3pm, and 5pm-6pm, then the "congested speed" for that segment would be the average speed of those four one-hour periods.

  The rationale for this metric is that it identifies whether a segment experiences significant congestion during a long period of the day (at least four hours), while also flagging segments that may experience their worst congestion outside of the normal AM and PM peak periods.

  For more details on how we calculate the congested speed, refer to Appendix 5.

- *Percent of directional miles where average speed during slowest 4 weekday hours is less than 60 percent of free-flow speed*

  Using the four-hour congested speed described above, this metric enables a system-level look at how widespread significant congestion is. In alignment with the congestion threshold speed for MAP-21's person-hours of excessive delay (PHED) metric[7], this metric represents the share of directional miles that, during their slowest four hours, have a congested speed that is less than 60 percent of their "free-flow" speed, or the speed reflective of periods when vehicles move unencumbered by other vehicles on the road.

  To be consistent with the LOTTR metric, we calculated the percent-of-miles-congested metric separately for interstate and non-interstate facilities, and only for roadways that were on the CMP road network.

6.2.3 Objective 3: Promote Development That Encourages Making Trips by Public Transit

As outlined in the adopted 2020 MTP-SCS, land use is a major component of the SACOG region's approach to addressing regional mobility by encouraging development that makes mass transit a convenient travel option. Promoting such development helps address regional congestion by both reducing space demands on the region's roadways as well as providing alternatives, like light rail or buses in high-occupancy facilities, that are less affected by congestion.

In consideration of this objective, SACOG and the Working Group arrived at the metrics below to help measure development that encourages public transit use.

- *Dwelling units built within a half mile of high-frequency bus or rail service*
  This metric refers to residences built within a half-mile of light rail service, Amtrak Capitol Corridor service, or high frequency bus transit service, with "high frequency" defined as having peak period headways of 15 minutes or less.

  The rationale behind this metric is that light rail and high frequency bus service provide a level of convenience, speed, and flexibility that make them a more competitive alternative to traveling via private automobile, especially for traveling to more central destinations with heavy congestion or priced parking. Rail transit, even a lower-frequency service such as Amtrak's Capitol Corridor, was considered because it provides an effective way for users to bypass congestion by not sharing the road with private automobiles. Rail's separate right-of-way also gives it significant potential capacity should demand grow in the future, therefore locating housing within walking distance to rail transit is a key component of strategically providing housing where transit can be economically increased.

[7] The MAP-21 person-hours of Excessive Delay, or PHED metric considers person throughput, in addition to delay. However, at this time, we lack sufficiently granular traffic count data for all CMP network roads to accurately estimate PHED as a CMP metric. We hope to include it in future versions of the CMP.

- *Jobs within a half mile of high-frequency bus or rail transit service*
  Living near rail or high-frequency bus transit will do little to encourage use if the transit does not also travel to residents' common destinations. Therefore, the CMP also measures how many jobs are within a half-mile of rail or high-frequency bus transit, so SACOG can monitor the region's progress toward its broader goal of encouraging development that encourages public transit use.

6.2.4 Objective 4: Support Proactive and Innovative Education and Transportation Demand Management Programs Covering All Parts of the Urbanized Area, To Offer A Variety of Choices to Driving Alone

Transportation demand management (TDM) is an important suite of "soft" tools to address congestion through educating commuters on their available travel options, creating awareness of the relative costs and benefits to driving alone versus using shared or non-motorized transportation, and providing incentives to use shared or non-motorized transportation.

The metrics selected for the CMP assume that participation rates in TDM programs are a rough proxy for those programs' effectiveness. In particular, the metrics looked at include:

- *Count of employers in a Transportation Management Association*
  Transportation Management Associations (TMAs) are made up of employers and provide a shared resource that those employers and their employees can use to learn more about available travel options, benefit from services such as Emergency Ride Home[8] programs, match up with carpool/vanpool partners, and enroll in incentive programs such as transit pass subsidies and commuter clubs.

  Under the assumption that access to the services that TMAs provide will shift some commute trips from solo driving to more efficient modes such as transit, bicycling, and carpooling, monitoring the total number of employers in TMA can provide insight into how many commuters are exposed to the services and incentives that encourage commuting through modes other than solo driving. Important to point out is that this metric does *not* measure how effectively TMAs encourage commuters to use more space-efficient modes. However, we believe the mere exposure and education about alternative modes that TMAs can provide is a reason to monitor their prevalence in the region.

[8] Emergency Ride Home programs are a common TDM component that provide vouchers for a limited number of free taxi rides to commuters who normally use transit. The vouchers are designed to reduce commuters' concerns about occasionally being stranded due to missing the last bus home from work, having a family emergency that requires getting home before the first commuter bus leaves, etc.

- *Count of registered vanpools*
  By carrying up to 15 people per vehicle, vanpools are a significantly more space-efficient mode of transportation than solo driving. Monitoring the total number of regional vanpools provides a rough measure of how much demand for road space is eased through using vanpools.

- *Count of Commuter Club members*
  The Sacramento Region Commuter Club serves some of the functions of a TMA by providing members with services such as carpool and vanpool matching, bike and transit trip planners, and an Emergency Ride Home program.

  Membership in the Commuter Club is only a rough proxy for how many commuters are using a non-single occupant vehicle (SOV) travel mode, as a certain portion of members may not always use an alternative mode. However, it does serve as a reliable measure for regional awareness and interest in alternative travel modes, which is why SACOG includes it as a metric for TDM effectiveness.

- *Non-SOV mode share*
  Many factors beyond the influence of TDM programs can affect the non-SOV mode share, such as major economic or infrastructure changes. But because the primary aim of TDM efforts is to reduce single-occupant commute trips, using the Census journey-to-work mode split data is a rough way of measuring TDM efforts against desired outcomes.

6.2.5 Objective 5: Prioritize Investments in Transit, Bike, and Pedestrian Improvements That Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled (VMT)

As Section 4.2 described earlier, encouraging a shift toward less space-intensive modes of travel is one of the key approaches SACOG uses to address congestion. To that end, one of SACOG's MTP goals is to encourage people to make more of their trips by biking, walking or public transportation, which not only require less road space per user, but also produce fewer greenhouse gas (GHG) emissions.

To measure how well SACOG is achieving this objective, the CMP looks at both demand and supply side factors related to walking, biking and transit, including:

- *Weekday transit boardings by route for CMP transit routes*
  Transit boardings at the route level are an overall measure of how big of a role transit serves in the region's travel. From a congestion management standpoint, increases in transit ridership over time are a positive change as it implies that more trips are being served by the existing road network, since transit is a more space-efficient mode of transportation.

- *Accessibility to jobs and services by walking, biking and transit*
  Few travelers will consider biking, walking, or using transit if those options do not offer them reasonable access to destinations they commonly go to, such as their jobs, grocery stores, schools, banks, etc. To gain insight into the ability of users to access typical daily or weekly needs using

alternative modes, we leveraged Sugar Access, developed by Bentley Systems, to estimate access to jobs and other common trip destinations traveling by transit, biking, and walking.

While this CMP only provides accessibility data for year 2019, we hope to continue having access to Sugar software in future CMPs so we can monitor changes in accessibility by different modes over time.

6.2.6 Objective 6: Implement Pilot Projects Aimed at Making Micromobility (Such as Bike and Scooter Share) Work for Urban, Suburban, Rural, and Low-Income Areas of The Region

Related to Objective 5 (Prioritize investments in transit, bike, and pedestrian improvements), new modes that have grown and changed significantly since the 2017 CMP are micromobility options such as bike share and scooter share. These services reduce some of the barriers that have traditionally discouraged people from traveling by bicycle or other non-motorized modes, such as concerns about bike theft, lack of at-home bike parking, insufficient funds to purchase a bicycle, having a bicycle that is not operational due to mechanical issues, etc.

Bike share and scooter share are very new additions to the SACOG transportation landscape and are run by private companies. In addition, as new industries, there has been significant change in the deployment methods and scale for both bike share and scooter share, and it is uncertain how and whether these companies will operate in the future. But during their short lifespan, they have had meaningful localized effects on travel behavior, detailed below in Section 7.1.6

Table 6-1 Objectives and metrics for 2020 CMP update

Generalized Objective	Performance Metrics	Policy Alignment
1 - Maintain or Improve Travel Time Reliability for Freight and Passenger Vehicles	MAP-21 Truck Travel Time Reliability (TTTR)	MAP-21 PM3; SACOG goal of "connected communities"
	MAP-21 percent of interstate person-miles that are reliable	MTP policy area (reliable transportation system); MAP-21
	MAP-21 percent of non-interstate person-miles that are reliable	MTP policy area (reliable transportation system); MAP-21
2 -Reduce Traffic Congestion for Freight and Passenger Vehicles	Average speed during slowest 4 hours of the day, all vehicles	2020 Funding Round
	Percent of directional miles where average speed during slowest 4 weekday hours is < 60 percent of free-flow speed for interstate roads	2020 Funding Round congestion metric
	Percent of directional miles where average speed during slowest 4 weekday hours is < 60 percent of free-flow speed for non-interstate roads	2020 Funding Round congestion metric
3 - Promote Development That Encourages Making Trips by Public Transit	Dwelling units built within half mile of high-frequency or rail transit service	MTP Policy 1 component: more housing and jobs in high-frequency transit areas
	Jobs within half mile of high-frequency or rail transit service	
4 - Support Proactive and Innovative Education and Transportation Demand Management Programs Covering All Parts of the Urbanized Area, to Offer a Variety of Choices to Driving Alone	Employers in a Transportation Management Association (TMA)	Objective is the same as MTP Policy 5
	Count of registered vanpools	
	Count of Commuter Club members	
	Non-SOV mode share	
	Weekday transit boardings by route for CMP priority transit routes	
5 - Prioritize investments in transit, bike, and pedestrian improvements that reduce greenhouse gas emissions and vehicle miles traveled (VMT)	Transit accessibility to jobs and POIs	Objective is the same as MTP Policy 25; metrics also used in PPA multimodal performance outcome
	Bike + Walk accessibility to jobs and POIs	
	Mode replacement breakdown of micromobility trips	
6 - Implement pilot projects aimed at making micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region.	Mode replacement breakdown of micromobility trips	Objective is the same as MTP Policy 3
	Micromobility trips taken	

7 Data Collection and System Monitoring

This chapter describes the data collection and initial system assessment efforts undertaken to develop this initial CMP and prepare for future system monitoring.

7.1 Data Sources

7.1.1 Traffic Volumes

Traffic volumes were a primary factor for defining the CMP network per the criteria described Chapter 5, and will be a key monitoring data source to identify and evaluate changes to the network over time. Traffic counts came from the following sources:

- Caltrans' Traffic Census Program[9], which provides AADT values for all state highways.
- Local agency count programs—Each of the local agencies within the SACOG region count and archive vehicle volumes on selected roadway segments within their jurisdiction.

7.1.2 Traffic Speed Data

Traffic speed data, used to calculate the congestion and travel time reliability metrics, come from the National Performance Measurement Research Data Set (NPMRDS). Provided free of charge by FHWA in conjunction with Caltrans and INRIX[10], the NPMRDS provides average traffic speeds for 15-minute intervals for the nearly 1,800 road segments within the CMP network.

7.1.3 Transit Ridership

Transit routes and ridership data are for year 2019 and were collected from the transit agencies with routes in the CMP priority transit network. Appendix 6 provides ridership for each CMP transit route, while Section 7.2.5 gives a region-level summary of recent transit ridership trends.

7.1.4 Accessibility Data

Since the 2017 CMP, SACOG has gained access to Sugar Access software from Bentley Systems. Sugar leverages a robust all-streets road network, General Transit Feed Specification (GTFS) data, employment and population data from the American Community Survey and LEHD Origin-Destination Employment Statistics (LODES), commercially available point of interest (POI) data, and survey-based willingness-to-travel data to calculate accessibility to a variety of destination types using all common modes.

[9] Caltrans Traffic Census Program. 2017. https://dot.ca.gov/programs/traffic-operations/census
[10] FHWA NPMRDS Traffic Ops Page. Accessed December 2020..
https://ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/index.htm#data Accessed December 2020.

7.1.5 Commute Mode Split

We obtained commute mode split data from using the 2014-2018 5-Year American Community Survey table on Commuting Characteristics.

7.1.6 Bike and Scooter Share Data

SACOG obtained bike and scooter share trip data from Lime and JUMP, which operate bike and scooter share systems in the SACOG region.

7.2 System Monitoring Results

7.2.1 Results: Maintain or Improve Travel Time Reliability

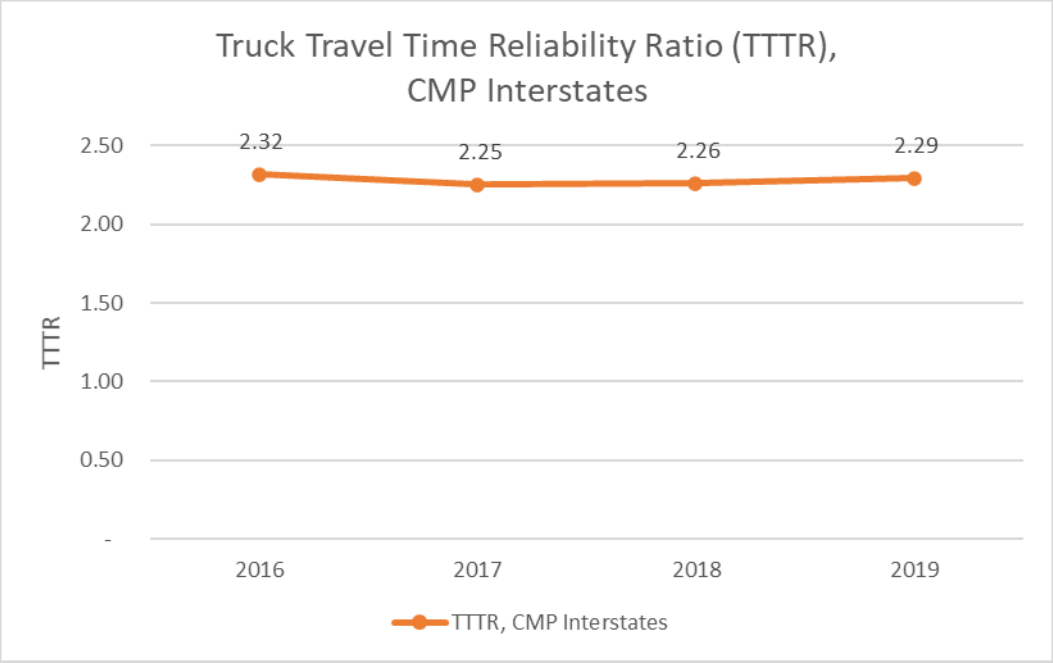
Freight Reliability

Figure 7-1 shows change in Truck Travel Time Reliability (TTTR) between 2015 and 2019. As described above in Section 6.2, TTTR only considers truck traffic on interstates. Between 2015 and 2019 there was a slight, though not meaningful, improvement in TTTR. Note that the TTTR is calculated only for portions of the interstate system that are on the CMP network, unlike the MAP-21 TTTR metric, which calculates TTTR for the entire interstate system within the SACOG region.

Further below, the map in Figure 7-2 shows how TTTR varies in different parts of the region, with the areas of most significant truck travel time reliability issues occurring in the region's core. The "deficient interstate corridors" shown in the map refer to deficient corridors identified for further analysis, described more in Section 8.1.

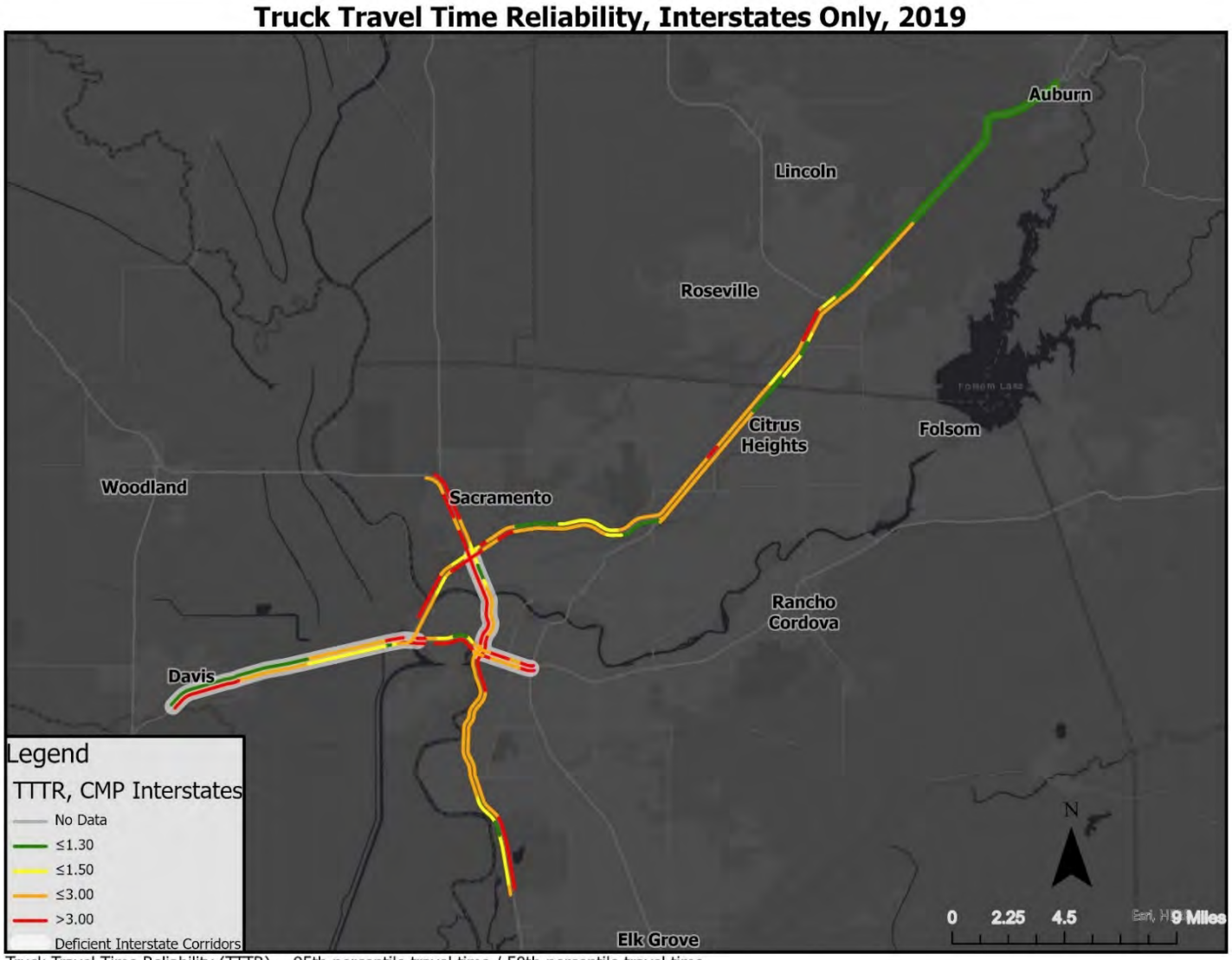
Important to note is that TTTR is based on dividing the 95th percentile travel time by 50th percentile travel time, while all-vehicle Level of Travel Time Reliability (LOTTR) is based on dividing the 80th percentile travel time by the 50th percentile travel time. As a result, the TTTR for a given road segment will usually be larger than the LOTTR for the same road segment.

Figure 7-1 Annual Truck Travel Time Reliability on Interstates



Source: National Performance Measurement Research Data Set (NPMRDS)

Figure 7-2 Truck Travel Time Reliability Map[11]



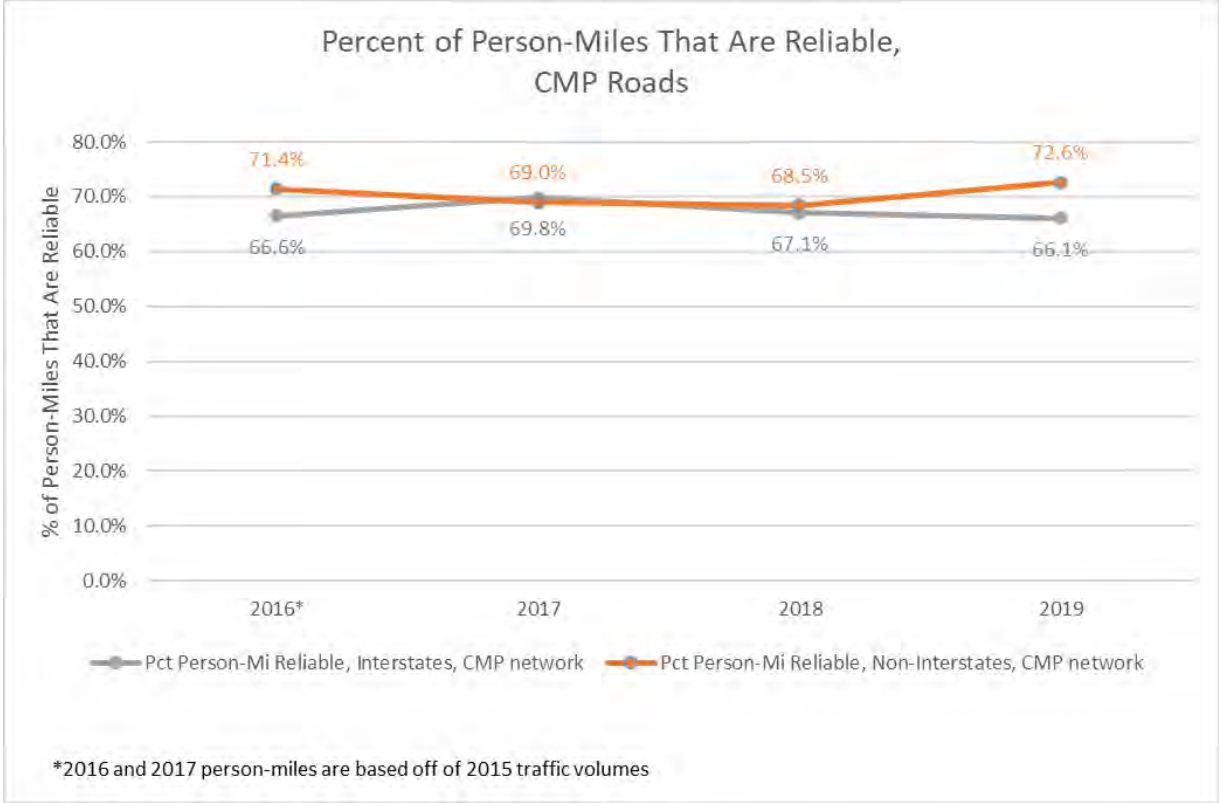
Truck Travel Time Reliability (TTTR) = 95th percentile travel time / 50th percentile travel time.
Map shows TTTR during the least reliable period out of Weekdays 6am-10am, 10am-4pm, 4pm-8pm, and Weekends 6am-8pm.
Time periods, percentiles, and use of interstates only is based on parameters for FHWA MAP-21 PM3 freight reliability metric.

[11] "Deficient corridors" highlighted in the map are discussed in greater detail in Section 9.1.1

All-Vehicle Level of Travel Time Reliability (LOTTR) on Interstates and Non-Interstates

Below, Figure 7-3 shows how the percent of person-miles that are reliable on CMP roads has changed over time, broken out by interstate versus non-interstate facilities. At a regional level, both interstate and non-interstate facilities had similar shares of person-miles that are reliable, with little change in system-level reliability between 2016-2019[12].

Figure 7-3 Percent of Person-Miles that Are Reliable on Interstate and Non-Interstate CMP Roads



Source: National Performance Measurement Research Data Set (NPMRDS)

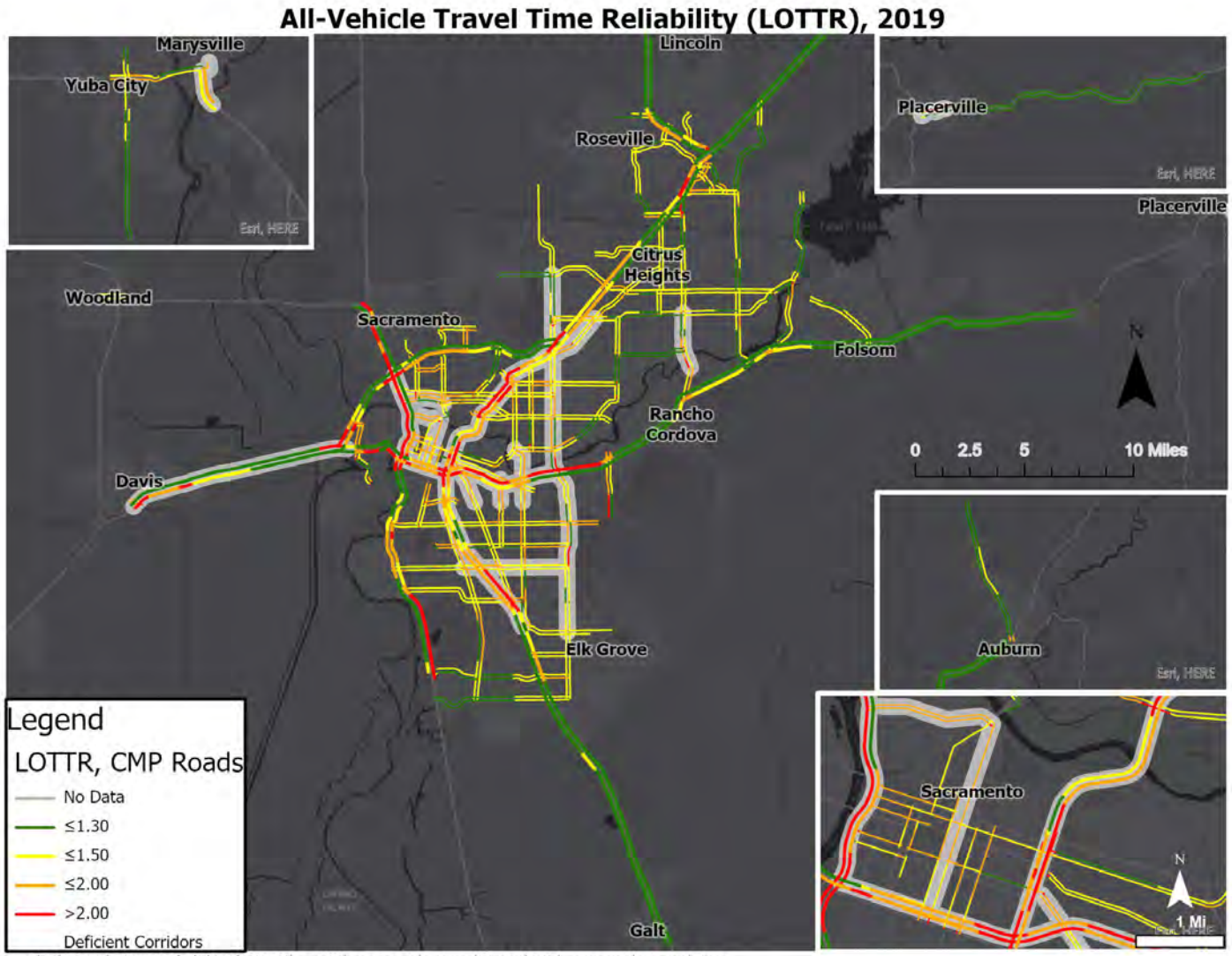
However, as the LOTTR maps in Figure 7-4 and

[12] Important to note is that the LOTTR for "non-interstate" facilities combines reliability on arterials and non-interstate freeways. We calculate separate LOTTR values based on interstate status, rather than physical operational characteristics (e.g. freeway vs. non-freeway), to align with MAP-21's LOTTR facility type splits, which are based on whether a facility is an interstate.

Figure 7-5 show, system-level reliability measures mask significant local variation in reliability. Some notable observations include:

- The least reliable segments tend to be on freeways near the region's core, and generally during the AM peak.
- I-80 between I-5 and SR-51 ("Business 80") saw notable reliability improvement between 2016 and 2019. Part of this is due to completion of new HOV lanes between El Camino Avenue to the west and SR-51 to the east.

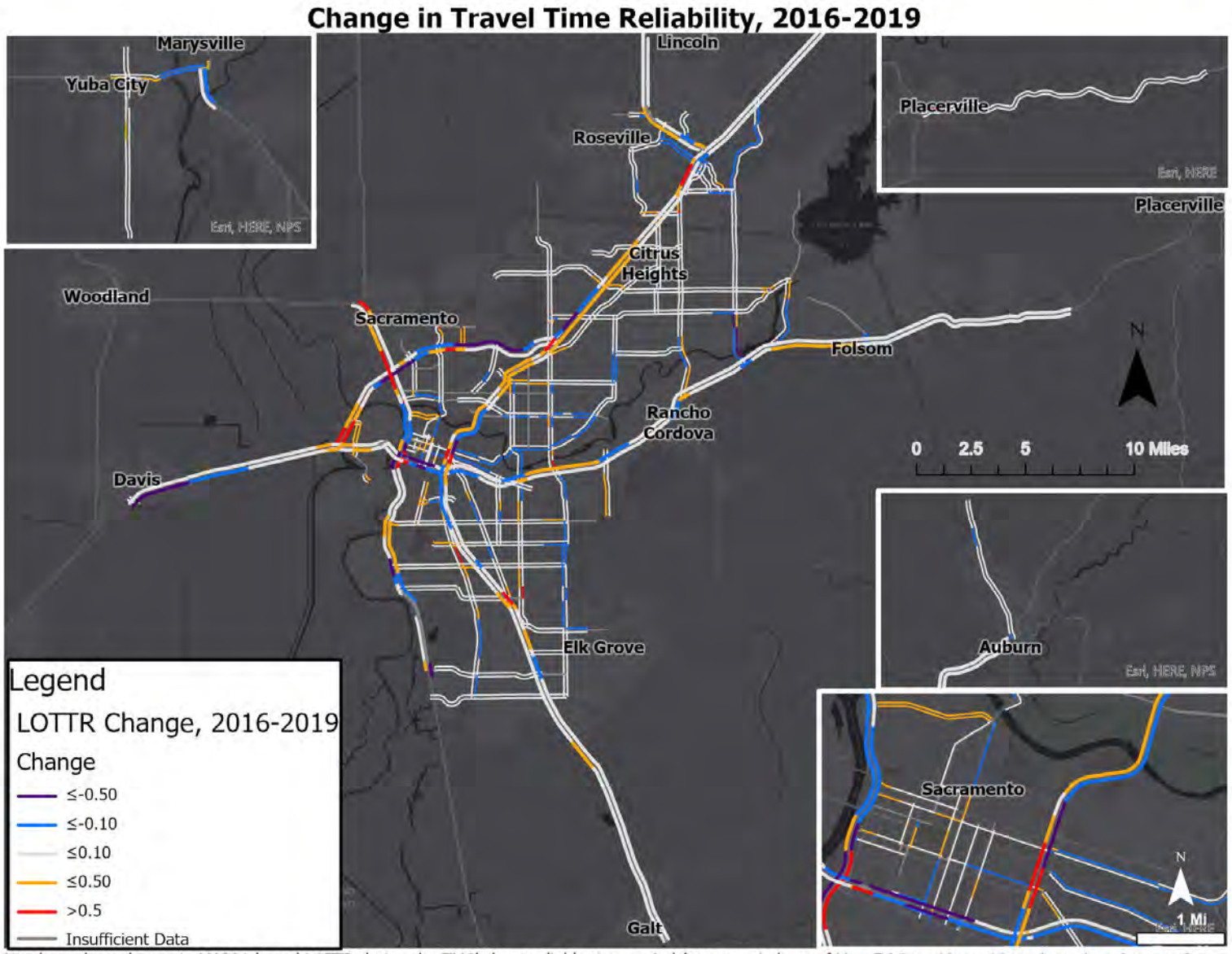
Figure 7-4 2019 All-Vehicle Level of Travel Time Reliability (LOTTR) Map[13]



Level of Travel Time Reliability (LOTTR) = 80th percentile travel time / 50th percentile travel time.
Map shows LOTTR during the least reliable period out of Weekdays 6am-10am, 10am-4pm, 4pm-8pm, and Weekends 6am-8pm.
Per 2017 MAP-21 rule, a road is considered reliable if its LOTTR <= 1.50

[13] "Deficient corridors" highlighted in the map are discussed in greater detail in Section 9.1.1

Figure 7-5 All-Vehicle Level of Travel Time Reliability (LOTTR), 2016-2019 Change Map



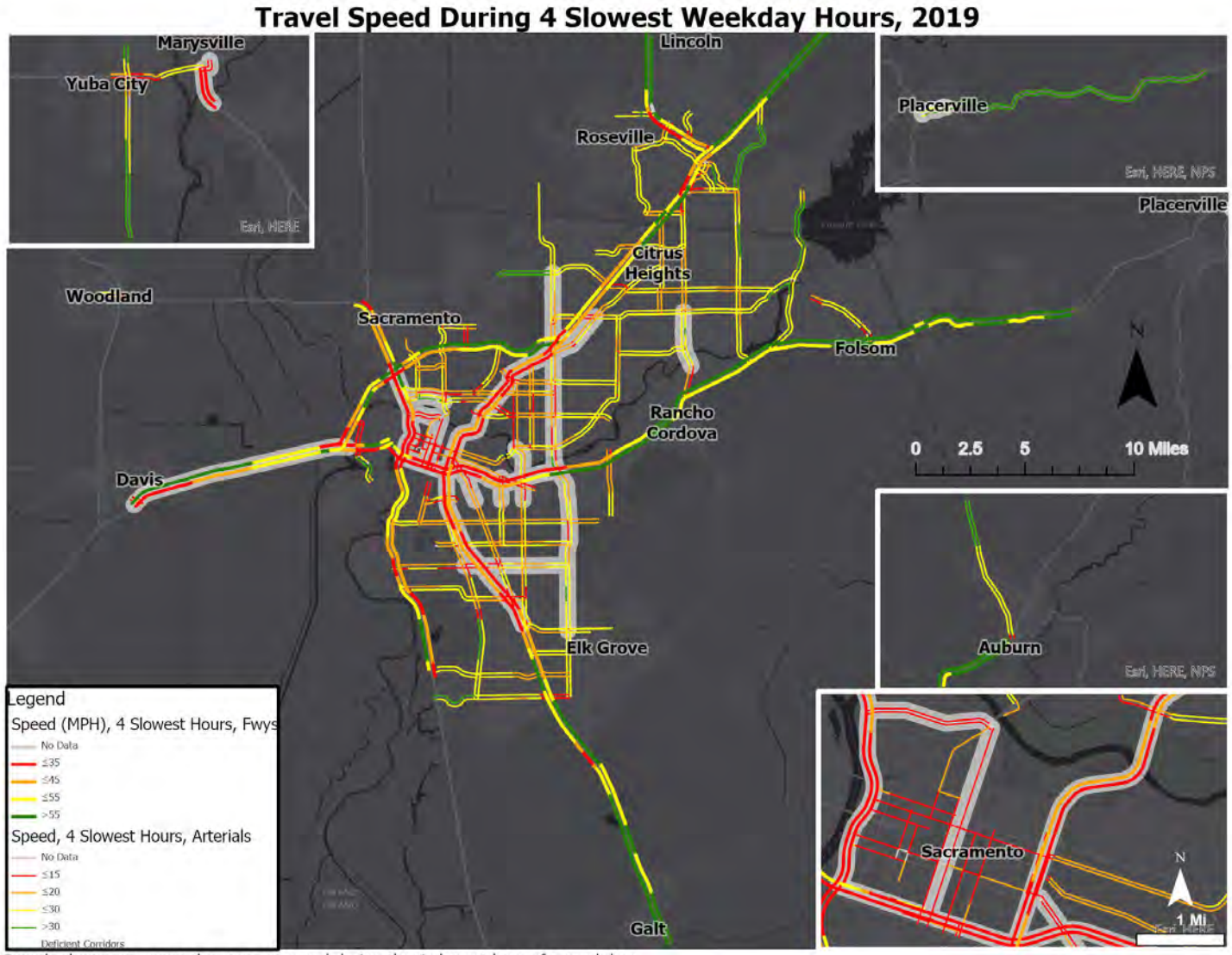
Numbers show change in MAP21-based LOTTR during the TMC's least reliable time period (worst period out of Mon-Fri 6am-10am, 10am-4pm, 4pm-8pm, or Sat-Sun 6am-8pm). Negative values indicate locations where travel times became more reliable.

7.2.2 Results: Reduce Traffic Congestion

Average speed during the four slowest hours of the day ("congested speed")

Figure 7-6 shows the average speed on each TMC during that TMC's four slowest weekday hours. As described in Section 6.2, the speed for the for slowest weekday hours, also known as the "congested speed" is calculated by identifying the four slowest hours of a typical 24-hour weekday based on data for the entire 2019 calendar year, then getting the average speed for those hours. Which four hours are slowest will vary by TMC, e.g., many will have their slowest four hours occur during the typical AM and PM peaks, but others will experience their slowest speeds at other times of day.

Figure 7-6 Average Speed During the Slowest Four Hours of a Typical Weekday[14]



Speeds shown represent the average speed during the 4 slowest hours for weekdays.

[14] "Deficient corridors" highlighted in the map are discussed in greater detail in Section 9.1.1

While Figure 7-6 provides an intuitive view by simply showing the speeds during the slowest hours, Figure 7-7 below shows the congested speed as a percentage of the "free-flow" speed[15]. Although not as immediately intuitive as the speed map in Figure 7-6, by showing congested speed as a percentage of free-flow speed, Figure 7-7 below better highlights areas whose speeds are significantly reduced due to congestion, making them stand out from segments whose speeds, although they may be slow, are not significantly slower than their free-flow speed. Areas that stand out as being particularly affected by congestion are:

- I-5 through downtown Sacramento
- SR-99 through South Sacramento
- SR-51, or "Business 80"
- Eastbound I-80 through Davis
- US-50 between I-5 and SR-99

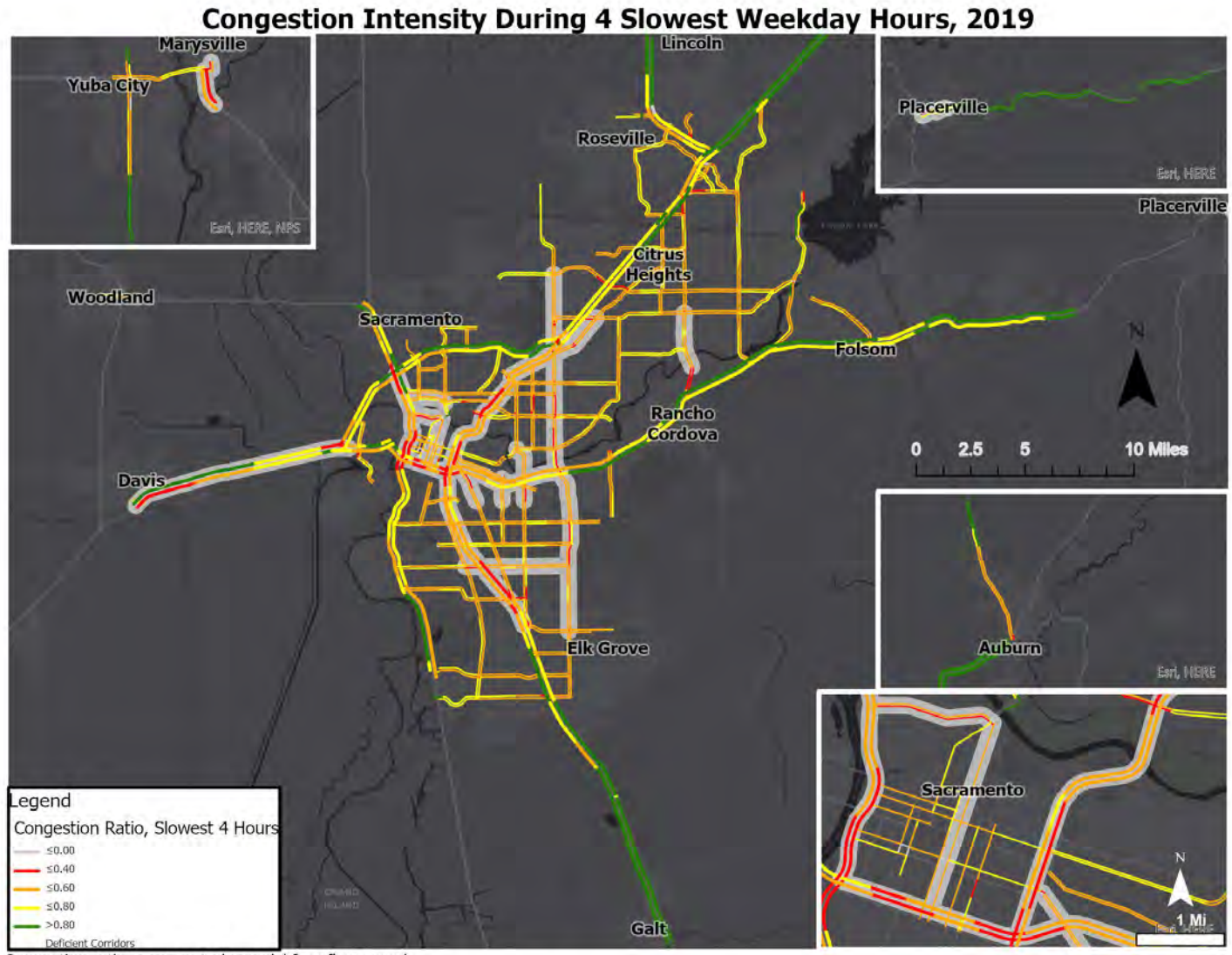
Below Figure 7-7, the map in Figure 7-8 shows how average congested speeds changed throughout the region between 2016-2019. Areas with notable changes include:

- I-80 between I-5 and SR-51 ("Business 80), which saw a significant increase of over 10mph in its average congested speed between 2016-2019. This increase is likely due to completion of the "80 over the top" HOV lanes project, which added HOV lanes on this section of I-80 between El Camino Avenue and SR-51. Note that this increase is likely the combination of the extra capacity afforded by a new HOV plus the ending of the delays caused by the HOV lane's construction.
- A short section of southbound SR99 south of Elk Grove saw its speed notably decrease between 2016-2019. Although initially surprising given the semi-rural and peripheral location of this segment, a look at Caltrans lane closure data[16] reveals that for several months during 2019, one of the two southbound lanes on this segment was closed during nighttime hours to install habitat mitigation infrastructure.

[15] "Free-flow" speed is supposed to represent speed when motorists are uninterrupted by the presence of other vehicles on the road. For freeways, we calculated it as being the 85th percentile travel speed between 8pm and 6am; for arterials, we calculated it as being the 60th percentile speed between 8pm-6am, using the lower percentile to roughly account for delay on arterials caused by traffic signals.

[16] Source: Caltrans Performance Measurement System (PeMS) data clearinghouse

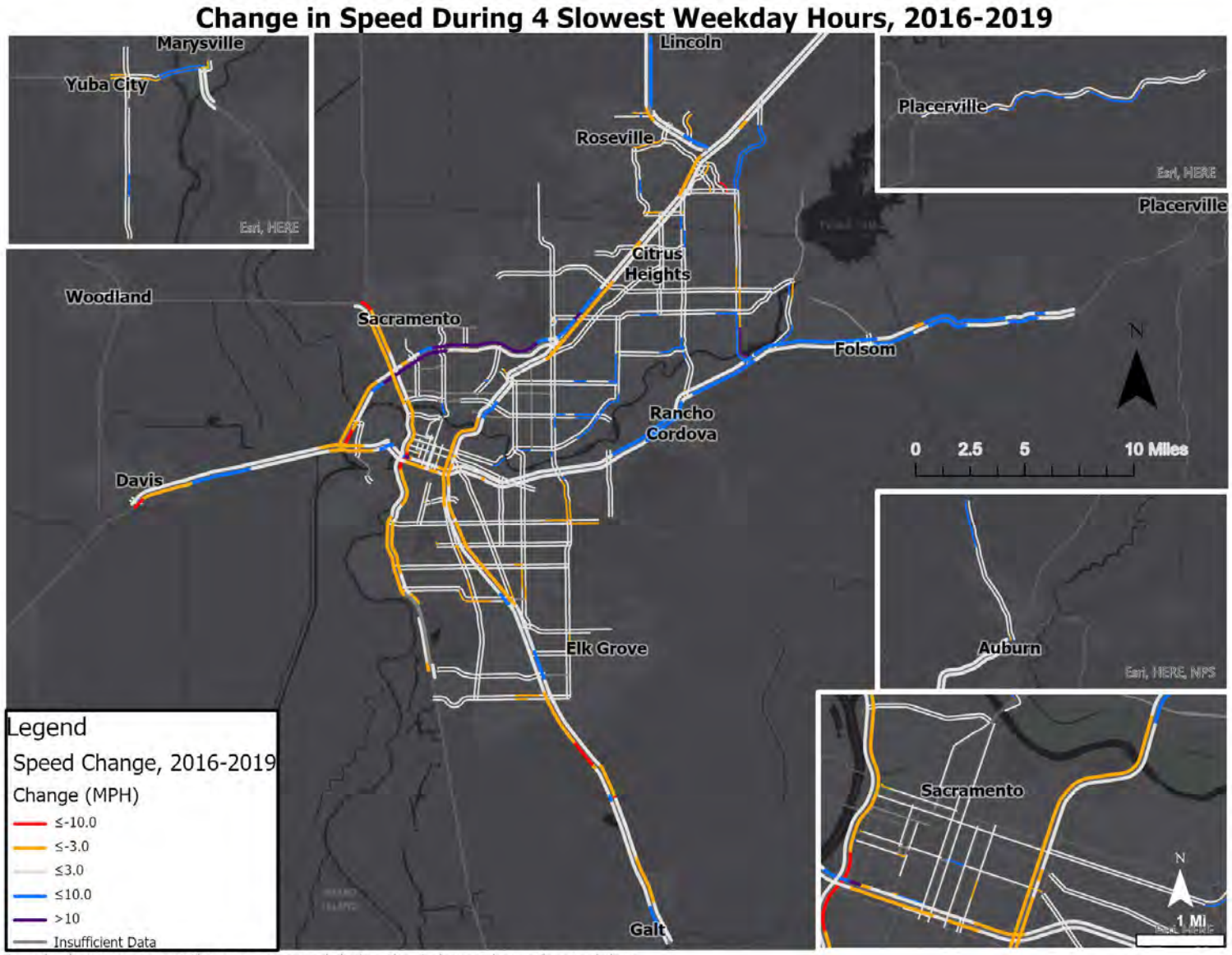
Figure 7-7 Congested Speed as Percentage of Free-Flow Speed[17]



Congestion ratio = congested speed / free-flow speed
Congested speed = average speed during 4 slowest hours of typical weekday
Free-flow speed = 85th percentile speed between 8pm-6am for freeways; 60th percentile speed between 8pm-6am for arterials.

[17] "Deficient corridors" highlighted in the map are discussed in greater detail in Section 9.1.1

Figure 7-8 Change in average congested speed, 2016-2019



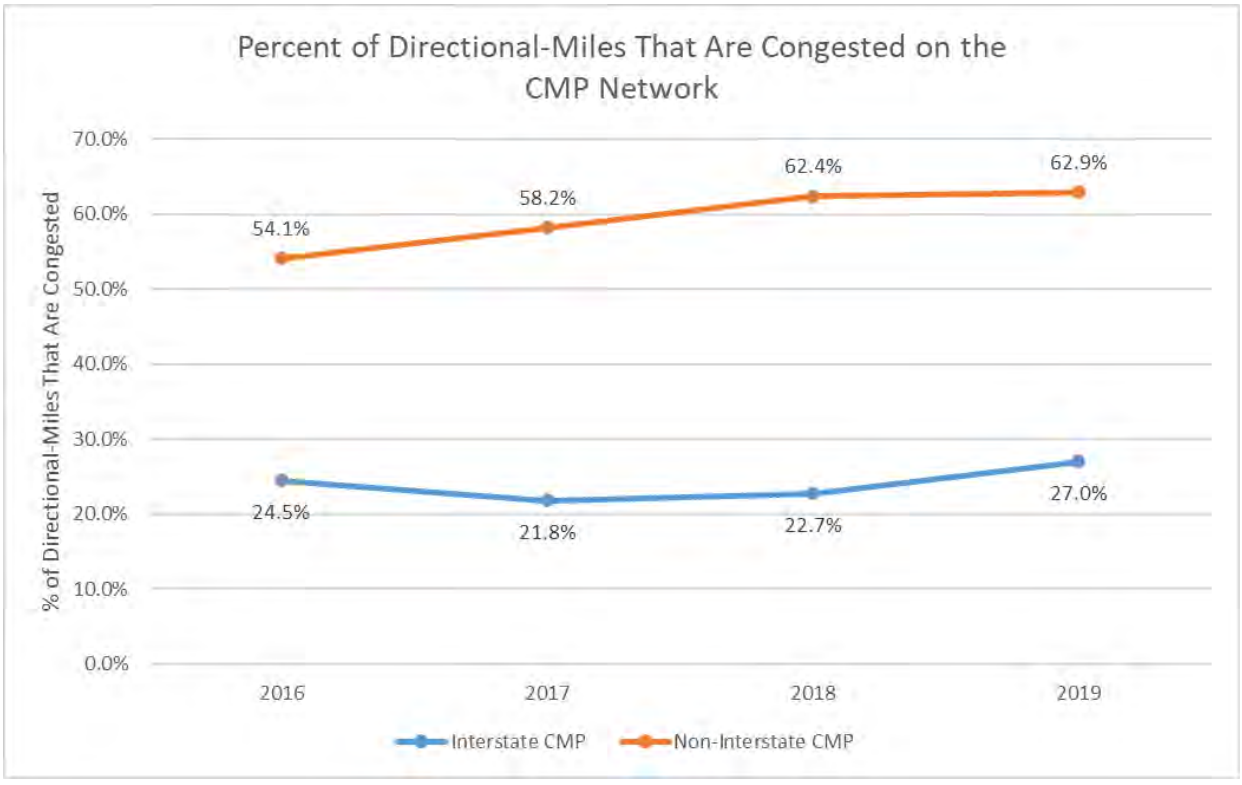
Speeds shown represent the average speed during the 4 slowest hours for weekdays.

Percent of directional miles where average speed during slowest 4 weekday hours is less than 60 percent of free-flow speed

While Figure 7-6 and Figure 7-7 above detail where congestion hot spots are in the region, the chart in Figure 7-9 distills congestion into an overall picture, showing what share of the CMP network is "excessively" congested during its four slowest hours. To define "excessive congestion", we borrow a threshold from the MAP-21 PM3 PHED metric[7], defining excessive delay as being any delay occurring when the observed travel speed is less than 60 percent of the posted speed limit. E.g., if the posted speed limit is 60mph, then excessive delay starts accumulating when actual speeds drop below 35mph.

As Figure 7-9 shows, the share of interstate miles experiencing excessive congestion has stayed relatively stable, dipping slightly in 2017 then increasing between 2017 and 2019. In contrast, the share of congested miles on the non-interstate portions of the CMP network increased by over 16% from 2016 to 2019. Important to note is that "non-interstate" portions of the CMP combine arterial and non-interstate freeway segments on the CMP network. This classification into "interstate" and "non-interstate is based on the road types used in MAP-21 PM3 reporting[5].

Figure 7-9 Share of CMP Network Direction Miles Experiencing Excessive Congestion

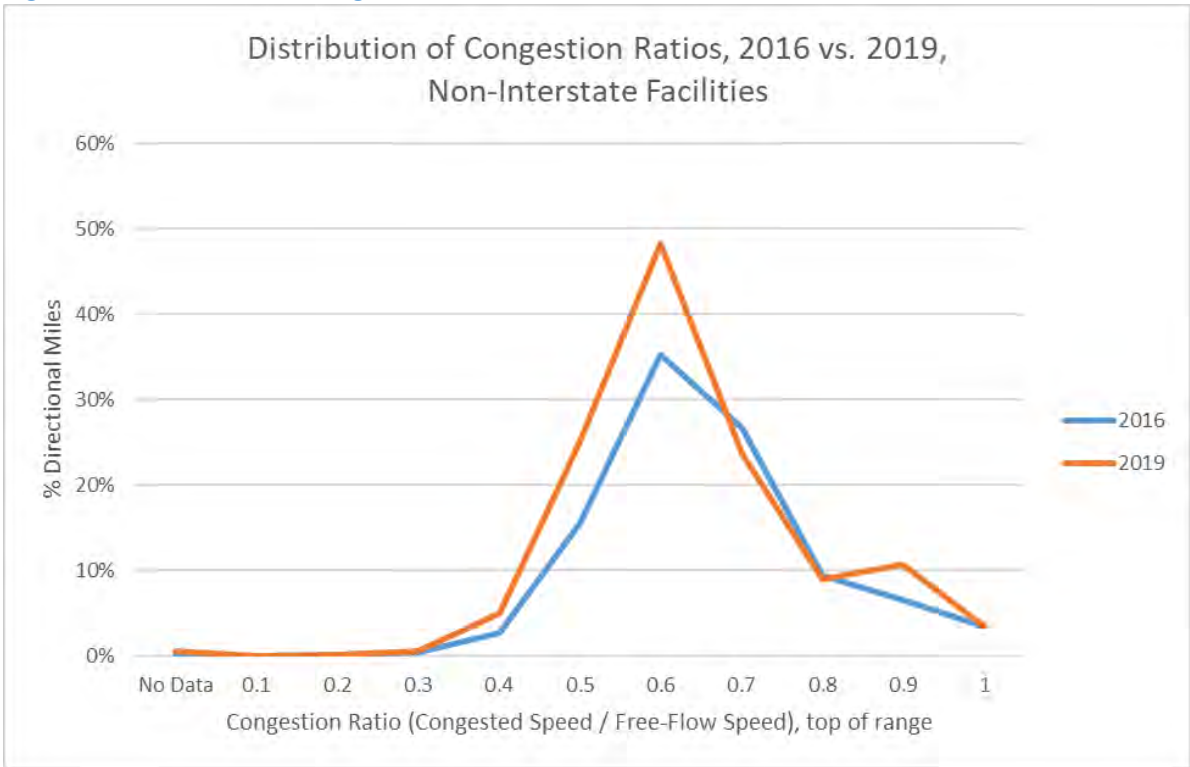


Source: National Performance Measurement Research Data Set (NPMRDS)

The 16% increase in the share of CMP network direction miles that are congested on non-interstate facilities at first seems significant, i.e., it seems like congestion has spread to more areas of the region. However, as Figure 7-10 shows, the increase in the share of directional miles that are congested is largely due to small speed decreases that pushed parts of the network from being "almost congested", e.g., with a congested speed just above the 60% threshold, to being "congested by a small margin" by having their speed drop just enough to put them below the 60% threshold at which they are defined as congested.

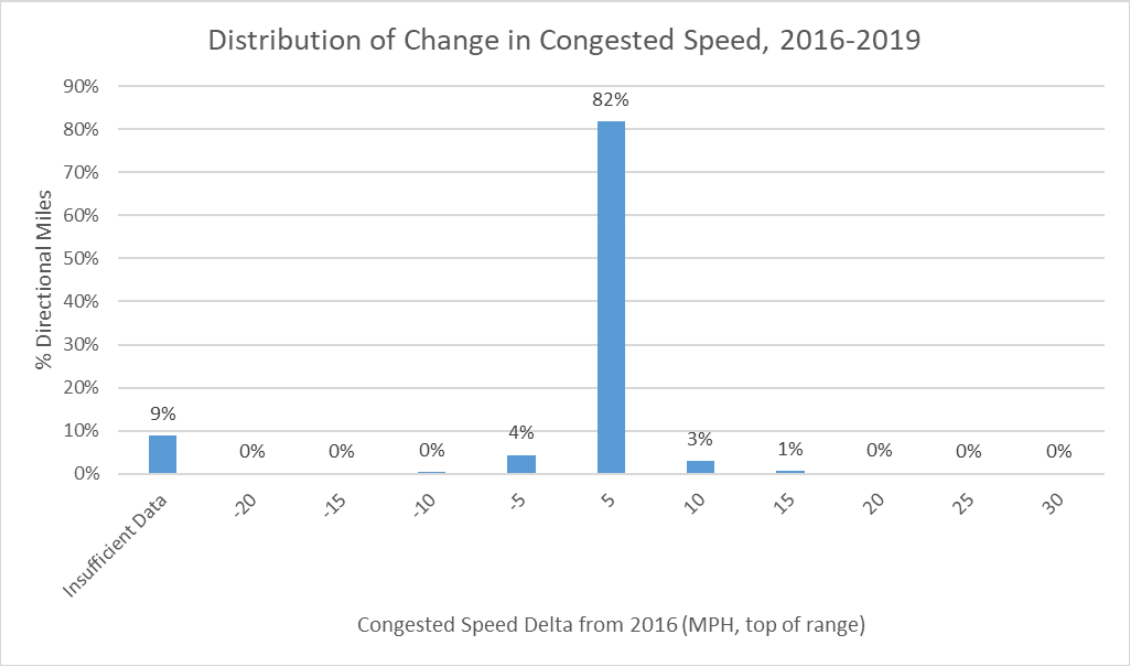
Further confirming that the spread of congestion is due mostly to small speed decreases is Figure 7-11, which shows that for over 80% of the CMP network, speeds between 2016 and 2019 changed by less than five miles per hour. In short, the apparent significant spread of congestion between 2016 and 2019 (i.e., the 16% increase in the share of the CMP network that is congested) is largely due to small speed changes that push many parts of the network from being "almost congested" just past the threshold to become congested.

Figure 7-10 Distribution of congestion ratios for non-interstate facilities, 2016 vs. 2019



Source: National Performance Measurement Research Data Set (NPMRDS)

Figure 7-11 Frequency distribution of change in congested speed, 2016-2019



Source: National Performance Measurement Research Data Set (NPMRDS)

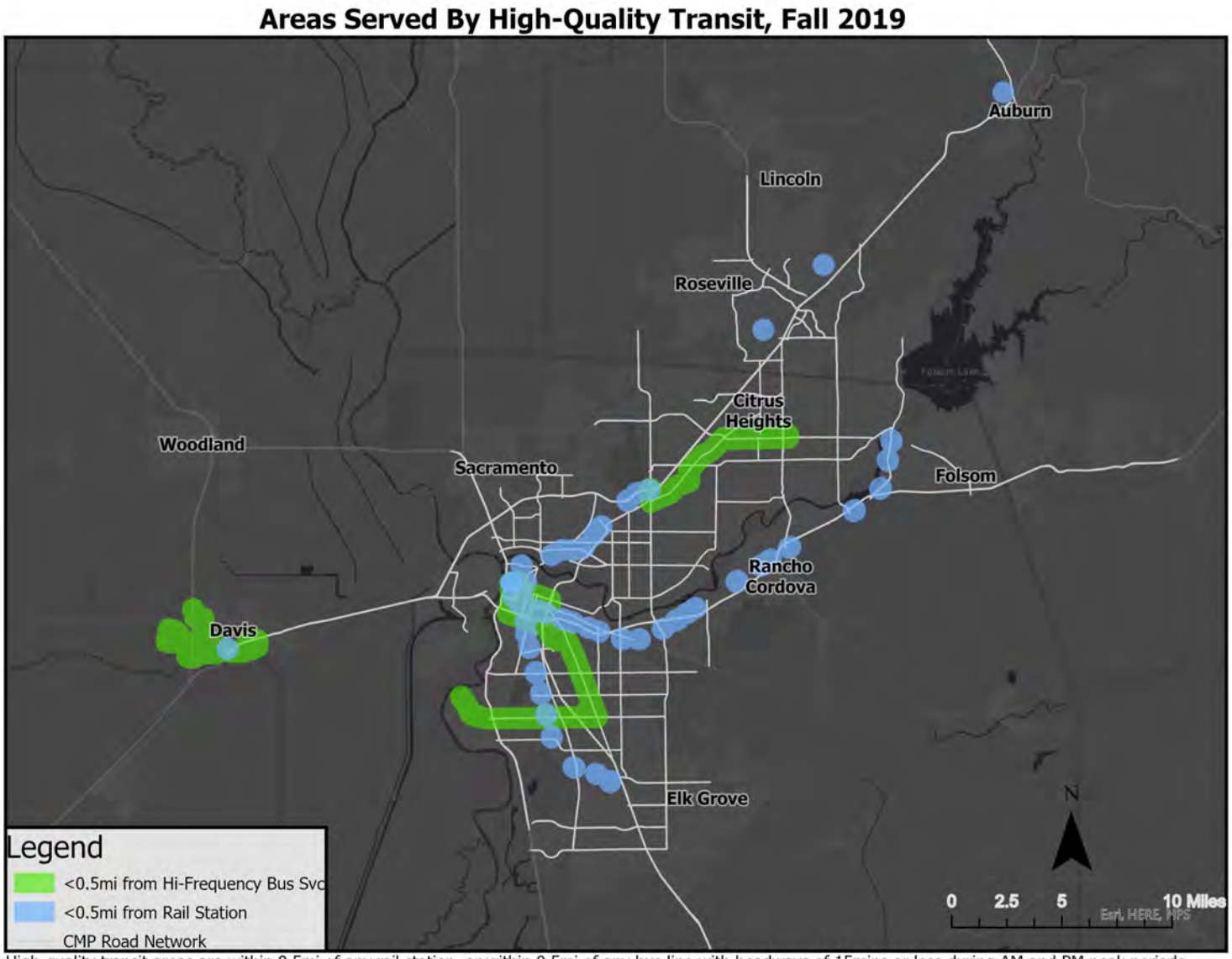
Another factor driving changes in system-level congestion, besides the modest speed changes, is the set of TMCs included in the CMP network. As Figure 5-1 showed earlier, the CMP road network changes with each CMP update based on the criteria described in Chapter 5. While the effect of changes to the CMP road network extent should generally be minor, they nonetheless will affect system-level outcomes such as the share of CMP directional miles that are congested.

7.2.3 Results: Promote Development That Encourages Making Trips by Public Transit

As described in Section 6.2, the region's success at "promoting development that encourages making trips by public transit" is measured by the share of jobs and housing that are in high-quality transit areas, defined as being within a half mile of either a rail stop (regardless of frequency) or a bus line with AM and PM weekday peak service headways of 15 minutes or less.

The map in Figure 7-12 shows the areas in the SACOG region that, as of September 2019, were in high-quality transit areas.

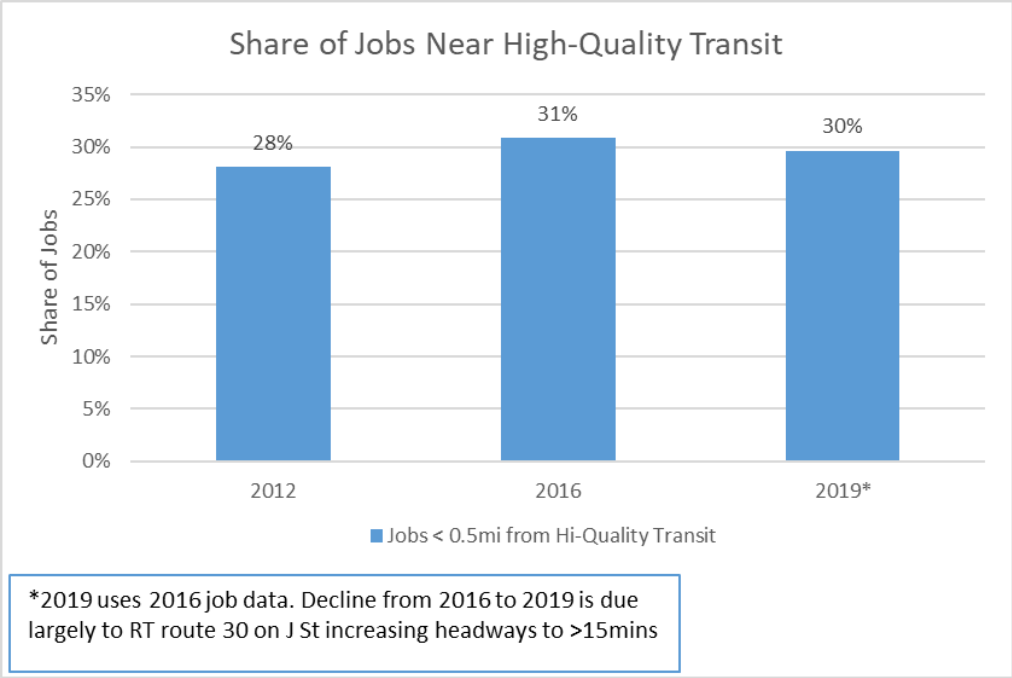
Figure 7-12 High-Quality Transit Areas as of September 2019



High-quality transit areas are within 0.5mi of any rail station, or within 0.5mi of any bus line with headways of 15mins or less during AM and PM peak periods.

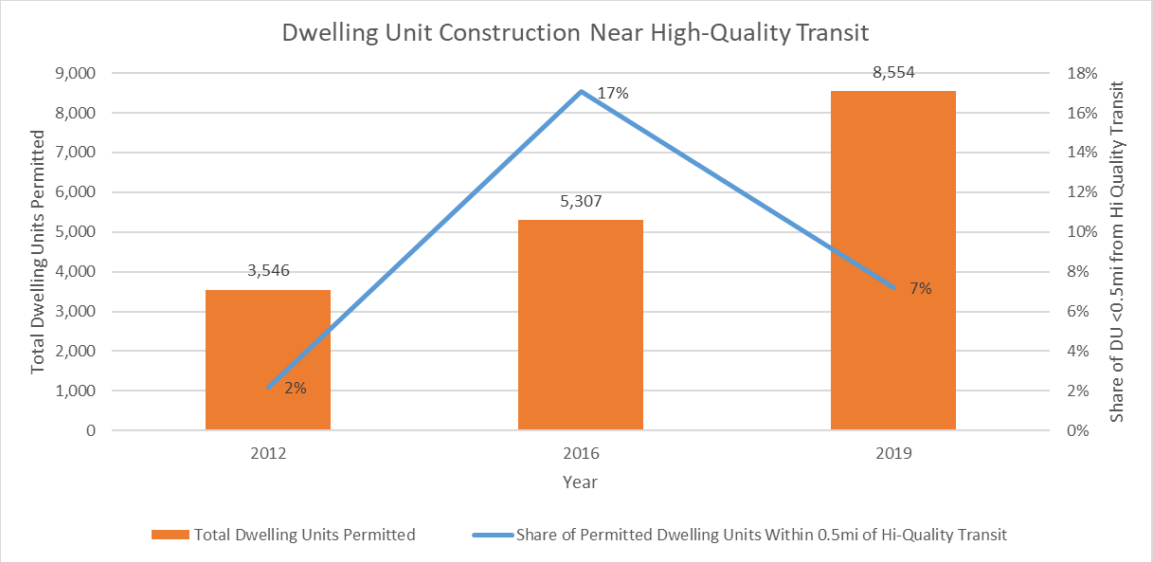
Figure 7-13 and Figure 7-14 respectively show the share of total jobs and share of dwelling unit construction within high-quality transit areas. Important to consider is that the share of housing and jobs in high-quality transit areas is a function of both transit service and where development happens. For example, the slight decrease in jobs and housing within high-quality transit areas from 2016 to 2019 is due at least in part to a reduction in the area near high-quality transit service, specifically due to removal of 15-minute bus service in East Sacramento.

Figure 7-13 Share of Regional Jobs within High-Quality Transit Areas



Source: SACOG employment inventory, General Transit Feed Specification (GTFS)

Figure 7-14 Share of Dwelling Unit Construction within High-Quality Transit Areas



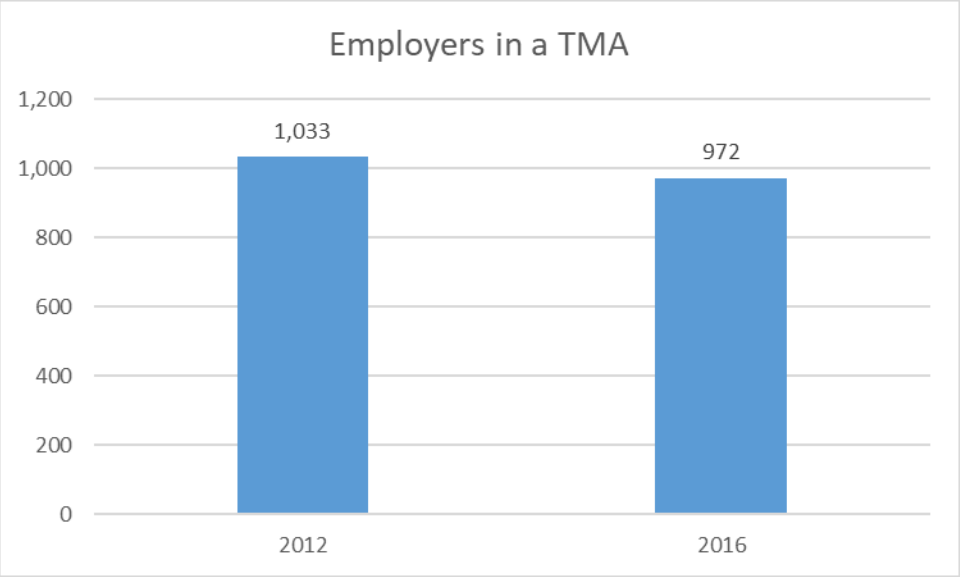
Source: SACOG-collected housing permit data, General Transit Feed Specification (GTFS)

7.2.4 Results: Support Proactive and Innovative Education and Transportation Demand Management Programs Covering All Parts of the Urbanized Area, to Offer a Variety of Choices to Driving Alone

Employers Belonging to a Transportation Management Association (TMA)[18]

The number of employers belonging to a TMA dropped about six percent between 2012 and 2016, the latter of which was the most recent year with TMA membership data available. We will continue monitoring participation to see if the decrease is a small variation or part of a longer-term trend.

Figure 7-15 Employers Belonging to a Transportation Management Association (TMA)



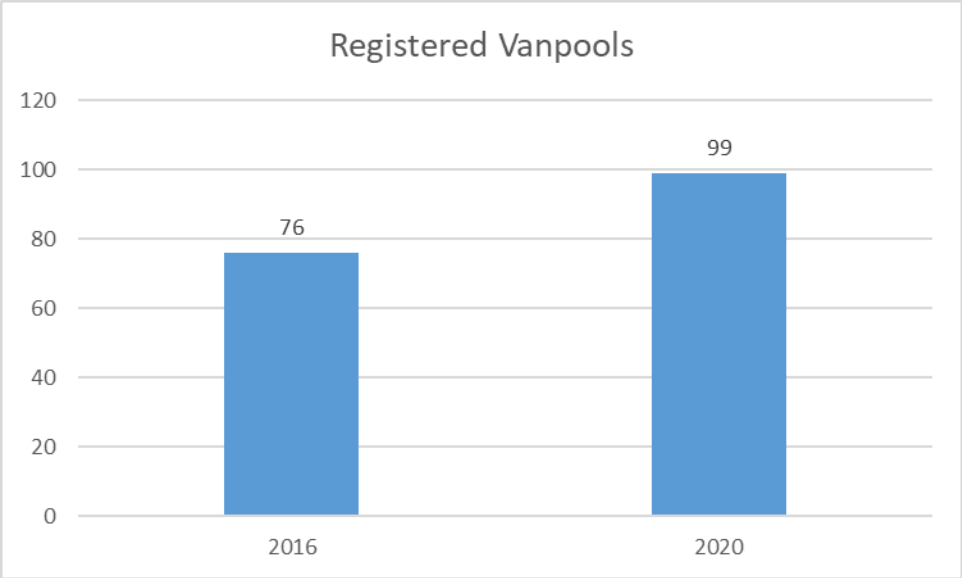
Source: SACOG employment inventory

[18] In the 2017 CMP, the source data year for TMA employers was wrongly reported as 2016. It should have been reported as 2012. It is corrected here.

Registered Vanpools

The number of registered vanpools increased by nearly a quarter between 2016 and 2020. Although a small number in absolute terms, vanpools represent an easy-to-implement, economical way for commuters to use a more space-efficient form of transportation and contribute to more efficient use of existing transportation infrastructure.

Figure 7-16 Registered Vanpools

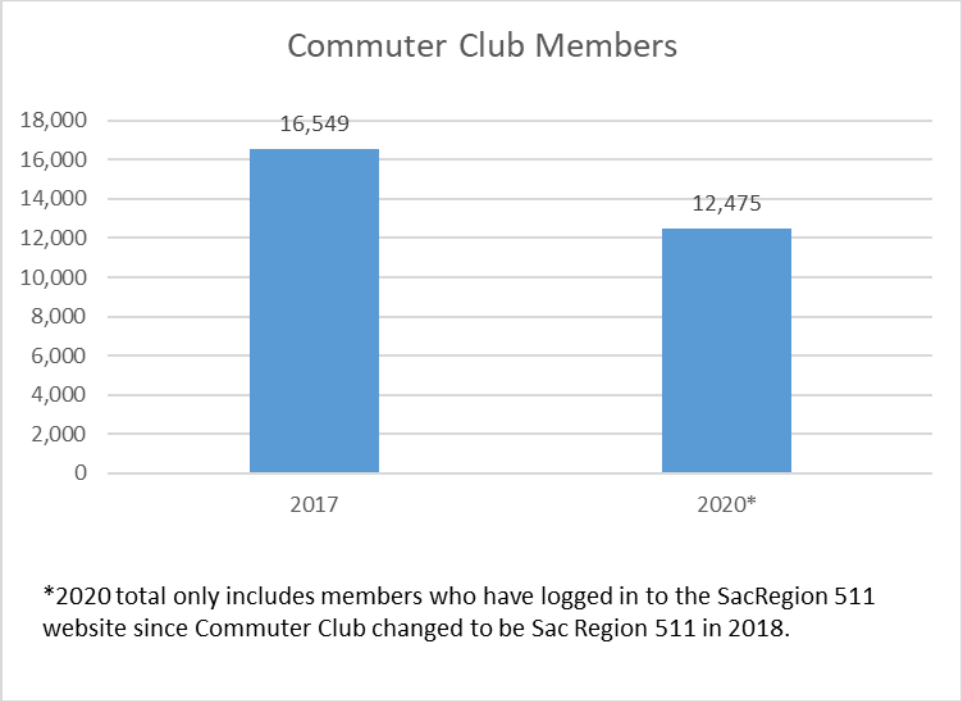


Source: SACOG vanpool database

Commuter Club Members

Although Figure 7-17 shows a large drop in Commuter Club members, a significant driver of the change was Commuter Club remaking itself as Sac Region 511 in 2018. This transition required all Commuter Club members to update their accounts, and in so doing revealed a significant number of people who had created Commuter Club accounts but never or very rarely used them.

Figure 7-17 Commuter Club Members

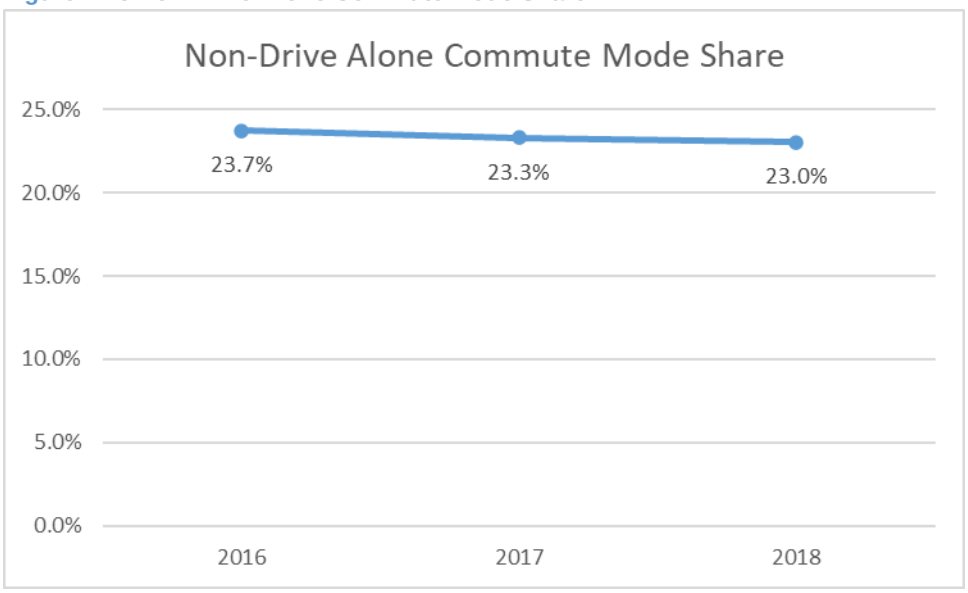


Source: SacRegion 511

Non-Drive-Alone Mode Share

Non-drive-alone mode share dropped slightly from 2016 to 2018. While not a desirable trend from a congestion management standpoint, the drop was also quite small. Furthermore, the effects of COVID19-based quarantine orders starting in March 2020 led to a significant increase in teleworking, which had already been a relatively fast-growing mode. While the long-term effects of COVID19 remain to be seen, SACOG is implementing programs, described more in Section 9.2, aimed at maintaining telework as a more popular means for commuters to access work.

Figure 7-18 Non-Drive-Alone Commute Mode Share



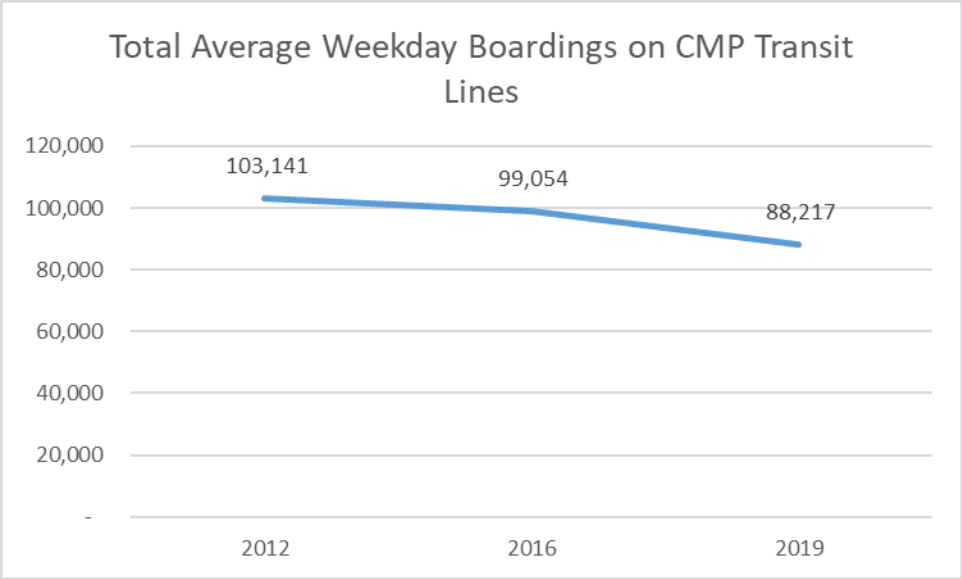
Source: 5-Year American Community Survey

7.2.5 Results: Prioritize Investments in Transit, Bike, and Pedestrian Improvements That Reduce Greenhouse Gas Emissions and Vehicle Miles Traveled (VMT)

Weekday transit boardings by route for CMP priority transit routes

Transit boardings are one of the CMP measures of how well the region's transit investments are helping reduce VMT and GHG emissions. While Appendix 6 lists out 2019 boardings by line for routes in the SACOG region, Figure 7-19 shows that, at a regional level, transit boardings have steadily but modestly declined since the 2012 transit year used for the 2017 CMP. This decline follows state and national trends in transit ridership, which has been falling in almost every major city, partly due to increases in car ownership among households that were traditionally more likely to use public transportation[19].

Figure 7-19 Transit Ridership, 2012-2019



Sources: Sacramento Regional Transit, Yolo County Transportation District, City of Roseville, City of Elk Grove, University of California at Davis, Sacramento County, El Dorado Transit, Yuba-Sutter Transit, 2019.

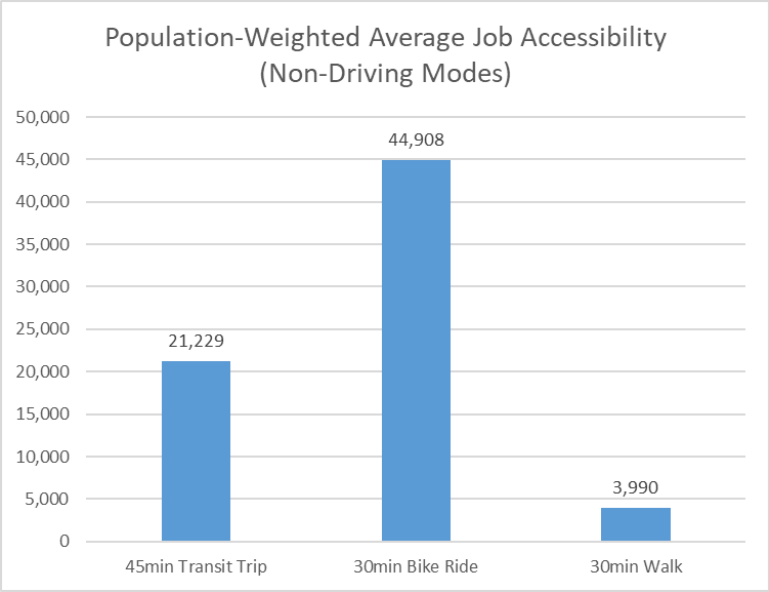
[19] Manville et al. *Falling Transit Ridership: California and Southern California.* University of California, Los Angeles Institute of Transportation Studies. January 2018

Transit, Walking, and Biking Accessibility to Jobs

The number of jobs that a typical person can reach by transit, walking, or biking is a rough indicator of how well transportation investments are working to serve commuters' needs: if one can reach more total jobs by these low- or no-VMT modes, the more likely his/her job can feasibly be reached by one of these modes.

Figure 7-20 shows how many jobs the typical SACOG resident can access by walking, transit, and biking. Further below, Figure 7-21 through Figure 7-23 provide a spatial picture of accessibility to jobs using each of these modes. In future CMPs, we hope to provide updated accessibility data to show how access using non-auto modes changes over time.

Figure 7-20 Average Job Accessibility by Transit, Walking, and Biking, 2019



Source: General Transit Feed Specifications via Bentley Sugar Access, 2019.

Figure 7-21 Map of Job Accessibility by Walking

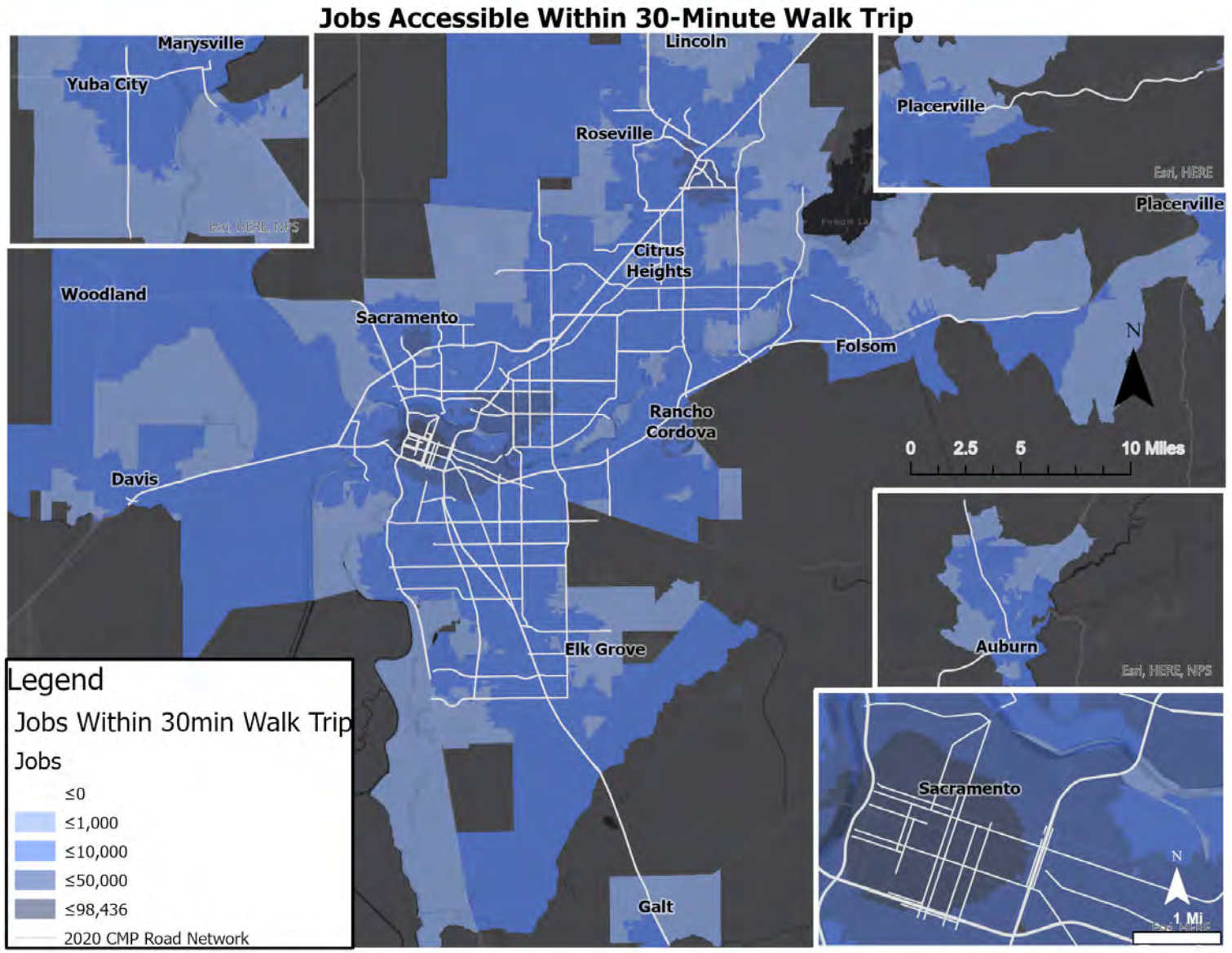
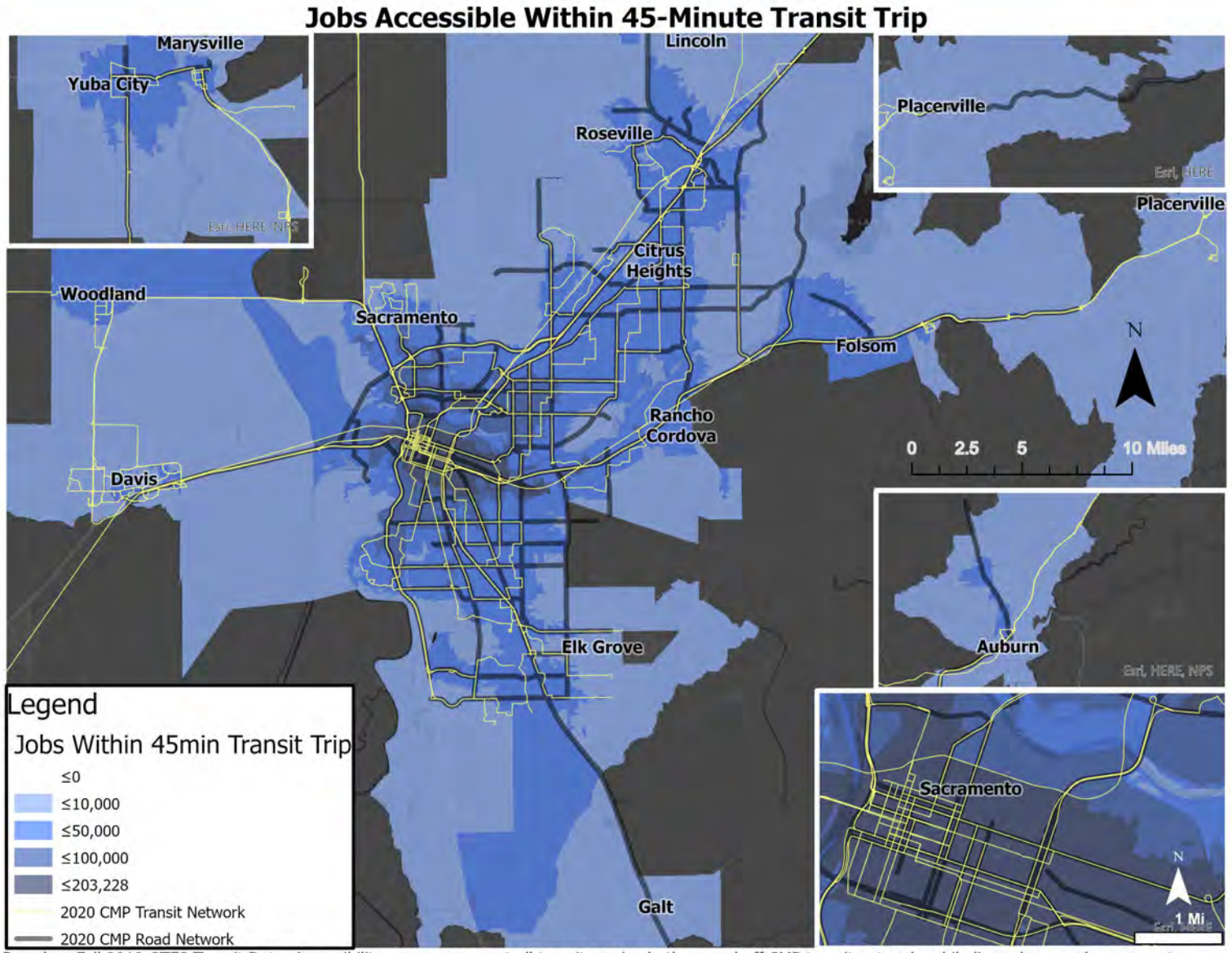


Figure 7-22 Map of Job Accessibility by Biking



Figure 7-23 Map of Job Accessibility by Transit



Based on Fall 2019 GTFS Transit Data. Accessibility scores represent all transit service both on and off CMP transit network, while lines shown only represent transit within the CMP transit network. Assumes trip occurs between 7am-9am on a weekday.

Transit, Walking, and Biking Accessibility to Services

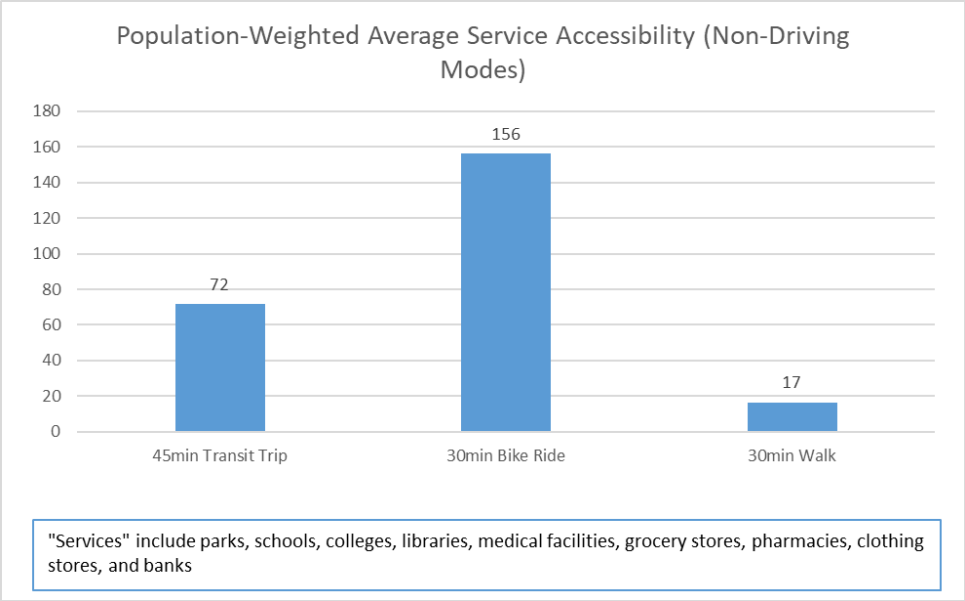
Since commute trips typically comprise less than 20% of a person's total daily trips, we also evaluate the region's investments in transit, biking, and walking infrastructure based on peoples' ability to use these modes to access common non-work destinations, including:

- Grocery stores
- Educational facilities, including K-12 schools, colleges, and libraries
- Medical facilities, including hospitals, pharmacies, and doctor's offices
- Public parks
- Clothing stores
- Banks

For the CMP, we aggregate these destination types into a single "service" destination. E.g., if a person can access one grocery store and one bank, we say they can access two "services".

Figure 7-24 charts the number of services that a typical SACOG resident can access by transit, biking and walking. Further below, Figure 7-25 through Figure 7-27 map out accessibility to services by each of these three modes.

Figure 7-24 Average Service Accessibility by Transit, Walking, and Biking



Source: HERE point-of-interest data and road network and GTFS transit service data, via Bentley Sugar Access, 2019.

Figure 7-25 Map of Service Accessibility by Walking

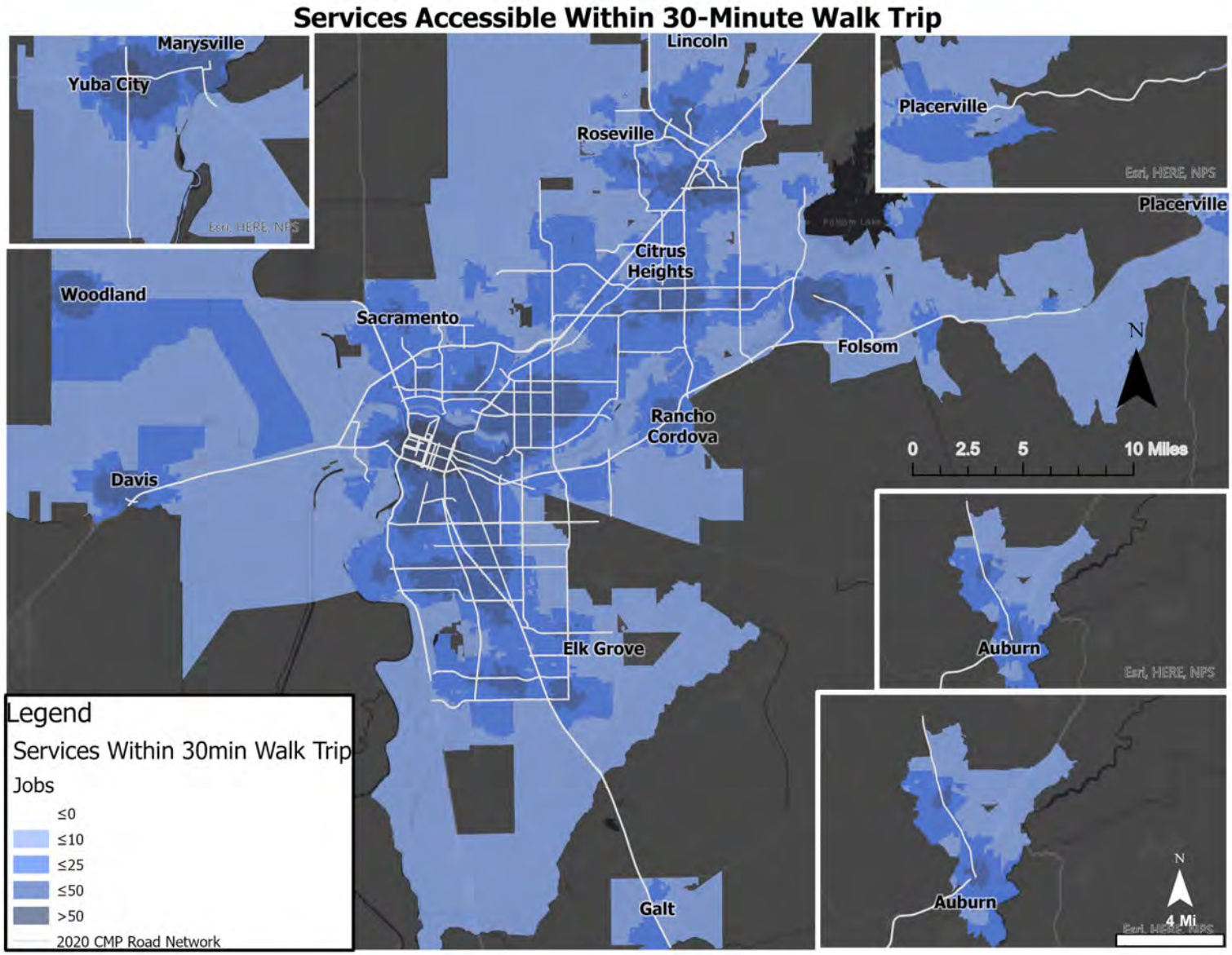
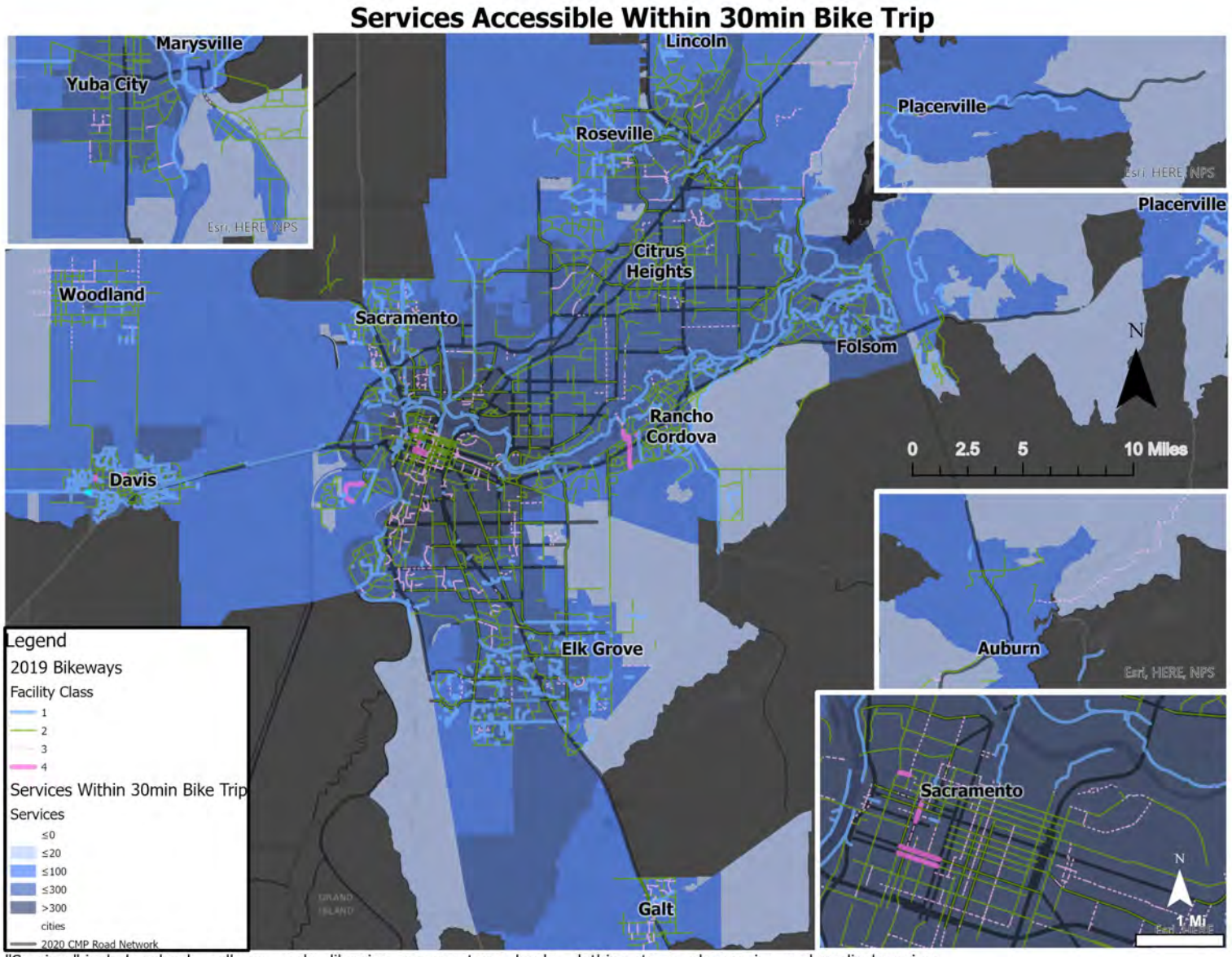
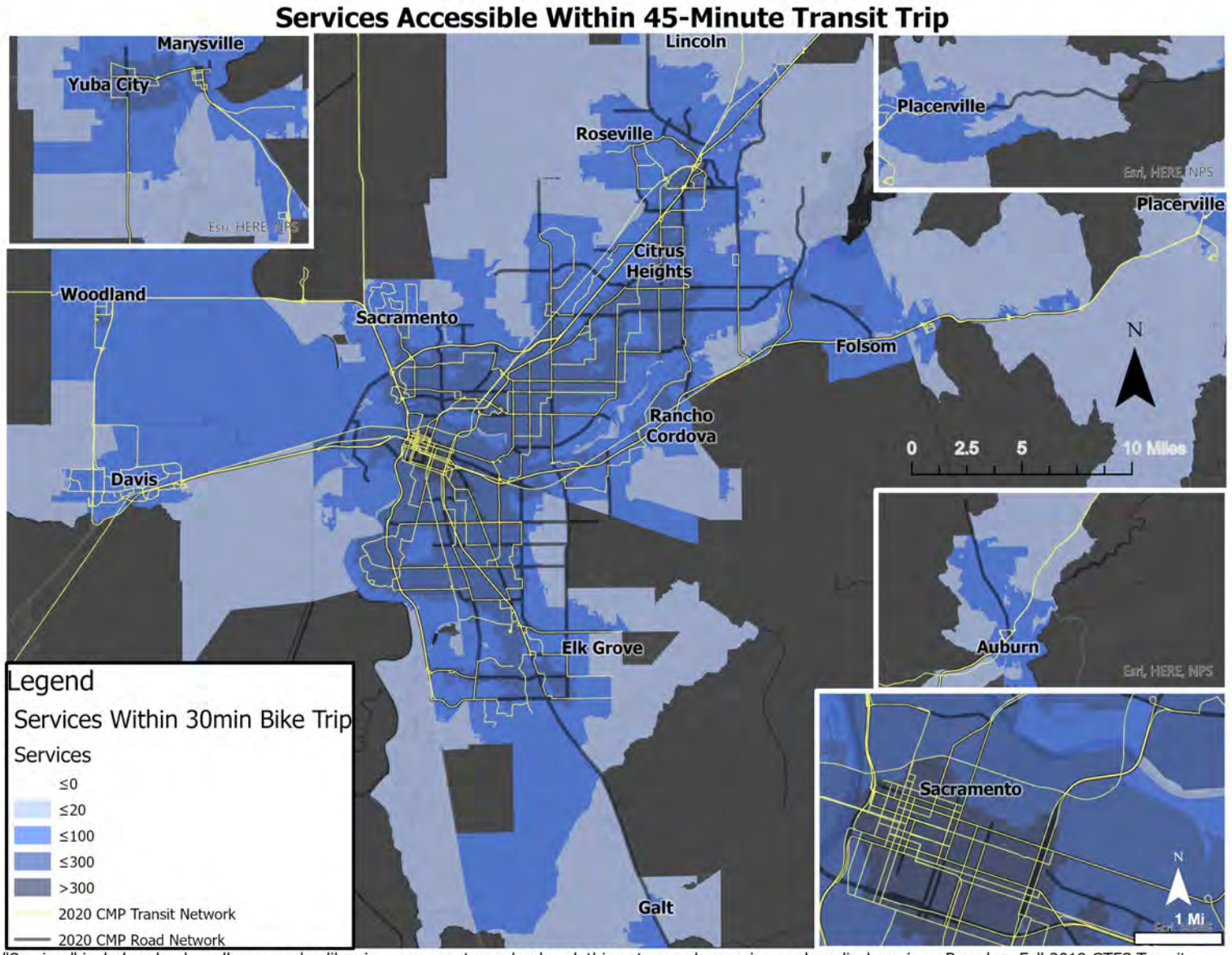


Figure 7-26 Map of Service Accessibility by Biking



"Services" include schools, colleges, parks, libraries, grocery stores, banks, clothing stores, pharmacies, and medical services.

Figure 7-27 Map of Service Accessibility by Transit



"Services" include schools, colleges, parks, libraries, grocery stores, banks, clothing stores, pharmacies, and medical services. Based on Fall 2019 GTFS Transit Data. Accessibility scores represent all transit service both on and off CMP transit network, while lines shown only represent transit within the CMP transit network. Assumes trip occurs between 4pm-6pm on a weekday.

Decay factors and time thresholds for accessibility

The accessibility maps and charts above assume certain time thresholds when determining whether a destination is "accessible" by a given mode. E.g., a job or service is considered "accessible" by bicycle if it is within a 30-minute bike ride. However, these thresholds are complemented by decay factors, which are based on State Smart Transportation Institute travel decay curves. The decay curves, shown in Appendix 7, indicate that the effective number of destinations falls as it becomes farther away from the origin. For example, if one grocery store is a two-minute walk from an origin, then Sugar would say there is one grocery store accessible. In contrast, for a grocery store that is 25 minutes away, Sugar would say there is only a fraction of a grocery store available, representing the fact that while most people would be willing to make a two-minute walk to a grocery store, far fewer people would walk 25 minutes to a grocery store.

7.2.6 Results: Implement Pilot Projects Aimed at Making Micromobility (Such as Bike and Scooter Share) Work for Urban, Suburban, Rural, and Low-Income Areas of The Region

Bike and scooter share usage

In 2019, approximately 1.7 million trips were taken on shared bike and scooter devices, which is likely an underestimation of the actual number of trips taken because they only represent data from one provider, JUMP, and does not include trips taken on Lime or Spin scooters[20].

While an impressive number of trips, understanding the potential effect that bike and scooter share have had on congestion depends on how those trips would have been made if bike and scooter share were not available. For example, bike/scooter trips that would have otherwise been taken by driving or taxi contribute to a reduction in congestion by shifting to a less space-intensive mode of travel. A 2020 UC Davis Institute of Transportation report[21], using 2019 data, summarizes how respondents would have traveled if bike and scooter share were not available. Nearly half of respondents would have made the trip either walking or on a personally-owned bicycle, and so their use of bike/scooter share does not result in a net decrease of car trips. But importantly, more than one in three respondents indicated that they would have either carpooled, driven alone, or taken a taxi/TNC[22]. For these respondents, the presence of bike and scooter share did result in a reduction in car trips. Extrapolated to the 1.7 million bike and scooter share trips taken by JUMP users in 2019, potentially equates to over a half-million car trips that were replaced by bike and scooter trips.

Since they are new technologies provided primarily by private startup companies, the future of bike and scooter share in the Sacramento region is uncertain, but based on its short existence it has proven to have considerable potential for providing an alternative to traveling in congested conditions, and we will continue to monitor it in future CMPs.

[20] JUMP (operating as a subsidiary of Uber Technologies) was acquired by Lime in 2020, but in 2019 Lime was operating its own fleet of scooters separate from JUMP.
[21] Fitch et al. *Investigating the Influence of Dockless Electric Bike-share on Travel Behavior, Attitudes, Health, and Equity*. University of California, Davis Institute of Transportation Studies. 2020
[22] TNC = Transportation Network Company, such as Uber or Lyft

8 Analyze Congestion Problems and Needs

Using the results from the data collection and analysis in Chapter 8, we identified parts of the CMP network experiencing the most severe issues with congestion and reliability. This chapter summarizes our findings and identifies which corridors we will focus the CMP's congestion strategies on.

8.1 Identification of Corridors for Analysis

8.1.1 Deficient Corridors

The numbered corridors in Figure 8-1 were identified as *deficient* corridors. SACOG staff, in collaboration with CMP Working Group members, identified corridors as deficient if they were on the CMP highway network and met the following criteria:

- Experience significant congestion delay compared to other locations in the CMP network.
- Experience very unreliable travel times compared to other locations in the CMP network.

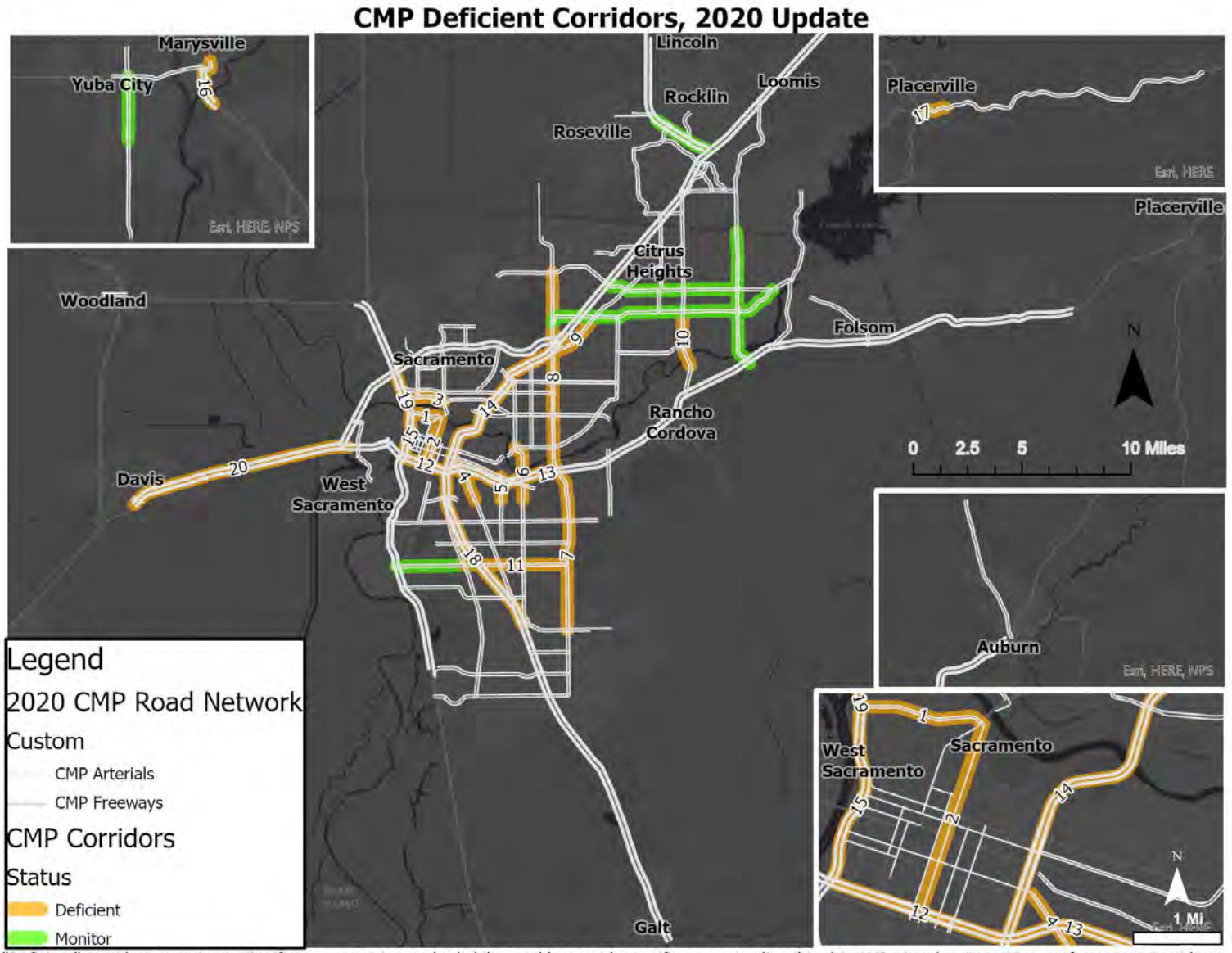
In addition to these criteria, SACOG staff also gave higher priority to flagging corridors as deficient if transit vehicles use them, since congestion and poor reliability will negatively affect more people on highways that high-occupancy vehicles like buses use.

Deficient corridors are highlighted in the CMP as targeted areas for more in-depth analysis and to identify corridor-specific strategies, serving as the bridge to use the CMP's data collection and analyses to inform and prioritize specific, actionable projects. These corridor-specific strategies, along with a performance profile of each corridor, are in Appendix 2.

8.1.2 Corridors for Monitoring

Corridors for *monitoring* are like deficient corridors in that they were identified by SACOG and Working Group members as areas of relatively high congestion and poor reliability. But unlike deficient corridors, monitoring corridors are only monitored for significant performance changes over time and do not have a performance profile or proposed specific strategies included in this report. Figure 8-1 maps out, but does not number, these corridors for monitoring.

Figure 8-1 2020 CMP Deficient Corridors



"Deficient" corridors experience significant congestion and reliability problems with specific strategies listed in this CMP aimed at improving performance. Corridors marked as "monitor" have less severe performance issues, but have had low performance in the past and will continue to be monitored.

9 Identify, Implement, and Assess Strategies

9.1 CMP Strategy Development

9.1.1 Strategy Selection Process

SACOG, in collaboration with the working group, selected strategies for addressing congestion based on whether the strategy:

- Is a planned or programmed project in the 2020 MTP-SCS,
- Supports policy goals outlined in the 2020 MTP-SCS,
- Prioritizes non-capacity measures to address congestion, and
- Where non-capacity measures are insufficient, strategically adds capacity to accommodate forecasted job and population growth.

9.1.2 System- Versus Corridor-Level Strategies

Congestion has many root causes involving land use, jobs-housing distribution, roadway design, and traffic operations, to name a few. Some of these causes are corridor- or location-specific, such as insufficient capacity, designs that require awkward or short merges, etc., while others are more systemic, such as land use patterns that require driving for most trips, or a lack of integration and communication in the transportation infrastructure to efficiently manage and distribute demand.

As such, we have grouped our strategies into two broad types:

- *System-level* strategies, which do not target congestion at any one hotspot, but affect higher-level factors that create congestion in the first place, such as land use patterns, presence of alternatives to driving, networked intelligent transportation infrastructure, etc.
- *Corridor-level* strategies, which focus on alleviating congestion at a specific location or on a specific corridor, such as adding vehicle capacity, adding bike lanes, HOV lanes, transit-only lanes, etc.

System-level strategies are addressed below, while corridor-level strategies are detailed for each deficient corridor in Appendix 2.

9.2 System-Level Strategies

9.2.1 Sac RT Forward Transit Service Optimization

In September 2019, Sacramento Regional Transit District (Sac RT) began executing its route optimization plan, known as RT Forward[23]. Developed over two years with extensive public input, RT forward was a "reimagining" of RT's bus network, focused on reorienting its service to provide more routes with service seven days a week, increase frequency, and run services later into the evening. With these changes, RT aims to make transit more convenient through higher frequency, and more useful to a wider range of the population by providing more service outside of typical Monday-Friday daytime hours.

Assessing RT Forward's success in terms of increasing transit ridership is difficult for several reasons:

- The ridership data used in this report is average daily ridership from September through November 2019, immediately after RT Forward was implemented. The ridership effects of such a significant transit service change can take months or longer to fully capture, therefore we cannot use the ridership numbers in this report as a true indicator of the plan's success. However, we will continue monitoring transit ridership, with a focus on measuring RT routes, in future CMP updates.
- While we have more recent ridership data available, including from Spring 2020, the outbreak of COVID-19 and ensuing shelter-in-place orders beginning in March 2020 led to a dramatic drop in transit ridership nationwide. Therefore, we still cannot measure the success of RT forward based on these data.
- The best assessment we have of RT Forward is based on data from January through March of 2020, which shows a roughly 30 percent increase in average weekday bus boardings systemwide. While a promising increase, it only reflects boardings three to five months after RT Forward was implemented. And importantly, the increase is likely driven in part by implementation of RT's RydeFreeRT program, which allows K-12 students who live in the City of Sacramento to ride RT buses and light rail for free.

9.2.2 ITS Master Plan

Intelligent Transportation System, or ITS, measures are an important way to reduce congestion and reliability challenges by using smart, connected infrastructure to promote more efficient use of existing capacity. SACOG in collaboration with Caltrans, Sacramento County, El Dorado County, and the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova, has developed an ITS Master Plan to implement and manage ITS programs and infrastructure in the SACOG region[24]. Example projects either planned or implemented under the Master Plan include:

- Growing the regional network of fiber communications to allow real-time collection of data on weather, traffic, incidents, etc. and use these data to inform adjustments to signal timing,

[23] Sacramento RT Forward Announcement, 2019 - https://www.sacrt.com/apps/sacrt-forward-draft-networks/ Accessed December 2020.
[24] Sacramento ITS Master Plan - https://www.smartregionsacramento.org/ Accessed December 2020.

deployment of freeway service patrols, and provide real-time traveler information on Changeable Message Signs (CMS).

- Installing CCTV cameras at key intersections and freeway interchanges to monitor real-time conditions and collect multi-modal travel data.
- Develop integrated corridor management (ICM) strategies for key corridors that use connected transit and road infrastructure to provide real-time information to travelers on driving conditions, alternative routes, parking availability, and transit service updates.
- Additional freeway on-ramp meters to allow more efficient freeway operations.
- Conversion of ramp meters from having fixed operation schedules to "adaptive operation", changing their operating and timing based on real-time traffic conditions regardless of time of day or day of the week.

9.2.3 Bike and Scooter Share

Bike and scooter share programs, which both fall under the broader term of "shared micromobility", provide their users relatively low-cost, convenient access to bicycles and electric stand-up scooters. Among other goals, bike and scooter share aim to increase the portion of trips that people make by biking and scooter riding by eliminating common barriers to cycling, such as not owning a bicycle, not having a safe place to store a bicycle, having a bicycle with mechanical problems, etc.

Bike share

Beginning in May 2018, through a partnership between SACOG and JUMP, a fleet of 300 electric-assist bike share bicycles was deployed in the cities of Davis, Sacramento, and West Sacramento. In September 2018, JUMP tripled its fleet, to 900 bicycles.

Scooter share

In February 2019, JUMP supplemented its bicycle fleet with 100 electric scooters, followed by Lime, which deployed an additional 250 electric scooters in July 2019. By 2020, Sacramento had granted operating permits to four companies Lime (now the purveyor of JUMP bikes), Bird, Spin and Razor.

The future of micromobility in the Sacramento Region

As discussed in Section 7.2.6, bike and scooter share show significant promise as a means to shift trips from higher-emission, space-intensive modes like driving and paid ride hail services (e.g., Uber/Lyft/taxis) to more environmentally friendly, space-efficient modes like cycling and scooter riding. However, several factors make the future of these programs uncertain:

- Newness – as a relatively new entrant into the array of transportation options, there has been frequent change in the shared micromobility industry. For example, the bikes supplied by JUMP in Sacramento have had three different parent companies since the program's beginning just under two years ago[25]. Furthermore, there has been a shift in many cities from shared bicycle

[25] When first launched in spring 2018, JUMP cycles was the private operator of the bike share system. JUMP was then acquired by Uber Technologies, and in spring 2020 was acquired by Lime.

fleets being replace with shared scooter fleets. Lastly, it is not certain that there is enough long-term profitability in shared micromobility for the private sector to continue offering it.

- COVID-19 – All micromobility services were suspended in the City of Sacramento when COVID-19-related shutdowns occurred. As of August 2020, Lime (now the operator of JUMP bikes), Bird, Razor and Spin relaunched shared micromobility services, though it is difficult to say how COVID-19 will affect demand for such services in the mid and long term.

However, regardless of current uncertainties, we will continue to monitor to progress and effectiveness of bike and scooter share in future CMPs.

9.2.4 Freeway Service Patrol

The Sacramento Transportation Authority (STA), El Dorado County Transportation Commission (EDCTC), and Placer County Transportation Planning Agency (PCTPA) provide free towing and roadside assistance on freeways within Sacramento and Placer counties during AM and PM commute hours on weekdays. This service is known as the Freeway Service Patrol (FSP)[26,27,28], and helps reduce peak-hour congestion by moving stranded vehicles that would otherwise disrupt traffic flow or lead to collisions that could further delay traffic. In Sacramento County alone, FSP assists over 40,000 motorists in a typical year.

9.2.5 SACOG TDM Innovations Grant program

In 2018, SACOG disbursed $750,000 in competitive funds "to provide funding for testing new ideas and/or expanding into new markets, populations, and geographies with regards to Travel Demand Management (TDM) program goals."[29] Recipients invested these funds in programs that showed promise for expanding the potential markets for TDM and new mobility solutions to shift trips to more sustainable, space-efficient modes. Example recipient programs included:

- $150,000 for Sacramento Regional Transit to acquire software needed to pilot "microtransit" service, which would provide flexible, on-demand transit service in lower-density areas that are costly to serve with traditional fixed-route transit.
- $100,000 to help the City of West Sacramento develop "inclusive TDM strategies" that reach out to traditionally underrepresented populations and expand the reach and influence of TDM programs.
- $75,000 to help Sacramento Regional Transit set up a feed of real-time transit data for third-party apps like Waze and Transit to provide real-time service information to transit users.

These and similar programs are aimed at furthering the CMP goal of supporting proactive and innovative TDM programs. However, given their newness and pilot status, we cannot yet provide any performance

[26] Sacramento Transportation Authority, 2020. https://www.sacta.org/fsp-faq. Accessed December 2020.
[27] Placer County Transportation Planning Agency, 2020. http://pctpa.net/featured/freeway-service-patrol/. Accessed December 2020.
[28] El Dorado County Transportation Commission, 2020. https://www.edctc.org/fsp-comment-form. Accessed January 2021.
[29] SACOG staff report for October 2018 SACOG Board of Directors meeting.

data on these programs, but will continue to monitor their effectiveness and progress with follow-up data in future CMP updates.

9.2.6 SACOG TDM Mini Grant program

In addition to its larger TDM Innovations Grant program, SACOG also made $120,000 available in 2018 as small grants to promising initiatives that encourage non-driving forms of travel through its competitive TDM Mini Grant program. Example initiatives that received funding through the Mini Grants program include:

- $10,000 to Yuba-Sutter Transit to help pay for marketing to increase ridership on its commuter bus service to downtown Sacramento.
- $3,000 to UpCycle in Sacramento to provide bicycle safety classes to disadvantaged youth.
- $3,000 to WalkSacramento to help install wayfinding signage for active transportation modes in West Sacramento.
- $1,500 to the McClellan Park Transportation Management Association (TMA) to help fund Uber rides from light rail stations to job sites within the TMA.

As with the TDM Innovations Grants, it is hard to measure these programs' effectiveness due to their newness and other factors (e.g., it is difficult to measure the extent to which wayfinding signage increases biking and walking). However, such programs are small but important factors that together can lead to a meaningful shift in travel behavior through softer, education-based measures.

9.2.7 Green Means Go and Green Zones

As described on SACOG's website, the Green Means Go (GMG) program is a "…multi-year pilot program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips."[30]

While GMG's overarching goal is to reduce greenhouse gas (GHG) emissions, its Green Zones program seeks to accelerate and encourage infill development, which would contribute to achieving the CMP objective of "promoting development that encourages making trips by public transit." Per the Green Zones Framework[31], specific characteristics of Green Zones include:

- Being a location within infill areas, defined by the 2020 MTP-SCS Community Type map as Center and Corridor Communities or Established Communities[32].

[30] SACOG Green Means Go, 2020. https://www.sacog.org/greenmeansgo. Accessed December 2020.
[31] Green Means Go Green Zone Framework, 2020. https://www.sacog.org/sites/main/files/file-attachments/framework_for_establishing_green_zones_approved_aug_2020_002.pdf?1598387417. Accessed December 2020.
[32] SACOG MTP-SCS home page - https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy-update. Accessed December 2020.

- Receiving support by local policies and actions that support increased development or redevelopment in the area. Examples of these policies and actions include: a specific plan, higher density zoning, public investment, nexus studies to facilitate fee reductions, economic development studies or plans, willingness to implement fee reductions and/or process streamlining for the area upon receiving funding for infrastructure improvements.
- Being a location with high accessibility to transit, jobs, education opportunities, and services.

Areas selected as Green Zones will receive funding to provide additional financial help to catalyze development in areas where trips to and from those developments can be more easily made by space- and resource-efficient modes like biking, walking, and transit. By facilitating trips using these alternative modes, existing transportation infrastructure can be used more efficiently, less money will be needed to finance motor vehicle capacity, and travelers will have better alternatives to avoid congestion (e.g., biking and walking rather than driving in congestion).

Importantly, GMG's funding for Green Zones will depend on funds being made available from the state, which SACOG as an agency has been advocating for in the state legislature. While the timing and amount of these funds is uncertain, SACOG sees GMG as a serious agency effort and has invested significant resources into it. In future CMPs we will provide follow-up on both funding for the program and, if applicable, specific projects that GMG has disbursed funds to.

9.2.8 Regional Telework Pilot Program

SACOG has long promoted telework (performing job duties from home using an internet connection rather than traveling to a worksite) as a means to reduce congestion. While it is challenging to directly attribute to SACOG-driven programs that promote telework, as Figure 9-1 shows, telework has been one of the fastest-growing commute modes in the region, nearly doubling between 2000-2018.

However as described in Chapter 10, the already-increasing share of workers who telework rose dramatically following COVID-19 shelter-in-place orders, which took effect in March 2020. Following shelter-in-place orders, nearly two thirds of workers who remained employed had switched to teleworking, and traffic congestion dropped dramatically, particularly during peak commute hours. While acknowledging that congestion levels will increase as the economy reopens and shelter-in-place orders are lifted, SACOG is hoping to conserve some of the increase in telecommuting in order to preserve some of its congestion-reducing effects even after shelter-in-place orders are lifted. To that end, SACOG launched its Regional Telework Pilot[33] in August 2020, which will:

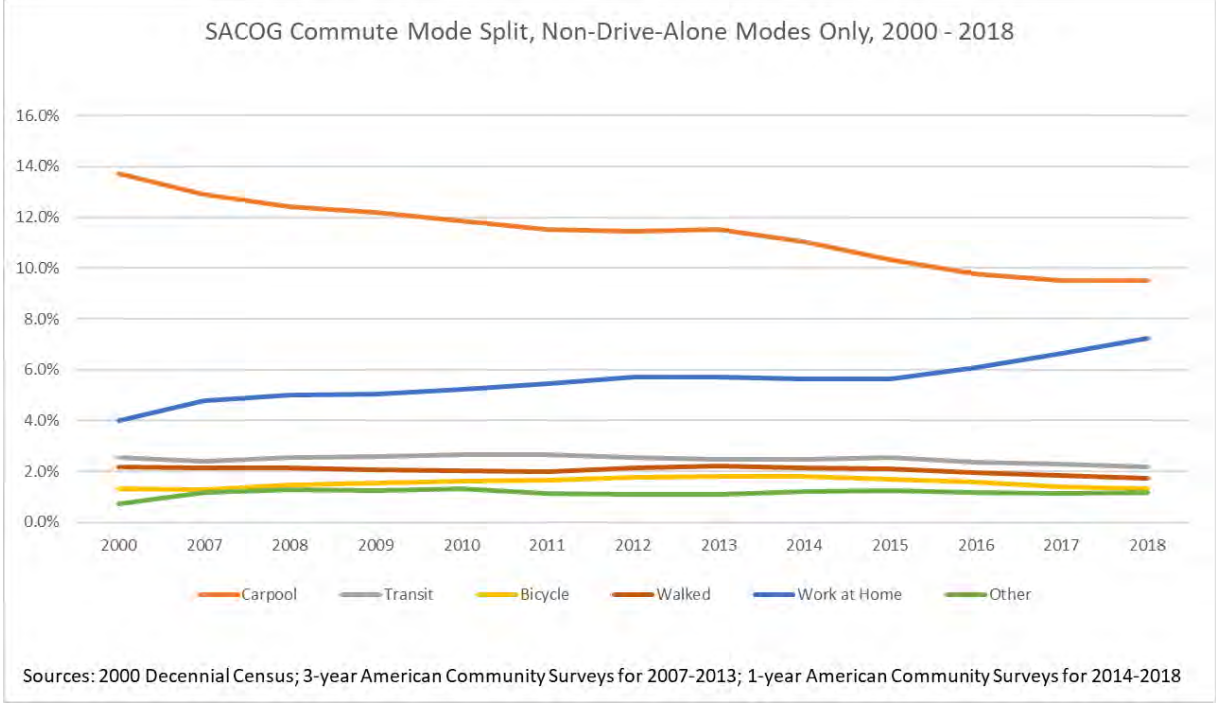
- Select 10-20 employers varied in job function, size, and geography to participate in the pilot.

[33] SACOG 2020 Regional Telework Pilot Program Page - https://www.sacog.org/pod/apply-regional-telework-pilot. Accessed December 2020.

- Employ expert consultants and SACOG staff to support employers in establishing telework policies and employee agreements, conduct training for virtual management, and provide insights on productivity monitoring, among other services identified in the recently conducted focus groups.

Through this pilot SACOG aims to preserve the higher rates of telecommuting even after shelter-in-place orders end, and in turn preserve some of the significant congestion reductions brought about by the COVID pandemic. It is impossible at this time to know what the program's effects will be, but we will continue monitoring the share of people who telework in future CMP updates.

Figure 9-1 Change in non-SOV commute modes in the SACOG region[34]



[34] Note that Figure 10-1 does NOT include the drive-alone commute mode, which is the dominant commute mode used by over 75 percent of commuters in the SACOG region.

9.3 Corridor-Level Strategies

Corridor level strategies are included in each deficient corridor's profile in Appendix 2.

9.4 Strategy Implementation

Most strategies included in this CMP, and particularly its corridor-specific strategies, are implemented through SACOG's Metropolitan Transportation Improvement Program (MTIP)[35]. The MTIP, which is updated every two years, contains all transportation projects that are expected to receive full or partial funding within the next four years. All projects within the MTIP are also in SACOG's MTP-SCS, which looks at a longer (20-year) horizon and contains projects that are planned but not yet funded.

[35] SACOG MTIP home page - https://www.sacog.org/metropolitan-transportation-improvement-program. Accessed December 2020.

9.5 Strategy Assessment and Evaluation

9.5.1 Evaluation of System-Level Strategies

Evaluating the effects of system-level strategies on congestion and other system performance measures is difficult because congestion is affected by so many other factors, including economic changes, major construction projects, fuel prices, etc. which are beyond the scope and influence of the system-level strategies described above. That being said, some metrics in Chapter 7 can at least partially measure the effectiveness of system-level strategies based on usage of programs that fall under those strategies, such as:

- *Regional transit ridership*. As shown earlier in Figure 7-19, transit has generally been declining, following national trends. However, the 2019 ridership numbers were taken immediately following implementation of Sacramento Regional Transit's RT Forward Program, described in Section 9.2.1, whose full effects on ridership will not be known until sufficient time has passed for current riders to adjust to the service and for previous non-riders to learn whether it may make transit a more attractive option.
- *Bike and scooter share use*. As mentioned in Section 7.2.6, over 1.7 million bike share and scooter trips were taken in 2019, with Sacramento being one of the strongest bike share markets for bike share operator JUMP. The future is somewhat uncertain for such shared mobility services due to the effects of COVID19 on ridership as well as financial sustainability, and we will provide updates on their format and usage in future CMP updates.
- *Vanpool fleet size*. As Figure 7-16 shows, the number of active vanpools in the region increased from 76 to 99 from 2016 to 2019. While this increase would have a nearly immeasurable effect on overall system performance, vanpools do provide a more space-efficient travel option and we will continue to monitor their usage in future CMPs. Note that these numbers only reflect vanpools registered with Sac 511 and not all vanpools that may be operating in the SACOG region.

9.5.2 Evaluation of Corridor-Level Strategies

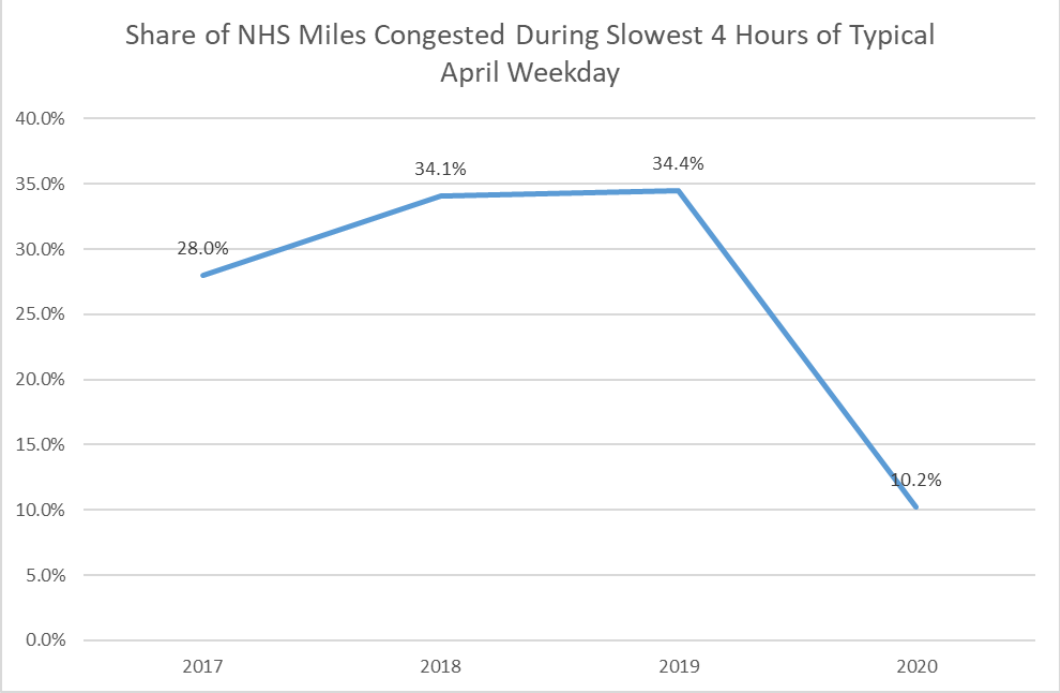
Corridor-level strategy evaluation is provided in the corridor profiles in Appendix 2.

10 Supplemental Chapter: Effects of COVID-19

After an initial outbreak in China beginning in late 2019, COVID-19, also known as coronavirus, grew to become a global pandemic. In the U.S., including the SACOG region, the pandemic resulted in shelter-in-place orders that began in March 2020 and are still largely ongoing at the writing of this report. The shelter-in-place orders have resulted in many non-essential businesses closing or significantly altering their operations, and many employers have transitioned to having many of their employees work from home.

While results are still preliminary and the longer-term effects of COVID-19-related shelter-in-place orders are still to be determined, one effect that is most relevant to the CMP is a significant drop in, and in many locations complete elimination of, peak period congestion delay. As Figure 10-1 shows, the share of the NHS system that experiences congestion was more than two thirds lower in April 2020 than for April of the previous three years. Note that the numbers in the chart refer to all NHS roads in the SACOG region, rather than just roads on the CMP network.

Figure 10-1 Comparison of NHS miles experiencing congestion before and after COVID19



Much of this drop in congestion is due to a large share of the workforce working remotely, reducing the typical peak loads during the AM peak that cause much of the congestion in the SACOG region. As described earlier in Section 9.2.8, SACOG has long promoted telework as a TDM strategy to reduce congestion. SACOG hopes to preserve some of the pandemic-driven telework increase through its Telework Pilot, which will provide technical assistance to a diverse sample of employers to help them maintain a higher level of telecommuting among their employees.

11 Appendices

Appendix 1 Updates to Objectives and Metrics from 2017 CMP

Table 11-1 lays out changes made to both objectives and metrics since the 2017 CMP. These changes are motivated by a variety of factors. Objectives may change based on updated agency priorities or input from CMP working group members. Metrics may change to increase consistency between metrics SACOG uses in the CMP and metrics it uses in other performance measurement projects, due to input from working group members, and in some cases from availability of new data sources that allow us to create metrics that we previously lacked the data to compute.

Table 11-1 Changes to CMP objectives and metrics since 2017

CMP Objective	Performance Metrics	Policy Alignment	Changes from 2017 CMP	Reason for Changes
1 - Maintain or Improve Travel Time Reliability for Freight and Passenger Vehicles	MAP-21 Truck Travel Time Reliability (TTTR)	MAP-21 PM3; SACOG goal of "connected communities"	TTTR ratio changed from 80th/50th travel time to be 95th/50th; Narrowed roadway scope to only consider interstate freeways; Supplemented map of TTTR with single, system-level TTTR number.	Make CMP TTTR better match definitions and methodology of MAP-21 TTTR metric.
	MAP-21 percent of interstate person-miles that are reliable	MTP policy area (reliable transportation system); MAP-21	Split out into interstate and non-interstate facilities; Added system-level LOTTR metric from MAP-21	Make CMP LOTTR better match definitions and methodology of MAP-21 LOTTR metric.
	MAP-21 percent of non-interstate person-miles that are reliable	MTP policy area (reliable transportation system); MAP-21		
2 -Reduce Traffic Congestion for Freight and Passenger Vehicles	Average speed during slowest 4 hours of the day, all vehicles	2020 Funding Round	Originally used average speed for fixed "peak period" covering 6am-9am and 3pm-6pm; Originally split between "freeway" and "non-freeway" instead of	Desire to identify areas with congestion outside traditional peak periods; Change matches CMP congestion metric with SACOG PPA tool and Regional Progress Report

CMP Objective	Performance Metrics	Policy Alignment	Changes from 2017 CMP	Reason for Changes
	Percent of directional miles where average speed during slowest 4 weekday hours is < 60 percent of free-flow speed for interstate roads	2020 Funding Round congestion metric	"interstate" vs. "non-interstate".	congestion measures; Split by interstate vs. non-interstate enables consistency between LOTTR and congestion measures, and with MAP-21 split between interstate/non-interstate.
	Percent of directional miles where average speed during slowest 4 weekday hours is < 60 percent of free-flow speed for non-interstate roads	2020 Funding Round congestion metric		
	~~Average peak period truck speed on interstates~~	~~None~~	Removed metric	Congestion already captured by all-vehicle speed metrics; no need to capture truck speed separately.
3 - Promote Development That Encourages Making Trips by Public Transit	Dwelling units built within 1/2 mile of high-frequency or rail transit service	MTP Policy 1 component: more housing and jobs in high-frequency transit areas	No changes	No changes
	Jobs within 1/2 mile of high-frequency or rail transit service			
4 - Support Proactive and Innovative Education and Transportation Demand Management Programs Covering All Parts of the Urbanized Area, to Offer a Variety of Choices to Driving Alone	Employers in a Transportation Management Association (TMA)	Objective is the same as MTP Policy 5	No changes	No changes
	Count of registered vanpools			

CMP Objective	Performance Metrics	Policy Alignment	Changes from 2017 CMP	Reason for Changes
	Count of Commuter Club members			
	Non-SOV mode share			
5 - Prioritize investments in transit, bike, and pedestrian improvements that reduce greenhouse gas emissions and vehicle miles traveled (VMT)	Weekday transit boardings by route for CMP priority transit routes	Objective is the same as MTP Policy 25; metrics also used in PPA multimodal performance outcome	No changes	No changes
	Transit accessibility to jobs and POIs		New metric; updated objective to include bike and walk, instead of just considering transit.	Insightful metric to understand changes in quality of non-driving mode options; Sugar Access software procurement enabled analysis
	Bike + Walk accessibility to jobs and POIs			
	~~Congested CMP directional miles with transit service~~	NA	Removed metric	Determined to not be particularly useful or insightful for measuring congestion or availability of alternatives to driving in congestion
	~~Unreliable CMP directional miles with transit service~~			
6 - Implement pilot projects aimed at making micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region.	Mode replacement breakdown of micromobility trips	Objective is the same as MTP Policy 3	Newly added objective and metrics	Alignment with update MTP policy goal; Desire to keep CMP current with changes in transportation system and new technologies' effects on congestion and travel behavior.
	Micromobility trips taken			

Appendix 2 Deficient Corridor Analysis and Strategies

A 2.1 Overview of Deficient Corridors

Table 11-2 lists the deficient corridors identified for the 2020 CMP while the map in Figure 11-1 shows their locations. These corridors experienced higher levels of congestion and unreliable travel times compared to other parts of the CMP road network.

Table 11-2 CMP Deficient Corridor Overview

Figure	Corridor Description	Mapped Corridor Number	Primary Jurisdiction
Figure 11-2 Figure 11-2	Richards Blvd: I-5 to 16th St	1	City of Sacramento
Figure 11-3	16th St: Richards Blvd to US 50	2	City of Sacramento
Figure 11-4	Garden Highway: I-5 to Northgate Blvd	3	City of Sacramento
Figure 11-5	Stockton Blvd: Alhambra Blvd to 14th Ave	4	City of Sacramento
Figure 11-6	65th St: Folsom Blvd to 14th Ave	5	City of Sacramento
Figure 11-7	Howe Ave/Power Inn Rd: Fair Oaks Blvd to 14th Ave	6	City of Sacramento
Figure 11-8	South Watt Ave/ Elk Grove Florin Rd: Folsom Blvd to Calvine Road	7	Sacramento County
Figure 11-9	Watt Ave: Folsom Blvd to Elkhorn Blvd	8	Sacramento County
Figure 11-10	Auburn Blvd: Watt Ave to Madison Ave	9	Sacramento County
Figure 11-11	Sunrise Blvd: Madison Ave to Gold Country Blvd	10	Sacramento County
Figure 11-12	Florin Road: Franklin Blvd to Elk Grove Florin Road/South Watt Ave	11	Sacramento County
Figure 11-13	US-50: I-5 to SR-99	12	Caltrans D3
Figure 11-14	US-50: SR-99 to Watt Avenue	13	Caltrans D3
Figure 11-15	SR-51: US-50 to I-80	14	Caltrans D3
Figure 11-16	I-5: US-50 to Richards Blvd	15	Caltrans D3
Figure 11-17	SR-70: N. Beale Rd to 12th St	16	Caltrans D3
Figure 11-18	US-50: Mosquito Rd to Canal Street	17	EDCTC / Caltrans D3
Figure 11-19	SR-99: Calvine Rd to US-50	18	Caltrans D3
Figure 11-20	I-5: Richards Bl. to I-80	19	Caltrans D3
Figure 11-21	I80: Solano CL to US50	20	Caltrans D3

A 2.2 List of Terms Used in Profiles

- *Free-flow speed* represents the speed most motorists will travel at when unimpeded by other road users. We calculated it as follows[36]:
    - For freeways: The 85th percentile speed between 8pm-6am
    - For arterials: The 60th percentile speed between 8pm-6pm, to account for delay caused by traffic signals rather than other vehicles on the road.
- *Average speed during slowest four hours* is calculated by identifying the four slowest one-hour periods on a typical weekday, then getting the average of all speeds observed during those four hours.
- *Travel Time Reliability Index*, or LOTTR, is calculated as the 80th percentile travel time divided by the 50th percentile travel time for all travel times observed during the indicated time period(s). A higher LOTTR indicates a less reliable facility, and per MAP-21 PM3 rule, an LOTTR greater than 1.50 is considered "unreliable". More information on the LOTTR is provided in Section A 4.2.
- Project table fields:
    - *MTP Project ID* is the ID value for the project in SACOG's 2020 Metropolitan Transportation Plan project list[37].
    - *Status* describes what stage the project is in development. *Planned* projects have a completion year within the current MTP horizon (which for the 2020 MTP-SCS is 2040). *Programmed* projects are both within the MTP horizon and are at least partially funded. Programmed projects typically have a closer completion year than planned projects.

A 2.2.1 Considerations when reviewing profiles

Each corridor's profile shows projects proposed for it along with changes in congestion and reliability over time. These profiles are **not** evaluations of corridors' projects, and a corridor showing a decrease in performance over time should not be necessarily interpreted as a "failure" of a project to achieve its objectives. Instead, the profiles allow SACOG and jurisdictions to monitor corridor performance and see what projects are proposed for it that help address its congestion and reliability challenges, regardless of whether those projects seek to address congestion through capacity increases, operational improvements, or making alternative modes such as cycling and transit more attractive options to avoid congestion on the corridor. Additionally, if a deficient corridor has no projects proposed for it that address congestion, highlighting its deficiency can help inform future project development and prioritization.

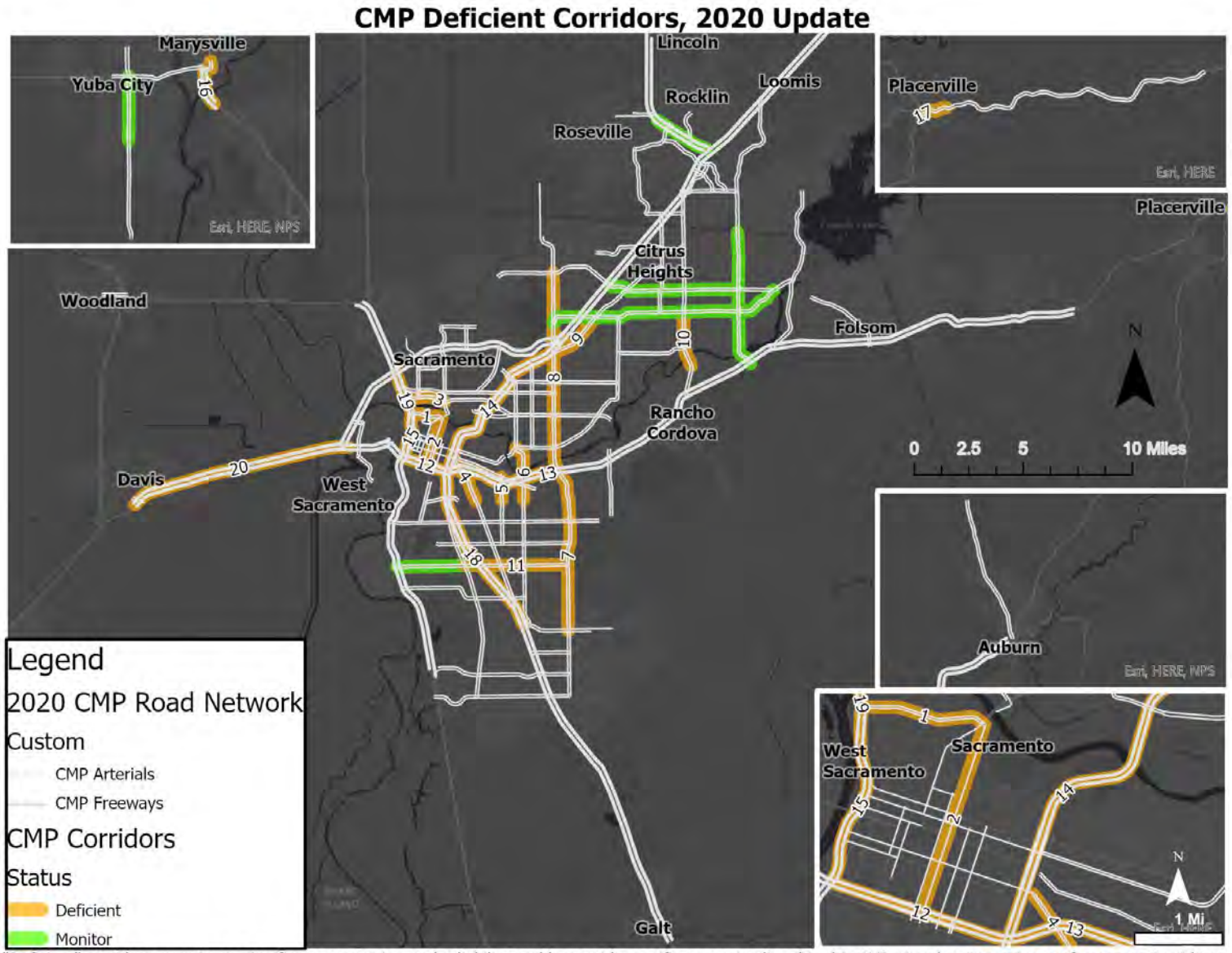
A 2.3 Individual Deficient Corridor Profiles

The following pages provide more detailed profiles for each of the deficient corridors, with corridor-specific performance data, corridor descriptions, and strategies to address congestion on the corridor.

[36] For additional information on free-flow speed, along with caveats for its use, refer to Appendix 5

[37] SACOG MTP-SCS update. 2020. https://www.sacog.org/2020-metropolitan-transportation-plansustainable-communities-strategy-update. Accessed December 2020.

Figure 11-1 Deficient Corridor Map



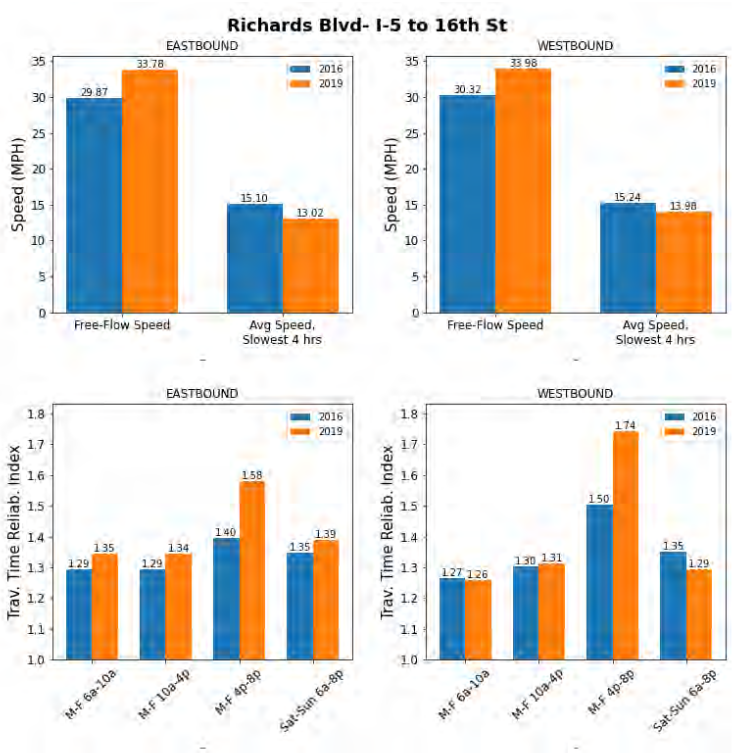
"Deficient" corridors experience significant congestion and reliability problems with specific strategies listed in this CMP aimed at improving performance. Corridors marked as "monitor" have less severe performance issues, but have had low performance in the past and will continue to be monitored.

Figure 11-2 Corridor Profile: Richards Bl. From I-5 to 16th St.

OVERVIEW

Jurisdiction: City of Sacramento
Veh/day: 15,000 - 26,000
Transit: Bus and Light Rail
Bike Facilities: Class 2 bike lanes

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. This is expected given that none of its planned projects have been completed. However, those projects will improve traffic operations and provide alternatives to traveling in congestion, including new LRT and bicycle facilities. This central, transit-rich area is also expected to receive 10,000 new housing units and 4M+ square feet of office/retail, furthering the CMP goal of more transit-oriented development.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
REG18023	Dos Rios Light Rail Station: On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new	Transit Capital	2020	Programmed
SAC24998	In Sacramento, on N. 12th Street from American River to H Street, including Sunbeam Street and one block of Richards Blvd.: Convert westernmost travel lane between Richards and H Street into two-way cycle track and improve connection from Two Rivers Bike Trail to Richards Blvd.	Bike-Ped	2021	Programmed
SAC18170	I-5 at Richards Blvd. Interchange: Sacramento, Richards Blvd. and I-5; reconstruct interchange	Maintenance-	2027	Programmed
SAC25235	Green Line: Extend rail from Township 9 to North Natomas Town Center	Transit Capital	2030	Planned
SAC24537	Railyards Streets: Construct New Road/Bike/Ped Improvements to implement Railyards Specific Plan	New Roads	2026-2030	Planned
SAC24539	Lower American River Crossing: New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilties.	Capacity, Bike-Ped	2031-2035	Planned
SAC25245	River District Transportation Improvements: Roadway, bikeway, and pedestrian improvements to implement the River District Specific Plan.	Bike-Ped	2036-2040	Planned

Figure 11-3 Corridor Profile: 16th Street from US-50 to Richards Bl.

OVERVIEW

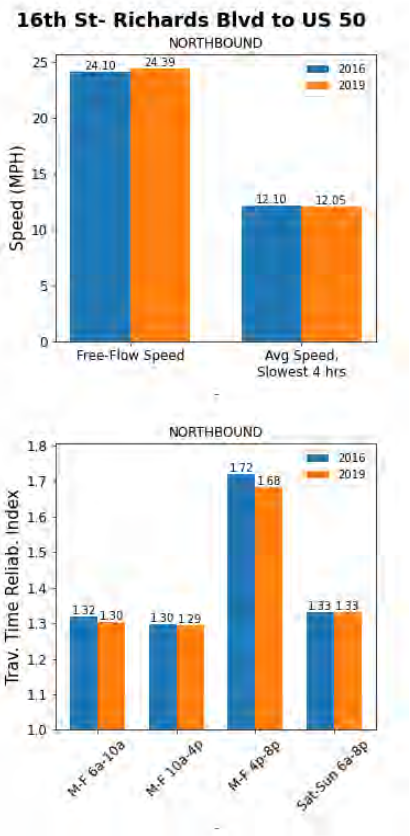
Jurisdiction: City of Sacramento

Veh/day: 15,000 - 30,000

Transit: Commuter bus, local bus, light rail

Bike Facilities: Parallel class 3 route on 17th St.

This high-demand corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. Due to limited right-of-way and its dense, urban setting, strategies for this corridor are oriented toward improving conditions for walking and cycling, making these space-efficient modes more attractive alternatives to driving for shorter trips on and near the corridor.





CORRIDOR PROJECTS

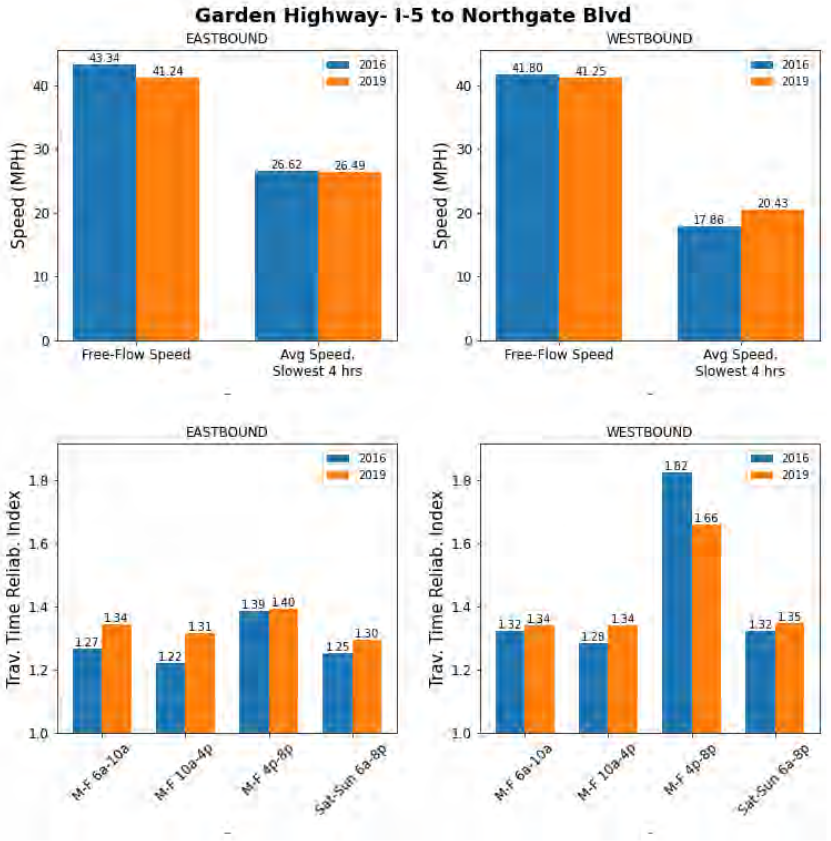
MTP Project ID	Description	Project Category	Est Completion	Status
SAC24623	16th Street Streetscape: On 16th Street from S Street to N Street, pedestrian improvements including bulb-outs, landscaping and trees, banners, pavement treatments, bike racks, and street furniture,and street lights.	Bike/ped	2020	Completed
SAC25017	16th Street Streetscape - H st. to Richards Blvd.: North 16th St./Lincoln Highway, from H St. to Richards Blvd.: Streetscape improvements, including restriping travel lanes to 11 feet, on street parking on both sides, curbs, six foot separated sidewalk, and pedestrian lighting.	Bike/ped	2025	Programmed
SAC24557	Central City Specific Plan: Among other nearby improvements, construct a class 4 protected cycle track on 16th St from roughly X St. to N St.	Bike/ped	2030	Planned

Figure 11-4 Corridor Profile: Garden Hwy from I-5 to Northgate Bl.

OVERVIEW

Jurisdiction: City of Sacramento
Veh/day: 17,500 - 21,000
Transit: Local bus west of Truxel Rd.
Bike Facilities: Bike lanes, Am. River Bike Path

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. Much of its congestion is driven by travelers accessing I-5 to drive to downtown Sacramento. Two projects, notably a new LRT line and all-modal river crossing that connects to downtown Sacramento at Truxel Rd, will address congestion by encouraging a mode shift to transit and biking, in addition to providing a new connection for motor vehicles.





CORRIDOR PROJECTS

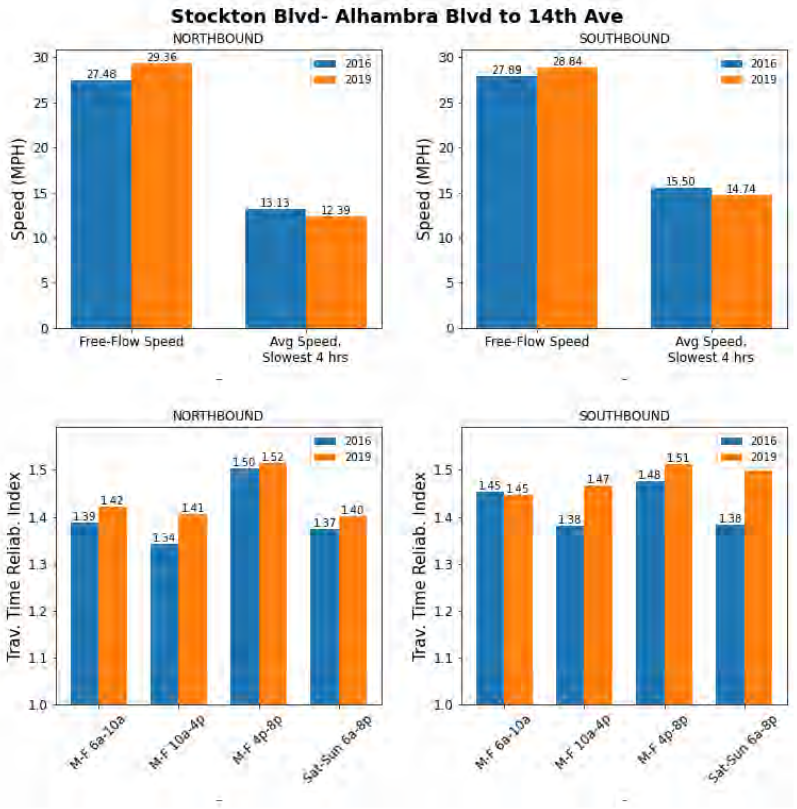
MTP Project ID	Description	Project Category	Est Completion	Status
SAC25235	Green Line: Extend rail from Township 9 to North Natomas Town Center	Transit Capital	2030	Planned
SAC24539	New all-modal Bridge: between downtown Sacramento and S. Natomas across the American River on Truxel Rd.	SOV capacity, bike/ped, transit	2031-2035	Planned

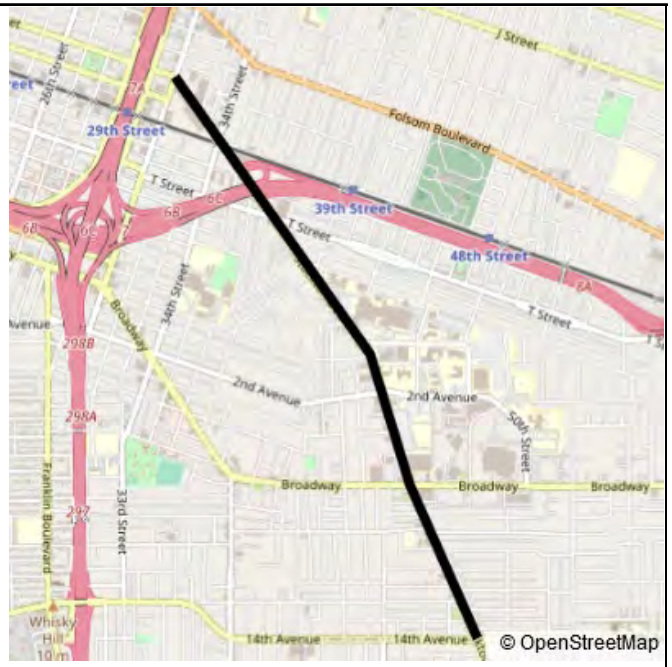
Figure 11-5 Corridor Profile: Stockton Bl. From Alhambra Bl. To Broadway.

OVERVIEW

Jurisdiction: City of Sacramento
Veh/day: 14,000 - 24,000
Transit: Local bus
Bike Facilities: Bike lanes south of Broadway

This high-demand corridor, serving a major employment hub and providing freeway access, has seen little change in its congestion and travel time reliability since the 2017 CMP. Demand will increase with the opening of UC Davis Med Center's 1.2M square foot Aggie Square complex. Due to limited right-of-way and high costs of widening, congestion strategies focus on providing alternatives to driving in congestion, with planned projects repurposing existing right-of-way to improve travel using more space-efficient modes such as cycling and transit.





CORRIDOR PROJECTS

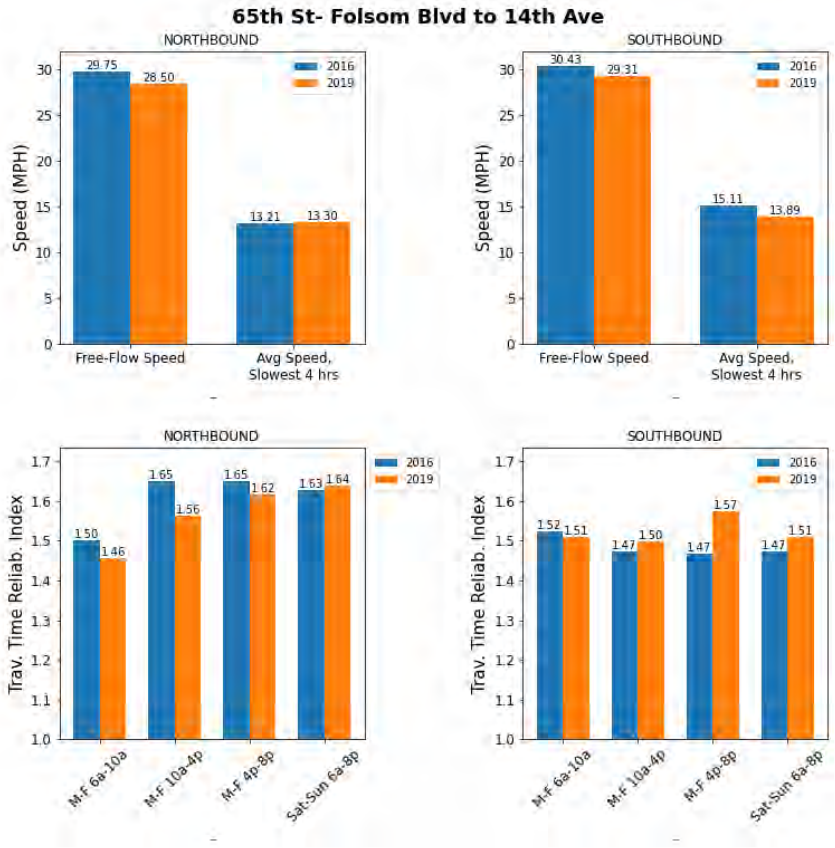
MTP Project ID	Description	Project Category	Est Completion	Status
SAC25244	Stockon Blvd Moblity Project: Improve safety, transit, and moblity on Stockton Blvd from Alhambra to 47th Street. Reduce number of lanes from four to two to accommodate BRT or Bike/Ped	Bike/ped, transit	2026-2030	Planned
SAC25151	Implement BRT service on 5 key corridors in Sacramento County, including Stockton Bl	Transit	2036-2040	Planned

Figure 11-6 Corridor Profile: 65th St from 14th Ave. to Folsom Bl.

OVERVIEW

Jurisdiction: City of Sacramento
Veh/day: 30,000 - 60,000
Transit: Local bus, LRT connection
Bike Facilities: Green bike lanes under US-50

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. The 65th Street Transit Station Area Specific Plan, already partially implemented, adds a new all-modal connection under US-50 near the corridor via Redding St, shortening walking distances between current and future high-density, student-oriented housing, the 65th St LRT station, and Cal State University. The Plan will also extend the 65th St bike lanes south until 14th Ave, and creates two new access points to the university at 67th St and 62nd St, shortening walk distances from adjacent housing.





CORRIDOR PROJECTS

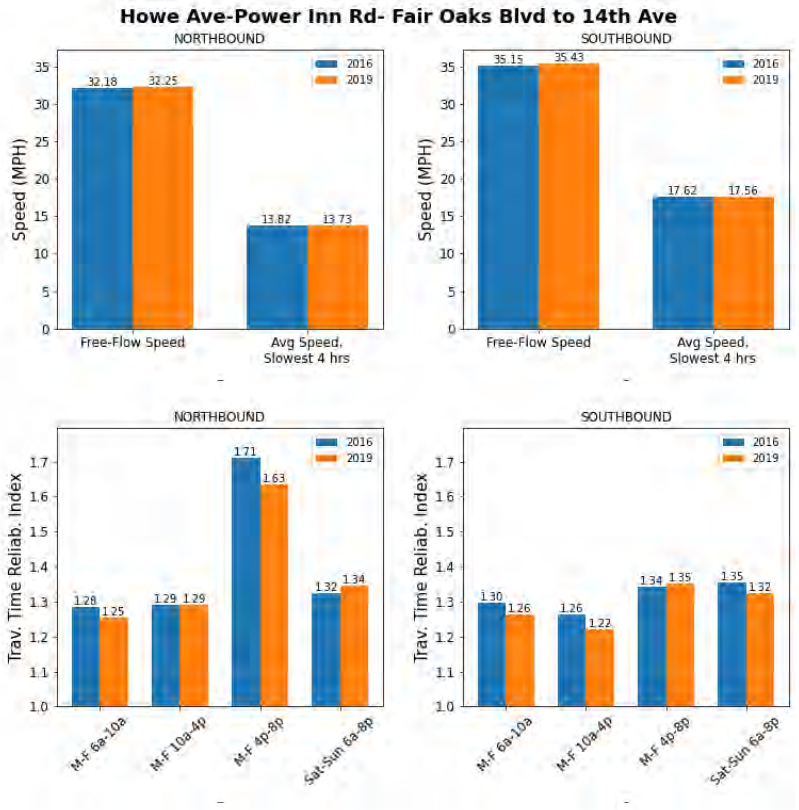
MTP Project ID	Description	Project Category	Est Completion	Status
SAC25246	ITS, Roadway, Bike, and pedstrian improvements to implement the 65th Street Transit Station Area Specific Plan, including 67th Street Extenstion from Folosm Boulevard to Elvas Avenue	ITS, bike/ped	2036-2040	Partially completed

Figure 11-7 Corridor Profile: Howe Ave./Power Inn Rd. from 14th Ave. to Fair Oaks Bl.

OVERVIEW

Jurisdiction: City of Sacramento
Veh/day: 55,000 - 60,000
Transit: Local Bus; LRT connection
Bike Facilities: Class 2 bike lanes

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. The portion south of Folsom Bl underwent significant rehabilitation in 2017, which provided more significant bicycle facilities to the corridor, but otherwise no significant projects are proposed for the corridor. Much of the delay is due to signalized intersections near Fair Oaks Bl at the north end and Folsom Bl/US-50 further south.





CORRIDOR PROJECTS

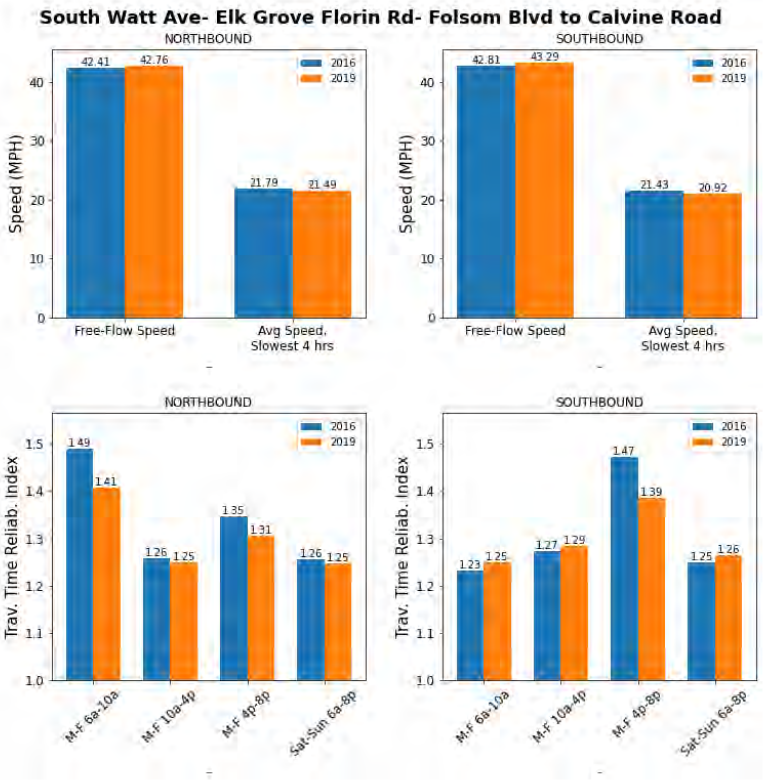
MTP Project ID	Description	Project Category	Est Completion	Status
SAC24723	Power Inn Rd., from Folsom Blvd. to Alpine Ave.: Pavement rehabilitation and complete streets improvements	Bike/ped	2017	Completed

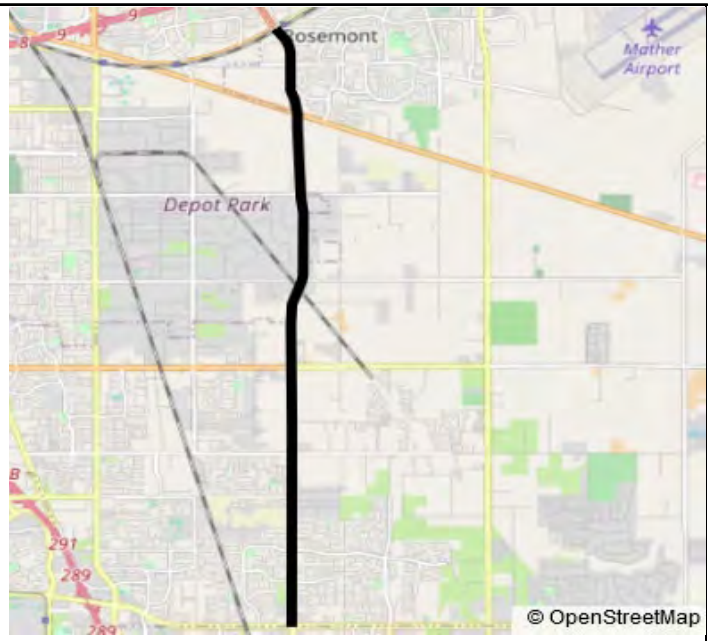
Figure 11-8 South Watt Ave. from Calvine Rd. to Folsom Bl.

OVERVIEW

Jurisdiction: Sacramento County
Veh/day: 21,000 - 50,000
Transit: None
Bike Facilities: Some Class 2 bike lanes

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. This is expected given none of the projects have been completed since then. However, as listed below, the corridor will be receiving several projects that will increase capacity and provide alternatives to driving, including enhanced transit service (potentially BRT) and bike lanes. Importantly, significantly job and population growth is planned for this corridor, which is why several capacity projects are planned for it.





CORRIDOR PROJECTS

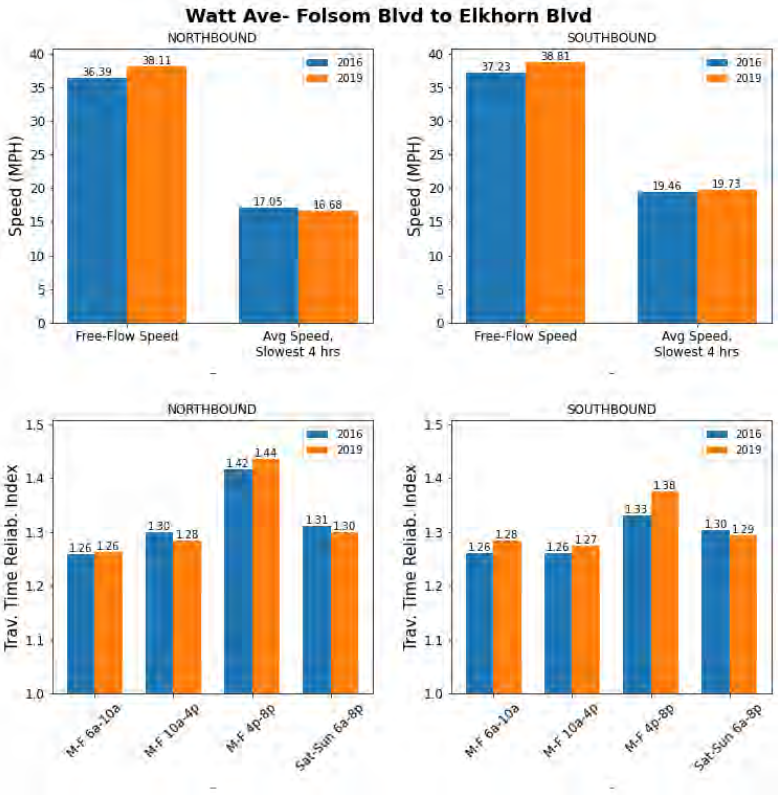
MTP Project ID	Description	Project Category	Est Completion	Status
SAC15170	In Sacramento County, Elk Grove-Florin Road from North of Elder Creek to Florin Road: widen from 2 to 4 lanes.	SOV Capacity	2020-2025	Programmed
SAC25192	South Watt Avenue Widening, Phase 1: Widen South Watt Avenue from Fruitridge Ave to Jackson Road (Route 16) from 2 to 4 lanes	SOV Capacity	2025	Programmed
SAC25193	In Sacramento County: South Watt Avenue from Florin Road to Fruitridge Road; widen from 2 to 4 lanes.	SOV Capacity	2025	Programmed
SAC25151	Implement BRT service on 5 key corridors in Sacramento County, including Watt/South Watt Ave	Transit	2036-2040	Planned

Figure 11-9 Watt Ave. from Folsom Bl. To Elkhorn Bl.

OVERVIEW

Jurisdiction: Sacramento County
Veh/day: 33,000 - 99,000
Transit: Local Bus, LRT connections
Bike Facilities: Bike lanes

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. The corridor will be widened to six lanes near the north end to accommodate significant expected population growth in north Sacramento and south Placer County. Along with this SOV capacity increase are enhanced bus service (potentially BRT) and improved, separated bike facilities to better accommodate and encourage users of more space-efficient modes like biking and transit.





CORRIDOR PROJECTS

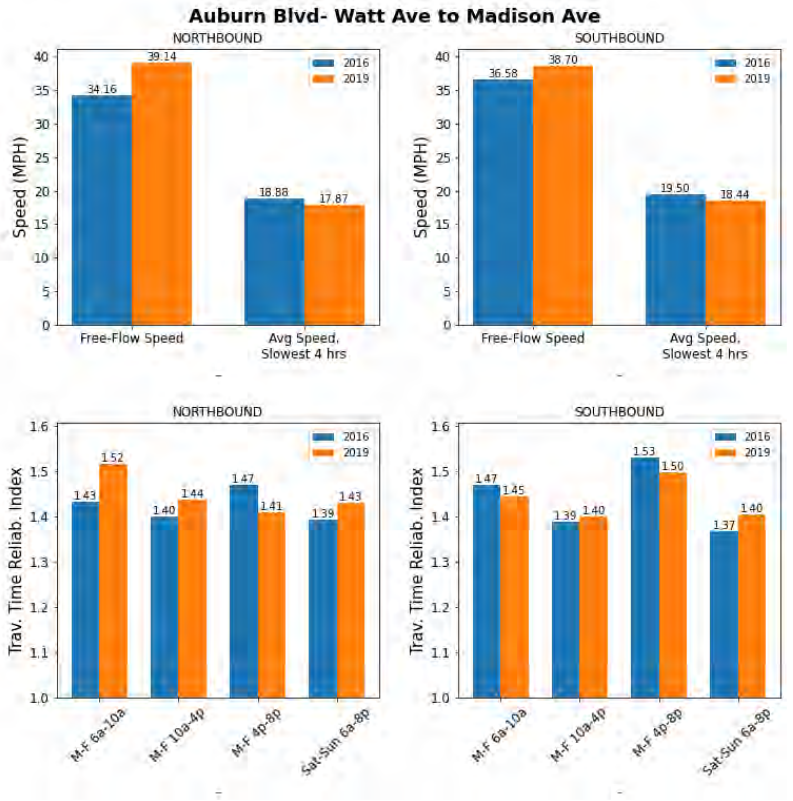
MTP Project ID	Description	Project Category	Est Completion	Status
SAC25187	In Sacramento County: Watt Avenue from Orange Grove Avenue to Roseville Rd.: Construct buffered bike lanes, separated sidewalks and landscape medians and improve signalized intersections. The project also extends bike lane and sidewalk improvements south from Orange Grove Avenue to I-80 westbound ramps.	Bike/ped	2025	Programmed
SAC15750	In Sacramento County, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on 34th St; smart growth st. with proposed BRT/HI Bus - exclusive lanes.	SOV capacity, transit	2036	Planned
SAC15720	In Sacramento County, Watt Ave.: Between Elkhorn Blvd and Antelope Rd widen from 4 to 6 lanes	SOV capacity	2036-2040	Planned
SAC25151	Implement BRT service on 5 key corridors in Sacramento County, including Watt/South Watt Ave	Transit	2036-2040	Planned

Figure 11-10 Auburn Bl. From Watt Ave. to Madison Ave.

OVERVIEW

Jurisdiction: Sacramento County
Veh/day: 20,000 - 34,000
Transit: Local bus, LRT connection
Bike Facilities: Bike lanes

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. While it does experience some congestion, it also has alternative modes available including 15-minute bus service and class 2 bike lanes. Although congested, it is not especially unreliable, with its travel time reliability ratio generally below the FHWA-defined threshold of 1.50 for defining a segment as unreliable. Its congestion is also not severe in absolute terms, with peak seeds generally above 15mph.





CORRIDOR PROJECTS

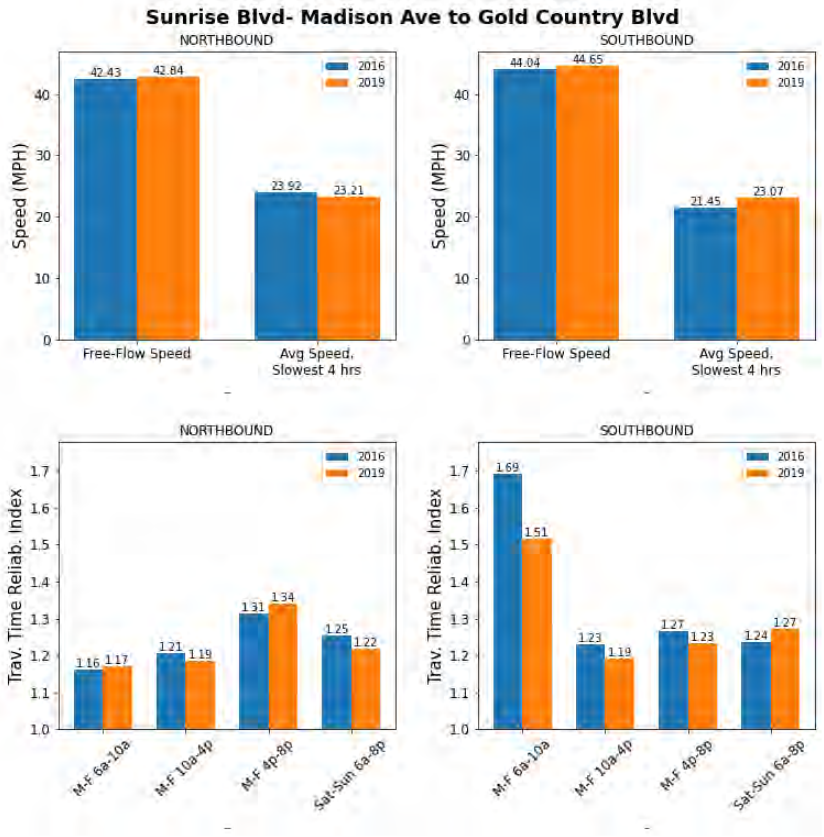
MTP Project ID	Description	Project Category	Est Completion	Status
None	No corridor-specific projects are presently planned or programmed for this location, but its performance is indirectly affected by system-level corridor strategies described in the 2020 CMP report. However, this corridor's deficient performance can serve as a flag to help sponsors and SACOG identify and prioritize congestion relief			

Figure 11-11 Sunrise Bl. From Madison Ave. to Gold Country Bl.

OVERVIEW

Jurisdiction: Sacramento County
Veh/day: 50,000 - 85,000
Transit: Local bus
Bike Facilities: Partial parallel Class 1 bike paths; partial bike lanes

This corridor, which is a key crossing over the American River, has seen little change in congestion and travel time reliability since the 2017 CMP. South of Fair Oaks Bl it has a parallel class 1 bike path, providing a safe alternative route for cycling on the corridor. In the future, this corridor will likely receive enhanced bus service (potentially BRT), encouraging travelers to shift to using transit instead of driving, in turn increasing the corridor's potential person-carrying capacity.





CORRIDOR PROJECTS

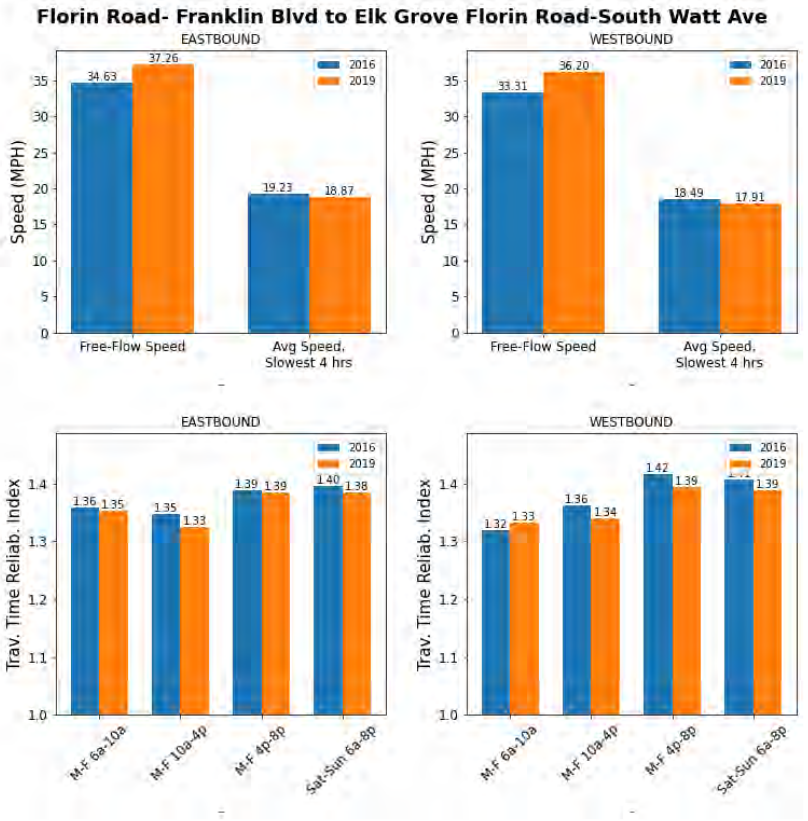
MTP Project ID	Description	Project Category	Est Completion	Status
SAC25151	Implement BRT service on 5 key corridors in Sacramento County, including Sunrise Blvd.	Transit	2036-2040	Planned

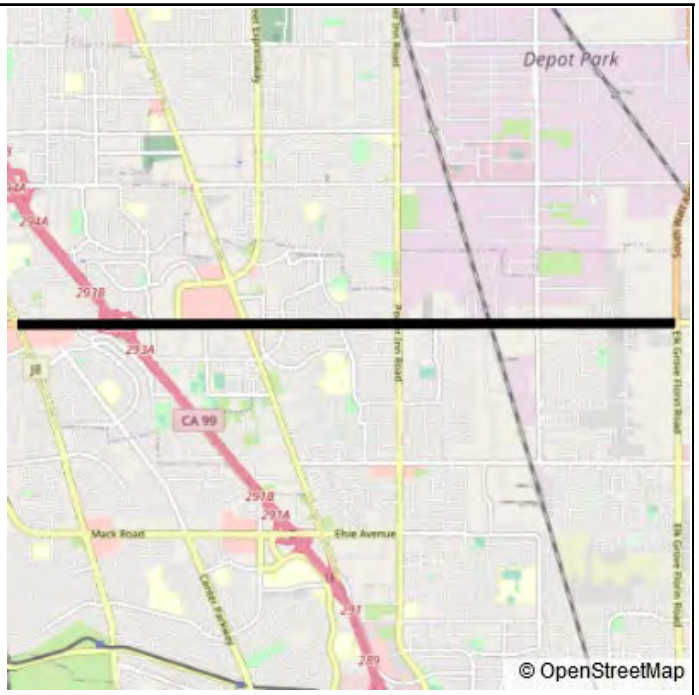
Figure 11-12 Florin Rd. from Franklin Bl. To South Watt Ave.

OVERVIEW

Jurisdiction: Sacramento County
Veh/day: 15,000 - 70,000
Transit: Local bus west of Power Inn Rd
Partial coverage with
Bike Facilities: bike lanes

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. Traffic volumes and performance vary significantly, with relatively low volumes at the eastern end and high volumes, along with congestion and reliability concerns, on the western half. Projects that will directly affect the congested portions of the corridor include enhanced bus service (possibly BRT), along with additional bike lanes to encourage a shift to more space-efficient modes for travelers using the corridor.





CORRIDOR PROJECTS

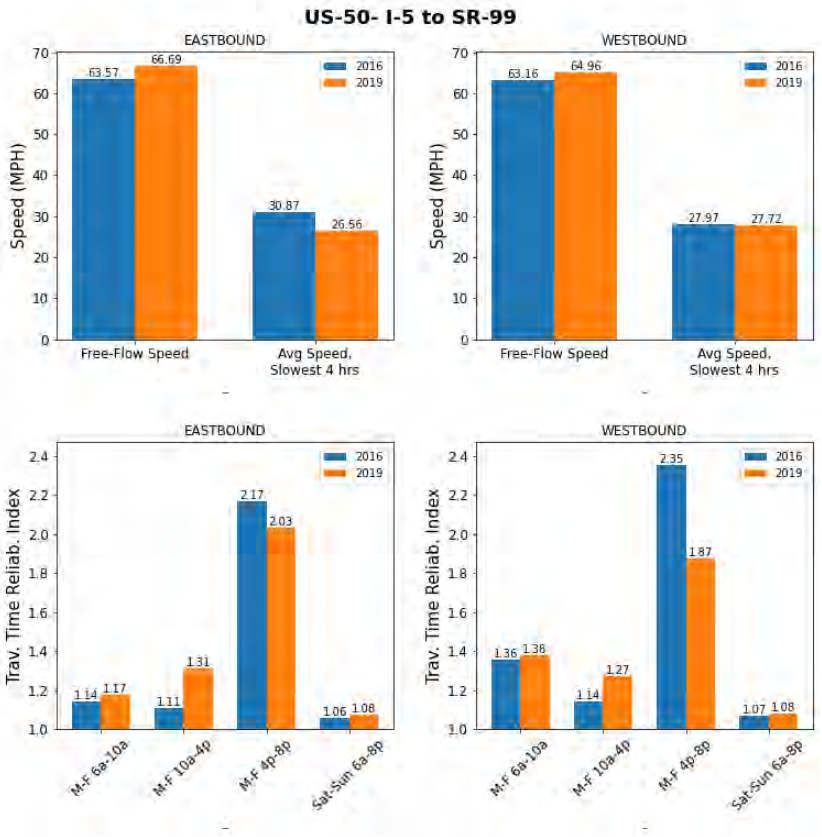
MTP Project ID	Description	Project Category	Est Completion	Status
SAC25060	Florin Rd between Franklin Blvd and Power Inn Rd (excluding the segment at the SR-99 interchange): Install bicycle lanes, upgrade traffic signals to accommodate bicycles at all intersections, construct ADA improvements, install roadway lighting for a segment of Florin Rd.	Bike/ped	2020-2025	Programmed
SAC25151	Implement BRT service on 5 key corridors in Sacramento County, including Florin Rd.	Transit	2036-2040	Planned

Figure 11-13 US-50 from I-5 to SR-99

OVERVIEW

Jurisdiction: Caltrans D3
Veh/day: 232,000 - 260,000
Transit: Commuter Bus; parallel LRT
Bike Facilities: None

Since the 2017 CMP, westbound PM peak travel times improved notably, but congested travel speeds did not. This was due to a decrease in periods of non-recurring "extreme" congestion, though levels of "recurring" congestion remained similar. This corridor will receive several projects that will make more space-efficient alternatives more attractive, including new HOV lanes and more light rail service to areas along the US-50 corridor whose trip generation contributes significantly to demand on this corridor.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
REG18024	On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery Pl, construct new light	Transit	2020-2025	Programmed
CAL18838	From I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes, incorporate Intelligent Transportation System (ITS) elements into the HOV system	HOV capacity, ITS	2025	Programmed
SAC25152	Modifications and enhancements to the Gold Line to enable more frequent service and/or limited stop express service between Folsom and downtown Sacramento including 10 Expansioin LRVs, Side Track, Signal and Crossing Upgrades, LR facility and yard expansions.	Transit	2036-2040	Planned

Figure 11-14 US-50 from SR-99 to Watt Ave.

OVERVIEW

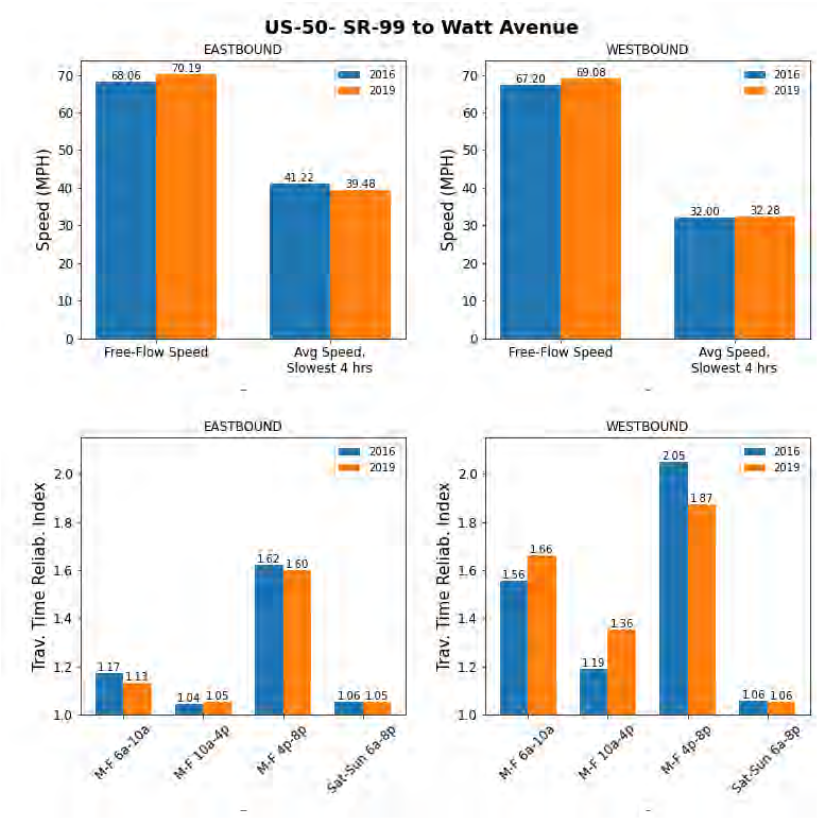
Jurisdiction: Caltrans D3

Veh/day: 180,000 - 220,000

Transit: Commuter Bus; parallel LRT

Bike Facilities: None

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. As part of the US-50 Integrated Corridor Management (ICM) project, this corridor will receive HOV lanes to improve commuter bus travel times, ITS improvements to alert travelers to real-time traffic conditions and alternative modes, integrated traffic signal timing on parallel surface streets, and increased LRT service to key trip generating areas along the US-50 corridor.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
REG18024	On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery Pl, construct new light	Transit	2020-2025	Programmed
CAL18838	From I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes, incorporate Intelligent Transportation System (ITS) elements into the HOV system	HOV capacity, ITS	2025	Programmed
SAC25152	Modifications and enhancements to the Gold Line to enable more frequent service and/or limited stop express service between Folsom and downtown Sacramento including 10 Expansioin LRVs, Side Track, Signal and Crossing Upgrades, LR facility and yard expansions.	Transit	2036-2040	Planned

Figure 11-15 SR-51 ("Business 80") from US-50 to I-80

OVERVIEW

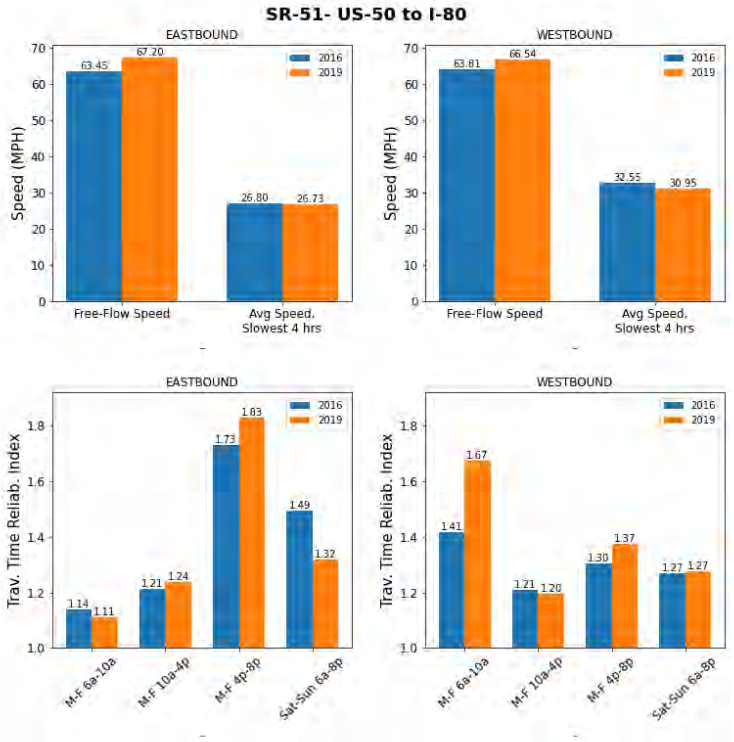
Jurisdiction: Caltrans D3

Veh/day: 136,000 - 179,000

Transit: Commuter Bus; parallel LRT

Bike Facilities: None

This corridor has seen little change in its congestion and travel time reliability since the 2017 CMP. This is expected given only one of the projects, ramp meters, have been completed since then. However, as listed below, the corridor will be receiving several projects that will both improve traffic operations and provide alternatives to experiencing congestion, including HOV lanes, a bike bridge over the American River, and more Capitol Corridor commuter rail service.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
CAL20502	SR 51 and SR 99 Install Ramp Meters @ Various Locations: In Sacramento County, on SR 51 and SR 99, at various locations - Install ramp meters [CTIPS ID 107-0000-1006] (Toll Credits) [EA 0F351, PPNO 6913] [child project of parent EA 0F350; second child is EA 0F352 PPNO 6913A]. Toll Credits for ENG, ROW	Operations and ITS	2019	Completed
CAL18320	Construct a layover facility, track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	Transit	2020-2025	Programmed
VAR56199	Construct third mainline track with bridges and signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Transit	2020-2025	Programmed
CAL20642	Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a managed lane facility in both directions. New Class I bike path next to the freeway. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	SOV capacity, HOV, bike/ped	2026-2030	Planned

Figure 11-16 I-5 from US-50 to Richards Bl.

OVERVIEW

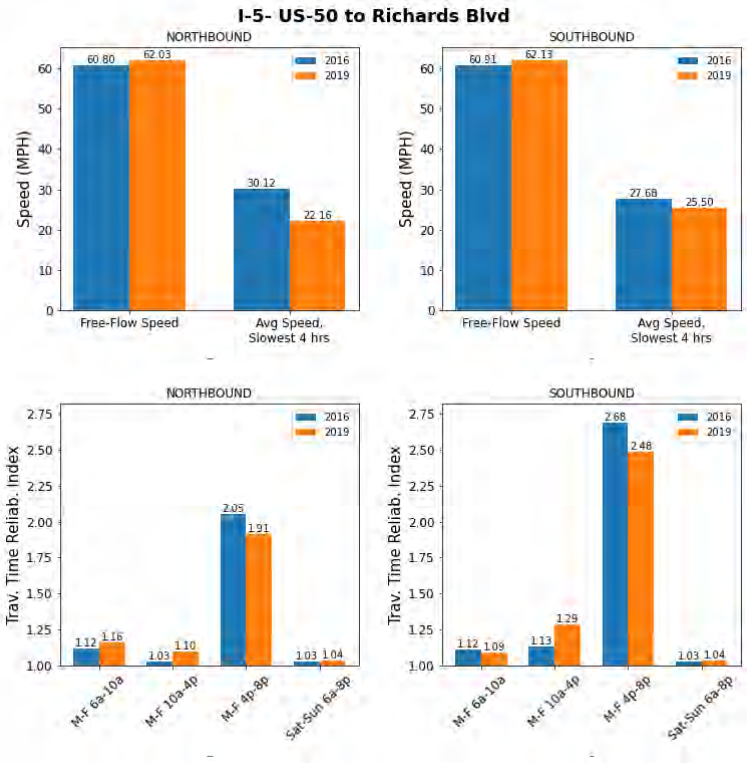
Jurisdiction: Caltrans D3

Veh/day: 192,000 - 193,000

Transit: Commuter bus, local bus, commuter rail

Bike Facilities: None

This corridor, carrying some of the highest volumes in the region, has seen little change in its congestion and travel time reliability since the 2017 CMP, but will receive significant investment to increase person-carrying capacity and encourage a shift to more space-efficient modes including new HOV lanes, a new LRT line to Natomas serving some of the corridor's major demand generators, and increased Capitol Corridor commuter rail service to other major demand-generating areas.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
CAL18320	Construct a layover facility, track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	Transit	2020-2025	Programmed
VAR56199	Construct third mainline track with bridges and signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Transit	2020-2025	Programmed
CAL21275	In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements	SOV capacity, ITS, HOV	2026-2030	Programmed
SAC25235	Green Line: Extend rail from Township 9 to North Natomas Town Center	Transit Capital	2030	Planned
SAC24539	Lower American River Crossing: New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilties.	Capacity, Bike-Ped	2031-2035	Planned

Figure 11-17 SR-70 from North Beale Rd. to SR-20

OVERVIEW

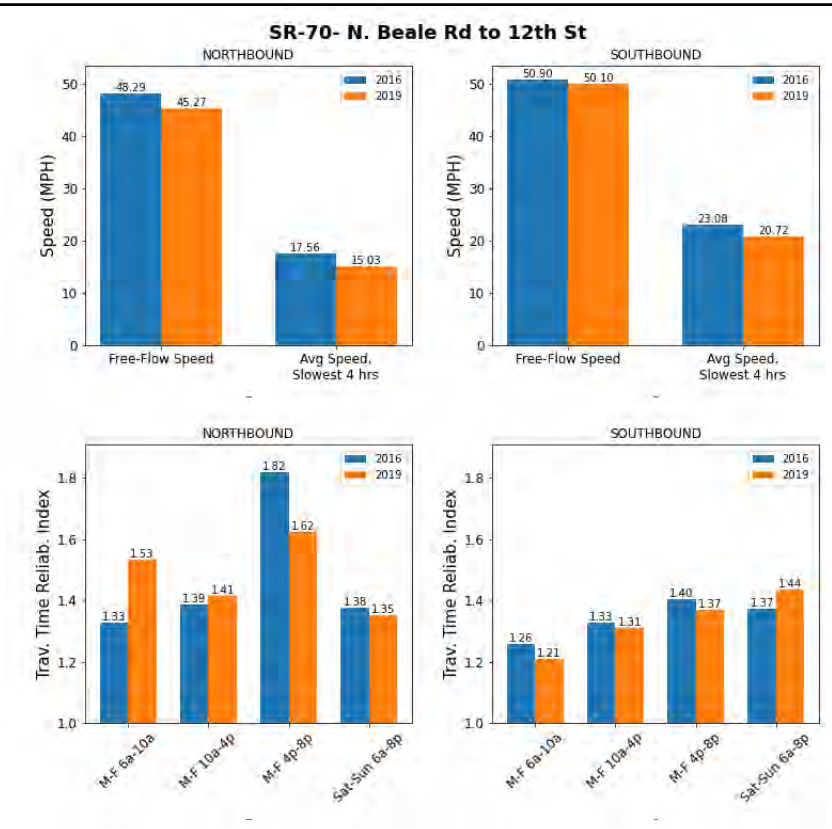
Jurisdiction: Caltrans D3

Veh/day: 45,000 - 63,000

Transit: Commuter bus, local bus

Bike Facilities: None

This corridor has seen little change in its congestion since the 2017 CMP. Heading into Marysville ("eastbound"), reliability moderately worsened during the AM peak, but improved in the PM peak. This segment is mix of limited-access freeway and signalized arterial, so its performance is significantly affected by signal delay.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
CAL21214	In Yuba County on SR 70 construct ramp meter at EB North Beale Rd IC	ITS	2026-2030	Planned

Figure 11-18 US-50 from SR-49 to Mosquito Rd.

OVERVIEW

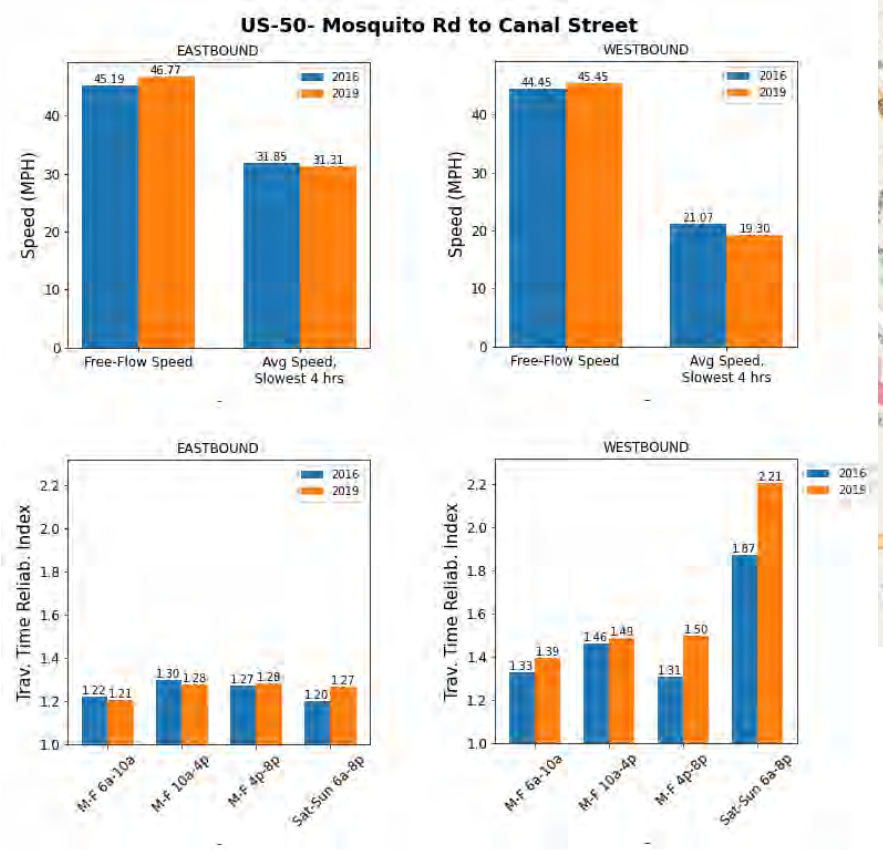
Jurisdiction: Caltrans D3

Veh/day: 32,000 - 42,000

Transit: Local bus; commuter bus; daily service to Tahoe Basin.

Bike Facilities: Parallel C1 path and bike lanes

Since the 2017 CMP, this corridor has seen a slight increase in congestion, and weekend travel times became somewhat less reliable. This corridor's performance is significantly affected by weekend/holiday tourism traffic between Sacramento, the Bay Area, and the Tahoe Basin. This corridor does, however, have convenient parallel Class 1, Class 2, and Class 3 bicycle facilities, as well as daily transit service to the Tahoe Basin.





CORRIDOR PROJECTS

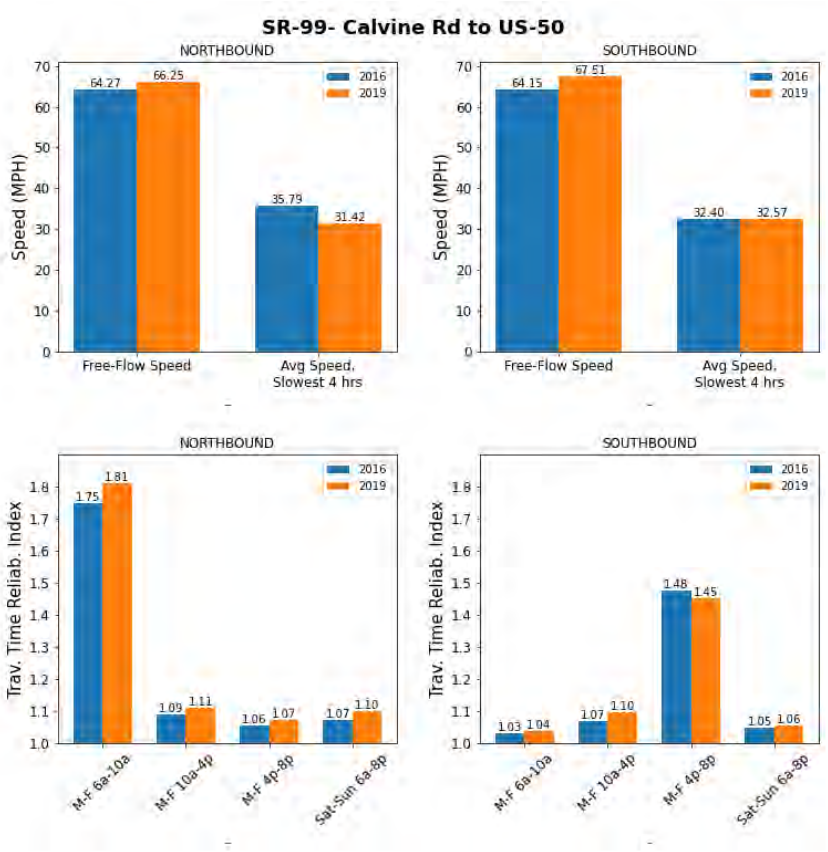
MTP Project ID	Description	Project Category	Est Completion	Status
ELD16070	Placerville Station II: 50-car park and ride lot, bicycle racks and lockers, improved connection to El Dorado Transit and Amtrak Bus Service, realigning the existing segment of the El Dorado C1 bike trail	Transit, bike-ped	2020	Programmed
Non-MTP project	Extend El Dorado Transit bus route 50X eastward to Placerville Station and revise Routes 20 and 60 to avoid unnecessary duplication of service.	Transit	2025	Planned

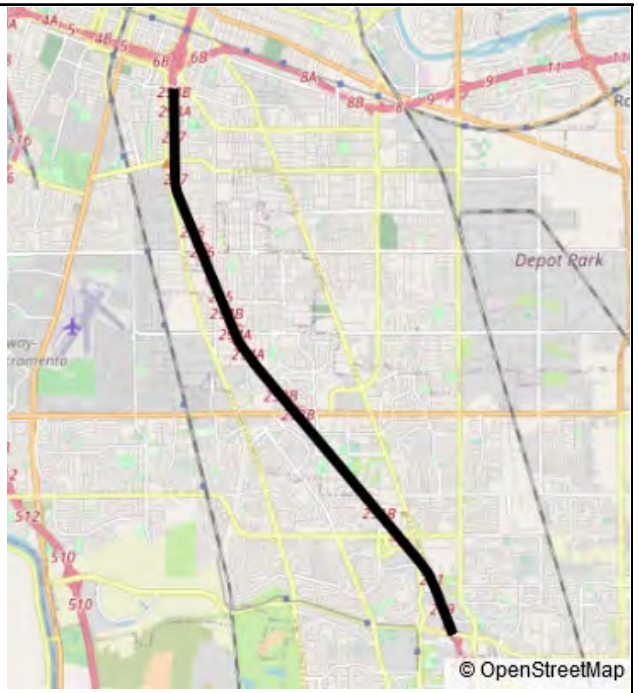
Figure 11-19 SR-99 from Calvine Rd. to US-50

OVERVIEW

Jurisdiction: Caltrans D3
Veh/day: 140,000 - 235,000
Transit: Commuter bus, parallel LRT, parallel local bus
Bike Facilities: None

This corridor, one of the most-traveled in the region, has seen little change in its congestion and travel time reliability since the 2017 CMP. It has various transit options including peak-period commuter bus service, parallel LRT service on the Blue Line, and high-frequency parallel bus service on Stockton Bl. It also has adaptive ramp meters at most locations. In the future, it will receive additional transit service with the Valley Rail project connecting Sacramento, Elk Grove, Stockton, and the Bay Area.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
CAL20502	SR 51 and SR 99 Install Ramp Meters @ Various Locations: In Sacramento County, on SR 51 and SR 99, at various locations - Install ramp meters [CTIPS ID 107-0000-1006] (Toll Credits) [EA 0F351, PPNO 6913] [child project of parent EA 0F350; second child is EA 0F352 PPNO 6913A]. Toll Credits for ENG, ROW	Operations and ITS	2019	Completed
CAL20703	Construct three aux lanes on SR99 between Calvine Rd and Elk Grove Bl. Caltrans SHOPP ID EA 03-1H630.	Operations/SOV capacity	2025	Programmed
CAL21337	On the UPRR Sacramento Subdivision approximately 39.5 miles from Natomas (W. Elkhorn Blvd.) to San Joaquin	Transit	2036-2040	Planned

Figure 11-20 I-5 from Richards Bl. To I-80

OVERVIEW

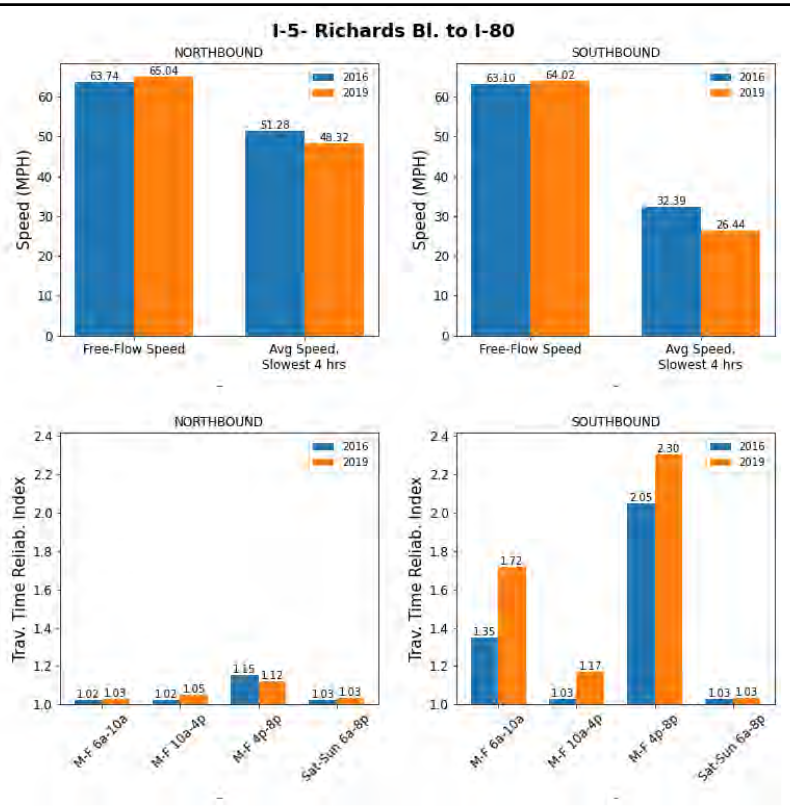
Jurisdiction: Caltrans D3

Veh/day: 168,000 - 202,000

Transit: Commuter bus, local bus

Bike Facilities: None on bridge; parallel low-traffic bridge.

This corridor's southbound performance has modestly declined since the 2017 CMP, with peak-hour speeds falling and travel times becoming less reliable. However, it will benefit from several major projects that will provide more transit alternatives, such as parallel LRT service to the corridor's major demand generators, HOV lanes to make bus service more reliable, and a new all-modal crossing at Truxel Rd that will provide additional car capacity along with a new, all-season bike connection between this corridor's major trip generators and attractions.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
CAL18320	Construct a layover facility, track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	Transit	2020-2025	Programmed
VAR56199	Construct third mainline track and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Transit	2020-2025	Programmed
CAL21275	In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements	SOV capacity, ITS, HOV	2026-2030	Programmed
SAC25235	Green Line: Extend rail from Township 9 to North Natomas Town Center	Transit Capital	2030	Planned
SAC24539	Lower American River Crossing: New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilties.	Capacity, Bike-Ped	2031-2035	Planned
CAL18410	Reconstruct I-5/I-80 Interchange, including managed lane/HOV connectors, and construction of managed lane facility from the I-5/I-80 Interchange to downtown Sacramento	HOV	2036-2040	Planned

Figure 11-21 I-80 from the Solano County line to US-50

OVERVIEW

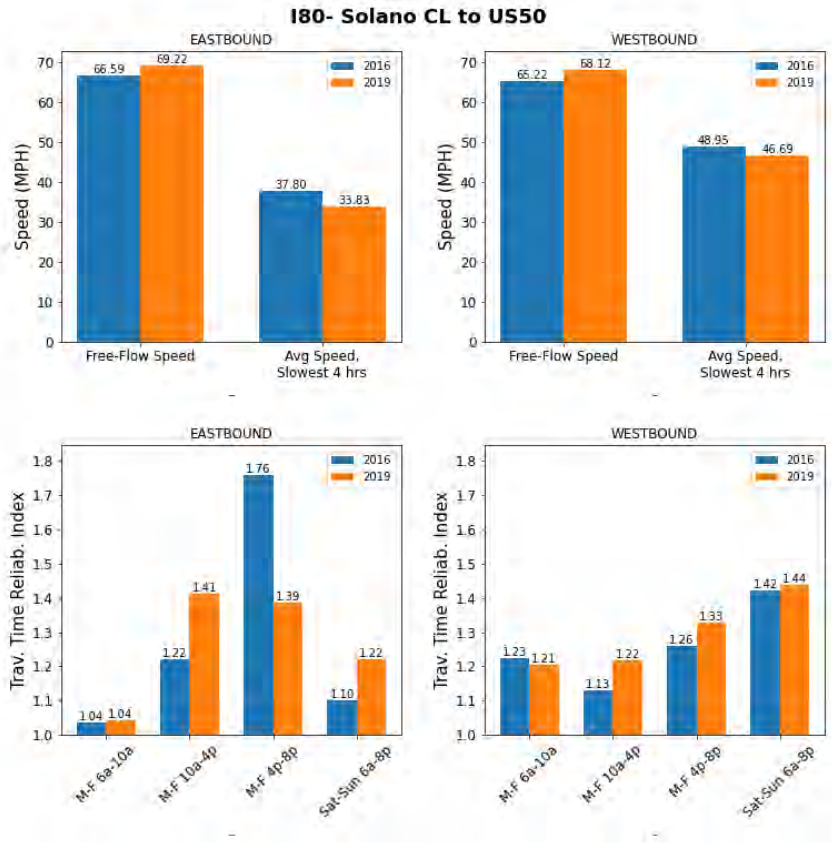
Jurisdiction: Caltrans D3

Veh/day: 131,000 - 155,000

Transit: Commuter bus, commuter rail, local bus

Bike Facilities: Class 1 bike path

This corridor saw little change since the 2017 CMP, except for the eastbound direction in the PM peak, which became more "reliably congested", with congested speeds falling slightly, but less variation in travel time. Being major Bay Area connection, this corridor will benefit from a planned HOV project that will improve local and commuter bus travel times while also providing an improved class 1 bike facility to allow travelers more alternatives to driving in congestion while increasing the corridor's person-carrying capacity.





CORRIDOR PROJECTS

MTP Project ID	Description	Project Category	Est Completion	Status
REG18052	Between UC Davis and UC Davis Medical Center with limited stops in between: Operating assistance for three years.	Transit	2020	Programmed
CAL21276	On I-80 just west of Davis in both directions from the Kidwell Rd IC in Solano County (D4) to the US-50/I-5 interchange and I-80/West El Camino interchange in Sacramento: Construct managed lanes, pedestrian/bicycle facilities and ITS elements	HOV, ITS, bike/ped	2026-2030	Programmed
Various	Install new ramp meters at various interchanges including Mace Bl (CAL21151), Chiles Rd (CAL21152), Richards Bl. (CAL21149)	ITS	2036-2040	Planned

Appendix 3 NPMRDS Data Checking and Validation

A 3.1 Data Completeness

NPMRDS data are provided in 15-minute time periods, called “epochs”. NPMRDS data completeness refers to the share of total possible epochs that contain data. For example, in a 24-hour day there are 96 possible epochs (24 hours * 4 15-minute epochs per hour). If the NPMRDS data provide a travel time for all 96 epochs, then the data completeness for that day is 100%. If, however, the travel time data are missing for 48 of those epochs, then the data completeness for that day is only 50%.

Effect of traffic volume on data completeness

Since NPMRDS data come from in-vehicle navigation systems and certain mobile phone applications, data completeness for a given TMC will necessarily depend in part on how many people are traveling on it. Figure 11-22 corroborates this, with data completeness during busier daytime hours being higher than during lower-traffic pre-dawn hours, and higher for freeways, which generally have higher AADT values (traffic volumes) than arterials.

Breaking down the averages for data completeness, Figure 11-23 shows not only more complete data for freeways (considering both interstates and non-interstate freeways), but significantly more variation in data completeness for arterials. E.g., while over 85 percent of freeway segments have data for all possible epochs, the bulk of arterial miles have data for between 50 to 75 percent of possible epochs.

The map, further below in Figure 11-24 corroborates this relationship, showing the spatial distribution of spatial completeness, with major roads generally having more complete data.

Figure 11-22 Data Completeness by Time of Day

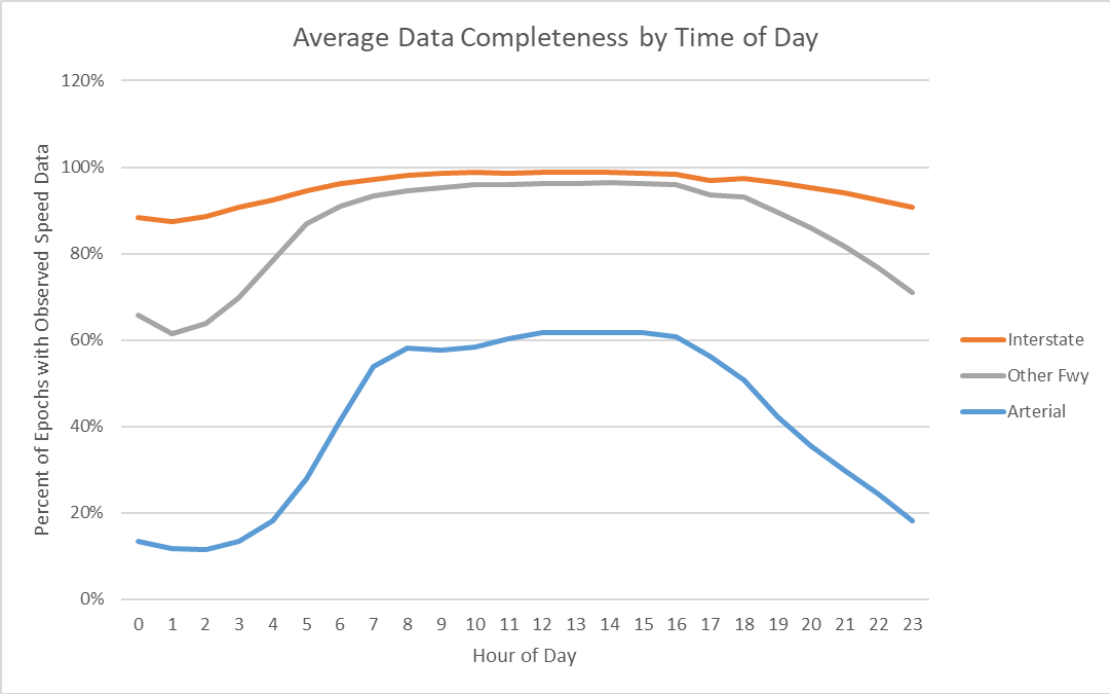


Figure 11-23 Data Completeness by Facility Type

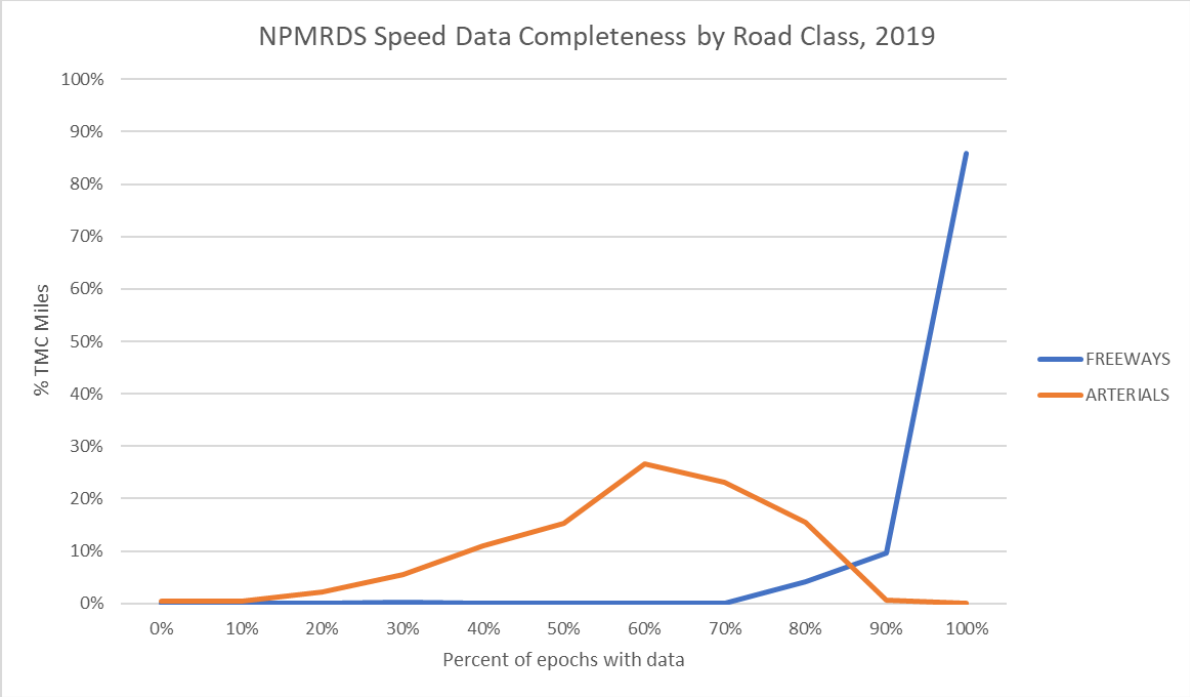
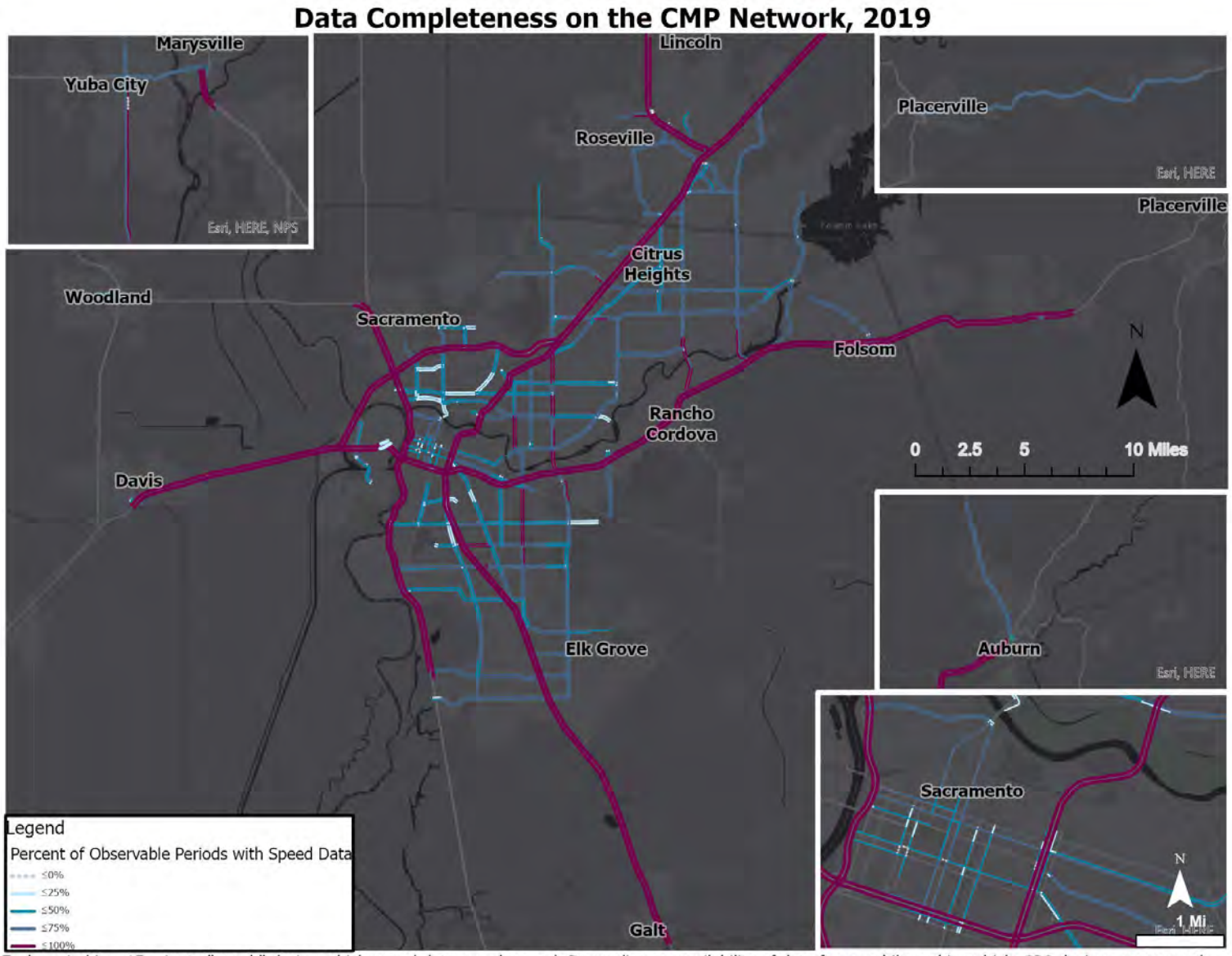


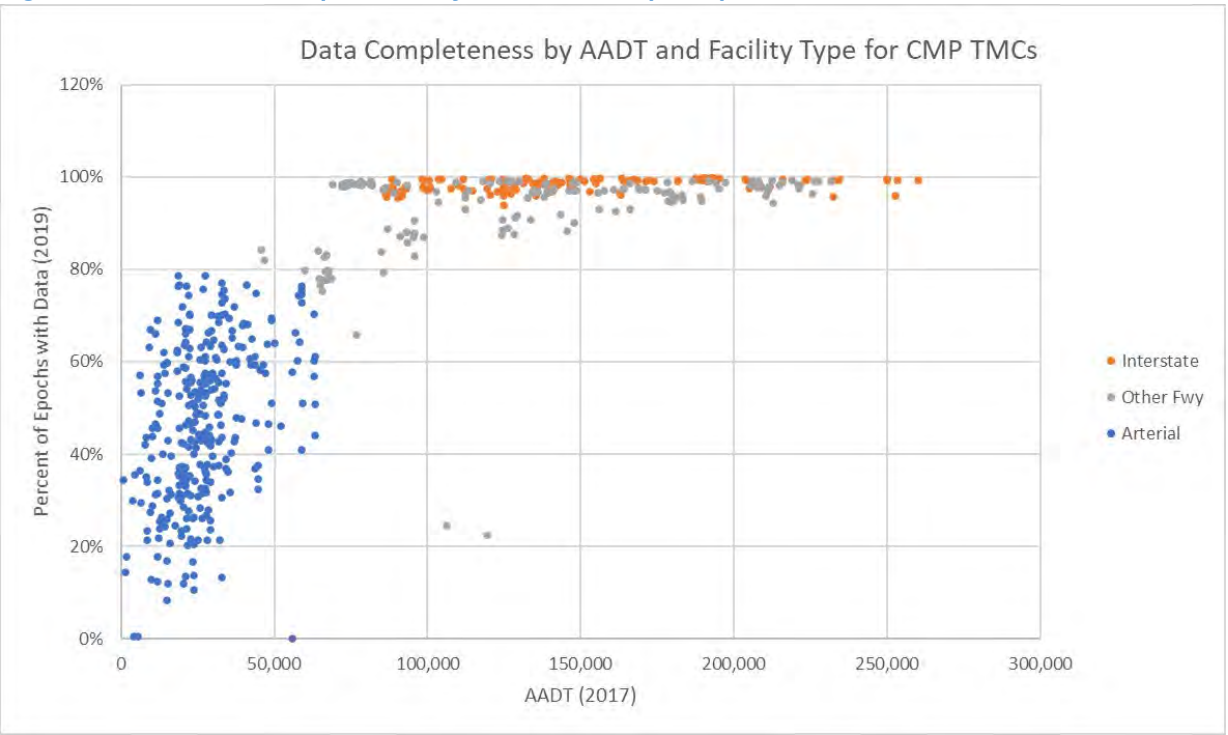
Figure 11-24 Map of Data Completeness on the CMP Network



Each period is a 15-minute "epoch" during which speed data are observed. Depending on availability of data from mobile and in-vehicle GPS devices, many road segments lack observed speed data for one or more epochs. Example: a segment that has speed data in 75% of observable periods means that, out of all the 15-minute epochs in year 2019, 25% did not have speed data, and that segment's congestion and reliability metrics are based on the 75% of epochs with data.

Driving more directly at the relationship between AADT and completeness, Figure 11-25 shows that the relationship is non-linear. Specifically, data completeness drops significantly once AADT drops below roughly 85,000. However, the relationship between AADT and data completeness breaks down at lower volumes and is very noisy, to the point of not showing any significant relationship. Part of this noise is due to incorrect arterial count volumes provided in the RITIS data, particularly on some of the higher-volume arterial segments. E.g., there are some segments where the AADT provided by RITIS data is significantly lower than the real volume, so even though it has a low AADT it has a high level of data completeness.

Figure 11-25 2019 Data Completeness by Traffic Volume (AADT)



A 3.2 Accounting for Incomplete Data in Speed and Reliability Calculations

As data becomes less complete, the average values derived from it become less reliable. E.g., if a TMC has an average weekday speed based on 2,000 observations, we can be more certain that is an accurate representation of the actual average speed than if it is only based on 20 observations. To that end, we built in some minimum data completeness thresholds, described in more detail below.

Completeness Checks for Congested Speed Calculation

As discussed above, congested speed for the CMP is calculated by (1) identifying the four slowest hours of a 24-hour day, only considering weekdays Monday-Friday, then (2) calculating the average of all speeds observed during those four slowest hours.

However, we only included hours for each TMC if they had more than 100 epochs of observed data in a calendar year. Using a single TMC as an example, initially we consider all 24 hours of data, i.e., the average speed for 12am-1am is the average speed for all weekdays between 12am-1am for the entire calendar year. However, if during the entire year there are fewer than 100 epochs observed between 12am-1am on weekdays, then we remove the 12am-1am hour from the 24 hours, and the four slowest hours are selected from the remaining 23 hours that have more than 100 epochs of data.]

While the threshold of 100 is somewhat arbitrary, it seeks to balance the needs of having speeds based on a minimum number of observations while still being able to show data for as much of the CMP network as possible.

Completeness Checks for Congested Speed Calculation

To the extent possible, we copied our reliability metrics (LOTTR and TTTR) from FHWA's MAP-21 PM3 rule, seeking to copy the methodology and parameters as much as possible. In regard to data completeness, the MAP-21 PM3 rule does not specify any minimum threshold for data completeness. For example, a TMC's AM peak reliability (covering all times from 6am-10am Monday-Friday for the calendar year) is still to be calculated as normal even if during the AM peak there were only 1 or 2 epochs of data observed. Fortunately, this affects very few TMCs (even including arterials) and so has a minimal effect on estimated system LOTTR.

A 3.3 Use of 2016 Instead of 2015 as Base Year Data

For the 2017 CMP, we used the 2015 NPMRDS speeds. Ideally, for the 2020 CMP, we would compare 2019 speed data against 2015 speed data. However, 2015 NPMRDS data were provided by HERE, while 2016-2019 NPMRDS data come from INRIX. As detailed in the 2018 CMP Monitoring Report[38], this vendor change does not affect freeways, but it does significantly affect arterials. In that report, we compared

[38] *2018 Congestion Management Process Update*. SACOG, 2018. https://www.sacog.org/sites/main/files/file-attachments/2018_cmp_update_report_forpdf.pdf?1596469267. Accessed December 2020.

HERE-based speeds to INRIX-based speeds for the month of January 2017 and found that when controlling for time period and location, INRIX-based data showed arterials as being significantly more reliable and faster than HERE-based speeds. In addition to the difference being greater for arterials, the difference between HERE- and Inrix-based reliability tended to be larger for TMCs with less observed data (i.e., of the potential total periods in a year, fewer of those periods had observed speeds recorded. Appendix A 3.1 discusses data completeness in more detail).

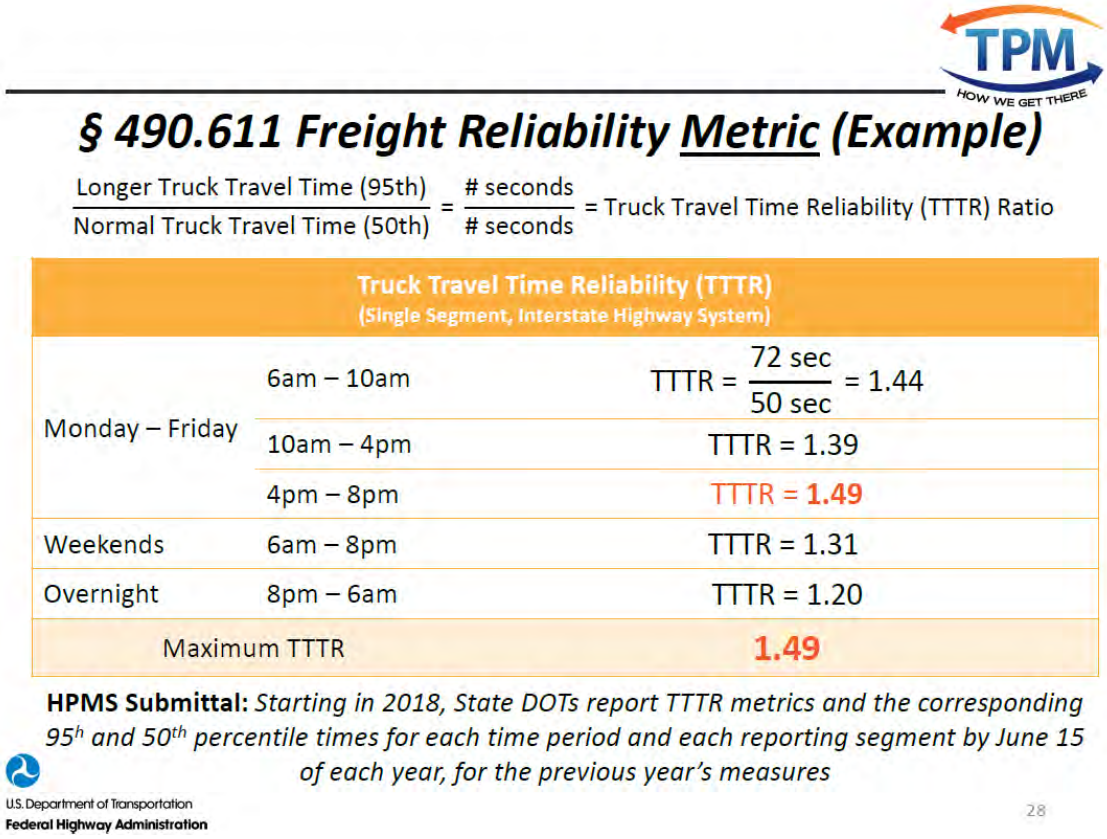
While including data for 2015 is fine for all freeways, the difference to exclusively due to vendor is so great for arterials that it hides all real difference that may have happened. In contrast, because 2016 and 2019 are from the same vendor (INRIX), we have greater confidence that the speed and reliability changes observed between those two years are more likely due to real changes rather than a change in data vendor.

Appendix 4 Reliability Calculation Methodology

A 4.1 Truck Travel Time Reliability TTTR

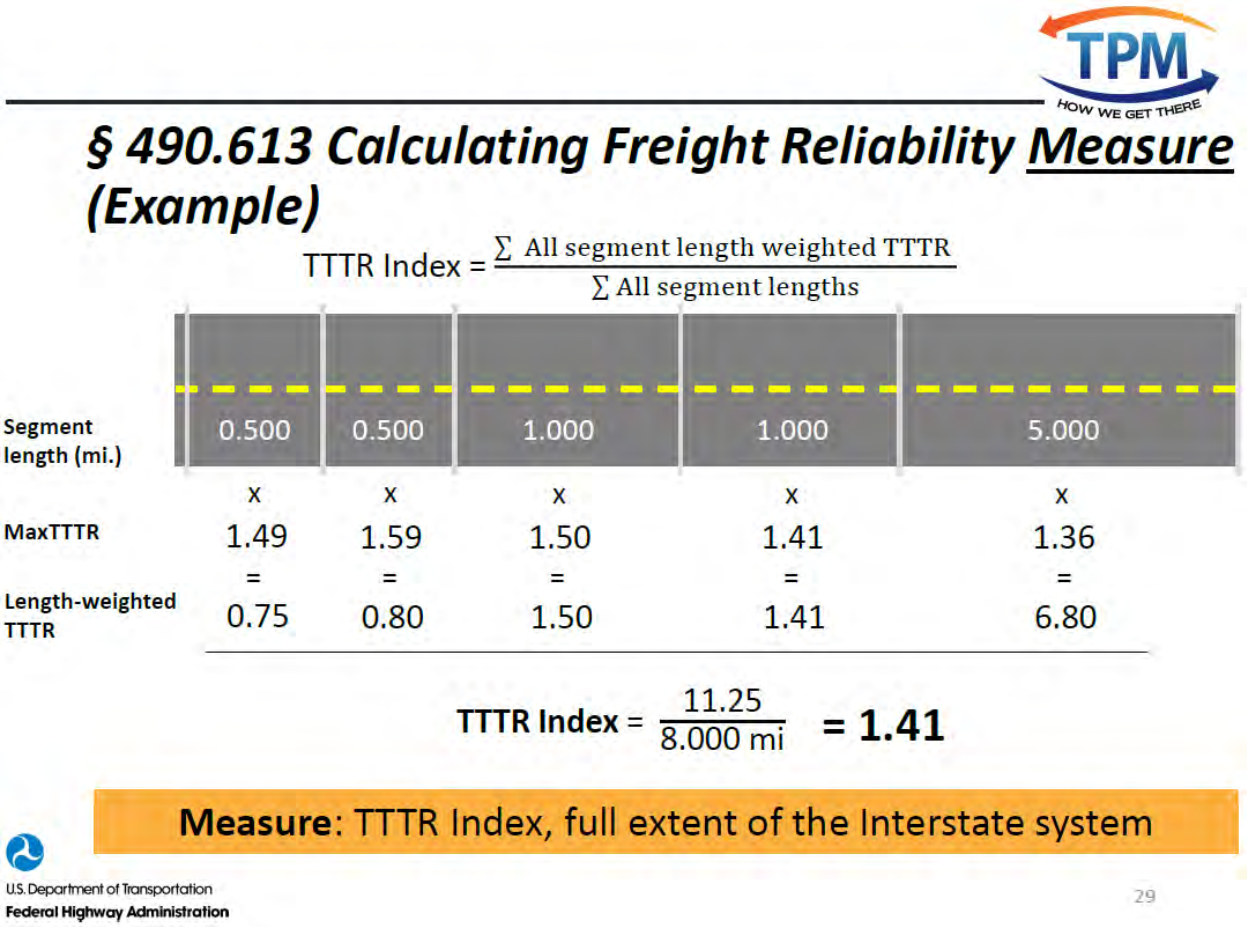
The slide in Figure 11-26, copied from an FHWA slide presentation from June 2017[39], summarizes the method to calculate the TTTR for each road segment (TMC). After calculating the TTTR for each TMC, the overall TTTR for the set of interstates within the CMP network is calculated as being the distance-weighted average TTTR, using the methodology shown in Figure 11-27.

Figure 11-26 Method for calculating TTTR for an individual TMC



[39] *National Performance Management Measures to Assess System Performance, Freight Movement, and CMAQ Improvement Program*. FHWA. 2017. https://www.fhwa.dot.gov/tpm/rule/170601pm3.pdf. Accessed December 2020.

Figure 11-27 Method for calculating average TTTR for all interstates within CMP network



A 4.2 Level of Travel Time Reliability (LOTTR)

The LOTTR has two components: the *segment-level* LOTTR, and the *system-level* metric, "percent of person-miles that are reliable". The slide in Figure 11-28, copied from an FHWA slide presentation from June 2017[39], summarizes the method to calculate the LOTTR for each road segment (TMC). After calculating the LOTTR for each TMC, the percent of person-miles on the CMP network that are reliable is calculated using the methodology shown in Figure 11-29.

Figure 11-28 Method for calculating LOTTR for each link (TMC) and determining link-level reliability

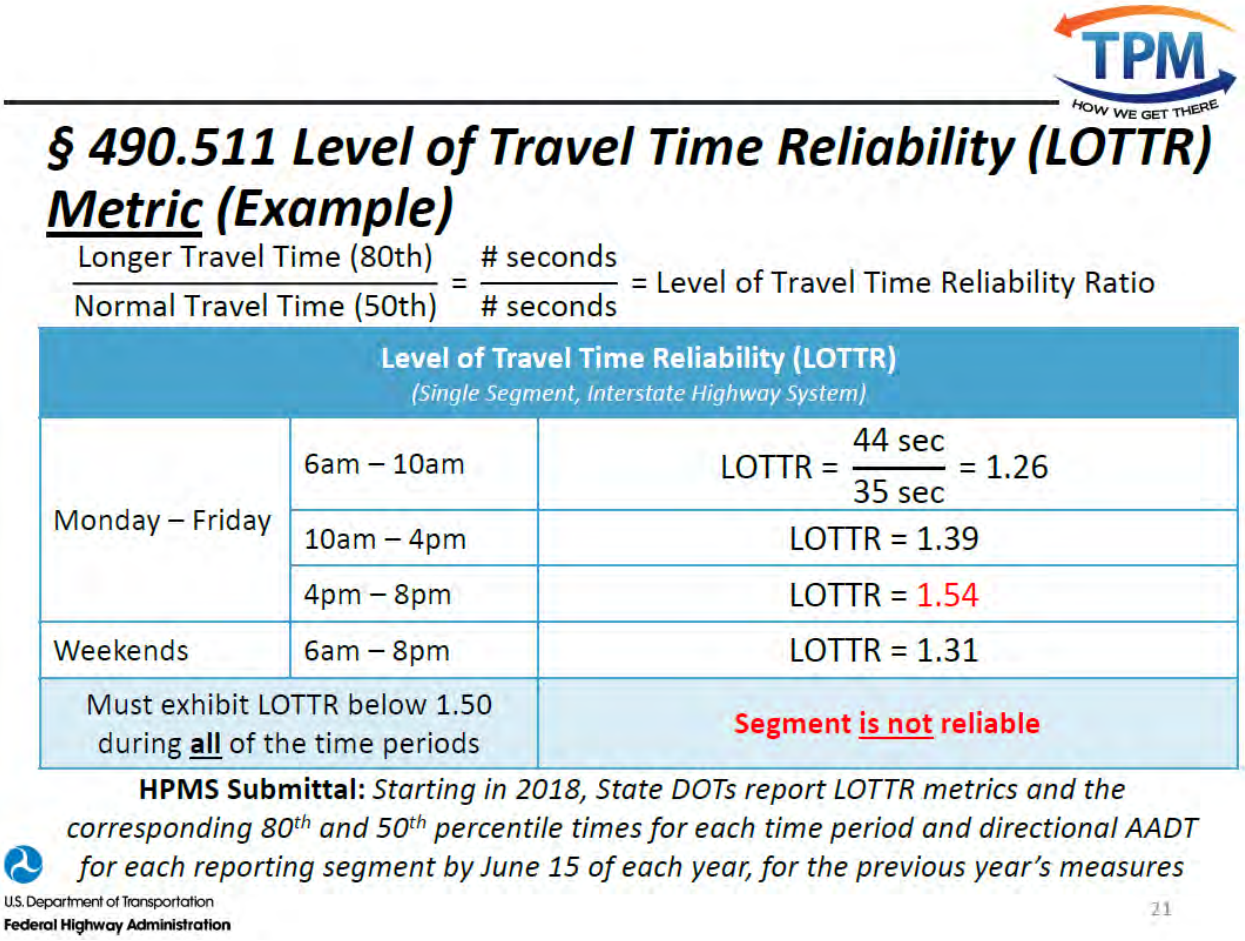
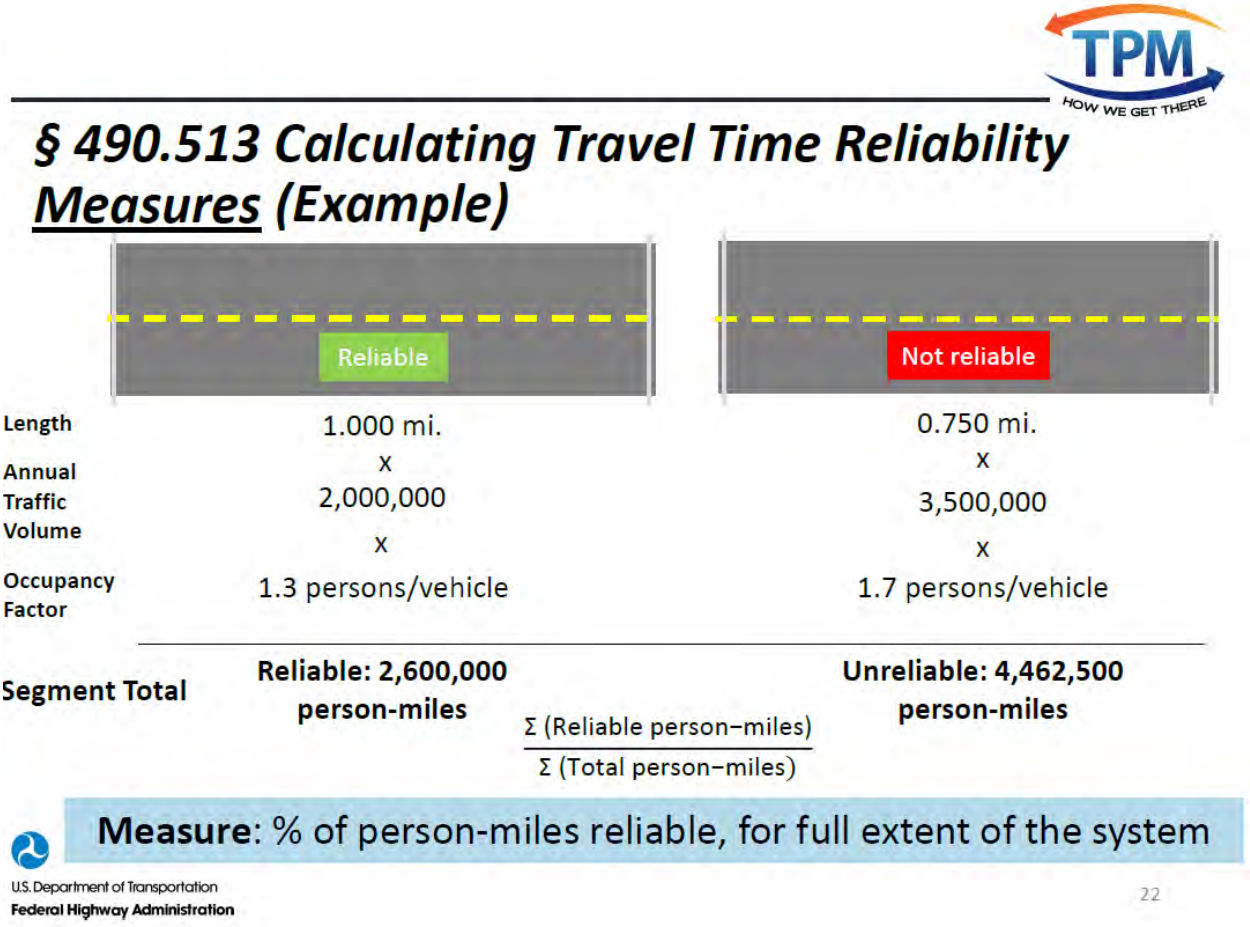


Figure 11-29 Method for calculating percent of person-miles on the CMP network that are reliable



Appendix 5 Congestion Calculation Methodology

A 5.1 Calculating Free-Flow Speed

"Free-flow" speed represents the speed a typical vehicle will travel when it is unimpeded by the presence of other vehicles on the road.

To estimate the free-flow speed for freeways, we took the 85th percentile speed (i.e., speed that was faster than 85% of all other observed speeds) for all epochs of NPMRDS data that were observed between 8pm and 6am.

Estimating arterial free-flow speed is complicated by the presence of traffic signal delay. Ideally, we want arterial free-flow speed to represent the average speed that a vehicle would travel at when unimpeded by other vehicles on the road, yet still factor in delay caused by waiting at traffic signals, which operate even when roads are otherwise under "free-flow" conditions. To very roughly account for signal delay, we adjusted the free-flow speed for arterials to be the 60th percentile speed (instead of the 85th percentile speed) during the hours of 8pm-6am.

To summarize, free-flow speeds are as follows:

- Freeway free-flow speed: 85th percentile speed, measured between 8pm-6am
- Arterial free-flow speed: 60th percentile speed, measured between 8pm-6am

A 5.2 Calculating Congested Speed

As summarized in Section 6.2.2, congested speed is the average speed during the slowest four weekday hours for the entire year. Specific steps to calculate the congested speed are as follows, being applied separately to each TMC:

1. For each hour of a 24-hour day, for weekdays only, calculate the hourly average speed for all weekdays in the year.
2. For each hour's average speed, rank the hours from 1-24, with rank 1 corresponding to the hour with the slowest average speed.
3. Identify the four slowest hours. Which hours are the four slowest will be different for each TMC.
4. Get the average of all speeds observed during those four hours for weekdays during the entire year. This average speed is the "congested speed" for the TMC.

A 5.3 Calculating Percent of TMC Miles That Are Congested

As described above in Section A 5.3, a segment (TMC) was considered "congested" if its average speed during its slowest four weekday hours was less than 60% of its free-flow speed. To computer the system-level metric, we used the formula in Equation 11-1.

Equation 11-1 Percent of CMP TMC miles that are congested

$$N_c = \frac{\sum D_C}{\sum D_T}$$

Where:

- N_c = Percent of CMP network that is congested
- D_c = TMC miles that are congested (speed during slowest 4 weekday hours is less than 60% of the free-flow speed)
- D_T = Total TMC miles

Appendix 6 Fall 2019 Transit Ridership on CMP Transit Routes

As described in Section 5.2, the CMP transit network includes all passenger rail lines, local bus routes serving >800 weekday boardings, and commuter buses averaging >20 boardings per bus trip. All bus routes also must have at least part of their service on the CMP road network.

Table 11-3 Daily boardings on CMP transit lines

Operator	Line Name	Average Weekday Boardings, Fall 2019
Amtrak	Capitol Corridor	2,794
El Dorado Transit	Sacramento Commuter	1,161
Etran (Elk Grove)	10	206
Etran (Elk Grove)	11	244
Etran (Elk Grove)	12	174
Etran (Elk Grove)	14	224
Etran (Elk Grove)	15	139
Etran (Elk Grove)	16	130
Etran (Elk Grove)	17	179
Roseville Transit	10AM	24
Roseville Transit	10PM	18
Roseville Transit	2AM	37
Roseville Transit	2PM	41
Roseville Transit	3 AM	25
Roseville Transit	3PM	29
Roseville Transit	4AM	40
Roseville Transit	4PM	31
Roseville Transit	5AM	39
Roseville Transit	5PM	28
Roseville Transit	6AM	27
Roseville Transit	6PM	30
Roseville Transit	7AM	18
Roseville Transit	7PM	33
Roseville Transit	8AM	33
Roseville Transit	8PM	19
Roseville Transit	9AM	28
Roseville Transit	9PM	24
Sacramento Regional Transit	1	1,986
Sacramento Regional Transit	11	940
Sacramento Regional Transit	21	1,230
Sacramento Regional Transit	23	1,763
Sacramento Regional Transit	25	1,220

Operator	Line Name	Average Weekday Boardings, Fall 2019
Sacramento Regional Transit	26	1,520
Sacramento Regional Transit	30	2,056
Sacramento Regional Transit	51	3,264
Sacramento Regional Transit	56	1,078
Sacramento Regional Transit	61	902
Sacramento Regional Transit	62	1,203
Sacramento Regional Transit	67	1,398
Sacramento Regional Transit	68	1,906
Sacramento Regional Transit	72	1,289
Sacramento Regional Transit	81	3,134
Sacramento Regional Transit	82	1,929
Sacramento Regional Transit	84	1,504
Sacramento Regional Transit	86	1,275
Sacramento Regional Transit	87	1,448
Sacramento Regional Transit	88	813
Sacramento Regional Transit	93	805
Sacramento Regional Transit	109	102
Sacramento Regional Transit	129	111
Sacramento Regional Transit	170	228
Sacramento Regional Transit	172	174
Sacramento Regional Transit	Gold	18,325
Sacramento Regional Transit	Blue	20,578
Sacramento Regional Transit	Green	583
Unitrans	A	901
Unitrans	P	1,045
Unitrans	Q	1,083
Unitrans	W	1,995
Yolo County Transportation District	Route 42	1,365
Yolo County Transportation District	Route 42	1,365
Yolo County Transportation District	Route 215	824
Yolo County Transportation District	Route 215	824
Yuba-Sutter Transit	1	908
Yuba-Sutter Transit	SR70	243
Yuba-Sutter Transit	SR99	285

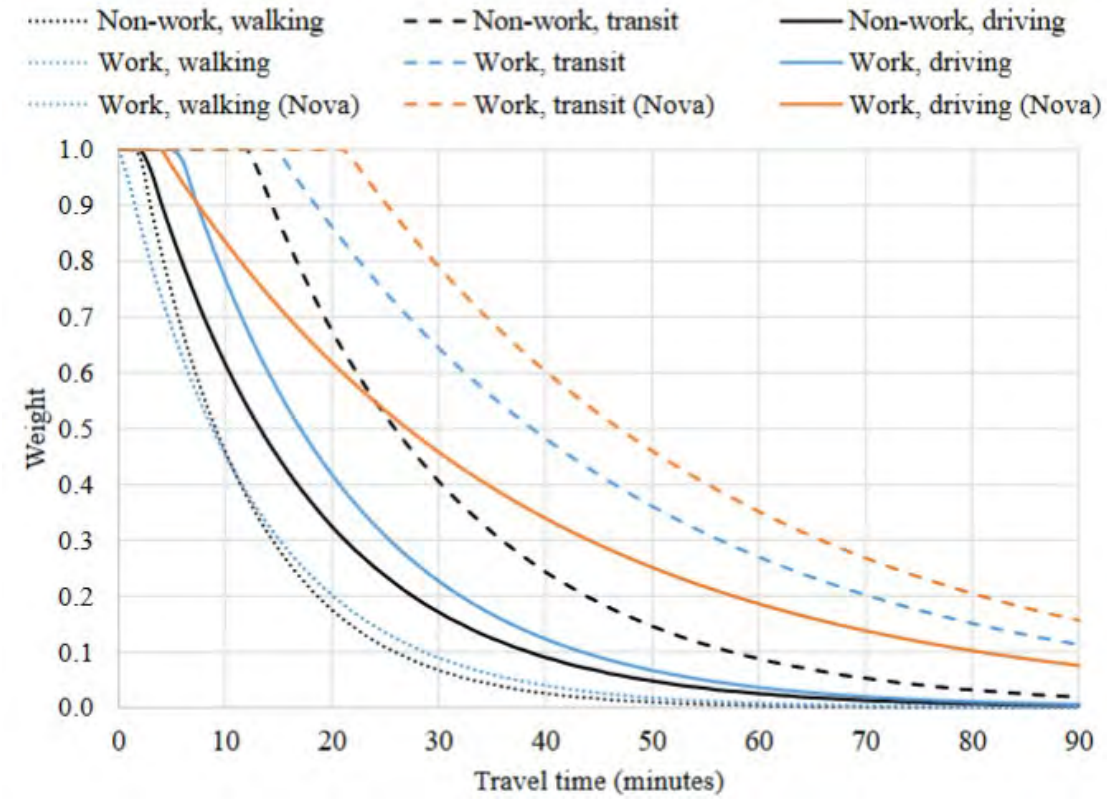
Appendix 7 Accessibility Decay Curves

As discussed in Section 7.1.4, the accessibility numbers in the CMP, calculated using Bentley Systems Sugar Access software, assume that there is a decay curve representing peoples' willingness to travel different distances using different modes. Figure 11-30 shows an example decay curve pulled from the University of Wisconsin's State Smart Transportation Initiative[40].

Using the curve as an example and considering job accessibility, we can look at the "work, transit" curve. You will see that a job that is less than 15 minutes away by transit is still considered to be one job accessible. However, if a job is 40 minutes away by transit, it is only considered about 0.5 jobs, because only about half of people, based on National Household Travel Survey data, are willing to take transit for 40 minutes to reach a job.

Similar decay curves are applied to the accessibility calculations to estimate job and service accessibility in the CMP.

Figure 11-30 Example Travel Time Decay Curve for Estimating Accessibility.



[40] Sundquist et al. *Accessibility in Practice: A Guide for Transportation and Land Use Decision Making*. University of Wisconsin State Smart Transportation Initiative. 2017.

SACOG
1415 L Street, Suite 300
Sacramento, CA 95814
tel 916.321.9000
tdd 916.321.9550
sacog.org



Public Participation Plan

Adopted September 2021

SACOG
Sacramento Area Council of Governments

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SACOG MISSION

Provide leadership and a dynamic, collaborative public forum for achieving an efficient regional transportation system, innovative and integrated regional planning, and high quality of life within the greater Sacramento region.

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About SACOG

SACOG is where local government leaders in the six-county Sacramento region come together to advance the goals of economic prosperity, connected communities, and vibrant places. SACOG works with its 28 member cities and counties to solve challenges that are too big for any one jurisdiction to solve on its own. The SACOG staff are guided by a board of elected officials from each city and county within the region. SACOG plays a central role in transportation infrastructure planning and funding assistance for cities, counties, transit operators, and other entities responsible for providing for the transportation needs of the region's residents.

As the only public agency with representation from every jurisdiction in the region, SACOG serves as a forum for the study, planning, and resolution of other issues facing local governments in a wide variety of topics from protecting our agricultural and natural resources, challenges related to flooding and wildfires, airport planning, and housing affordability. We also help our member agencies and partners find efficiencies by sharing resources for such things as joint procurements of fuel for vehicle fleets, purchasing software for transit operators, and operating an aerial imagery cooperative.

SACOG is designated by the federal government as the Metropolitan Planning Organization (MPO) for the Sacramento region, which requires SACOG to maintain a regional transportation plan that must be updated every four years in coordination with each local government. Placer and El Dorado counties are unique in that they each have their own state designation as Regional Transportation Planning Agencies (RTPAs) that are responsible for developing their own transportation plans. SACOG is the RTPA for Sacramento, Sutter, Yolo, and Yuba counties. SACOG works in coordination with the Placer County Transportation Planning Agency and the El Dorado County Transportation Commission to ensure consistency between these two county-specific plans and the broader region-wide plan.

SACOG's board of directors is made up of one representative from each city and county, except for Sacramento County with three board of supervisors, the City of Sacramento with two council members, and one ex-officio member from Caltrans. The City of Sacramento and Sacramento County have additional board representation because they hold the majority of the population in the region. Each board member is appointed by their local council or board. The assignment to serve on the SACOG board is annual. The current SACOG board members can be viewed online https://www.sacog.org/board-directors.

SACOG Policy Committees

Board Committees

SACOG has standing policy committees made of board members. The policy committees typically meet monthly, except for July. Policy committee meetings are structured to be in-depth discussions to make recommendations to the full SACOG Board of Directors.

Policy & Innovation Committee: considers state and federal advocacy, innovation, media, and other activities related to external affairs and administrative activities such as human resources, audits, the budget, and the Overall Work Program.

Land Use and Natural Resources Committee: considers land use and air quality issues, housing, electric

vehicles, and other related issues.

Transportation Committee: review all items relating to transportation, the Metropolitan Transportation Plan/Sustainable Communities Strategy, the Metropolitan Transportation Improvement Plan, and the State Implementation Plan as well as the SAFE program.

Strategic Planning Committee: reviews the Joint Powers Agreement, board representation, and long-term vision planning. This committee also acts as a liaison to the regional legislative delegation.

To request meeting information or access agendas go to: https://www.sacog.org/agendas-0.

Advisory Committees

Advisory and ad hoc committees can take many forms. They can consist of members of the public, stakeholders, public agency staff, advocates, SACOG board members, and other elected and/or appointed officials. Advisory and ad hoc committees are formed to provide guidance on specific issues, plans, and/or initiatives.

Advisory and ad hoc committees include (open to the public):

- Bicycle and Pedestrian Advisory Committee
- GIS Coordination Committee
- Race, Equity, & Inclusion Working Group
- SACSIM Travel Demand Model Technical Advisory Committee
- Sacramento Emergency Clean Air and Transportation Air Quality Policy Group
- Sacramento Emergency Clean Air and Transportation Technical Advisory Committee
- Sacramento Region Intelligent Transportation Systems Partnership
- Social Service Transportation Advisory Council
- Transportation Demand Management Taskforce

Required Consultation Advisory Groups

Regional Planning Partnership (RPP): The RPP consists of the five local air districts, representatives of the U.S. Environmental Protection Agency (EPA), California Air Resources Board (ARB), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), state and local transportation agencies, and includes local city/county planning staff, partners, and stakeholders. Currently, the RPP is SACOG's designated interagency consultation group for air quality conformity and transportation purposes. It also provides a forum for local agencies in the region's transportation industry to contribute to the policymaking and fund programming activities of SACOG, and to improve coordination within the region. The RPP meets at a minimum quarterly but can meet more often as needed. Each RPP meeting is open to the public and held at the SACOG offices with remote access available. SACOG will be working on streamlining communication with the key stakeholders of the RPP (air districts, EPA, ARB, FHWA, FTA, and state/local transportation agencies).

Transit Coordinating Committee (TCC): The TCC provides a forum for the discussion of transit plans and issues, coordinates transit studies and systems on a regional basis, disseminates federal, state, and local transit information, reviews and comments on the MTP/SCS and the MTIP, and gives input into SACOG's Overall Work Program.

What is the Public Participation Plan?

The Public Participation Plan (PPP) is SACOG's process document for the Metropolitan Transportation Improvement Program (MTIP), Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), Overall Work Program (OWP), and key decisions. The PPP lays out outreach strategies for providing the public, partners, and any interested party the opportunity to engage in the work SACOG does. The PPP is a resource to ensure SACOG meets the federal and state requirements for public participation and to highlight the best practices to create the most transparent and equitable outreach processes we can.

The Public Participation Plan is intended for SACOG staff to use as a planning resource and as a guide for the public to understand how public participation strategies will be developed. The Public Participation Plan is a collection of various processes for SACOG and should not be interpreted as the final outreach, engagement, and/or involvement strategy, but rather a document that lays out the methods to be used to develop robust, qualitative, quantitative, accessible, and thoughtful plans for outreach. All plans, programs, and projects will develop unique engagement processes using this document as a resource.

Guiding Principles for all Outreach Processes

- SACOG and the Board are committed to accessible and transparent engagement processes.
- SACOG values the voices of historically underrepresented groups including Black, Indigenous, People of Color (BIPOC); low-income residents; the LGBTQ+ community; persons with disabilities; persons with English as a second language; and youth; and shall make specific efforts to involve them in SACOG processes.
- Effective public participation requires unique processes to engage residents and achieve outcomes – there is no one size fits all approach.

Public Input on the Public Participation Plan

The Public Participation Plan will be periodically reviewed and when there are any updates it will be released for public comment for 45 days. During any comment period, the PPP will be circulated via SACOG's existing communications lists, stakeholders, partners, local community-based organizations, and local jurisdictions. After a public comment period closes, SACOG staff review and respond to all commenters, make changes to the final draft PPP as needed, and request that the SACOG board adopt the final plan.

In the most recent update, the draftentered a public comment period which began on June 17, 2021 and closed on August 9, 2021. Federal & State Requirements

Fixing America's Surface Transportation (FAST) Act

The Fixing America's Surface Transportation (FAST) Act was signed into law by President Obama on December 4, 2015. The FAST Act established federal funding levels and regulations, and underscores the need for public involvement. The law requires metropolitan planning agencies such as SACOG to provide citizens, affected public agencies, and a variety of other stakeholder a reasonable opportunity to comment on transportation plans and programs. The requirements are listed below with the Code of Federal Regulations.

23 Code of Federal Regulations & 450.316 Requirements

23 CFR &450.316 describes the specific requirements and objectives that should be included in a metropolitan planning organization's public participation plan.

- Provide adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) adoption and the Metropolitan Transportation Improvement Program (MTIP) adoption and amendments.
- Provide timely notice and reasonable access to information about transportation issues and processes.
- Employ visualization techniques to describe the MTP/SCS and MTIP.
- Make public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web.
- Hold public meetings at convenient and accessible locations and times.
- Demonstrate explicit consideration and response to public input received during the development of the MTP/SCS and the MTIP.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority communities, who may face challenges accessing employment and other services.
- Provide additional opportunity for public comment if the final MTP/SCS or MTIP differs significantly from the version that was made available for public comment by SACOG and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
- Coordinate with the statewide transportation planning public involvement and consultation processes.
- Periodically review the effectiveness of the procedures and strategies contained in this PPP to ensure a full and open participation process.
- Summary, analysis, and report on the disposition of comments shall be posted as part of the MTP and MTIP when significant written and oral comments are received on the draft MTP/SCS and MTIP.
- Minimum 45-day public comment period for the PPP with copies of the plan provided to FHWA and FTA and posted to the internet.
- When developing the MTP and MTIP, the MPO should consult with agencies and officials responsible for planning activities in the area that are affected by transportation with such planning activities.
- The MPO shall develop the MTP/SCS and MTIP with due consideration of other related planning activities in the area with the processing allowing for the design and delivery of transportation services that are provided by: recipients of assistance under title 49 U.S.C. Chapter 53; governmental agencies and non-profit organizations that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and recipients of assistance under 23 U.S.C. 201-204.
- The MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the MTIP.
- Develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies.

Title VI of the Civil Rights Act of 1964

Title VI of the Civil rights act of 1964 requires that transportation planning and programming be nondiscriminatory on the basis of race, color, national origin, or disability. Title VI serves as the legal foundation for what is today referred to as Environmental Justice. Under Title VI, the U.S. Department of Transportation (DOT) has oversight responsibility for ensuring that recipients do not use DOT funds to subsidize discrimination based on race, color, or national origin.

As part of Title VI requirements, SACOG provides an annual Title VI certification and assurance. The document lays out our complaint procedure, process for meaningful access for people with limited English proficiency (LEP), and the general program. More information can be found online https://www.sacog.org/post/title-vi-civil-rights-act-1964.

Americans with Disabilities Act of 1990

The Americans with Disabilities Act of 1990 (ADA) describes actions for non-discrimination against people with disabilities. The ADA Act calls for equal employment opportunities, non-discrimination on the basis of having a disability in state and local government services, including public transportation access, providing public accommodations and telecommunications services. SACOG fully complies with ADA through its ADA plan and policies. These policies can be reviewed online at https://www.sacog.org/post/americans-disabilities-act-1990. Measures such as wheelchair accessibility, elevators with floor numbers posted in Braille, communication devices for hearing-impaired persons such as the California Relay System, and sign-language interpreters are made available for meetings upon request. A telecommunications device for the deaf (TDD) is available to communicate with people who are deaf or have communications impairment over the telephone. The building in which SACOG resides was constructed in 2003 to comply with ADA accessibility standards.

Section 504 of the Rehabilitation Act of 1973 and Accessible Programs

Section 504 of the Rehabilitation Act of 1973 requires the Department of Transportation (DOT) to ensure that qualified individuals with disabilities are not excluded from or discriminated against under any DOT-conducted or DOT-funded program or activity because of their disabilities. DOT-conducted and DOT-funded programs and activities must be accessible and usable to qualified individuals with disabilities, including any aid, benefit, or service. DOT must take proactive steps to ensure events and programs are accessible to persons with disabilities.

Executive Orders

Executive Orders are directives by the President to federal agencies. SACOG receives federal funding, as such SACOG complies with the following Executive Orders.

Executive Order	Description
Executive Order 12898 - Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations	Its purpose is to focus federal attention on the environmental and human health effects of federal actions on minority and low-income populations with the goal of achieving environmental protection for all communities.
Executive Order 13166 – Improving Access to Services for Persons with Limited English Proficiency	Requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have

	meaningful access to them. You can find SACOG's LEP plan at https://www.sacog.org/sites/main/files/file-attachments/appendix_b_-_lep_plan.pdf?1543960547
Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments	Establish regular and meaningful consultation and collaboration with tribal officials in the development of Federal policies that have tribal implications.

California State Law

Senate Bill 375 (Chapter 728, Statutes of 2008)

Senate Bill 375 prompts regional planning to reduce greenhouse gas (GHG) emissions from cars and light trucks through coordinated planning for long range transportations plans and regional land use plans. The bill provides emission reducing goals for which regions can target and provides incentives for local governments and developers to follow new strategically planned growth patterns.

Assembly Bill 52 (Chapter 532, Statutes of 2014)

Requires lead agencies to consider the effects of projects on tribal cultural resources (TCRs) and to conduct notification and consultation with federally and non-federally recognized Native American tribes early in the environmental review process. For SACOG this applies to the MTP/SCS Environmental Impact Report.

Ralph M. Brown Act (Government Code Sections 54590-54963)

This act is California's open meeting law for public agencies. The Brown Act ensures that members of the public remain informed on the views, discussions, and actions of a local agency and allows members of the public to openly comment on agenda and non-agenda items during public meetings. The Brown Act applies to the SACOG Board and all board committees, accordingly, all SACOG Board and board committee meeting are publicly advertised and open and accessible to the public.

Staff Guide for Creating a Public Participation Process

Developing a public participation process

When creating a public participation process for a project or program, the public participation process should be developed around specific outcomes of the project, have a clear timeline that identifies engagement opportunities, key decision points, and describes how public input will be considered. Specific strategies to involve BIPOC and low-income residents should be included.

1. Project managers should identify their project engagement and outreach needs **at the beginning of the project/program**.
2. **Set a clear timeline of key decision points to identify the best times for public engagement and outreach** so that meaningful feedback can be collected and used.
3. After a set timeline of key decision points, a **plan should be developed around clear goals and an understanding of the target audience** with the relevant strategies listed below.
4. Once a plan is developed, implementation should be **easy to follow for any stakeholder**.

Audience Identification

To create an effective public process, staff should identify who the audience will be. SACOG's audience ranges from the public to agencies and elected officials. The list below is illustrative, not exhaustive. SACOG staff should develop unique stakeholder lists for each outreach process.

General Public

Community- and Faith- based organizations

Air districts

Member jurisdiction staff

Business community

Elected officials not on SACOG Board

Tribal nations

Goods movement/freight operators

Transit operators

BIPOC communities

LGBTQ+ communities

Low-income people

People with disabilities

Unhoused people

Youth

Utility providers

Development community

Advocates

Outreach Planning Strategies

The strategies below can be used to meet specific project needs and state and federal requirements, as well as create outreach and engagement plans that are transparent and accessible. This list will be periodically reviewed to add new outreach practices and strategies. A single project does not need to use every strategy, rather take from the menu of options to create a plan that fits the specific project needs, addresses legal requirements, and employs strategies that help connect with the target audience. Environmental Justice, low-income, and BIPOC communities will require a specialized approach to effectively engage. Many times, these

groups will not be reachable through standard email list communication or follow traditional SACOG channels of communication. Project managers shall identify strategies of engagement specific to these communities. Throughout the recommendations below, an asterisk indicates best practice for reaching BIPOC, low-income, and other underserved communities.

Best Practices:

- Connect with community-based organizations first, who are trusted within the community. *
- Set aside a budget for community-based organizations to help develop and implement the outreach plan as trusted messengers. *
- When appropriate, hold paid focus groups. *
- Do a scan of existing public engagement processes and to the extent possible coordinate efforts to reduce the burden of participation that many residents face. *
- Hold meetings/events/workshops where people already feel comfortable and/or go regularly (e.g., farmers markets, transit stops, grocery stores, parks). *
- Accessible content: if there is an online survey, make sure to print it, or bring devices for people to access the online content. *
- Outreach in the community, such as churches, supermarkets, or other local amenities. *
- Be willing to listen to hard truths and have a plan of action when people indicate topics and/or issues that cannot be addressed through SACOG work (have a plan with local jurisdiction to refer people). *
- Enter every community with respect and willingness to learn, communities know what they need and want. The residents are experts through their lived experience. *
- Provide workshops and materials in different languages based on need of community or have professional staff available for translation. *
- Review the PPP periodically and update the PPP with newfound evaluation results and lessons learned as needed.

Meetings, Workshops, and Events

Public meetings, workshops, and events are all effective ways to involve stakeholders. When developing a meeting, workshop, or event ensure any information and content is useful and accessible.

Best Practices:

- Schedule meetings at various times that can accommodate different work schedules, not just typical 9am to 5pm jobs.
- Host meetings, workshops, and events in locations that meet people where they are (at local community centers, farmers markets, community events, etc.).
- Create an inviting format so people want to engage (provide shade, activities, etc.)
- Communicate clearly with simple and straightforward language (if using PowerPoints, they should be simple, clear, and concise).
- Provide kids activities so parents and caretakers can engage. *
- Include youth at the same level as other stakeholders.
- Provide food and refreshments. *
- ADA compliance – ensure the meeting is accessible, you have appropriate materials, and can provide accommodations as requested. *

- Meetings should be accessible by transit. *
- Interactive activities: map pinning, sticky note exercises, drawing, storytelling, playing.
- Small group discussion can promote engagement and discovery of information that was not solicited in planned questions.
- Provide online and virtual venues that provide the same opportunities as in person meetings. *
- Provide workshops and materials in different languages based on need of community or have professional staff available for translation. *

Surveys

Surveys are a great way to collect information from the public, stakeholders, partners, and interested parties. When creating a survey ensure that the timing is right for key decision making and that the information gathered is considered and responded to.

Best Practices:

- Create a multilingual online format that can engage people even without a public meeting or workshop using Survey Monkey, Google, Microsoft Forms, or similar services. *
- Make sure to create a paper version to create access for those without internet or computer access. *
- Use simple and straightforward language.
- Make sure your question does not influence an answer (for example, what do you like about X project? vs. do you like X project?).
- Ask questions that can influence outcomes of your project in a meaningful way.
- Ask optional demographics questions like ethnicity/race, income, age, zip code, etc. to assess who is engaging and where more outreach might be needed.

Social Media

Social media plays a large role in how people interact with the world and consume information. Social media should be strategically used to share information and engage the public.

Best Practices:

- Identify the best channels to reach your intended audience, including, but not limited to Facebook, Twitter, Instagram, and TikTok.
- Create simple and easy to read language for social media including multilingual content when feasible
- Including alternate text descriptions for images*
- Create content that is engaging, simple, fun, and/or interactive.
- Social media content should be focused on visuals with text that explains clearly and is easy to read.
- Create a schedule for content posting.
- Create a theme for schedule postings.
- Sponsored ads that are geo-coded or demographically coded to your target audience. *

Communications

Communications includes a variety of tactics and strategies and is the core of all engagement. Clear and effective communication about the project, the goals, objectives, and how engagement will impact the outcomes of the project are key.

Information Sharing

- SACOG website at www.sacog.org can host news articles, notices, project pages, and collect contact information.
- E-mail blasts to targeted stakeholders and interested parties.
- Webinars, live and pre-recorded.
- Infographics or process visuals.

Media

- Leverage regional media to generate additional interest and audiences.
- Media/press releases.

Handouts

- Consider if a handout would be useful for sharing your information at a meeting or workshop.
- PowerPoint slide decks can be useful for detailed information following a presentation.

Presentations

- Clear, concise presentations should be done in simple language avoiding jargon and acronyms.
- Simple PowerPoint presentations when needed. They should have limited text and primarily visuals that support the delivery of the spoken message.

Visualization Methods

- Develop visual ways to communicate project information including, but not limited to, maps, infographics, posters, flyers, story maps, etc.

Evaluations

- Develop metrics for success at the beginning of each public development process (number of events/meetings, materials produced, number of residents engaged). Check your evaluation metrics with your stakeholders.
- Create measurable goals and outcomes.
- Identify the strategies used and if they were successful.
- Document lessons learned.

Internet and Online Engagement

The internet has become a dynamic platform for engagement and information consumption. SACOG has been utilizing online engagement techniques through websites, surveys, and social media that have proven to be convenient and useful for quality public engagement. Below are some strategies that can be applied for online engagement.

- Online surveys open for a specific period of time.
- Social media promotion of events, workshops, meetings, surveys, project announcements, etc.
- Webinars that allow people to gain information online.
- SACOG website as a key destination for information sharing.

* Indicates best practice for reaching BIPOC, low-income, and other underserved communities.

Native American & Indian Tribal Governments

On June 18, 2019, Governor Gavin Newsom issued Executive Order N-15-19, which acknowledges and apologizes on behalf of the State for the historical "violence, exploitation, dispossession and the attempted destruction of tribal communities" which dislocated California Native Americans from their ancestral land and sacred practices and establishes the California Truth and Healing Council. The destructive impacts of this forceful separation persist today, and meaningful, reparative action from the State of California (State) can begin to address these wrongs in an effort to heal its relationship with California Native Americans.

SACOG acknowledges that Native American Indian governments are domestic sovereign nations within the United States and as such understand that they are more than a stakeholder in our outreach process. Our efforts with the region's tribes will strive to ensure programs and activities avoid or minimize adverse impacts to cultural and other important resources. We recognize and respect the important California Native American rights, sites, traditions, and practices, and will consult with tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. When engaging in activities or developing policies that affect Native American tribal rights or trust resources, SACOG will act in a knowledgeable, sensitive, and respectful manner. Native American communities include lands held in trust by tribal governments, communities of non-federally recognized tribes, tribal reservation or rancherias, and Native Americans that are not part of a California tribe living in California.

Native American Indian governments are considered domestic sovereign nations; that is, they have a direct and special relationship with the federal government because of treaties and acts of Congress and are independent of individual states. For example, tribes deal directly with the federal government in securing funding for Native American reservation roads if they are tribes on a reservation. Because of their status, SACOG will work directly with Native American Indian governments on a government-to-government basis.

SACOG needs to identify issues affecting Native American tribal lands and their transportation needs, plans, projects, and outreach early in the MTP/SCS process. Guidance from Caltrans Tribal Liaison and additional existing resources will be sought in developing relationships with tribes, reservations, and individuals. Since tribes are eligible to apply for and be awarded separate funding, SACOG staff needs to consult with both federal transportation agencies and local tribes to coordinate on specific plans and projects.

Federally recognized tribes in the Sacramento region include:

- Yocha Dehe Wintun Nation
- Shingle Springs Band of Miwok Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Miwok Rancheria

Additional tribes:

While the six-county SACOG region only has four federally recognized tribes, it is important to note that there are still other tribes that have connections to the lands within the SACOG region. This includes tribes not recognized by the federal government and/or tribes that are only recognized with limited boundaries outside of the region. These limited boundaries outside the region could mean that while the federal government only recognizes a certain area being culturally, spiritually, and/or traditionally significant to a tribe, areas within the SACOG region can still be of importance to them. To the extent feasible and when appropriate, SACOG staff will also reach out to tribes outside the region, including, but not limited, to the additional tribes below.

Additional tribes to consider, including those tribes traditionally and culturally affiliated with the geographic area that may have expertise concerning their tribal cultural resources:

- Buena Vista Rancheria of Me-Wuk Indians in Amador County
- Enterprise Rancheria Estom Yumeka Maidu in Butte County
- Greenville Rancheria of Maidu Indians in Plumas County
- Ione Band of Miwok Indians of California in Amador County
- Washoe Tribe of Nevada and California in South Lake Tahoe area
- Berry Creek Rancheria of Maidu Indians in Oroville
- Estom Yumeka Maidu Tribe of the Enterprise Rancheria in Oroville
- Mooretown Rancheria of Maidu Indians in Oroville
- Chicken Ranch Rancheria of Me-Wuk Indians in Jamestown
- Greenville Rancheria in Greenville
- Grindstone Indian Rancheria of Wintun-Wailaki in Elk Creek
- Jackson Rancheria Band of Me-Wuk Indians in Jackson
- Redding Rancheria in Redding
- Susanville Indian Rancheria in Susanville

Requirements for Native American Tribal Engagement

- Executive Order 13175 – Consultation and Coordination with Indian Tribal Governments
- AB 52 – Native Americans: California Environmental Quality Act
    - Tribes must request in writing to be notified by lead agencies through formal notification proposed projects in the geography where the tribe is traditionally and culturally affiliated.
    - Within 14 days of determining that application for a project is complete or decision to undertake a project, a lead agency must provide formal notification to the designated contact that initially requested. This shall include at least one written notification that includes a project description, project location, lead agency contact information, and notification that the tribe as 30 days to request consultation.
    - A tribe must respond within 30 days of receipt of formal notification to request consultation.
    - Consultation is concluded when either of the parties agree on measures to mitigate or avoid a significant effect, if a significant effect exists to a tribal cultural resource or if a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached.
    - AB 52 requires that any information submitted by a California Native American tribe during the environmental review process shall not be included in the environmental review document of otherwise disclosed.

Recommended strategies to meet requirements for Native American Tribal Engagement

- Ensure tribal government contact information is current and updated by referencing the California Office of the Tribal Advisor for contact lists and reaching out directly to tribes.
- Connect with tribal governments and establish an expected level of communication for upcoming projects.
- Send tribal governments and relevant advocacy and service groups timely and adequate public notices and final documents.
- Actively seek tribal government input on SACOG projects and programs through direct contact with chair persons, leadership, and/or appropriate staff dependent on the project.
- Respond to all tribal government comments on the MTP/SCS and MTIP by providing a summary, analysis, and report on the disposition of comments, as part of the final MTP/SCS or MTIP.
- Respond to all consultation requests from tribes and when possible and appropriate provide specific workshops to meet their community engagement needs.
- Provide opportunities to be involved in the metropolitan transportation planning process.
- Monitor the California Office of the Tribal Advisor for guidance and policy.

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is required to be a 20-year multimodal transportation plan that is financially feasible, achieves health standards for clean air, and addresses statewide and regional climate goals. The MTP/SCS' planning objective is to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight, foster economic growth, and take into consideration resiliency needs while minimizing transportation related fuel consumption and air pollution.

The MTP/SCS lays out a transportation investment plan and land use strategy to support a prosperous region, with access to jobs and economic opportunity, transportation options, and affordable housing that works for all residents. The plan also lays out a path for improving our air quality, preserving open space and natural resources, and helping California achieve its goal to reduce greenhouse gas emissions that contribute to climate change. SACOG is responsible for updating and maintaining the MTP/SCS regularly.

It is developed in coordination with El Dorado, Placer, Sacramento, Sutter, Yolo, and Yuba counties, the 22 cities within them, and incorporates plans developed by the Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC).

MTP/SCS Outreach Requirements

The requirements listed below reflect federal and state requirements. SACOG staff are encouraged to implement tactics from the list of best practices and be nimble and creative to reduce barriers for resident engagement.

State and federal requirements for public engagement.

1. One-stop information hub for the current MTP/SCS plan on SACOG's website (www.sacog.org) in order to provide a transparent process for the public and timely notice: include access and information to transportation issues and processes, the MTP/SCS plan development timeline that highlights key dates for major decisions from the board, input opportunities, technical information sharing, and meeting/workshop information.
2. Hold public meetings at convenient and accessible locations and times. Workshops in El Dorado and Placer counties will be coordinated with El Dorado County Transportation Commission and Placer County Transportation Planning Agency respectively
3. Employ visualization techniques to communicate information on the MTP/SCS.
4. Consider and respond to public comments formally submitted during the comment period.
5. Seek out and consider the needs of traditionally underserved communities.
6. If the final MTP/SCS differs significantly from the draft, provide additional opportunity for the public to review.
7. Interagency consultation and coordination with federal, state, and local agencies.
8. Evaluate the effectiveness of the outreach plan.
9. Summary, analysis, and report on the disposition of comments in the final MTP/SCS.
10. 45-day public comment period on the draft MTP/SCS.
11. Due consideration of other related planning activities within the metropolitan area.
12. Meaningful involvement of tribal governments. *Specific guidance on this provided in the prior Tribal Governments section.*
13. To the extent practicable, develop a documented process(es) that outlines roles, responsibilities,

and key decision points for consulting with other governments and agencies.

14. Three public hearings on the draft SCS.
15. MTP/SCS specific contact list of cross-sector stakeholders.
16. Make the final MTP/SCS accessible.
17. Two (2) informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any, pursuant to SB 375.
18. Eight (8) public workshops (1 in each county, except 3 for Sacramento) to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices, pursuant to SB 375.
19. Conduct one workshop on the greenhouse gas reduction targets set by CA Air Resources Board, pursuant to SB 375.
20. At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held, pursuant to SB 375.

The Metropolitan Transportation Improvement Program (MTIP)

The Metropolitan Transportation Improvement Program (MTIP), also known as the Transportation Improvement Program (TIP), is part of the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) but focuses on a shorter, four-year period of time. The MTIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are considered to be regionally significant transportation projects with the potential to impact regional emissions, such as increased automobile or rail capacity according to federal air quality conformity regulations.

Transportation projects listed in the MTIP include transit, highway, local roadway, bicycle and pedestrian investments, planning activities and transportation facility improvements. All projects included in the MTIP must be consistent with the MTP/SCS, but the MTIP does not contain every project listed in MTP/SCS.

The MTIP must be financially constrained by year, meaning that the amount of money allocated and committed to the programmed projects must actually be available for use. The MTIP and any future amendments must include a financial plan that demonstrates enough funds exist to implement programmed projects. The Sacramento region is designated as a "nonattainment area" for ozone and carbon monoxide under the Federal Clean Air Act, accordingly, adoption of the MTIP must include an evaluation and determination of Air Quality Conformity, in accordance with the air quality goals set in the Clear Air Act. Similarly, as the MTIP is amended, SACOG must periodically evaluate conformity.

SACOG prepares and adopts the MTIP every two years. Between adoptions, the MTIP is periodically revised through administrative modifications or amendments to maintain up-to-date project information.

The current MTIP can be found on SACOG's website: https://www.sacog.org/metropolitan-transportation-improvement-program.

Requirements for the MTIP

State and federal requirement for public engagement

A. One-stop information hub for the current MTIP plan on SACOG's website (www.sacog.org) in order to provide a transparent process for the public and timely notice.
B. Employ visualization techniques to communicate information on the TIP.
C. Consider and respond to public comments formally submitted during the comment period.
D. If the final MTIP is significantly different then the draft, provide additional opportunity for the public to review.
E. Interagency consultation and coordination with federal, state, and local agencies.
F. Evaluate the effectiveness of the outreach plan.
G. Summary, analysis, and report on the disposition of comments in the final MTIP.
H. Due consideration of other related planning activities within the metropolitan area.
I. Meaningful involvement of tribal governments. *Specific guidance on this provided in the prior Tribal Governments section.*
J. To the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies.
K. Make the final MTIP accessible.

Public participation

The MTIP is an administrative document that reflects transportation decisions developed by a city, county, Caltrans, or the federal government. The MTIP is a tool used to show the schedule, scope, and constrained funding of intended transportation improvements or continuations of current activities. Unlike the planned projects in the MTP/SCS, the projects in the MTIP have committed, or reasonably available funding and are expected to begin construction within a reasonable timeframe. The MTIP comes after significant planning and engagement has been done by local agencies and after the MTP/SCS. Projects that are included in the MTIP have been identified by local cities and counties that are the project leads and have followed their own public engagement processes. As such, this makes public participation for the MTIP different than in earlier stages of the long-range planning process or the transportation planning process. Residents are strongly encouraged to engage with their city or county transportation and land use planning efforts to affect the future of their communities and the transportation projects the jurisdiction chooses to implement.

Getting involved at the project level

The priorities of the MTP/SCS shape the guidelines for determining which projects the SACOG Board chooses to fund. These projects are then programmed in the MTIP. SACOG funds projects that support smart growth; air quality improvements; transportation demand management; bicycle and pedestrian improvements; transit operations, maintenance and expansion; and roadway rehabilitation, operations and expansion. Only public agencies may apply for these funds. The public is encouraged to contact their local city or county transportation department and participate in the prioritization of their projects. Cities and counties rely on their local plans, such as the General Plan, Transit Plans, and Active Transportation Plans, to decide which projects to prioritize for funding.

Types of MTIP Actions

SACOG adopts a new MTIP every two years and revises it periodically to keep projects current. An agency lead may only proceed with a federal phase of work once the MTIP lists its project correctly. Because of the fluctuating nature of transportation projects nearing implementation, the MTIP requires frequent updates and revisions.

There are three processes for the various ways to change/update the MTIP: Adoption, Revisions (with an additional breakout of revision types), and Technical Corrections and Use of Expedited Project Selection Procedures.

MTIP Adoption

SACOG adopts a new MTIP every two years, per California law. Federal guidelines only require a new MTIP every four years. As part of the adoption, SACOG removes the two prior federal fiscal years and adds two additional years of funding. SACOG also reports projects that were completed from the prior MTIP. The MTIP is accompanied by either a new air quality conformity determination and analysis or a determination that relies on a previous analysis.

Revisions

Federal regulations allow for two types of revisions to the MTIP: Administrative Modifications and Amendments. These revisions are broken down further in the table below.

- Administrative Modification
  Federal regulations describe this action as a minor revision to the MTIP and regulations do not require it undergo public review. An Administrative Modification may take one or two weeks to process and may include minor changes to the cost of a project or phase, project description, or changes to funding sources of projects.
- Amendment
  Regulations describe this action as a significant change to the MTIP. An Amendment is a revision that involves a major change to a project included in an MTP/SCS or MTIP. An Amendment (often referred to as a Formal Amendment) may take several months to process.

MTIP Revision Types:

Types of Revisions	Details
Type 1: Administrative Modification - Minor Changes	This type of revision includes minor changes to project cost, schedule, and project description. Full procedures are posted online at https://www.sacog.org/sites/main/files/file-attachments/state_and_federal_amend_and_admin_mod_procedures_rev_121819final.pdf?1619200062
Type 2/3: Amendment – Funding Changes and Exempt Projects	This is an Amendment that makes a funding change that is greater than what is allowed as an Administrative Modification. The projects in a Type 2 revision do not change in design concept or scope and the conformity analysis years as assumed for the regional emissions analysis of the currently conforming MTP/SCS and MTIP remain unaltered. This amendment type also applies to changes that significant revise, add, or delete an exempt project listing or non-exempt, regionally significant project or project phases to/from the MTIP.
Type 4: Formal Amendment – New Conformity Determination	This is an Amendment that requires a conformity determination but relies on a previous regional emissions analysis. This type of amendment is used when adding a regionally significant project to the MTIP when the project itself has already been appropriately accounted for in the regional emissions analysis.
Type 5: Technical Amendment – New Conformity Determination & New Regional Emissions	This type of amendment requires a conformity determination and a new regional emissions analysis. This type of amendment is used when adding a non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis. This type of amendment is also used when a non-exempt, regionally significant project makes a change to either the design concept or scope or conformity analysis completion year which is not consistent with the existing regional emissions analysis.

Analysis	

Technical Corrections and Use of Expedited Project Selection Procedures

No public review is necessary for edits to parts of the MTIP that are shown for informational purposes only or for fixing obvious typographical errors. Similarly, no public review is necessary for SACOG to use agreed-upon Expedited Project Selection Procedures (EPSP). EPSP is used to advance projects from later years of the MTIP and delay the implementation of other projects from earlier years. These changes occur without modification or amendment, based on agreements between SACOG, Caltrans, local transit operators, and local transportation agencies. Even so, SACOG typically modifies or amends the MTIP at the end of the fiscal year to ensure that the MTIP reflects these advances and delays.

Consistency with the MTP/SCS

To maintain federally required consistency between the MTIP and the MTP/SCS, periodic MTP/SCS amendments are processed with MTIP amendments. When this occurs, the MTP/SCS amendment happens in a manner concurrent and consistent with the MTIP amendment action. If the Draft MTIP or MTIP Amendment and associated Conformity Analysis differ significantly from the circulated draft documents and/or raise new material issues, then the public review and comment period will be extended by five days.

Satisfaction of Federal Transit Administration Program of Projects Requirements

The agencies listed below rely on the Metropolitan Transportation Improvement Program (MTIP) to satisfy the Federal Transit Administration (FTA) requirement that agencies publish a Program of Projects (POP) listing. In addition, the Public Participation Plan (PPP) satisfies the public participation required by the POP.

Notices

The following language is published in public notices for the MTIP adoption and subsequent amendments: "This public hearing process is being used to meet the public participation requirements for the Federal Transit Administration's Program of Projects."

Agencies*

The following agencies rely on the MTIP and PPP to satisfy POP listing and public participation requirements: SACOG, Paratransit, Inc., Folsom Stage Line, Yolo County Transportation District, YubaSutter Transit, Roseville Transit, El Dorado Transit, South County Transit/Link, Unitrans, e-tran, Placer County Transit, Auburn Transit, Lincoln Transit, Davis Community Transit, Placer County CTSA.

* Sacramento Regional Transit District (RT) advertises its program of projects through the adoption of its Capital Improvement Program (CIP), which is then posted on its website. RT also lists expected funding, federal and other, for the year in the capital and operating budgets through the annual budget process. Both are then posted on its website as well. RT does, however, also rely on SACOG's PPP to provide the public participation aspect in addition to its own for maximum coverage and satisfaction of FTA requirements.

Overall Work Program

The Fixing America's Surface Transportation (FAST) Act calls for the development of the Overall Work Program (OWP) and Budget by the federally designated Metropolitan Planning Organization (MPO). As such, SACOG's OWP describes the continuing, comprehensive, and coordinated metropolitan planning process for the six-county Sacramento region. The Budget/OWP includes annual agency revenues and expenditures, and is used by Caltrans, federal agencies, and others to track activities of SACOG, Caltrans, the El Dorado County Transportation Commission (EDCTC), and the Placer County Transportation Planning Agency (PCTPA). SACOG's Budget/OWP also includes funds programmed for Board & Advocacy, Capital Assets, locally funded projects with costs ineligible to be charged to grant programs that are not included in the OWP.

SACOG manages two primary budgets. The first and largest budget is SACOG's Operations Budget that covers the OWP activities. The Budget/OWP is mainly funded through a combination of formula-based federal and state revenue sources, supplemented by short term specific discretionary and non-discretionary grants and contract funds. The second budget, the Board and Advocacy Budget, includes a portion of technical assistance SACOG provides to its members, the agency's state and federal advocacy efforts, as well as board costs such as per diem and mileage expenses. The Board and Advocacy Budget is primarily funded by annual dues payments from SACOG member cities and counties.

The OWP serves as the primary reference for SACOG's budget and work activities for the upcoming fiscal year (beginning July 1) and as a grant agreement between SACOG and Caltrans for certain formula state and federal funds that support our ongoing operations, planning, and programming activities. The OWP work plan activities for each year align and support SACOG's strategic goals and ensure that SACOG's planned activities are consistent with the amount and purpose of funding sources supporting the work program.

SACOG releases the draft Budget/OWP for public review and comment every year. Staff will provide a summary of any changes resulting from comments received from Caltrans, federal agencies, and other partners' preliminary review, along with any other comments received during the public review period with the draft final version of the Budget/OWP. To receive notification of the draft Budget/OWP sign up for Policy & Innovation Committee notifications at https://www.sacog.org/pod/sign-notifications.

Outreach Requirements

Draft Budget and OWP

- Submit the administrative draft OWP to Caltrans, FTA, and FHWA by March 1. In general, the administrative draft is reviewed by the Board of Directors prior to submittal to Caltrans, FTA, and FHWA; however prior board approval is not required.
- The draft budget/OWP shall be reviewed by the board and released for public comment for 30 days during March/April.
    - The public comment period will be noticed through agenda notifications when the draft budget/OWP is taken to committees and the board.
    - The public comment period will be noticed on the SACOG website at www.sacog.org.

Final Proposed Budget & OWP

Once Caltrans, FTA, and FHWA have provided review comments, and the public comment has been received, appropriate revisions are made to the proposed budget and the revised budget proposal is reviewed and

adopted by the SACOG board, then sent along for FHWA approval. The final proposed budget and OWP is finalized no later than June 30. The final Approved Budget and & OWP is then submitted to Caltrans for approval by Caltrans, FTA, and FHWA.

- The public will be notified of the final budget/OWP through a website notification posting and through our typical agenda notification channels when the final draft goes to our committees and board.

Response to Public Input

SACOG will take public comments and address them either individually or consolidated, depending on the volume of comments received. A summary of comments and how they were addressed will be included with the final budget and OWP.

Appendix A: MTIP Public Involvement & Review Requirements

Public Involvement & Review Requirements for the MTIP

	Type 1: Administrative Modification Minor Changes	Type 2/3: Amendment - Funding changes and Exempt Projects
SUMMARY	Changes consistent with Caltrans' administrative amendment procedures	Allowed as a Minor Change e.g. funding changes greater than allowed per Caltrans' administrative procedures
PUBLIC DOCUMENT REVIEW TIME	Not applicable	7 days
DOCUMENT LOCATION FOR PUBLIC REVIEW	Posted on www.sacog.org Hardcopy available upon request	Posted on www.sacog.org Hardcopy available upon request
SACOG COMMITTEE CIRCULATION	Not applicable	RPP Notified TC Notified
PUBLIC HEARING	Not applicable	Not applicable
NOTICE OF PUBLIC HEARING	Not applicable	Not applicable
MEDIA NOTIFICATION OF HEARING	Not applicable	Not applicable
LOCATION OF HEARING	Not applicable	Not applicable
APPROVAL AUTHORITY	Manager	Board (follow by Clatrans & US DOT)
NEW MTIP CONFORMITY DETERMINATION	No	No
NEW REGIONAL EMISSIONS ANALYSIS?	No	No
STAFF PROCEDURES FOR DOCUMENTATION	Signed letter to Caltrans with all applicable statements related to the deliverables below.	Signed letter to Caltrans/FHWA with all applicable statements related to the deliverables below.
	1. Provide documentation showing the changes to project listings before and after the amendment.	1. Provide documentation showing the changes to project listings before and after the amendment.
	SACOG will follow all applicable Administrative Modification procedures as approved by Caltrans and FHWA.	2. Analyze financial data to determine constraint.
		3. Document public involvement process.
		4. Show consistency with MTP.
		5. For funding changes, a statement that the change does not impact scope or conformity analysis of a non-exempt, regionally significant project.
		6. For adding exempt projects, circulation of the document through interagency consultation process with state and federal partners to determine the project is exempt from conformity determination and/or regional emissions analysis.

Public Involvement & Review Requirements for the MTIP

	Type 4: Formal Amendment Conformity Determinations and Relies on a Previous Regional Emissions Analysis
SUMMARY	Adding a regionally significant project to the MTIP when it has already been appropriately accounted for in the regional emissions analysis
PUBLIC DOCUMENT REVIEW TIME	7 days
DOCUMENT LOCATION FOR PUBLIC REVIEW	Posted on www.sacog.org Hardcopy available upon request
SACOG COMMITTEE CIRCULATION	RPP Consensus SACOG Committee SACOG Board
PUBLIC HEARING	Yes
NOTICE OF PUBLIC HEARING	SACOG Website
MEDIA NOTIFICATION OF HEARING	MTIP Stakeholder list
LOCATION OF HEARING	TC or Board
APPROVAL AUTHORITY	Board (follow by Clatrans & US DOT)
NEW MTIP CONFORMITY DETERMINATION	Yes
NEW REGIONAL EMISSIONS ANALYSIS?	No
	Type 4: Formal Amendment Conformity Determinations and Relies on a Previous Regional Emissions Analysis
STAFF PROCEDURES FOR DOCUMENTATION	Signed letter to Caltrans/FHWA with all applicable statements related to the deliverables below.
	1. Provide documentation showing the changes to project listings before and after the amendment.
	2. Analyze financial data to determine constraint.
	3. Document public involvement process.
	4. Show consistency with MTP.
	5. Include MPO conformity determination (resolution) stating that the conformity determination was based on a previous regional emissions analysis.
	6. Include summary of emissions budget test or interim emissions test from currently conforming MTP/SCS and MTIP.
	7. If the formal amendment includes type 2 or 3 changes, include applicable deliverables.

Public Involvement & Review Requirements for the MTIP

	Type 5: Formal Amendment Conformity Determinations and New Regional Emissions Analysis
SUMMARY	Emissions Analysis e.g. add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis e.g. change in nonexempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years
PUBLIC DOCUMENT REVIEW TIME	30 days
DOCUMENT LOCATION FOR PUBLIC REVIEW	Posted on www.sacog.org Hardcopy available upon request
SACOG COMMITTEE CIRCULATION	RPP Consensus SACOG Committee SACOG Board
PUBLIC HEARING	Yes
NOTICE OF PUBLIC HEARING	SACOG Website
MEDIA NOTIFICATION OF HEARING	MTIP Stakeholder list
LOCATION OF HEARING	TC or Board
APPROVAL AUTHORITY	Board (follow by Clatrans & US DOT)
NEW MTIP CONFORMITY DETERMINATION	Yes
NEW REGIONAL EMISSIONS ANALYSIS?	Yes
	Type 5: Formal Amendment Conformity Determinations and New Regional Emissions Analysis
STAFF PROCEDURES FOR DOCUMENTATION	Signed letter to Caltrans/FHWA with all applicable statements related to the deliverables below.
	1. Provide documentation showing the changes to project listings before and after the amendment.
	2. Analyze financial data to determine constraint.
	3. Document public involvement process.
	4. Show consistency with MTP.
	5. Include MPO conformity determination (resolution) and follow standard documentation procedures for conformity determination.
	6. Execute and document the new regional emissions analysis.
	7. If the formal amendment includes type 2, 3 or 4 changes, include applicable deliverables.

1415 L Street, Suite 300
Sacramento, CA 95814
tel 916.321.9000
tdd 916.321.9550
sacog.org

Appendix L: Plan Requirements and Regulatory Framework

Regulatory Framework for MTP/SCS

The contents of the Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategies (SCS) are governed by inter-related state and federal requirements, as summarized below.

FEDERAL LAW REQUIREMENTS

Federal law requires the MTP to provide for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian and bicycle facilities) that will function as an intermodal transportation system for the metropolitan planning area. (23 U.S.C. § 134(c).) MTPs must be developed in coordination with agencies and officials responsible for local planning activities affected by transportation, and shall consider the related planning activities within each jurisdiction. (23 U.S.C. § 134(g)(3); 23 C.F.R. § 450.316 (b).) MPOs must use the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity in the MTP. (23 C.F.R. § 450.322 (e).)

Planning factors that must be considered in the MTP include: (1) supporting economic vitality; (2) increasing the safety transportation system for motorized and non-motorized users; (3) increasing security of the transportation system; (4) increasing accessibility and mobility of people and freight; (5) protecting and enhancing the environment, promoting energy conservation, improving quality of life, and promoting consistency between transportation improvements and State and local planned growth and economic development patters; (5) enhancing the integration and connectivity of transportation; (6) Enhancing the integration and connectivity of the transportation system, across and between modes, for people and freight; (7) Promoting efficient system management and operation; (8) emphasizing the preservation of the existing transportation system; (9) Improving the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and (10) enhancing travel and tourism (23 U.S.C. § 134 (h); 23 C.F.R. § 450.306(a).).

At a minimum, the MTP must include: (1) the projected transportation demand of persons and goods in the planning area over the planning period; (2) existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways and bicycle facilities, and intermodal connectors) that should function as an integrated system; (3) operational and management strategies to improve performance of transportation facilities to relieve congestions and maximize safety and mobility; (4) consideration of the results of the congestion management process; (5) assessment of capital investments and other strategies to preserve the existing and projected future transportation infrastructure; (6) design concepts and scope descriptions for all existing and proposed facilities with sufficient detail to develop cost estimates, (7) a discussion of potential mitigation strategies; (8) pedestrian and bicycle facilities; (9) transportation and transit enhancement activities; and (10) a financial plan. (23 C.F.R. § 450.322 (f).)

In addition, the development of the MTP must be coordinated with state and federal clean air agencies. In nonattainment areas, such as the SACOG region, the MTP must be coordinated with the development of transportation control measures in the State Implementation Plan (SIP), and is subject to an air quality conformity determination by the United States Environmental Protection

Agency (EPA). (23 U.S.C. § 134 (i)(3); 40 C.F.R. § 93.106 (a).)

The air quality conformity determination must be based on the most recent planning assumptions in force at the time the conformity analysis begins, as determined by the interagency consultation process. (40 C.F.R. § 93.110 (a).) These assumptions must be derived from the estimates of current and future population, employment, travel, and congestion most recently developed by the MPO. (40 C.F.R. § 93.110 (b).) The conformity determination must also be based on the latest assumptions about current and future background concentrations. (40 C.F.R. § 93.110 (b).)

For each MTP horizon year, the EPA requires that the MTP quantify and document demographic and employment factors, including expected transportation demand and land use forecasts. The MTP must also describe the highway and transit system in terms of the regionally significant additions or modifications anticipated to be operational. Transit facilities and services must be identified in terms of design concept, design scope, and operating policies sufficient for modeling their anticipated ridership. (40 C.F.R. § 93.106 (a)(2).)

STATE LAW REQUIREMENTS

State law also requires that each MPO prepare and adopt an MTP aimed at achieving a coordinated and balanced regional transportation system. Each MPO shall consider and incorporate in the MTP, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies. (Gov. Code, § 65080 (a).)

In addition, state law requires that the MTP include an SCS, subject to the federal laws outlined above, including the requirement to utilize the most recent planning assumptions considering local general plans and other factors. (Gov. Code, § 65080 (b)(2).)

The SCS shall: (i) identify the general location of uses, residential densities, and building intensities within the region; (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584; (iv) identify a transportation network to service the transportation needs of the region; (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01; (vi) consider the state housing goals specified in Sections 65580 and 65581; (vii) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas (GHG) emissions from automobiles and light trucks to achieve, if feasible, the GHG emission reduction target approved for the region by the California Air Resources Board (ARB); and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. § 7506). (Gov. Code, § 65080 (b)(2)(B).)

In the event that the SCS is unable to reduce GHG emissions to achieve the GHG emissions reduction targets, the MPO must prepare an alternative planning strategy to show how the GHG

emissions reduction targets can be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. (Gov. Code, § 65080 (b)(2)(I).)

According to the California Transportation Commission's (CTC) *2017 Regional Transportation Plan Guidelines*, MPOs must use the most current household travel surveys, demographic, socio-economic, and census data available in developing the MTP and SCS. (CTC, *2017 California Regional Transportation Plan Guidelines* (January 18, 2017). In regions that are nonattainment for CO or ozone, scenarios of land development shall be consistent with the future transportation system alternatives for which emissions are estimated, and the distribution of employment and residences for different transportation options shall be reasonable. (CTC, *2017 California Regional Transportation Plan Guidelines (*January 18, 2017), p. 68, citing 40 C.F.R. § 93.122 (b)(1) (iv).) In addition, in such nonattainment regions, a capacity-sensitive assignment methodology shall be used, and emissions estimates shall be based on a methodology which differentiates between peak- and off-peak link volumes and speeds and uses speeds based on final assigned volumes, and reasonable methods, in accordance with good practice, shall be used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the network-based travel model. (*Id.* at p. 45, citing 40 C.F.R. § 93.122 (b)(2).)

PLAN UPDATES

Regional transportation planning is a dynamic process requiring continuous monitoring and periodic updating. Updating a MTP ensures the MPOs planning process is valid and consistent with current and forecasted transportation and land use conditions and trends for at least a 20-year planning horizon.

Federal and state law both require SACOG to update the MTP (known as a regional transportation plan under California state law) at least every four years. (23 C.F.R. § Part 450.322(a); Cal. Gov. Code, § 65080(d).) Failure of an MPO to adhere to the federal and state required update period could result in the United States Federal Highway Administration not approving the region's Federal Transportation Improvement Plan (FTIP) and a loss of federal and state funding since projects that are programmed for state or federal funding in the FTIP and State Transportation Improvement Plan must be included in the approved MTP.

An MTP can be either updated or revised. An update means making current the MTP "through a comprehensive review." (23 C.F.R. § 450.104.) Updates require public review and comment, a 20-year horizon year, demonstration of fiscal constraint, and a conformity determination.

Revisions are broken into 2 categories: a major revision is an "amendment" which requires public participation and a conformity determination; a minor revision is an "administrative modification" which does not require public participation or a conformity determination.

The following changes constitute an "amendment" (triggering public participation and a conformity determination): (1) adding or deleting a non-exempt project; (2) significantly changing the design concept or scope of a regionally significant project; or (3) changing the implementation year such that it affects a transportation conformity analysis year.

When an MPO prepares an amendment or update, it also needs to be aware that a conformity

determination may need to be conducted, depending on the type of changes, modifications or amendments. An amendment that makes any of the following changes to the RTP would require a new conformity determination for the RTP: (1) the amendment adds or deletes a non-exempt project; (2) the amendment significantly changes the design concept or scope of a regionally significant project; or (3) the amendment changes the implementation year such that it affects a transportation conformity analysis year.

There is little other guidance on what constitutes a "comprehensive review," or when modifications to the land use component of the plan constitute an update, a major revision, or a minor revision. Interim modifications to the land use component of the plan are not addressed under the federal statutes or regulations. California Government Code section 65080 is similarly silent on the nature and extent to which the land use elements of a regional plan can be modified without a full update of a plan.

SACOG has concluded that this may provide the region some measure of flexibility to execute mid-cycle revisions to the land use forecast without requiring a new air quality conformity analysis. However, to protect the region's ability to meet Clean Air Act requirements the next time a conformity analysis is required, the proposed land use revisions would be required to demonstrate that they would not increase air emissions beyond the currently adopted plan.

Meeting Federal and State Air Emissions Standards

FEDERAL CLEAN AIR ACT (42 U. S.C. §7401 ET SEQ. (1970))

The Clean Air Act (Act) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes the EPA to establish National Ambient Air Quality Standards (NAAQS) to protect public health and welfare, and to regulate emissions of hazardous air pollutants.

One of the goals of the Act was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop state implementation plans (SIPs), applicable to appropriate industrial sources in the state, in order to achieve these standards. The Act was amended in 1977 and 1990, primarily to set new goals (dates) for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines.

Through the SIPs, states must demonstrate how they will attain and maintain the air quality standards and meet other elements of the Clean Air Act. SIPs must be submitted to EPA for approval. In California, the statewide SIP is prepared by the California Air Resources Board (CARB), in coordination with the local air quality management districts in federally-designated non-attainment areas. The Sacramento region is part of the Sacramento Federal Nonattainment Area (SFNA), which also includes all or parts of the following: Sacramento Metropolitan AQMD, Feather River AQMD (Yuba and Sutter counties), Placer County APCD, El Dorado County AQMD, and Yolo-Solano AQMD. These air districts coordinate with the CARB on the development and adoption of the Sacramento regional portions of the SIP.

There are multiple, current, designations for this portion of the plan area; severe-15 nonattainment area for the 2008 8-hour NAAQS for ozone and a moderate nonattainment area for the 2015 8-hour NAAQS for ozone; additionally, the Sutter Buttes area is classified as a marginal nonattainment area for the 2015 standard. The 2008 Ozone NAAQS classifying the Sacramento non-attainment area as severe-15 became effective on May 21, 2012. On April 6, 2015, the EPA revoked the 1997 8-hour ozone standard. However, on February 16, 2018 the DC Circuit Court of Appeals vacated portions of the EPA's 2008 Ozone Implementation Rule. This ruling vacated the revocation of Transportation Conformity requirements for the 1997 ozone standard; noting a need for areas to continue demonstration to the standard in specific circumstance. The region's designation status through the 2015 NAAQS for ground-level ozone became effective August 3, 2018. EPA has not yet revoked the previous 2008 standard.

Particulate matter (PM) is a mixture of solid and liquid particles. Because particles originate from a variety of activities and processes, their chemical and physical compositions vary. PM can be directly emitted or can be produced by secondary formation in the atmosphere when gaseous pollutants, such as nitrogen oxides and sulfur dioxide, chemically react with ammonia and other compounds to form fine aerosol particles. Sources of PM are mainly due to human (anthropogenic) activities caused by area-wide sources, such as residential wood and other fuel combustion smoke and other pollutants, motor vehicles including entrained road dust and exhaust, and off-road mobile sources including dust and equipment exhaust emissions from construction and farming activities. PM can also be generated from natural sources such as windblown dust and wildfires.

Adverse health effects related to particulate matter exposure result in a number of economic costs and social consequences. These include increased medical costs, hospital admissions, work loss days, school absences, caregiver burdens, and premature deaths. Numerous scientific studies have linked particle matter exposure to a variety of health related problems, such as irritation of the airways, coughing, or difficulty breathing, decreased lung function, aggravated asthma, development of chronic bronchitis, irregular heartbeat, and nonfatal heart attacks. People with heart or lung diseases, children and older adults are the most likely to be affected by particle pollution exposure. Studies also indicate that even healthy individuals may experience temporary symptoms from exposure to elevated levels of particle matter.

EPA changed the 24-hour standard for $PM_{2.5}$ from 65$\mu g/m^3$ to 35$\mu g/m^3$ in 2006 and two areas within the area of the proposed MTP/SCS were consequently designated as $PM_{2.5}$ nonattainment areas in 2009. Since the new standards were implemented, EPA approved the *Yuba City-Marysville $PM_{2.5}$ Nonattainment Area Redesignation Request and Maintenance Plan* on December 9, 2014. The area is now designated attainment, effective January 8, 2015. Until 2017, Sacramento County was in nonattainment for the standard. Following the development of the $PM_{2.5}$ Implementation/Maintenance Plan and Redesignation Request for the Sacramento $PM_{2.5}$ Nonattainment Area, EPA declared Sacramento County as attainment on May 10, 2017.

The SIP must include transportation conformity budgets and control measures. Transportation conformity budgets will require that future transportation projects stay within specified emission levels that meet attainment and progress goals. Failure to do so can result in withholding federal transportation project approvals and funding. The SIP also will establish budgets for new milestone years (to be identified in that SIP). The region also has budgets for PM10, because the area

previously violated the federal standards for this pollutant.

SACOG's MTP must forecast transportation sector emissions and must demonstrate that its emissions are within the established SIP budget limits, for ozone, PM2.5, and PM10, in order to be certified by the federal government and to be eligible for federal transportation funds. Any amendments to the MTP that might change its projected air emissions must demonstrate, through additional air emissions modeling, that the emissions from the entire MTP are still within the budgeted limits. This process inherently interconnects the future of the local governments of the region. A changed transportation project in one portion of the region has at least the potential to affect the entire region's ability to stay within its assigned air emission budgets, which in turn determines whether the entire region is eligible for federal transportation funds.

The state-of-the-practice in preparing MTPs and estimating their air emission impacts has substantially improved over the last several years. Three trends dominate the change. First, all levels of government (local, regional, state, and federal) are learning more about the strong connections between land use patterns, transportation systems, travel behavior, and air emissions, which is leading to more integrated planning. Second, regional scenario planning that creates and measures the impacts of a wide range of futures is becoming commonplace, and provides valuable information that is affecting the substance of MTPs. Third, data and modeling tools to forecast the likely impacts of different land use and transportation system futures are becoming much more detailed and accurate. The United States Department of Transportation (USDOT) and the EPA, the two key federal agencies overseeing the activities of metropolitan planning organizations (MPOs) as they adopt and implement MTPs and demonstrate compliance with the Federal Clean Air Act, are actively encouraging MPOs to proactively implement all three of these practices: integrated planning, scenario planning, and more accurate measurement tools.

SIP Transportation Control Measures (TCMs) and other control measures are typically individual projects or rules that may be amended or replaced as more is learned about the feasibility or effectiveness of the measure. Replacement requires approval by the air district, CARB, and the EPA, but is generally straightforward because the measures involve relatively low emission reduction levels that can be achieved through substituted measures. SACOG has one TCM, 'Spare the Air.'

Federal Clean Air Act conformity requirements pursuant to the Amendments of 1990, apply in all MPO/RTPA nonattainment areas. The Clean Air Act (42 U.S.C. § 7506(c)) "conformity" requirement ensures that federal funding and approval are given to transportation plans, programs and projects that are consistent with the air quality goals established by a SIP. For MPO nonattainment regions, the MPO and FHWA are responsible for making the MTP conformity determination. Both the MPO and FHWA must be able to determine that any new transportation projects will not cause new air quality violations, worsen existing violations or delay timely attainment of the National Ambient Air Quality Standards. The transportation conformity rule (40 C.F.R. Part 93) sets forth policy, criteria, and procedures for demonstrating and assuring conformity of transportation activities.

SENATE BILL 375

Senate Bill 375 (SB 375) assigns three primary functions to CARB. First, at least every eight

years, the agency must establish passenger vehicle greenhouse gas emissions reduction targets for 2020 and 2035 that the 18 MPOs in the state must, if feasible, meet through their MTP/SCSs. Second, it must work with each MPO to determine an accurate method for measuring the greenhouse gas emissions performance of the MTP/SCS. Third, it must determine whether the adopted MTP/SCS, if implemented, would meet the established greenhouse gas emissions reduction targets.

At each step in this process, SACOG must document and explain the land use, as well as the transportation components, of the MTP/SCS in detail. For the first target setting cycle, CARB established the overarching principle that each MPO's target should be "the most ambitious achievable." To satisfy that principle, CARB requested, and the MPOs provided, detailed scenario planning information to illustrate the range of greenhouse gas emissions reduction that would result from variations in the land use pattern (e.g., growth near transit, percentage of new growth in traditional versus more compact housing product types, density of new growth, distance of new housing to job centers) and transportation network (e.g., roads, transit, bike, and pedestrian facilities). For the second function, determining an accurate method to measure emissions performance, CARB evaluated the capacity of the modeling tools used by the MPOs to determine whether they could accurately estimate greenhouse gas emissions, given a specified land use pattern and transportation network. To assist CARB in this effort, again, the MPOs submitted detailed information about the level of land use detail that the models can analyze and their sensitivity to how land use changes affect travel behavior.

Summary

SACOG uses the same basic approach to documenting the land use component of the MTP/SCS, and to estimating air quality impacts, in order to address both federal and state regulatory requirements. A parcel specific GIS allows SACOG to document the projected land use pattern and estimate its travel and air quality impacts at a parcel level. This level of specificity has helped to persuade EPA, USDOT, and CARB that SACOG's methods are transparent and accurate. However, the land use pattern is represented in the plan graphically as a generalized land use map, showing the general location of uses, residential densities, and building intensities of projected growth in the region. Detailed annual monitoring ensures that actual performance is compared to projected performance, so that learning can occur and necessary adjustments made in each 4-year plan update cycle. The generalized land use map provides enough focus to design a transportation system to serve the projected land uses, but sufficient flexibility for land development markets to function.

A summary of key planning references follows.

Summary of Key Planning References

STATE REGULATIONS

California Clean Air Act

Federal law requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan, or SIP. The sweeping 1990 amendments to the Clean Air Act (CAA) established new air quality requirements for the development of metropolitan transportation plans (MTPs) and programs. The California Clean Air Act (or CCAA) sets even tougher state goals. The CCAA provides a planning framework for attainment of California Air Quality Standards. Local air districts in violation of state standards are required to prepare air quality attainment plans.

The MTP/SCS must meet requirements to achieve air quality attainment. For air quality of each class (moderate, serious, severe), the CCAA specifies air quality management strategies that must be adopted. For all classes, attainment plans are required to demonstrate a five percent per year reduction in emissions of air pollutants or their precursors.

California Transportation Commission Regional Transportation Plan Guidelines

Pursuant to Government Code section 65080(d), each regional transportation planning agency (RTPA) is required to adopt and submit an updated regional transportation plan (RTP) to the California Transportation Commission (CTC) and the Department of Transportation (Caltrans) every four years. SACOG is the designated RTPA for Sacramento, Yolo, Sutter and Yuba counties. Under Government Code section 14522, the CTC is authorized to prepare guidelines to assist in the preparation of RTPs. The CTC's RTP guidelines suggest that projections used in the development of an RTP should be based upon available data (such as from the Bureau of the Census), use acceptable forecasting methodologies, and be consistent with the Department of Finance baseline projections for the region. The guidelines further state that the RTP should identify and discuss any differences between the agency projections and those of the Department of Finance.

California Environmental Quality Act (CEQA)

The MTP is subject to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines. CEQA requires that state and local government agencies consider the cumulative regional impact and environmental consequences of projects over which they have discretionary authority before taking action on those projects. Although the individual programs and projects included in the MTP/SCS will be implemented by various public agencies, SACOG is responsible at a regional plan level for carrying out and approving the MTP and as such, is the lead agency for the purpose of preparing the environmental review of the proposed project.

The California Land Conservation Act (Williamson Act)

The California Land Conservation Act, better known as the Williamson Act, was enacted by the California State Legislature in 1965 to encourage the preservation of agricultural lands. The

Williamson Act program permits property tax adjustments for landowners who contract with a city or county to keep their land in agricultural production or in approved open space uses for at least ten years. Lands covered by Williamson Act contracts are assessed on the basis of their agricultural value, instead of their potential market value under nonagricultural uses. In return for the preferential tax rate, the landowner is required to contractually agree to not develop the land for a period of at least ten years.

Williamson Act contracts are renewed annually for ten years unless a party to the contract files for non-renewal. The filing of a non-renewal application by a landowner ends the automatic annual extension of a contract and starts a nine-year phase-out of the contract. During the phase-out period, the land remains restricted to agricultural and open-space uses, but property taxes gradually return to levels associated with the market value of the land. At the end of the nine-year non-renewal process, the contract expires and the owner's uses of the land are restricted only by applicable local zoning.

The Williamson Act defines compatible use of contracted lands as any use determined by the county or city administering the agricultural preserve to be compatible with the agricultural, recreational, or open-space use of land within the preserve and subject to contract. (Gov. Code, § 51202(e).) However, uses deemed compatible by a county or city government must be consistent with the principles of compatibility set forth in Government Code section 51238.1.

Delta Reform Act

In November 2009, the California Legislature enacted SBX7 1, the Delta Reform Act, one of several bills passed at that time related to water supply reliability, ecosystem health, and the Delta. The Delta Reform Act created the Delta Stewardship Council (DSC). The DSC is made up of seven members that are advised by a 10-member board of scientists. The DSC is charged with developing and adopting a Delta Plan by January 1, 2012. The DSC is tasked with addressing the coequal goals of providing a more reliable water supply for California and protecting, restoring, and enhancing the Delta ecosystem. According to the Delta Reform Act, the coequal goals shall be achieved in a manner that protects and enhances the unique cultural, recreational, natural resource, and agricultural values of the Delta as an evolving place.

Under the Delta Reform Act, the DSC is charged with reviewing and advising local and regional agencies regarding the consistency of local and regional planning documents, including an SCS, with the Delta Plan. The DSC's input includes reviewing the consistency of local and regional plans with the ecosystem restoration needs of the Delta and the whether the lands set aside for natural resource protection are sufficient to meet the Delta's ecosystem needs. The Act requires that "covered actions," as defined by the Act, and which include plans, programs, or projects within the primary or secondary zones of the Delta, be consistent with the Delta Plan.

The Act also requires a metropolitan planning organization adopting a plan with land in the primary or secondary zones of the Delta to follow a consultation procedure with the DSC, including an early consultation to review the consistency of such plans with the Delta Plan, which was adopted in 2013. SACOG has considered the coequal goals of the Act in developing the MTP/SCS and follows the Act's consultation requirements.

Finally, the Act expressly provides that "covered actions" do not include the following: (1) regional transportation plans, such as this MTP/SCS; and (2) plans, programs, projects, activities (and any infrastructure necessary to support those plans, programs, projects, or activities) within the secondary zone of the Delta that SACOG has determined is consistent with the SCS. (Cal. Water Code, § 85057.5.)

Senate Bill 375

Senate Bill 375, signed into law in 2008, built on California's 2006 climate change law (AB 32). The new law's core provision is a requirement for regional transportation agencies to develop a "Sustainable Communities Strategy" in order to reduce greenhouse gas emissions from passenger vehicles. The Sustainable Communities Strategy (SCS) is one component of the existing RTP.

The SCS will outline the region's plan for combining transportation resources, such as roads and mass transit, with a realistic land use pattern, in order to meet a state target for reducing greenhouse gas emissions. The strategy must take into account the region's housing needs, transportation demands, and protection of resource and farmlands.

Additionally, SB 375 modified the state's Housing Element Law to achieve consistency between the land use pattern outlined in the SCS and the Regional Housing Needs Assessment allocation. The legislation also substantially improved cities' and counties' accountability for carrying out their housing element plans.

Finally, SB 375 amended the California Environmental Quality Act to ease the environmental review of developments that help reduce the growth of greenhouse gas emissions.

LOCAL REGULATIONS

The most comprehensive land use planning for the MTP/SCS Area is provided by city and county general plans, which local governments are required by state law to prepare as a guide for future development. The general plan contains goals and policies concerning topics that are mandated by state law or which the jurisdiction has chosen to include. Required topics are: land use, circulation, housing, conservation, open space, noise, and safety. Other topics that local governments frequently choose to address are public facilities, parks and recreation, community design, or growth management, among others. County general plans must cover areas not included by city general plans (i.e., unincorporated areas).

FEDERAL REGULATIONS

Civil Rights Act and California Government Code Section 11135

Title VI of the federal Civil Rights Act and California Government Code Section 11135 address discrimination by recipients of federal and state funds. To implement and ensure compliance with these laws, a series of orders, regulations and guidance on environmental justice have been issued by federal and state agencies for MPOs in developing their regional transportation plans. MPOs are required to conduct an environmental justice analysis to determine whether the regional transportation plan benefits low-income and minority communities equitably, and whether the Plan's

transportation investments have any disproportionate negative effects on minority and/or low-income populations in the MPO's region. Title VI ensures that all people have equal access to the transportation planning process. Title VI States that all people regardless of their race, sexual orientation or income level will be included in the decision-making process. It is important that MPOs/RTPAs comply with this federal civil rights requirement during the MTP development process. This legal framework is discussed in more detail in MTP/SCS Chapter 8- Equity.

FAST Act

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law—the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the federal government's focus on safety, keeps intact the established structure of the various highway-related programs we manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

The FAST Act also requires SACOG to have Public Transit and Human Services Transportation Coordinated Plan. The MTP/SCS is coordinated and consistent with this plan. SACOG Public Transit and Human Services Transportation Coordinated Plan was updated in August 2019. The plan is intended to show how human service agencies can work together with transportation providers to address the transportation needs of people with disabilities, seniors, and people with limited incomes. The SACOG Coordinated Plan is meant to broaden the dialogue and support further collaboration between public transportation providers, human service agencies, and others to link people with the transportation services that they need. This supports the goals and the desired outcomes of the MTP/SCS as well. The description of transportation services and the connections and relationships represented in this report are drawn from discussions with transportation and human services staff, stakeholder input, and outreach meetings.

SAFETEA-LU

Federal requirements for the development of RTPs, designated as metropolitan transportation plans (MTPs) under federal law, are directed at the federally-designated MPOs. The primary federal requirements regarding MTPs are addressed in the MTP planning rules—Title 23 C.F.R. Part 450 and Title 49 C.F.R. Part 613. These Federal regulations incorporating both SAFETEA-LU and TEA-21 changes were updated by the Federal Highways Administration (FHWA) and the Federal Transit Administration (FTA) and published in the February 14, 2007, Federal Register. These regulations are commonly referred to as the Final Rule. In the Final Rule, the metropolitan transportation planning process provides for consideration of the following Federal planning factors:

1. Economic vitality and global competitiveness, productivity and efficiency;
2. Safety of the transportation system;

3. Security of the transportation system;

4. Accessibility and mobility of people and freight;

5. Protection of the environment, energy conservation, quality of life, and consistency between (regional) transportation improvements and local as well as State planned growth;

6. Integration and connectivity of the transportation system across modes for both people and freight;

7. Efficient transportation management and operations; and,

8. Preservation of the transportation system.

23 C.F.R. § 450.316—Metropolitan Transportation Planning Process: Elements

Section 134(f) of Title 23 of the United States Code, and Federal Transit Act section 8(f) (49 U.S.C. app. 1607(f)) list 15 factors that must be considered as part of the planning process for all metropolitan areas. The following factors shall be explicitly considered, analyzed as appropriate, and reflected in the planning process products:

- Preservation of existing transportation facilities and, where practical, ways to meet transportation needs by using existing transportation facilities more efficiently;

- Consistency of transportation planning with applicable federal, state, and local energy conservation programs, goals, and objectives;

- The need to relieve congestion and prevent congestion from occurring where it does not yet occur including: the consideration of congestion management strategies or actions which improve the mobility of people and goods in all phases of the planning process; and in TMAs, a congestion management system that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operation management strategies (e.g., various elements of IVHS) shall be developed in accordance with §450.320;

- The likely effect of transportation policy decisions on land use and development and the consistency of transportation plans and programs with the provisions of all applicable short and long-term land use and development plans (the analysis should include projections of metropolitan planning area economic, demographic, environmental protection, growth management, and land use activities consistent with metropolitan and local/central city development goals (community, economic, housing, etc.), and projections of potential transportation demands based on the interrelated level of activity in these areas);

- Programming of expenditures for transportation enhancement activities as required under 23 U.S.C. § 133;

- The effects of all transportation projects to be undertaken within the metropolitan planning area, without regard to the source of funding (the analysis shall consider the

effectiveness, cost effectiveness, and financing of alternative investments in meeting transportation demand and supporting the overall efficiency and effectiveness of transportation system performance and related impacts on community/central city goals regarding social and economic development, housing, and employment);

- International border crossings and access to ports, airports, intermodal transportation facilities, major freight distribution routes, national parks, recreation areas, monuments and historic sites, and military installations (supporting technical efforts should provide an analysis of goods and services movement problem areas, as determined in cooperation with appropriate private sector involvement, including, but not limited to, addressing interconnected transportation access and service needs of intermodal facilities);
- Connectivity of roads within metropolitan planning areas with roads outside of those areas;
- Transportation needs identified through the use of the management systems required under 23 U.S.C. § 303 (strategies identified under each management system will be analyzed during the development of the transportation plan, including its financial component, for possible inclusion in the metropolitan plan and TIP);
- Preservation of rights-of-way for construction of future transportation projects, including future transportation corridors;
- Enhancement of the efficient movement of freight;
- The use of life-cycle costs in the design and engineering of bridges, tunnels, or pavement (operating and maintenance costs must be considered in analyzing transportation alternatives);
- The overall social, economic, energy, and environmental effects of transportation decisions (including consideration of the effects and impacts of the plan on the human, natural and man-made environment such as housing, employment and community development, consultation with appropriate resource and permit agencies to ensure early and continued coordination with environmental resource protection and management plans, and appropriate emphasis on transportation-related air quality problems in support of the requirements of 23 U.S.C. § 109(h), and section 14 of the Federal Transit Act (49 U.S.C. § 1610), section 4(f) of the USDOT Act (49 U.S.C. § 303) and section 174(b) of the Clean Air Act (42 U.S.C. § 7504(b)));
- Expansion, enhancement, and increased use of transit services;
- Capital investments that would result in increased security in transit systems; and
- Recreational travel and tourism.

In addition, the metropolitan transportation planning process shall:

- Include a proactive public involvement process that provides complete information,

timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and meets the requirements and criteria specified as follows:

- Require a minimum public comment period of 45 days before the public involvement process is initially adopted or revised;
- Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects (including but not limited to central city and other local jurisdiction concerns);
- Provide reasonable public access to technical and policy information used in the development of plans and open public meetings where matters related to the Federal-aid highway and transit programs are being considered;
- Require adequate public notice of public involvement activities and time for public review and comment at key decision points, including, but not limited to, approval of plans (in nonattainment areas, classified as serious and above, the comment period shall be at least 30 days for the plan and major amendment(s));
- Demonstrate explicit consideration and response to public input received during the planning and program development processes;
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households;
- Provide a summary, analysis, and report on the disposition of comments as part of the final plan when significant written and oral comments are received on the final MTP (including the financial plan) as a result of the public involvement process or the interagency consultation process required under the U.S. EPA's conformity regulations;
- Provide additional opportunity for public comment on the revised plan or if the final transportation plan differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;
- Update periodically the public involvement processes in terms of effectiveness in assuring that the process provides full and open access to all;
- Obtain review of these procedures by the FHWA and the FTA during certification reviews as necessary for all MPOs, to assure that full and open access is provided to MPO decisionmaking processes;
- Coordinate metropolitan public involvement processes with statewide public

involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs;

- Be consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. § 324 and 29 U.S.C. § 794, which ensure that no person shall, on the grounds of race, color, sex, national origin, or physical handicap, be excluded from participation in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving federal assistance from the USDOT;
- Identify actions necessary to comply with the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and USDOT regulations "Transportation for Individuals With Disabilities" (49 CFR parts 27, 37, and 38);
- Provide for the involvement of traffic, ridesharing, parking, transportation safety and enforcement agencies; commuter rail operators; airport and port authorities; toll authorities; appropriate private transportation providers, and where appropriate city officials; and
- Provide for the involvement of local, state, and federal environment resource and permit agencies as appropriate.

In attainment areas not designated as TMAs, simplified procedures for the development of plans and programs, if considered appropriate, shall be proposed by the MPO in cooperation with the state and transit operator, and submitted by the state for approval by the FHWA and the FTA. In developing proposed simplified planning procedures, consideration shall be given to the transportation problems in the area and their complexity, the growth rate of the area (e.g., fast, moderate or slow), the appropriateness of the factors specified for consideration in this subpart including air quality, and the desirability of continuing any planning process that has already been established. Areas experiencing fast growth should give consideration to a planning process that addresses all of the general requirements specified in this subpart. As a minimum, all areas employing a simplified planning process will need to develop a transportation plan to be approved by the MPO.

The metropolitan transportation planning process shall include preparation of technical and other reports to assure documentation of the development, refinement, and update of the transportation plan. The reports shall be reasonably available to interested parties, consistent with § 450.316(b)(1).

23 C.F.R. § 450.318—Metropolitan Transportation Planning Process: Major Metropolitan Transportation Investments

Where the need for a major metropolitan transportation investment is identified, and federal funds are potentially involved, major investment (corridor or subarea) studies shall be undertaken to develop or refine the plan and lead to decisions by the MPO, in cooperation with participating agencies, on the design concept and scope of the investment. Where the studies have not been completed prior to plan approval, the provisions of 23 C.F.R. § 450.322(b)(8) apply.

When any of the implementing agencies or the MPO wish to initiate a major investment study, a

meeting will be convened to determine the extent of the analyses and agency roles in a cooperative process which involves the MPO, the State department of transportation, public transit operators, environmental, resource and permit agencies, local officials, the FHWA and the FTA and where appropriate community development agencies, major governmental housing bodies, and such other related agencies as may be impacted by the proposed scope of analysis. A reasonable opportunity, consistent with 23 C.F.R. § 450.316(b)(1), shall be provided for citizens and interested parties including affected public agencies, representatives of transportation agency employees, and private providers of transportation to participate in the cooperative process. This cooperative process shall establish the range of alternatives to be studied, such as alternative modes and technologies (including intelligent vehicle and highway systems), general alignment, number of lanes, the degree of demand management, and operating characteristics.

To the extent appropriate as determined under paragraph (b) of this section, major investment studies shall evaluate the effectiveness and cost-effectiveness of alternative investments or strategies in attaining local, State and national goals and objectives. The analysis shall consider the direct and indirect costs of reasonable alternatives and such factors as mobility improvements; social, economic, and environmental effects; safety; operating efficiencies; land use and economic development; financing; and energy consumption.

These major investment studies will serve as the "alternatives analyses" required by section 3(i)(1)(A) of the Federal Transit Act (49 U.S.C. app. 1602(i)) for certain projects for which discretionary section 3 "New Start" funding is being sought. The studies will also be used as the primary source of information for the other section 3(i)(1)(A) Secretarial findings on cost-effectiveness, local financial commitment and capacity, mobility improvements, environmental benefits, economic development, operating efficiency, etc.

These major investment studies also will, when appropriate, serve as the analysis of demand reduction and operational management strategies pursuant to 23 C.F.R. § 500.109(b).

A major investment study will include environmental studies which will be used for environmental documents as described in paragraphs (f)(1) and (2) of this section: as a minimum, the participating agencies will use the major investment study as input to an environmental impact statement or environmental assessment prepared subsequent to the completion of the study (in such a case, the major investment study reports shall document the consideration given to alternatives and their impacts); or the participating agencies may elect to develop a draft environmental impact statement or environmental assessment as part of the major investment study (at any time after the completion of the study and the inclusion of the major transportation investment in the plan and the TIP, the participating agencies may request the development of final environmental decision documents required under NEPA for such major transportation investments, culminating in the execution of a Record of Decision or Finding of No Significant Impact by the FHWA and/or the FTA).

Major investment studies may lead to decisions that modify the project design concept and scope assumed in the plan development process. In this case, the study shall lead to the specification of a project's design concept and scope in sufficient detail to meet the requirements of the UEPA conformity regulations. (40 C.F.R. part 51.)

Major investment studies are eligible for funds authorized under sections 8, 9 and 26 of the Federal Transit Act (49 U.S.C. app. 1607, 16072, and 1622), and planning and capital funds apportioned under Title 23, U.S.C., and shall be included in the UPWP. If CMAQ, STP, NHS, or other capital funds administered by the FHWA are utilized for this purpose, the study must also be included in the TIP.

Where the environmental process has been completed and a Record of Decision or Finding of No Significant Impact has been signed, 23 C.F.R. § 450.318 does not apply. Where the environmental process has been initiated but not completed, the FHWA and the FTA shall be consulted on appropriate modifications to meet the requirements of this section.

23 C.F.R. § 450.320—Metropolitan Transportation Planning Process: Relation to Management Systems

Within all metropolitan areas, congestion, public transportation, and intermodal management systems, to the extent appropriate, shall be part of the metropolitan transportation planning process required under the provisions of 23 U.S.C. § 134 and 49 U.S.C. §§ 5303-5305.In TMAs designated as nonattainment for ozone or carbon monoxide, federal funds may not be programmed for any project that will result in a significant increase in carrying capacity for single occupant vehicles (a new general purpose highway on a new location or adding general purpose lanes, with the exception of safety improvements or the elimination of bottlenecks) unless the project results from a congestion management system (CMS) meeting the requirements of 23 C.F.R. part 500. Such projects shall incorporate all reasonably available strategies to manage the SOV facility effectively (or to facilitate its management in the future). Other travel demand reduction and operational management strategies, as appropriate for the corridor, but not appropriate for incorporation into the SOV facility itself, shall be committed to by the State and the MPO for implementation in a timely manner, but no later than the completion date for the SOV project. Projects that had advanced beyond the NEPA stage prior to April 6, 1992, and which are actively advancing to implementation, e.g., right-of-way acquisition has been approved, shall be deemed programmed and not subject to this provision.

In TMAs, the planning process must include the development of a CMS that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies and meets the requirements of 23 C.F.R. part 500.

The effectiveness of the management systems in enhancing transportation investment decisions and improving the overall efficiency of the metropolitan area's transportation systems and facilities shall be evaluated periodically, preferably as part of the metropolitan planning process.

23 C.F.R. § 450.322—Metropolitan Transportation Planning Process: Transportation Plan

The metropolitan transportation planning process shall include the development of a transportation plan addressing at least a twenty year planning horizon. The plan shall include both long-range and short-range strategies/actions that lead to the development of an integrated intermodal transportation system that facilitates the efficient movement of people and goods. The transportation plan shall be reviewed and updated at least triennially in nonattainment and maintenance areas and at least every five years in attainment areas to confirm its validity and its

consistency with current and forecasted transportation and land use conditions and trends and to extend the forecast period. The transportation plan must be approved by the MPO.

In addition, the plan shall:

- Identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan;
- Identify adopted congestion management strategies including, as appropriate, traffic operations, ridesharing, pedestrian and bicycle facilities, alternative work schedules, freight movement options, high occupancy vehicle treatments, telecommuting, and public transportation improvements (including regulatory, pricing, management, and operational options), that demonstrate a systematic approach in addressing current and future transportation demand;
- Identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. § 217(g);
- Reflect the consideration given to the results of the management systems, including in TMAs that are nonattainment areas for carbon monoxide and ozone, identification of SOV projects that result from a congestion management system that meets the requirements of 23 C.F.R. part 500;
- Assess capital investment and other measures necessary to preserve the existing transportation system (including requirements for operational improvements, resurfacing, restoration, and rehabilitation of existing and future major roadways, as well as operations, maintenance, modernization, and rehabilitation of existing and future transit facilities) and make the most efficient use of existing transportation facilities to relieve vehicular congestion and enhance the mobility of people and goods;
- Include design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of the source of funding, in nonattainment and maintenance areas to permit conformity determinations under the EPA conformity regulations at 40 C.F.R. part 51. In all areas, all proposed improvements shall be described in sufficient detail to develop cost estimates;
- Reflect a multimodal evaluation of the transportation, socioeconomic, environmental, and financial impact of the overall plan, including all major transportation investments in accordance with 23 C.F.R. § 450.318;
- For major transportation investments for which analyses are not complete, indicate that the design concept and scope (mode and alignment) have not been fully determined and will require further analysis. The plan shall identify such study corridors and subareas and may stipulate either a set of assumptions (assumed alternatives) concerning the proposed improvements or a no-build condition pending the completion of a corridor or subarea level analysis under 23 C.F.R. § 450.318. In nonattainment and maintenance areas, the set of assumed alternatives shall be in sufficient detail to permit plan conformity determinations under the EPA conformity regulations (40 C.F.R. part 51);

- Reflect, to the extent that they exist, consideration of: the area's comprehensive long-range land use plan and metropolitan development objectives; national, State, and local housing goals and strategies, community development and employment plans and strategies, and environmental resource plans; local, State, and national goals and objectives such as linking low income households with employment opportunities; and the area's overall social, economic, environmental, and energy conservation goals and objectives;

- Indicate, as appropriate, proposed transportation enhancement activities as defined in 23

U.S.C. § 101(a); and

- Include a financial plan that demonstrates the consistency of proposed transportation investments with already available and projected sources of revenue. The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, and federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of projects and programs to reach air quality compliance.

There must be adequate opportunity for public official (including elected officials) and citizen involvement in the development of the transportation plan before it is approved by the MPO, in accordance with the requirements of 23 C.F.R. § 450.316(b)(1). Such procedures shall include opportunities for interested parties (including citizens, affected public agencies, representatives of transportation agency employees, and private providers of transportation) to be involved in the early stages of the plan development/update process. The procedures shall include publication of the proposed plan or other methods to make it readily available for public review and comment and, in nonattainment TMAs, an opportunity for at least one formal public meeting annually to review planning assumptions and the plan development process with interested parties and the general public. The procedures also shall include publication of the approved plan or other methods to make it readily available for information purposes.

In nonattainment and maintenance areas for transportation related pollutants, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any new/revised plan in accordance with the Clean Air Act and the EPA conformity regulations (40 C.F.R. part 51).

Although transportation plans do not need to be approved by the FHWA or the FTA, copies of any new/revised plans must be provided to each agency.

Appendix M

Aviation

SACOG and Airport Land Use Compatibility Plans

AIRPORT LAND USE COMMISSION & COMPATIBILITY PLANS

State law defines the purposes of Airport Land Use Commissions as: (1) "to protect public health, safety and welfare through the adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise"; and (2) "to prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utility of these airports into the future." (California Public Utilities Code Section 21001 et seq.)

SACOG serves as the Airport Land Use Commission (ALUC) for Sacramento, Sutter, Yolo and Yuba Counties. Placer and El Dorado Counties serve as the ALUCs for their respective counties.

As the ALUC for the four counties, SACOG is responsible for developing and maintaining Airport Land Use Compatibility Plans or ALUCPs (formerly known as Comprehensive Land Use Plans, or CLUPs). ALUCPs are intended to protect public health and safety and ensure compatible land uses in the areas around each airport. The Compatibility Plan accomplishes this function through establishment of a set of compatibility criteria applicable to new development around each airport. Neither the *Compatibility Plan* nor the ALUC have authority over existing land uses or over operation of the airport.

Geographically, ALUCPs pertain to lands within the city and county jurisdictions in Sacramento, Sutter, Yolo and Yuba counties. Special districts, community college districts, and school districts within local jurisdictions in those four counties are also subject to the provisions of the plan. The authority of the ALUC does not extend to state, federal, tribal lands or the University of California. Also, the ALUC does not have land use compatibility planning responsibilities for lands in adjacent counties.

Table C1.1 shows the region's airports for which the ALUC has planning responsibilities.

Table C1.1
SACOG Region Airports

Sacramento County	**Yolo County**
Franklin Field	Borges-Clarksburg Airport
Mather Airport	Watts-Woodland Airport
McClellan Airfield	
Rancho Murieta	
Rio Linda Airport	**Yuba County**
Sacramento Executive Airport	Beale Air Force Base
Sacramento International Airport	Brownsville Airport
Sunset Skyranch	Yuba County Airport
Sutter County	
Sutter County Airport	

The ALUC has developed ALUCPs for all but one of the fourteen public use or publicly owned airports in the four counties. The only exception is Rancho Murieta Airport in Sacramento County, which uses the ALUC's Policy Plan to determine land use compatibility. In 2011, the ALUC adopted updated ALUCPs for Beale Air Force Base and Yuba County Airport, and in 2013 adopted the ALUCP for Sacramento International Airport. Currently, the ALUC is in the process of updating ALUCP for McClellan Airfield. The Plan Area General Aviation and Military Airports figure below shows the locations of all public and military airports in the region.

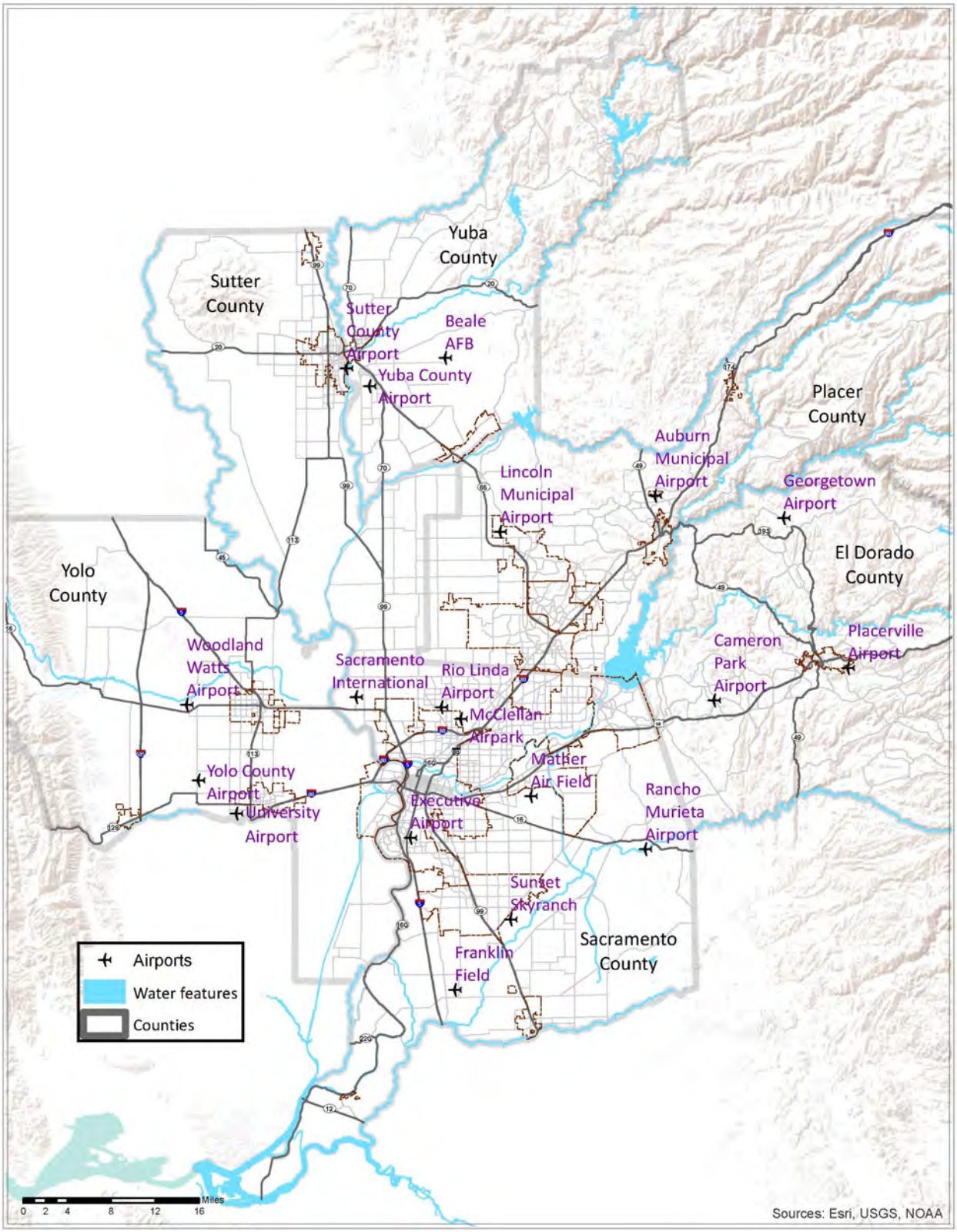
State Aeronautics Act

The creation of airport land use commissions and the preparation of airport land use compatibility plans are requirements of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*). Provisions for creation of ALUCs were first established under state law in 1967. With limited exceptions, an ALUC is required in every county in the state. Furthermore, a compatibility plan is required for each public-use and military airport even in instances where an ALUC is not established.

Although the Aeronautics Act has been amended numerous times since the original enactment, the fundamental purpose of ALUCs to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

> *...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.*
> (California Public Utilities Code Section 21670, (a)(2))

Comment: we need to delete the University Airport in Davis from this map



The compatibility plans they adopt are the basic tools that ALUCs use to achieve this purpose. The ultimate objective of ALUCs, though, is to ensure that land use actions taken by local agencies also adhere to this purpose. ALUCs pursue this objective by reviewing the general plans specific plans, zoning ordinances, building regulations, and certain individual development actions of local agencies for consistency with the policies and criteria in the applicable compatibility plan. ALUCs also review master plans and other development plans for civilian airports.

ALUC and Local Governments

The relationship between ALUCs and the governments of the counties and the cities within their jurisdiction is set forth in the State Aeronautics Act. For the most part, ALUCs act independently from the local land use jurisdictions. ALUCs must consult with the involved agencies regarding establishment of airport influence area boundaries (Public Utilities Code Section 21675(c)), but otherwise have the authority to adopt compatibility plans without approval from county or city governing bodies. ALUCs, though, do not have the authority to implement their own compatibility policies.

The responsibility for implementation of compatibility plans rests with the affected local agencies. Government Code Section 65302.3 establishes that each county and city affected by an airport land use compatibility plan must make its general plan and any applicable specific plans consistent with the ALUC plan. Alternatively, local agencies can take the series of steps listed in the Public Utilities Code and described later in this chapter to overrule the ALUC policies.

Local agencies' other responsibility is to submit their plans and certain other proposed land use actions to the ALUC for review and determination of those actions' consistency with the ALUC's compatibility plan. Proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations always must be submitted to the ALUC. However, other actions such as ones associated with individual development proposals are subject to ALUC review only until the local agency's general plan and specific plans have been made consistent with the ALUC *Compatibility Plan* or the local agency has overruled the ALUC.

State Laws and Guidelines

Many of the procedures that govern how ALUCs operate are defined by state law, particularly the Aeronautics Act. As noted earlier, statutory provisions in the Public Utilities Code establish the requirements for ALUC adoption of compatibility plans, which airports must have plans, and some of the steps involved in the plan adoption. With respect to airport land use compatibility criteria, the statutes say little, however. Instead, a section of the law enacted in 1994 refers to another document, the *Airport Land Use Planning Handbook* published by the California Department of Transportation Division of Aeronautics. Specifically, the Aeronautics Act says that, when preparing compatibility plans for individual airports, ALUCs shall "be guided by" the information contained in the *Handbook*. The *Handbook* is not regulatory in nature, however, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. Rather, its guidance is intended to serve as the starting point for compatibility planning around individual airports.

An additional function of the *Airport Land Use Planning Handbook* is established elsewhere in state law. The Public Resources Code creates a tie between the *Handbook* and California

Environmental Quality Act (CEQA) documents. Specifically, Section 21096 requires that lead agencies must use the *Handbook* as "a technical resource" when assessing airport-related noise and safety impacts of projects located in the vicinity of airports.

The most current edition (2011) of the *Handbook* is available for download from the Division of Aeronautics web site https://dot.ca.gov/programs/aeronautics/airport-land-use-planning

COMPATIBILITY PLAN RELATIONSHIP TO AIRPORT PLANS

General Requirements

Airport land use compatibility plans are distinct from airport master plans and other types of airport development plans, but are closely connected to them. In simple terms, airport master plans are adopted by the agency that owns and/or operates the airport. Master plans primarily address on-airport issues. In contrast, compatibility plans are concerned with issues affecting surrounding lands.

The principal connection between the two types of plans stems from the Aeronautics Act. Specifically, Public Utilities Code Section 21675(a) requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor or, if such a plan does not exist for a particular airport, an airport layout plan may be used with the approval of the California Division of Aeronautics. Furthermore, the compatibility plan must reflect "the anticipated growth of the airport during at least the next 20 years."

The connection works in both directions. While a compatibility plan must be based upon an airport master plan, another section of the Public Utilities Code (21676(c)) requires that any proposed modification to an airport master plan be submitted to the ALUC to determine if the proposal is consistent with the compatibility plan. Provided that the off-airport compatibility implications of the proposed modifications are adequately addressed in the master plan, the outcome of this process is usually that the compatibility plan will need to be updated to mirror the new master plan.

The preceding relationship between compatibility plans and airport plans applies specifically to civilian airports. For military airports, the relationship is somewhat different. First, military airports seldom have long-range, 20-year plans comparable to an airport master plan. Instead, compatibility plans need to consider the potential "maximum mission" of the facility. The maximum mission may assume introduction of more or different types of aircraft consistent with the basic purpose of the air base and its physical capabilities. Typically, these future assumptions will be outlined in the Air Installation Compatible Use Zone (AICUZ) study prepared for the facility.

Second, ALUCs have no review authority over proposed development at military airports or on any other federal lands. ALUCs would not formally review proposed mission changes, for example, even if those changes could have compatibility implications for nearby land uses. Nevertheless, ALUCs generally evaluate facility or mission changes at military airports as they occur and update the associated compatibility plan to the extent necessary to continue to ensure land use compatibility around the military facility.

Air Installation Compatible Use Zone Studies

Apart from an AICUZ study serving as the source of aircraft activity data for an airport land use compatibility plan, state law specifies another relationship between the two types of documents. Not only are ALUCs required to prepare a compatibility plan for each military airport in their jurisdiction, Section 21675(b) dictates that the plan must "be consistent with the safety and noise standards …" in the AICUZ for that airport.

Federal regulations require the military services to prepare an AICUZ study for each military airfield. The AICUZ Program was established by the Department of Defense (DoD) in response to increasing incompatible urban development around military airfields. DoD Instruction Number 4165.57 (November 8, 1977) provides the overall guidance for the program. Each military service has its own individual guidelines for implementing the DoD Instruction. As with the federal government in general, the Air Force has no direct authority to regulate local land use or to otherwise ensure compliance with the AICUZ criteria. Local government agencies, including airport land use commissions, are not obligated under any federal laws or regulations to adhere to the AICUZ guidance. The only obligation upon local agencies is the one established by California state law as noted above.

Joint Land Use Studies

Another type of DoD program aimed at addressing land use compatibility matters around military facilities is the Joint Land Use Study (JLUS) program. A JLUS is a cooperative land use planning effort between the affected local governments and the military installation. Unlike the AICUZ program which is carried out internally by each military branch, the JLUS program works by providing planning assistance grants to state and local governments. All types of military installations are included in the JLUS program, not just airports. With respect to air installations, a primary objective of a JLUS is to help state and local agencies better understand and incorporate AICUZ guidance into local planning. A JLUS can take various forms, but they mostly tend to focus on describing the topics of mutual concern between the military installation and the local community and outlining the appropriate mechanisms for interaction. A JLUS typically does not define specific compatibility criteria.

General Plan Consistency

Each local agency having jurisdiction over land uses within an ALUC's planning area is required by state law to modify its general plan and any affected specific plans to be consistent with the compatibility plan.

The only other course of action available to local agencies is to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes in the Aeronautics Act. Additionally, the local agency must provide both the ALUC and the California Department of Transportation, Division of Aeronautics, with a copy of the local agency's proposed decision and findings at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). The ALUC and the Division of Aeronautics may provide comments to the local agency within 30 days of receiving the proposed decision and

findings. If comments are submitted, the local agency must include them in the public record of the final decision to overrule the ALUC (Sections 21676, 21676.5 and 21677.) Note that similar requirements apply to local agency overruling of ALUC actions concerning individual development proposals for which ALUC review is mandatory (Section 21676.5(a)) and for airport master plans (Section 21676(c)).

A general plan does not need to be identical with the ALUC compatibility plan in order to be consistent with the compatibility plan. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and
- It must avoid direct conflicts with compatibility planning criteria.

The land use jurisdictions affected by an ALUCP may need to modify their general plans, specific plans, and other policy documents to be consistent with the *Compatibility Plan*. It must be emphasized, however, that local agencies need not change land use designations to make them consistent with the ALUC criteria if the current designations merely reflect existing development. They would simply need to establish policies to ensure that the nonconforming uses would not be expanded in a manner inconsistent with the *Compatibility Plan* and that any redevelopment of the affected areas would be consistent with the *Compatibility Plan*.

Compatibility planning issues can be reflected in a general plan in several ways:

Incorporate Policies into Existing General Plan Elements—One method of achieving planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures necessary to ensure compliance with compatibility criteria could be fully incorporated into the local jurisdiction's general plan.

Adopt a General Plan Airport Element—Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when the community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.

Adopt Compatibility Plan as Stand-Alone Document—Jurisdictions selecting this option would simply adopt as a local policy document the relevant portions of a *Compatibility Plan*. Changes to the community's existing general plan would be minimal. Policy reference to the *Compatibility Plan* would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed.

Adopt Airport Combining District or Overlay Zoning Ordinance—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured as an airport overlay zoning ordinance. Policy reference to airport compatibility in the general plan could be as

simple as mentioning support for the Airport Land Use Commission and stating that policy implementation is by means of the overlay zone.

Regional Aviation System Plan

SACOG also developed its Regional Aviation System Plan in 1998, which provides a comprehensive look at the region's aviation system and analyzes the capability of the region's airports to meet future needs. The plan was funded through a grant from the Federal Aviation Administration (FAA) and managed by the Caltrans Aeronautics Program.

Operations Descriptions

SACRAMENTO INTERNATIONAL AIRPORT (SMF)

Sacramento International Airport is located approximately ten miles northwest of downtown Sacramento. The Airport is classified in the National Plan of Integrated Airport Systems (NPIAS) as a Commercial Service Primary Airport, serving origin-destination (O&D) passengers (i.e., passengers beginning or ending their air journeys in Sacramento) and connecting passengers transferring from one flight to another. The Airport is further classified by the FAA as a medium hub airport (medium hub airports accommodate 0.25% to 1.00% of the nation's annual enplaned passengers). Numerous airlines serve the Airport, including: Aeromexico, Alaska Airlines, American Airlines, Delta Air Lines, Hawaiian Airlines, Horizon Air, JetBlue Airways, Southwest Airlines, United Airlines/United Express, and Volaris.

The airfield is made of two parallel 8,600' runways with aprons at two passenger terminals, a cargo apron and a general aviation apron. Future plans call for a light rail link to Natomas and Downtown Sacramento. Currently, Yolobus operates an intercity bus route from Downtown Sacramento to the airport and connecting to Woodland, Davis and West Sacramento.

MCCLELLAN AIRFIELD (MCC)

McClellan Field is located at the site of a former U.S. Air Force base that was used as a depot level maintenance facility. It was closed in 2001 and has seen successful land and aviation reuse. The airport is operated by a private contractor McClellan Jet Services who provide all of the servicing for the private sections of the airport. The U.S. Coast Guard operates Coast Guard Air Station Sacramento at McClellan and houses HC-130H aircraft that patrol the U.S. West Coast on a variety of missions including search and rescue. Cal Fire uses McClellan as a hub for its firefighting fleet of aircraft, housing aircraft year-round on-site. There are also other services at the airfield such as wide body aircraft maintenance capabilities, general aviation, and flight training programs.

McClellan's runway is 10,600' long and with uncontrolled approaches featuring an instrument landing system to allow for all weather use. It has several large parking aprons to accommodate

several categories of aircraft. The airfield houses many different types of aircraft and offers full service to most aircraft types.

SACRAMENTO EXECUTIVE AIRPORT (SAC)

Sacramento Executive serves a variety of uses including local police helicopter operations, business jet operations, and flight training, maintenance, and aircraft services. The airport used to be the primary commercial airport for Sacramento until the Sacramento International Airport opened in 1967. It now serves as one of the primary business and training airports for the Sacramento region. The airport also supports an extensive general aviation element. The airport has crossing runways with the maximum length of 5,500'.

MATHER AIRPORT (MHR)

Mather Airport is at the site of the former Mather Air Force Base, which was closed in 1993. It now hosts cargo carriers, including UPS and DHL, Sacramento County Sherriff's helicopters, California National Guard fixed-wing aircraft and helicopters, and general aviation. The airport features two parallel runways at 11,300' and 6,000' with instrument landing systems and controlled approaches and departures. Mather is designated as the primary cargo airport in the SACOG Region. It has two large aircraft parking aprons to accommodate future growth. It also houses the Northern California Air Traffic Control Operations Center, which controls a large region of airspace in Northern California, Oregon and Nevada.

BEALE AIR FORCE BASE (BAB)

Beale Air Force Base is located in Yuba County just east of Marysville. It a large base in land area and is home to the 9th Reconnaissance Wing that operates four types of aircraft from the base. They are the U-2, RQ-4, T-38 and recently the MC-12. The decision to house up to 37 MC-12 aircraft at Beale will increase aircraft operations and provide additional civilian positions at the base. The base has one 12,000' runway with two parking aprons. It is not open to regular civilian uses without prior permission.

HELIPORTS

There are five recognized permitted heliports in the SACOG Region. All are at major medical centers:

- UC Davis Medical Center Sacramento
- South Sacramento Kaiser Medical Center
- Mercy San Juan Hospital in Carmichael
- Sutter Roseville Hospital
- Rideout Hospital in Marysville

Airports and the MTP/SCS

Regions that contain a primary air carrier airport (defined by the Federal Aviation Administration as an airport having at least 10,000 annual scheduled passenger boardings) are required to include an

airport ground access improvement program within the RTP. The program needs to address airport access improvement projects, including major arterial and highway widening and extension projects, with special consideration given to mass transit.

The 2016 MTP/SCS plans for road and transit access to all of the region's airports. The Sacramento International Airport (SMF) located in Sacramento County is the only primary air carrier airport in the region. The plan includes a number of projects that improve access to SMF including local road, highway, and transit improvements. SACOG coordinates with local agency staff at Sacramento County, transit operators serving the airport, and other stakeholders when creating the project list for the plan. Table C1.2 describes the specific projects included in the MTP/SCS that address ground access improvements to SMF.

Table C1.2
Ground Access Improvements to Sacramento International Airport

I-5 NB Loop Ramp Meter at the I-5/Airport Blvd. interchange (Caltrans D3, CAL20819)	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.69) install a loop ramp meter at the NB ramp
I-5 SB Loop Ramp Meter at the I-5/Airport Blvd. interchange (Caltrans D3, CAL21080)	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.87) install a loop ramp meter at the SB ramp
I-5 Transition Lane (SB) from Airport Blvd on ramp to SR 99 NB Connector B (Caltrans D3, CAL21073)	In Sacramento County near the city of Sacramento, at SB I-5 at the Airport Loop on-ramp. Extend aux lane & add storage lane. (SHOPP ID: 18155)
System Management/Traffic Operations System on I-5 between the San Joaquin County Line and SR113 (Caltrans D3, CAL20611)	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.
Elkhorn Blvd. Extension (Sacramento County, SAC24527)	Construct New Road: 2 lanes from Airport Blvd. / Crossfield Dr. to Power Line Rd. Includes: landscaped medians.
Metro Air Parkway Interchange at I-5 (Sacramento County, SAC18150)	In Sacramento County, I-5 @ Metro Air Parkway near Sacramento International Airport: Construct the first phase of a five-lane partial clover Type L-9 interchange for Metro Air Parkway at Interstate 5 (I-5). Construct a three-lane overcrossing facility with a median, bike lanes and a sidewalk on the west side. Metro Air Parkway will connect on the north of the interchange and terminate south of I-5 with a cul-de-sac. South Bayou Rd will realigned to provide the r/w for partial completion of two-quadrant partial cloverleaf interchange. Project also includes a one-lane northbound I-5 exit ramp and diagonal entrance ramp, one-lane southbound I-5 exit ramp, a two-lane southbound I-5 loop entrance ramp with auxiliary lane, street lighting, striping, signs, relocation of an existing drainage ditch on the south side of the freeway, construction of drainage improvements with the interchange, and relocation of utilities.