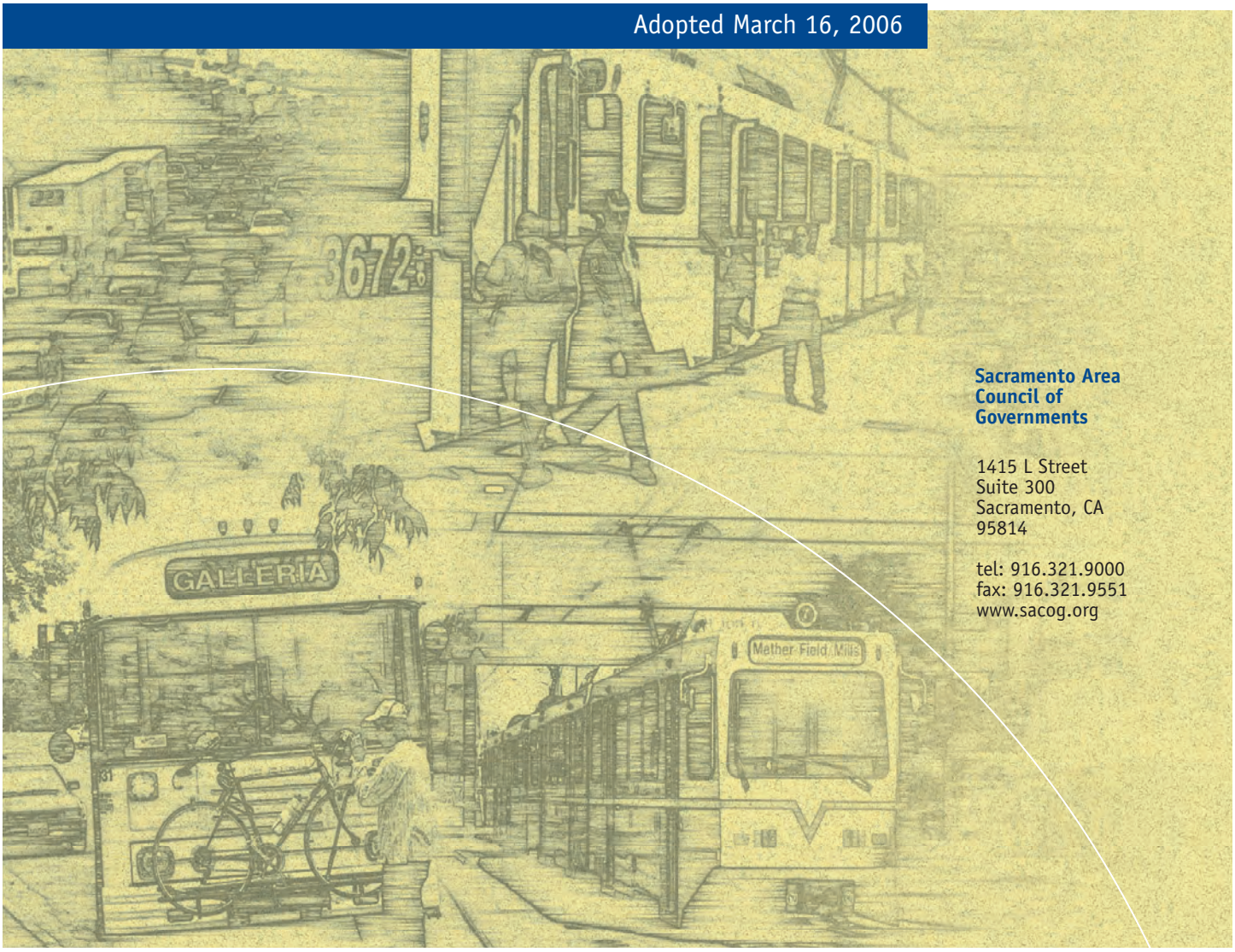
SACOG-06-009

2006 Metropolitan Transportation Plan

for the SACOG Region Including
the counties of Sacramento, Yolo, Yuba,
Sutter, El Dorado and Placer

Adopted March 16, 2006



Sacramento Area Council of Governments

1415 L Street
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
www.sacog.org

CONTENTS

APPENDICES

TABLES

MAPS (at end of document)

1. A LONG-RANGE TRANSPORTATION PLAN FOR THE REGION

This plan is called the *2006 Metropolitan Transportation Plan for the SACOG Region Including the Counties of Sacramento, Yolo, Yuba, Sutter, El Dorado, and Placer* (also referred to as the 2006 MTP) covering the federal fiscal years 2006 through 2027. Map 1 shows the extent of this region[1]. The 2006 MTP restores air-quality non-exempt projects[2] to the plan that have not been possible to include since October 2004 due to SACOG's inability to make air-quality conformity findings.

In 2002, SACOG adopted the Metropolitan Transportation Plan for 2025 (MTP 2025), an MTP update that involved three years of public involvement, a new set of goals and guiding principles, and major initiatives including new regional funding programs, connector projects, and expansion of public transit. The MTP 2025 was to be updated three years later in July 2005, according to federal law. However, in October 2004 SACOG lost its ability to demonstrate conformity to the 1994 State Implementation Plan (SIP) for the Sacramento Air Basin, causing an "air quality conformity lapse" to occur for that part of the region. The lapse was caused because the 1994 State Implementation Plan (SIP) – a plan based on older modeling and planning assumptions – did not use the latest planning assumptions and the latest emissions model, as required by federal transportation conformity regulations. As a result, no new air quality conformity determinations could be made until a new SIP, including a new motor vehicle emissions budget, was approved by the Environmental Protection Agency. For the Yuba-Sutter Air Basin, there was no air-quality conformity lapse and the MTP 2025 remained in effect until July 2005.[3]

In October 2004, SACOG approved the *Interim Metropolitan Transportation Plan 2004/05* (Interim MTP) that covered only the Sacramento Air Basin. This plan contained only air-quality exempt projects, such as bicycle and pedestrian projects. The Interim MTP was intended to be a plan with a short life, effective only until a new Rate-of-Progress SIP (ROP SIP) and a new MTP that restored the air-quality non-exempt projects originally shown in the MTP 2025 could be developed. As a consequence, the Interim MTP contained only 3 years of projects, reserving the balance of funding through 2027 as uncommitted funds.

---

[1] This plan incorporates the regional transportation plans developed by the Placer County Transportation Planning Agency and the El Dorado County Transportation Commission. SACOG holds Memoranda of Understanding with these Regional Transportation Planning Agencies that meets federal requirements for coordination of transportation planning and funding.

[2] "Air-quality non-exempt" is a term used in federal law meaning transportation projects that normally result in additional emissions that are subject to federal rules.

[3] The Sacramento air basin is technically referred to as the Federal Sacramento Ozone Nonattainment Area, and includes Sacramento County, the southern third of Sutter County, Yolo County, El Dorado County, and Placer County, but excludes the Tahoe Basin. A piece of Solano County is also included in this air basin, but SACOG holds and agreement with the Metropolitan Transportation Commission giving transportation planning responsibilities to that agency. The Yuba/Sutter air basin was formerly referred to as the Federal Yuba/Sutter Ozone Nonattainment Area and includes Yuba County and the northern two-thirds of Sutter County. Under the new 8-hour standard, the Yuba/Sutter area is now in attainment and excludes the Sutter Buttes. See **Map 2** for the boundaries of these federal air quality nonattainment areas.

In July 2005, SACOG approved another interim plan, called the *Metropolitan Transportation Plan 2027* (MTP 2027) that unified all six counties in one plan. For the Sacramento Air Basin, the MTP 2027 simply incorporated the Interim MTP. Because the Yuba-Sutter Air Basin area had been covered by the MTP 2025, which was expiring in July 2005, the MTP 2027 update was needed so that projects could continue to be implemented. Again, this plan was developed to enable the region to continue to build and operate projects in the period during which a new ROP SIP was being developed, as well as an MTP usable as a base from which to restore the original vision of the MTP 2025.

This 2006 MTP, which restores the MTP 2025 while extending the horizon year to 2027 and adding a few projects, has been developed by SACOG concurrently with the ROP SIP for the Sacramento Air Basin that has been developed by the local air districts. This SIP is expected to be approved by the U.S. Environmental Protection Agency by April 2006, as is the 2006 MTP that relies upon it for air quality conformity determinations.

Two excerpts from related documents have been appended to this MTP for informational purposes. First, Appendix N includes excerpts from the Air Quality Conformity Determination on the 2006 MTP and the 2006/08 Metropolitan Transportation Improvement Program (MTIP) for the Sacramento Ozone (ROG and NOx) Nonattainment Area, Carbon Monoxide (CO) Maintenance Area, and Particulate Matter (PM-10) Moderate Nonattainment Area. Second, because this plan restores the MTP 2025, Appendix O includes the analysis of environmental justice issues from the Environmental Impact Report for the MTP 2025.

WHAT ABOUT FUTURE MTPs?

Looking forward to 2007, SACOG will be using the SACOG Board-adopted 2050 Blueprint Preferred Land-Use Alternative to develop a 2030 land use base for a next-generation MTP. The Blueprint project, which has been a major initiative at SACOG over the past several years, has educated the public and encouraged local jurisdictions commitment to the use of smart growth principles in their General Plans. This MTP will also incorporate a new 8-hour SIP for the Sacramento air basin and a new integrated transportation-land use travel demand model.

WHAT WILL THE FUTURE BRING TO THE SACRAMENTO REGION?

The six-county Sacramento region has changed dramatically in many ways since 1975, and can expect equally dramatic changes looking forward to 2027. Back in the mid-1970s, the region's population had reached about 1.1 million. The only major job center was found in downtown Sacramento. The regional transportation system, focused on radial access between suburbs and downtown Sacramento, consisted of freeways designed in the 1960s with twenty years of spare capacity. By the mid-1970s, the region’s decision-makers had decided not to expand the freeway system further, and instead built two new radial light rail lines, completed by the mid-1980s. Surrounding communities of that time -- Elk Grove, Davis, Woodland, Yuba City, Marysville, Roseville, and Folsom -- enjoyed easy access to and from Sacramento, even on two-lane roads. Daily traffic congestion was essentially non-existent.

Today, the region has evolved in ways unforeseen even ten years ago. The population, 2.1 million in 2005, has spread out to bring Elk Grove, Roseville, Rocklin, and Folsom into the urban area. Rancho Cordova has emerged as a second major job center rivaling downtown Sacramento, and Roseville is not far behind. Two-worker households have become the norm, with extensive commuting from one community to another. Low-density suburban patterns mean people travel overwhelmingly by automobile: 47 percent of trips drive alone, 46 percent of trips go by auto with two or more occupants, 6 percent are bicycle or walk trips, and 1 percent of trips are by transit (with transit use reaching 3 percent into downtown Sacramento during commute hours).
The radial transportation system no longer serves the region's needs well. The U.S. 50 freeway serves as the region's core corridor, carrying a full load of traffic in both directions both morning and afternoon, and increasingly at midday as well. Intermittent congestion is now widespread, since the spare capacity once built into the system has been consumed by growth, with little new capacity added since 1980.

Looking forward to 2027, the State forecasts the region's population to reach 2.9 million, a 37 percent increase. With that comes a 53 percent increase in travel -- unless land development proceeds differently than it has in the past. The region by 2027 will have three major job centers: downtown Sacramento/West Sacramento, Rancho Cordova/Folsom, and Roseville/Rocklin. The urban edge will expand to encompass El Dorado Hills and Lincoln, as well as areas east and west of Elk Grove, south of Rancho Cordova, west of Roseville, Southport in West Sacramento, North Natomas, and perhaps South Sutter County. Present trends and zoning indicate that residential areas and office/industrial areas will continue to develop separately. More than a million people will live on each side of the American River.

Looking to this future, the region needs a new transportation vision and plan. Many expectations during the past 25 years have not worked out. Sprawl around the edges continues to out-pace infill into existing communities, and businesses increasingly prefer suburban locations. Even though gasoline prices are at an all-time high, the total amount of driving has more than doubled since 1980. Even so, total smog emissions from motor vehicles are now half what they were in 1980, because technology has reduced auto emissions by 98 percent from 1980 models. Lack of road building and the resulting congestion have not encouraged many people to take transit instead of driving, even at the extreme congestion levels seen in big cities like Los Angeles. Instead, drivers move onto neighborhood streets, seeking to avoid heavy traffic. A 1999 Sacramento Regional Transit survey showed that half of those who commute on transit, and three-quarters of those who ride transit for other reasons, do not have access to an auto. Furthermore, those percentages rose through the 1990s, so transit increasingly serves those who cannot otherwise choose to drive, despite a focus on luring drivers out of their autos. Shipping of goods by truck has ballooned, instead of shifting to railroads, with trucks serving as rolling warehouses feeding just-in-time manufacturing, and stores with computerized inventories.

Sacramento needs a realistic and creative new plan to manage recent trends heading into the future. The region does not want continuing suburban sprawl for a million new residents. Greater congestion, more compact development, an aging population, clean air goals, and energy conservation all point to a need to improve and expand transit service. The Sacramento region, with ideal climate and terrain, could see more travel by bicycling and walking, now discouraged in some

communities by heavy local auto traffic. With more than a million empty seats in autos, but fewer than 10,000 empty seats in buses every morning and afternoon, carpools clearly have a place in the picture. Regardless, a 53 percent increase in travel by 2027 means that, even if transit use could be increased tenfold and bicycle/walk trips tripled, the region still would face a 40 percent increase in travel by auto. At least in some places the road system must be expanded too.

WHAT WAS NEW ABOUT THE MTP 2025?

The 2006 MTP continues the direction of the MTP 2025, pursuing ten broad goals, only three of which deal directly with transportation, with the primary goal being to improve quality of life. Chapter Four discusses these ten goals in more detail. "Quality of life" may mean somewhat different things to different people, but it generally encompasses quiet and safe neighborhoods, affordable housing, job opportunities, good schools, limited environmental pollution, opportunities for recreational and activities, and adequate transportation to allow access to places where these activities occur.

The 2006 MTP will use transportation funds for community design, to encourage people to walk, bicycle, or ride transit for local travel. Steps to reduce auto travel, by changing the way people travel or the places to which they go, will become imperative during the few decades. The predominance of low-density suburban development with jobs and shopping separated from residential areas cannot continue indefinitely. However, the existing suburban communities of today won't look much different by 2027, because around two-thirds of the region's housing in 2027 is already in place, and those houses can be expected to last 50 years or longer. The 2006 MTP supports changes in development patterns, through the on-going community design incentive program, both for new communities and redevelopment of older ones. At best the results can be expected to evolve slowly over time.

The 2006 MTP gives first priority to expanding the transit system, more than doubling light rail mileage and the bus fleet, primarily in the Sacramento area. This plan supports current transportation operations but does not allow for any major expansion of the system. Money to pay for operations (drivers, mechanics, parts, fuel), however, limits the amount of transit service the region can offer. Fares pay only 30 percent of operating costs, with the other 70 percent coming from taxpayers. For the middle-class household, the 15 percent of income consumed for transportation typically reflects a personal choice for automobile travel, often including two or more vehicles. For those who are less affluent, the cost for auto transportation rises to 20-25 percent of income, imposing a hardship for which a good transit choice would often be a relief. In addition, those who cannot drive or need another travel choice present different challenges for the transportation system and for transit service. The State forecasts the share of the population older than 75 years of age, with a lower propensity to drive, to increase by 30 percent. The 2006 MTP will allow little progress in expanding the transit system for these upcoming demands.

The 2006 MTP also commits regional funds to bicycle and pedestrian projects. Except for recreational walking, circulation in downtown areas, and neighborhood social visiting, walking currently plays a limited role in the transportation system. Only about 3 percent of commute trips

are made by bicycle, but 15 percent of commuters travel no further than three miles to work. Few suburban children bicycle or walk today; instead, their parents drive them around by auto. Unless community design changes take hold, the share of trips made by bicycling and walking is not predicted to change significantly.

Beyond transit, walking, and bicycling, the region faces a 40 to 50 percent increase in auto travel. Obviously it makes a difference whether those people will drive alone or ride in carpools, and where on the system they travel. The 2006 MTP includes funding for transportation demand management (TDM), including a rideshare program. The regional rideshare program is included in the current SIP as a Transportation Control Measure (TCM), and will remain a TCM in perpetuity as a SIP requirement. Like nearly all urban areas around the country, Sacramento is seeing a gradual shift from commuting by carpool and transit to driving alone. This trend reflects the separation of housing from jobs, the huge increase in two-worker households, and the predominantly suburban lifestyle with lots of widely separated activities and an increasing need for one or more errand stops on the way to or from work. TDM programs offer people information and incentives for alternatives to driving whenever this is feasible.

Congestion generally will continue to worsen inside the urban area, because the system has little remaining spare road capacity and the region foresees neither the funding nor the community desire to increase road capacity by 40 percent or more. The 2006 MTP proposes some road improvements, to hold off some of the increase in congestion. While the region cannot reasonably be expected to build its way out of congestion, the investments listed in the 2006 MTP will make a difference, lessening congestion in some corridors, depending on where the region invests in more transit and road capacity or land use changes.

The 2006 MTP foresees $27.5 billion to work with, on average almost $1.2 billion per year for 22 years, with $4.9 billion of that as federal funds coming to the region for regional-scale improvements. The federal funds have come to the region in past years, but the region before 2002 passed them to counties and cities for local projects. Of the $27.5 billion, the 2006 MTP shows that about a quarter goes to operate transit services - not enough to provide the level of transit service needed in a region of 2.9 million. Another quarter goes to maintain streets, roads, and highways - again, not enough to provide adequate maintenance especially in more rural areas of the region. Essentially, the remaining half must be used for improvements:

- First $2.8 billion goes to transit improvements, including light rail extensions, a 150 percent increase in bus service in urban Sacramento, and increases in bus service in the other counties.

- Second, $3.2 billion goes to state highway improvements, mainly to complete four-lane highways to connect the northern counties with the rest of the region and add carpool lanes to urban freeways.

- Third, $6 billion goes to local street and road improvements, such as intersection improvements, safety projects, signal timing, widening in growth areas, and new connections for local access.

- Finally, this plan proposes to use $1.7 billion for other types of improvements important to achieving regional goals: bicycle and pedestrian improvements, community design incentives, travel demand management (including the regional rideshare program), clean air, open space, and enhancement programs.

Analysis shows that even with $4.9 billion of federal funding available, the region can't by itself fund all regional-scale improvements needed and envisioned in the 2006 MTP. Regional-scale improvements put off to the future in the past 20 years are coming home to roost. The 2006 MTP anticipates supplemental funding -- from federal grants for light rail extensions, and from state interregional funds for state highway improvements, particularly in the region's five smaller counties, and local funding, from Sacramento's sales tax or development fees or other local sources -- to help complete some of the state highway and arterial improvements in urban Sacramento, where total cost exceeds regional funds. Locally, counties and cities also lack enough funding for street and road improvements to deal with growing local traffic.

The 2006 MTP brings forth a regional view, a different perception of the region and its role from the plans of the 90's. This view is not wholly new: most of the ideas were envisioned in SACOG's 1989 Metro Study, but few were implemented, partly because the system functioned adequately back then, and the easy choice was to avoid controversial projects and issues. Like the Metro Study, the MTP 2025 (the basis for this 2006 MTP) looked at the transportation system from the point of view of the traveler needing to use the whole system, not just each jurisdiction managing its piece of the system. It recognized that, if the region is to provide transportation for one million more people and control urban sprawl, transportation improvements inevitably must go by someone's front door or back yard. It proposed some locally controversial projects, and opened other issues where no regional consensus is yet possible. In this way, the MTP 2025 started in new directions, and this 2006 MTP continues with that vision. The MTP 2025 also put forth the challenge of implementation, to engage local and regional debate to reach agreement on how transportation is to be fitted into communities and neighborhoods.

WHAT ISSUES CAN'T THIS PLAN RESOLVE?

Discussion during the development of the MTP 2025 spotlighted a number of **tough issues fundamental for transportation**, that still remain**:**

- **How does the region want to handle one million new people by 2025:** with continuing development around the urban edge or with infill development in existing communities at higher than prevailing densities?

- **Do communities want jobs/housing balance, including housing affordable to all workers**, to provide a better opportunity to live, work, and travel locally other than by auto, or continued separation of residential and office/industrial development, which implies continued community-to-community travel?

- **Should transit's primary role be to serve those who cannot drive or for whom driving is a hardship**, or should it provide another choice to those for whom driving is now the

easiest and best option? How is the 70 percent share of transit's operating costs now coming from public funds to be provided?

- **Is encouraging people to use transit or carpools instead of driving alone important enough to warrant increasing the cost of driving**, via road tolls, gasoline tax surcharges, or parking fees, and using the money to increase available transit service dramatically?

- **Should main-road capacity in major travel corridors be increased** to prevent the increasingly common and much-disparaged practice of drivers cutting through neighborhood streets to avoid traffic jams?

- **To what extent should the region try to satisfy region-wide travel demand** -- by building onto the system to reduce congestion, so that the opportunity to live where you want to, work anywhere in the region, and do business region wide is preserved?

- **How should the region balance protection of the American River Parkway** as a recreational and open space asset against the growing need for greater transportation access across the river?

On these issues SACOG could find no consensus. The MTP 2025 aimed to engage debate on these larger issues, and the 2006 MTP, by its nature a plan that bridges the gap until the region prepares a "next generation" MTP in 2007, is not able to resolve them. We expect that this MTP 2030, to be completed in 2007, will make progress in finding answers and thus become more effective in using the region's limited resources.

2. DEVELOPMENT OF METROPOLITAN TRANSPORTATION PLANS

WHY DOES SACOG PREPARE A METROPOLITAN TRANSPORTATION PLAN?

Under federal law, SACOG is responsible for long-range transportation planning in a six-county area -- Sacramento, Yolo, Yuba, Sutter, El Dorado and Placer Counties (excluding the Tahoe Basin).[4] Most of this planning area is designated a "federal non-attainment area for ozone," meaning that for the region to be eligible to receive federal transportation funds, the region's transportation system must meet particular air quality standards.

Transportation systems are best planned at a regional level because people don't confine their trips to a local area. Federal law established regional agencies for the purpose of area-wide transportation planning in the 1970s, so that planning for highways, roads, and public transit would be comprehensive and cooperative between local agencies.

For this region, a long-range regional transportation plan is required to cover at least a 20-year planning horizon, and it must be updated every four years. This plan covers 22 years, federal fiscal years 2006 through 2027.

The MTP provides the regional vision for surface transportation, within the constraints of funding that the region can reasonably expect to receive. If a city, county, or public agency in the region wants to use of federal or state transportation funding for projects or programs, the projects must be contained in, or be consistent with, this MTP.

HOW WAS THE 2006 MTP CREATED AND WHO WAS INVOLVED?

In late 1999, SACOG embarked on a major effort to revisit and rethink its Metropolitan Transportation Plan, using an unprecedented amount of public outreach and a citizen advisory group called the Transportation Roundtable. The result was the MTP 2025, adopted in July 2002.

This 2006 MTP restores the full vision of the MTP 2025, after a period of interim plans that were made necessary when the State Implementation Plan for Air Quality, to which MTPs must conform for air quality, became out-of-date.

The list of projects in this 2006 MTP was agreed to by SACOG's agency partners who serve on the Regional Planning Partnership and by the Board of Directors when the MTP 2025 was adopted in 2002. A small number of new projects has been added to this original MTP 2025 project list. The Draft 2006 MTP was circulated for a 30-day public review according to the Community Input Plan, along with an Addendum to the Environmental Impact Report for the MTP for 2025 (see **Appendix A** for the Community Input Plan). The Community Input Plan includes a public hearing, website and other methods of outreach to the public and stakeholders.

[4] SACOG is designated as a Metropolitan Planning Organization (or MPO) under federal law, encompassing the six counties.

The **SACOG Board of Directors**, in its policy role overseeing long-range transportation planning in the region, is ultimately responsible for adopting MTPs. In the development of the MTP 2025, the Board was advised on the goals (shown in **Table 4**) and policies of the plan by the **Transportation Roundtable**, a group composed of 55 stakeholders from around the region. The Roundtable's key recommendation was to use as much as one-third of regional transportation funds to pursue community and environmental objectives, including community design projects to support smart growth, clean air, bicycle/pedestrian, and demand management programs. The Roundtable also recommended giving priority to public transit and expanding light rail, seeking to improve accessibility in congested locations or corridors, aiming transit service toward commuters and low-income, elderly, young, and disabled persons, providing alternative travel choices to driving, and using new technologies. Extensive public outreach provided ideas and feedback on the MTP 2025. **Valley Vision**, a regional organization of leaders primarily from the private sector, provided financial support for regional forums and made the MTP a top priority of its members. **SACOG's technical committees and individual cities and counties** made specific recommendations considered by the Board of Directors. **SACOG staff** provided the technical analysis for the MTP 2025, planned the Roundtable meetings with professional facilitators, met with other agencies, interest groups, and the public, and in the end drafted the MTP 2025. The staff also provided financial forecasts of amounts and types of funds expected to be available between 2002 and 2025 and information from the regional transportation model and other data sources. Finally, the MTP 2025 took into account the **plans of other agencies and corridor investment strategies**.

WHAT FEDERAL AND STATE REQUIREMENTS MUST BE MET?

Federal statutes require adherence to eight planning objectives in the development of regional transportation plans[5]:

- support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- increase safety of the transportation system for motorized and nonmotorized users;
- increase the security of the transportation system for motorized and nonmotorized users;
- increase the accessibility and mobility options of people and for freight;
- protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- promote efficient system management and operation; and
- emphasize preservation of the existing transportation system

All of these federal objectives coincide with the adopted goals in the MTP 2025 that are carried forward into this 2006 MTP, and were considered in defining the strategies and projects in the plan. The elements of the federally-required congestion management system in SACOG's planning and programming processes is included in **Appendix H**.

[5] From the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), August 2005.

The 2006 MTP is consistent with the California Transportation Plan, a statewide document with policies that should be followed in all regional transportation plans.

The 2006 MTP includes access to interregional passenger and freight transportation, such as Amtrak stations, freight railyards, airports, and the Port of Sacramento, but does not include planning for those systems, which are owned and operated by other entities. A discussion of interregional passenger and freight transportation is found in **Appendices F and G. Appendix H** provides detail on the Regional Aviation System.

The 2006 MTP is a plan intended to continue the vision of the MTP 2025 and provide a bridge to the "next generation" update of the MTP to be adopted by July 2007 (the MTP 2030). It enables federal decisions and federal funding for near-term projects, keeping them on track during the period between March 2006 and mid-2007.

3. GROWTH AND CHANGE

HOW MUCH GROWTH CAN THE SACRAMENTO REGION EXPECT?

Growth continues to be the big story in the region. A recent Central Valley Survey, conducted by the Public Policy Institute of California and the Great Valley Center, found that 43 percent of those surveyed in the Sacramento Region rated growth and development as a big problem, and 56 percent rated traffic congestion as a big problem. Mark Baldassare, Survey Director of the Public Policy Institute, called the results "stunning," saying that "It's the pace of change and also the type of change that's occurring in the outlying regions of Sacramento right now. The changes are very noticeable and troubling to people."[6]

The Sacramento region's economy is healthy and yet changing in fundamental ways. With the nearby Bay Area running out of land for development, the region has become attractive to coastal residents, new immigrants, employers and developers because of its lower cost of housing and its job opportunities. The number of jobs in electronics manufacturing, information services, health care, agriculture, food processing and tourism -- industries that are important to the economic transformation -- is rapidly approaching that provided by government, which has long been a cornerstone of the region's economy. These new jobs are also replacing the military- related jobs that have left the region due to military base closures. Within the next few years, these industries will likely, for the first time, employ more of the region's residents than the public sector, and will bring with them the potential for faster economic growth but also the potential for more volatility in the local economy.[7]

Population in the region is expected to grow by 788,000 people, an increase of about 37 percent, from 2.15 million in 2005 to 2.94 million in 2027. **Table 1** shows population, housing, and employment projections for the six counties of the region (excluding the Tahoe Basin). **Table 2** highlights the areas (regional analysis districts, which are roughly equivalent to communities) expected to experience the largest absolute growth in population, housing and employment in the region between 2005 and 2027.

Despite encouragement of infill development, most new housing continues to be located in areas beyond existing urban development. Ninety percent of new housing is expected to locate at or beyond today's urban edge, on what are referred to as "greenfields." Booming areas for population and housing growth include Rancho Cordova, El Dorado Hills, South Sacramento County, North Natomas, West Sacramento, and in Roseville, Rocklin, and Lincoln.

Jobs are spreading out around the region. Forty percent of job growth between 2000 and 2025 comes in office and manufacturing jobs in suburban areas (Rancho Cordova, Roseville, North Natomas, Folsom, Rocklin, Elk Grove, Galt, Woodland, Davis, and El Dorado Hills). Only 10 percent of total job growth is expected to locate in downtown Sacramento. In total, employment in expected to grow by about 400,000, a 39 percent increase.

---

[6] *Sacramento Bee*, "Growth tops list of worries in the Valley," April 25, 2002.
[7] *Valley Vision, California State University Sacramento, and SACOG*, Sacramento Region Quality-of-Life Index 2000. January 2002.

TABLE 1. REGIONAL GROWTH, 2005-2027

Counties	2005	2027	Increase 2005-2027	% Increase 2005-2027
POPULATION				
El Dorado	147,045	203,227	56,182	38%
Placer	301,560	435,741	134,181	44%
Sacramento	1,361,637	1,762,523	400,886	29%
Sutter	87,342	142,626	55,284	63%
Yolo	187,942	280,091	92,148	49%
Yuba	65,952	114,801	48,849	74%
Six-County Total	2,151,479	2,939,009	787,531	37%
HOUSEHOLDS				
El Dorado	56,111	82,672	26,561	47%
Placer	121,507	183,898	62,391	51%
Sacramento	502,142	722,406	220,263	44%
Sutter	29,373	56,324	26,950	92%
Yolo	66,239	112,276	46,037	70%
Yuba	21,533	45,392	23,859	111%
Six-County Total	796,905	1,202,967	406,062	51%
EMPLOYMENT				
El Dorado	51,644	71,205	19,561	38%
Placer	156,237	238,067	81,829	52%
Sacramento	657,100	869,975	212,875	32%
Sutter	33,506	49,433	15,927	48%
Yolo	136,347	191,037	54,690	40%
Yuba	22,988	47,294	24,306	106%
Six-County Total	1,057,823	1,467,011	409,188	39%

Source: Sacramento Area Council of Governments, projections adopted by the Board of Directors 12-16-04.
Note: Placer and El Dorado County data exclude the Tahoe Basin.

TABLE 2. FASTEST-GROWING COMMUNITIES, 2005-2027

Communities	2005	2027	Increase 2005-2027	% Increase 2005-2027
POPULATION				
Cosumnes	6,496	59,474	52,978	816%
Rancho Cordova	117,182	169,093	51,911	44%
Laguna	67,277	116,509	49,232	73%
Vineyard	24,171	69,609	45,438	188%
West Sacramento	39,878	84,362	44,484	112%
HOUSEHOLDS				
Rancho Cordova	42,568	67,871	25,303	59%
Laguna	22,378	46,658	24,280	108%
West Sacramento	14,453	35,688	21,234	147%
Cosumnes	2,193	22,684	20,491	934%
Yuba City	24,117	43,994	19,877	82%
EMPLOYMENT				
West Sacramento	29,479	84,356	54,876	186%
Rancho Cordova	91,550	146,055	54,505	60%
Roseville	66,290	117,095	50,805	77%
Downtown Sacramento	113,421	159,479	46,058	41%
East Sacramento	58,148	80,767	22,619	39%

Source: Sacramento Area Council of Governments, projections adopted by the Board of Directors 12-16-04.

The distribution of growth is the most important issue for transportation. Travel patterns-particularly during commute periods - have become more complex because so much of the expected growth of both jobs and housing is located in suburban locations. Formerly uncongested roads are becoming clogged, especially major arterials in suburban areas. Many suburban job sites have little or no transit service, and transit service connecting suburban residential and employment areas is especially thin. Increasingly, commuters must rely on autos.

WHY SHOULD SACRAMENTO EXPECT THIS MUCH GROWTH?

In preparing the MTP 2025 in 2002, several people told SACOG that the projection of a million more people in Sacramento in 2025 would not be desirable. SACOG, however, cannot plan for the population level people may want; **SACOG must plan for population growth likely to occur.** In fact, it may be better to plan for growth on the high side than to fall short and have to catch up later.

Past history and population forecasts indicate that 800,000 in population growth by 2027 is reasonable. SACOG in 1977 estimated that the region's population (then 1.12 million) would grow

to 1.76 million by 2000. In fact, the 2000 Census reported population of 1.89 million, so the 1977 estimate turned out to be a bit low. If Sacramento's growth rate stays the same as it has been since 1977 all the way out to 2027, the population will reach 3.25 million, one-third more growth than the MTP 2025 expected, which was 2.8 million.

A look at other cities that in 1977 were about the size Sacramento is now also indicates 800,000 population growth by 2027 to be reasonable, with the greatest risk that it is on the low side (Table 3). Once population passes about 1 million in size, an urban economy becomes self-sustaining, not dependent on the economies of other urban areas nearby. A comparison to ten cities whose populations in the 1975 were close to the Sacramento region's 2000 population is quite revealing.

TABLE 3. COMPARATIVE GROWTH, 1975-2000

	1975 Population	2000 Population	Change 1975-2000
Atlanta	1.79 million	4.11 million	+2.2 million
Cleveland	1.97 million	2.95 million	+1.0 million
Denver	1.41 million	2.58 million	+1.2 million
Houston	2.23 million	4.67 million	+2.4 million
Miami	1.44 million	3.87 million	+2.4 million
Minneapolis	2.01 million	2.97 million	+1.0 million
Phoenix	1.22 million	3.25 million	+2.0 million
Pittsburgh	2.32 million	2.36 million	+40,000
San Diego	1.59 million	2.81 million	+1.2 million
Seattle	1.41 million	3.55 million	+2.1 million

Among these ten urban areas, the only one that did not grow by a million or more was Pittsburgh, but Pittsburgh, along with Cleveland, are the two cities least like Sacramento. In fact, if the growth in these other cities from 1975 to 2000 is a good comparison, the forecast of 800,000 growth by 2027 for Sacramento might turn out to be too low.

The State Department of Finance's growth forecast, used by SACOG, also meets two common sense tests. Sacramento's population in 2002 was just over 5 percent of the statewide total of 35 million. With 800,000 growth by 2027, Sacramento would get 7 percent of the 14 million people the state expects to add. It makes sense that Sacramento would grow faster than other parts of the state. Environmental constraints and the high cost of land and housing during the 1990s began to constrain growth along the coast and in the Bay Area, yielding a boom in the Central Valley. Employers seek access to urban services and labor markets, so cities like Sacramento and Fresno become the most attractive growth sites in Northern California. Furthermore, it makes sense that California's high population growth will continue. The number of people entering their twenties, the high childbearing years, will be greater in the upcoming decades than it was during the 1980s and 1990s, and people are living longer as well. The biggest share of growth, however, comes from in-migration to the state, and particularly foreign immigration. Foreign immigrants, accompanied by a traditionally high birthrate in immigrant families, are likely to keep coming to California more

than to other states, attracted by good climate, good job opportunities, Californians' acceptance of cultural diversity, and large communities of recent immigrants for support (especially for those coming from Latin America and Asia). In fact, 2000 Census data reveal that within California, Sacramento has become the most ethnically diverse region in the state.

4. MEETING THE PLAN'S GOALS

HOW THE 2006 MTP MEETS SACOG'S TRANSPORTATION PLAN GOALS

Based on an analysis of transportation and related issues in the region, the MTP 2025 Roundtable developed ten carefully worded goals that were adopted by the SACOG Board of Directors in October 2000. **Table 4** lists the goals that guided development of the MTP 2025. Few would disagree with these goals, but each one entails some unanswered questions, policy issues, and trade-offs. **A brief discussion of each goal, issues relating to it, and what the 2006 MTP does or does not do to meet the goal** follows below.

The MTP 2025 also used a set of performance indicators to measure progress toward these goals. Please refer to the MTP 2025 document for these indicators. **The 2006 MTP uses these same performance indicators for two scenarios, the transportation system in 2005 and the transportation system in 2027 with projects included in this plan.** These are shown in **Table 6 and Maps 3 and 4** (in the next chapter), where they are explored in greater detail.

1. OVERARCHING GOAL: QUALITY OF LIFE:

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

"Quality of life" is defined in different ways, but people tend to know when it's getting better or getting worse for themselves. For most people, quality of life includes some consideration of housing, jobs, schools, neighborhood, environment, and lifestyle activities. SACOG heard testimony praising the vitality of urban communities and disparaging the blandness and isolation of suburban communities, but a California Poll in Spring 2002 found the greatest satisfaction with quality of life in the suburbs, with Roseville highest in the region. This overarching goal served as the anchor for development of the other goals of the MTP 2025.

Questions and Trade-offs: Because quality of life means different things to different people, it becomes hard to measure. Some people, for whom flexibility is most important, want to be able to drive anywhere anytime. Others, for whom a clean environment matters more, want people to leave autos at home and ride transit or bicycle more often. The components of quality of life involve investment and policy trade-offs, affecting economic development, community services, land development, open space, and environmental programs. Consensus often proves elusive.

What's in the Plan: The 2006 MTP is designed to meet regional travel needs for all types of purposes as far as financially feasible, over the long term. In the development of the MTP 2025, the Roundtable recognized that transportation is closely connected with many other issues – such as health and safety, social equity, the environment, land use, and economic vitality – and developed goals and actions in the MTP to address these issues.

How the Plan Meets This Goal: The test of meeting this goal is the success of the plan in meeting all of its other goals.

TABLE 4. METROPOLITAN TRANSPORTATION PLAN GOALS

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

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

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

4. TRAVEL CHOICES. Provide affordable, convenient, safe, and integrated travel choices.

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

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

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

8. FUNDING AND REVENUE. In order to adequately fund the MTP 2025, develop appropriate, innovative, equitable, and stable funding sources (both short- and long-term) and identify cost-reduction measures.

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

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

2. ACCESS AND MOBILITY:

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

Access (the ability to get somewhere) and mobility (the ability to move easily and quickly to get there) are interrelated concepts for transportation. Land use becomes closely related: the way cities and towns are designed can minimize travel distances, which in turn can improve access and mobility. Congestion limits mobility and access, particularly during peak commute hours, which in turn affects housing and job choices.

Questions and Trade-offs: With growth in population, the desire for continued high mobility and accessibility requires larger transportation facilities, which in turn can bring undesirable community impacts. Most people prefer to travel by auto, which provides the most mobility in a city the density of Sacramento, but transit yields fewer community impacts. The MTP 2025 faced investment trade-offs: between capacity improvements and maintenance, rehabilitation, and operations; among transit, road and bicycle improvements; among strategies such as street widenings, traffic signals, or carpool lanes; and among individual projects.

What's in the Plan: The MTP proposes strategies to address both access and mobility and acknowledges that certain **major corridors**, including I-80 and U.S. 50, need major investments in all types of transportation to maintain and improve both access and mobility in face of the growth in travel that is expected. Significant expansions are planned for the **public transit system**, including commuter rail, light rail, bus service, circulator van service to serve neighborhoods, and bus rapid transit service on some busy commute corridors. Major **new road projects** are planned as well, notably connectors to link Roseville with Sacramento Airport (the Placer Parkway), Rancho Cordova with Roseville, and Elk Grove with Rancho Cordova and El Dorado County. **Bicycle and pedestrian projects** are included as a lump sum, with the regionally-funded projects selected from SACOG's *Regional Bicycle, Pedestrian, and Trails Master Plan* using the competitive Bicycle and Pedestrian grant program. Also, most road improvements should include features to improve bicycling and walking. **Congestion-relief projects and programs** include carpool lanes on the major freeways, highway bypasses around smaller cities, improvements to highways connecting our region with counties to the north, freeway-to-freeway connection improvements, high-tech information systems on local arterials and highways to smooth the flow of traffic, freeway patrols to clear off incidents quickly, and management programs such as rideshare and incentive programs for commuters to use alternative transportation. **Local road improvements,** including road widenings, intersection improvements, and roads serving new developments, were submitted to SACOG for inclusion in the MTP by local jurisdictions, with many of the projects to be funded wholly or in part by local developers or development fee programs.

How the Plan Meets This Goal: Mobility, as measured by congestion levels, generally worsens over the 2006 MTP period because road and transit investment does not keep pace with growth. Congestion points vary depending on where growth is taking place and the capacity of the surrounding transportation system. Investments in the MTP, in both roads and transit, do make a positive difference in some of the worst congestion areas. **Accessibility, as measured by the**

ability to reach job centers in a reasonable period of time by auto and transit, generally diminishes in the MTP period, although transit accessibility to some job centers is increased.

3. AIR QUALITY:

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

The Sacramento region's ozone pollution is among the worst in the United States, in large part due to topography and meteorology, although transportation contributes more than 60 percent of emissions. Local surveys identify air pollution as a major health concern, causing asthma and other lung problems. The region is classified as a "severe air quality non-attainment" area by the federal Environmental Protection Agency. **In July 2005 a new 8-hour federal air quality standards for ozone took effect** and a new rate-of-progress air quality plan is being prepared on an interim basis. A major new air quality plan to meet the 8-hour federal standard will be ready by July 2007. If this new standard is not achieved by the 2007 plan's deadlines, the region will or face additional planning requirements and possibly financial sanctions that will inhibit the its ability to expand the transportation system. As the region grows in population, more driving causes more air pollution, and the greatest emissions occur at the start and end of trips. Fortunately, **vehicle technology has progressed and continues to improve dramatically**, and as newer vehicles replace older ones, air quality will gradually improve. An analysis of this MTP will show conformity to the region's rate-of-progress clean air plan, which means the improvements it proposed will not undermine achievement of the standards.

Questions and Trade-offs: Controversy still swirls about the best way to attain clean air. Reductions in auto trips clearly offer benefits, along with major social and economic consequences. Better transit service offers people a choice, but relatively few are choosing to ride. No transportation strategy promises an easy, economical, and effective result for clean air except better vehicle technology, and on that front many people have been choosing to buy large, more-polluting vehicles in increasing numbers in recent years – although because of recent high gas prices there is now a counter-trend towards low-polluting hybrid gas-electric vehicles. No equitable and reasonable strategy has been found to deal with the small number of vehicles responsible for most emissions: heavy trucks and older, poorly maintained autos. No consensus exists about how to deal with weather as an overriding factor, and whether the region would be willing to restrict or increase the cost of driving to help attain clean air.

How the Plan Meets This Goal: The 2006 MTP includes continued funding for incentives for using clean air technology in heavy duty vehicles (the SECAT program), travel reduction through a transportation demand management program and the Spare the Air program, and other effective air quality strategies toward the day when the region is considered an "attainment area" for air quality. The plan also funds alternative modes of transportation – public transit operations, bicycle and pedestrian projects and community design projects that support smart growth development – that will make cleaner forms of transportation more attractive. The plan continues funding for the regional rideshare program, which is the only adopted transportation control measure included in the State Implementation Plan. **The 2006 MTP conforms to the 2005 Clean Air Act deadline for lowering ozone emissions, and now that the Yuba/Sutter air basin has been determined to**

be in attainment of the 8-hour ozone standard, emissions levels are no longer an issue in that area. However, more emissions reductions will be necessary to keep the area in attainment indefinitely.

4. TRAVEL CHOICES:

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

The residents of this region overwhelmingly travel by auto: In 2005, 47% percent of all trips are taken driving alone, 46 percent travel two or more to a car, 6 percent travel by bicycle or walking, and less than 1 percent ride public transit (although transit carries 3 percent during commute periods). Providing choices will be a necessity in the most heavily traveled corridors in the region, where travel demand is rapidly increasing and where we will need as many ways as possible to travel.

Questions and Trade-offs: The public supports increases in transit service, but when it comes time to travel, transit is "for the other guy." Transit operators have struggled to find a way to make transit both convenient enough and affordable, so that it becomes an attractive choice. Some believe encouraging carpools would be a better strategy and others seek to encourage bicycling and walking for short trips. The region has nowhere near enough funding to allow all other modes of travel to function comparably to the auto anytime soon, even with increasing congestion. The day-to-day cost of driving, even with recent gas price increases, is relatively low and its convenience so high that some believe pricing of peak period road use may be the only way to level the playing field among modes (the way telephone, electricity, and airline services are priced) an idea without widespread support.

What's in the Plan: The 2006 MTP invests significant funding into offering travel choices to current and future residents. **Major increases in rail, bus, bicycle, and pedestrian facilities** are envisioned, along with promotion of telecommuting and ridesharing. In this plan, the public transit system of the region will become integrated through information technology and universal passes, bicycles will be accommodated on buses and trains and welcome on streets, pedestrians will feel more comfortable crossing arterials, and children will feel safer walking to school.

How the Plan Meets This Goal: At the regional level, people are not expected to change their modes of travel significantly. However, transit can capture a much bigger share of travel in certain higher-density areas, and where there are higher costs for using autos. Community design changes and additional bikeways and pedestrian facilities can improve this situation to some degree for shorter trips.

5. ECONOMIC VITALITY:

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

Employers and business owners cite access to jobs for employees and access to businesses for freight delivery, primarily by truck, as important issues for economic prosperity. They note the need for a comprehensive public transit system for commute trips (including a program for those who are transitioning from welfare to work), other alternatives to driving, congestion reduction on streets and highways (especially important for time-sensitive truck deliveries), a well-maintained road system, and good access to airports and the Port of Sacramento. If these access and mobility issues are ignored, businesses may choose to relocate elsewhere, either to the outer edges of the region where these issues are not yet severe, or to other regions.

Questions and Trade-offs: All the needs noted would cost far more than the revenue reasonably expected to be available, even with the voter approval of Measure A in Sacramento County in 2004. A healthy economy raises issues about impacts from a burgeoning number of trucks on freeways and local streets. Good interregional highways are critical for commerce, but have subsequently enabled long-distance commuting too. The region has not found a way to ensure local jurisdictions will provide affordable housing for all incomes near jobs, in all parts of the region, to improve accessibility and shorten commuting. Some people believe worksite parking, free and readily available everywhere except downtown Sacramento, to be a major factor in commute choices, but the idea of pricing of workplace parking is not widely popular.

What's in the Plan: The 2006 MTP includes **new roads** that connect areas around the periphery of the urban core, providing better access to the region's three major job centers – downtown Sacramento, Rancho Cordova/Folsom, and South Placer County. It also includes significant **new light rail and bus transit, carpool lanes for commuters, and a larger Transportation Demand Management program** to help cut down on solo driving. The Downtown-Natomas-Airport rail line and road improvements in the airport vicinity will provide better access to Sacramento Airport, and other improvements do the same for Mather Airport and the Port of Sacramento. Finally, investment in **road maintenance and rehabilitation**, particularly a problem in rural areas where farm-to-market truck travel is important, is included in this plan.

How the Plan Meets This Goal: In spite of the projects in this 2006 MTP, **accessibility to job centers is shrinking due to congestion,** particularly at bottleneck points such as the American River crossings. On the positive side, **new connector roads will offer bypasses to downtown for commerce, connections to other regions will improve, and carpool lanes on the freeways will help clear up congestion that slows down trucks.**

6. EQUITY:

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

Equity involves four issues: whether all communities have reasonable and affordable transportation access, to what extent communities suffer impacts from transportation facilities that pass through them, whether those who cannot or choose not to drive have reasonable transportation options, and whether tax revenues get distributed fairly region-wide and provide benefits for all taxpayers. Major arterials and freeways pass through various communities, bringing traffic impacts from autos

and trucks coming from and going to communities beyond in both directions. With the MTP 2025, SACOG inserted a regional viewpoint into the political discussion that in recent years has been largely fragmented and localized.

Questions and Trade-offs: All communities send residents traveling through their neighbors' streets, but transportation facilities are not evenly located and some communities complain about disproportionate impacts. Investment in regional-scale facilities cannot be divided piecemeal, but must be concentrated onto large projects of system-wide importance, regardless of location. The benefits, however, accrue to all who travel. All jurisdictions need funds for maintenance, rehabilitation, operations, and improvements, and look to a fair share of regional funding to help beleaguered budgets. The division of funding between transit and roads becomes an equity issue as well, because drivers paying gasoline taxes expect road improvements while the most effective investment for the system may be in transit.

What's in the Plan: This 2006 MTP incorporates the **priorities of local communities,** with many of these local projects paid for from local funds. Major projects of regional concern are distributed throughout the region as well. The plan will provide **alternative transportation** – public transit, bicycle, and pedestrian facilities – for those who can't or don't drive. The plan includes Jobs Access Reverse Commute funding, which is intended to offer **convenient transit for entry-level workers,** particularly those transitioning from welfare to work. **Community circulator van routes** will supplement the mainline transit system, offering more convenient travel by transit from neighborhoods, particularly important for elderly and disabled persons. Finally, **a large increase in paratransit service** (door-to-door wheelchair-equipped van service called for in the Americans with Disabilities Act) is included for the expected increase in the elderly population over the plan period. The Environmental Impact Report that accompanies the MTP 2025 (and which is referred to in the EIR Addendum attached to this MTP) addresses impacts on low-income and minority communities.

How the Plan Meets This Goal: The amount of funding reserved for public transit in this plan is consistent with the MTP 2025 and demonstrates the region's commitment to balancing the investment in the major modes of transportation – roads and transit. **Many of the transit projects intentionally benefit lower-income communities. Local priorities have been respected in the plan,** but regional priorities have taken precedence for the first time with regional sources of funding.

7. TRANSPORTATION AND LAND USE:

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

The region has come to understand that transportation plans must be more closely linked to both land use plans and the progress of land development if we are to rein in sprawling growth. Public agencies can use transportation funds to influence the course of development, by providing facilities to support developments and by offering incentives to shape the form of development. SACOG expects congestion to grow beyond the region's willingness and ability to afford relief, so changes in land development patterns that can reduce travel demand become ever more important

to the transportation system.

Questions and Trade-offs: Until recently, no consensus existed in the region about how to accommodate the growth in population and jobs. SACOG's Blueprint Transportation and Land Use Study ended in December 2004 with Board of Directors consensus on a regional 2050 land use scenario that assumes "smart growth" strategies in most jurisdictions in the region. These strategies include mixed use and compact development, infill, a mixture of housing types, quality building design, and preservation of open space. Modeling shows that these land use strategies reduce the number and length of auto trips. SACOG, in collaboration with member jurisdictions, is currently developing a Blueprint-based 2030 land use map to use in the "next generation" MTP to be adopted in 2007.

What's in the Plan: A Community Design incentive program, which can pay for planning grants to local governments and for transportation improvements that complement "smart growth" projects, would encourage people to make local trips, use public transit, walk, and bike. **Appendix B** describes this program. Also included in the plan is **open space in the form of land easements accompanying regional connector roads.** Investment in the transportation system near the urban edge offers opportunities to set aside open space and direct development to areas that can get good access

How the Plan Meets This Goal: The $500 million investment in Community Design incentives in the MTP 2025, which is continued in this plan, inclusion of open space in conjunction with road projects, and the Transportation-Land Use Study **cannot be evaluated for effectiveness yet, but they are all expected to influence the effectiveness of the transportation system.**

8. FUNDING AND REVENUE:

In order to adequately fund the MTP 2025, develop appropriate, innovative, equitable, and stable funding sources (both short- and long-term) and identify cost-reduction measures.

Federal statutes require urban transportation plans to be constrained by revenues "reasonably expected to be available" to the region. On the other hand, a plan that ends up too constrained lacks vision for the regional future, and arguably undermines the rationale for seeking more funding. The MTP 2025 forecasted revenues about 50 percent higher than the previous 1999 MTP, using some expansive assumptions. Even so, revenues fell 20 percent short of being able to fund all transit service needs in urban Sacramento, 20 percent short of road maintenance needs in rural counties, and 30 percent short of some road improvements planned by cities and counties. Road maintenance has been under funded statewide at least since the 1970s, and deferred maintenance leads to pavement cracking, damage below, and eventually rehabilitation costs four to ten times higher than timely maintenance would have cost.

Questions and Trade-offs: The MTP 2025 faced decisions about what to assume for renewal of Sacramento County's Measure A sales tax (renewed in 2004), continued flow of federal discretionary funds to the region, and future gasoline tax and transit fare levels, and whether to assume new taxes of any type. The sources of and restrictions on revenues in some cases allow choices and in other cases force trade-offs between capital investments and maintenance and

operations, and between transit and road expansion. In the long run, the gasoline tax declines while sales tax revenues increase, making transportation programs more dependent on a less stable revenue source. Capital programs in transportation have traditionally relied on pay-as-you-go funding, but the need for improvements faster than revenues become available points to consideration of bond financing. Road pricing lurks in the background, politically unattractive today but a revenue source with far-reaching implications and large revenue potential.

What's in the Plan: The 2005 MTP projects that $27.5 billion in federal, state, local, and developer funds will become reasonably available in the next 22 years. This presents opportunities for the region to meet more of its transportation needs, some long overdue.

The plan takes into consideration that Sacramento County voters approved a renewal of Measure A, the ½ percent sales tax for transportation that expires in 2008. The plan assumes that another measure will be approved in this life of this plan, providing the equivalent of a 2/3 percent sales tax. It also assumes that federal and state funding sources based on gas taxes will increase, although this source will ultimately decline as cars become more fuel efficient or more reliant on alternative fuels. It assumes that federal grants will continue. The plan proposes to double sales tax funds for public transit operations in Sacramento County, and reports a need for further operating funds to increase service. It also reports an estimated $1.5 billion shortfall for road maintenance in the rural counties, and recommends seeking new sources of local funds for that purpose. Many funding sources are restricted to capital uses only, and local funds represent the kind of flexible funding needed for maintenance and operations. To the extent that road maintenance backlogs are dealt with in this plan, road rehabilitation costs will be reduced.

How the Plan Meets This Goal: The 2006 MTP has made expansive assumptions to accommodate a reasonably expansive vision and identifies shortfalls.

9. HEALTH AND SAFETY:

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

Obesity has recently been declared an epidemic in this country, and the predominant use of the automobile has been blamed as at least part of the problem. Many cite obstacles to safe and comfortable walking and biking in cities and suburbs as a root cause. Some people feel insecure or threatened riding transit, and that acts as a deterrent to ridership. High speed rural roads, in particular two-lane state highways, have been known to foster higher fatal accident rates when daily traffic grows to 12,000 or higher, which cuts down passing opportunities, leading impatient drivers to resort to unsafe driving behavior.

Questions and Trade-offs: Consensus on strategy and priorities for bicycles and pedestrian travel has somewhat improved recently, with the adoption of *SACOG's Bicycle, Pedestrian, and Trails Master Plan.* High-priority projects of regional significance in this plan can be funded with the competitive Bicycle and Pedestrian Funding Program. This will improve the climate for bicycling and walking, where needs far outstrip funds. Transit crime has not been a major problem, but insecurity when riding with passengers who behave in unfamiliar ways still deters people from

riding transit, with no obvious solution. The best solution for rural roads at high risk for fatal accidents usually involves adding capacity, an expensive solution with only modest payoff considering the amount of traffic, but so-called "blood alleys" often crowd to the front of priority lists. Preventive planning, aimed at adding capacity before problems develop, runs the risk of admitting liability by identifying the road as deficient, especially given the long lead time to design and build road improvements in rural environments.

What's in the Plan: Pedestrian and bicycle plans and projects have received set-asides in the plan, both to develop local and regional systems, and improve conditions along existing roadways. This funding is supplemented by the amount allocated for the **Community Design Program**, which will include pedestrian and bicycle improvements associated with smart growth developments. **Local road and state highway safety-related improvements** are included, such as those slated for Routes 65, 70, and 99 in Placer, Yuba, and Sutter Counties. **Freeway service patrols** are also funded in this plan and SACOG in a separate program funds freeway call boxes. **Freeway message signs** are likewise a safety measure since they warn motorists of upcoming travel conditions such as fog or heavy traffic. **Public transit security**, both for passengers and their parked cars, is a priority because people will be much more likely to use transit if they feel safe doing so. Finally, the plan expects replacement of the Folsom Dam Road with a separate bridge downriver, to deal with a national security issue, with most of the funding expected to come from the Federal Bureau of Reclamation.

How the Plan Meets This Goal: The plan envisions that current safety and security systems will continue and that bicycle, pedestrian, and highway capacity improvements will increase safety.

10. ENVIRONMENTAL SUSTAINABILITY:

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

Environmental sustainability has become a major issue of debate, so far focused mainly on global climate change, oil supplies, land consumption, and water. With the Sacramento region slated to add around 3/4 million in population between 2005 and 2027, open space, habitat protection and clean air and water command continuing attention. Sprawl development prevalent in recent years consumes land, energy, and other resources more than would be the case with more compact development. These patterns may be neither desirable nor sustainable in the long term, unless the region is willing to accept the kinds of community and natural impacts and constraints found in sprawled urban regions like Los Angeles.

Questions and Trade-offs: It is by no means clear whether society can sustain our present level of mobility indefinitely, or how to do it. Likewise the specter of global climate change has become accepted but remains poorly understood, with agreement on what to do about it (in particular CO_2 emissions from motor vehicles) even less clear. Some believe energy prices will adequately regulate energy consumption, including gasoline use, while others worry that the shift to more-energy-efficient vehicles will occur too slowly to avoid periodic crises that become challenging for transportation. The region needs to consider near-term economic sustainability with long-term environmental sustainability. Through the Blueprint project, the region began to develop a

consensus about the role of transportation in promoting sustainable growth and land development, and this consensus will be enacted through the revision of land use plans that is currently underway, and in the MTP to be adopted in 2007.

What's in the Plan: The MTP 2025 included a number of projects and programs that mitigate environmental issues. The **air quality program** will help the region to attain air quality standards. **Open space is attached to some of the regional connector projects** in the form of conservation easements, intended to protect agricultural areas and other open space from development in areas that are not zoned for development. The open space acquired with transportation funds is intended as a seed, to spur preservation of nearby open space in a greenbelt. The MTP 2025 was accompanied by an Environmental Impact Report (and this plan is accompanied by an Addendum to that EIR) that evaluates the plan in terms of its likely environmental impacts as well.

How the Plan Meets This Goal: The 2006 MTP provides more capacity to the transportation system to sustain economic health in the region, provides funding to preserve open space, encourages compact land development through the Community Design incentive program, and promotes air quality.

5. COMPARING ALTERNATIVE TRANSPORTATION FUTURES

HOW DOES SACOG ANALYZE AND COMPARE ALTERNATIVE FUTURES?

In developing an MTP, SACOG uses travel demand models to examine how the transportation system works, now and in the future, under alternative scenarios. Modeling is also used to project harmful air emissions for air quality conformity purposes.

Transportation models run on a computer, making millions of calculations quickly. **In simplest terms, the models add up the travel behavior of all of the people in the Sacramento region and explain how that affects the transportation system.** Models can provide information about travel today, and forecast travel in the future, but do not make decisions. A brief summary of how SACOG's two models work can be found in the **Appendix J.** Modeling assumptions are found in **Appendix D**.

SACOG also uses data, research, and mapping to look at the impacts of the transportation system on surrounding communities and the natural environment. A summary of the community and environmental impacts of the MTP 2025 is found below; those wanting more information on these impacts should refer to the Environmental Impact Report (EIR) accompanying the MTP 2025 and the Addendum to the EIR developed for this 2006 MTP.

WHAT ALTERNATIVE FUTURES WERE CONSIDERED?

In preparing the MTP 2025, the Roundtable developed study alternatives that separately emphasized transit, roads, and community design, comparing those to each other and to the existing 1999 MTP. The resulting preferred alternative was a hybrid that performed better on many measures than the 1999 MTP.

In this plan, two alternative transportation futures were compared -- the MTP 2025 and the 2006 MTP. Here is how they are different:

- The timeframe for the MTP 2025 was 2002-2025 and the timeframe for the 2006 MTP is 2006-2027.

- The 2006 MTP project list is the same as the MTP 2025 project list except for projects that have been built since 2002, and therefore eliminated, and a few new projects that have been added. These new projects are largely developer-built serving areas that were indicated for development in the MTP 2025, where development has progressed to the point that actual roads are now designated.

- Some projects have changed in scope or cost since the MTP 2025 was completed, but the changes are minor.

WHAT KINDS OF INFORMATION DO THE TRANSPORTATION MODELS PRODUCE?

SACOG's models analyze and report four general kinds of information:

- **System performance** -- how well different parts of the system handle the total travel demand, using measures such as vehicle miles traveled, traffic congestion levels on roadways, transit travel times, and hours of delay in traffic jams. The congestion index, a particularly interesting measure, describes the time spent driving in congested conditions on a peak hour trip (rather than degree of congestion at particular places on the system).

- **Mode choice** -- to what extent people choose to drive alone, ride in carpools, ride transit, bicycle, or walk.

- **Accessibility** -- how far a person can travel in a given time, and how many jobs and activities are available within that travel radius. The accessibility index describes how many of the region's ten largest job areas can be reached from each residential community, within 20 minutes driving time or 45 minutes riding transit.

- **Air quality** -- the amounts of four kinds of pollutants -- NOx (nitrogen oxides), hydrocarbons (combine with NOx to yield ozone, the unhealthy smog of summer afternoons), particulates (known as PM-10), and carbon dioxide (CO2) -- emitted by on-road motor vehicles, calculated by a separate air emissions model.

Each of these kinds of information can be compared several ways: from one alternative to another, as a regional average, between one community and another, and from the present to future years.

WHAT DID SACOG LEARN FROM MODELING FOR THE 2006 MTP?

The $27.5 billion in projects in the 2006 MTP, given a 800,000 increase in the region's population between 2002 and 2027, will substantially improve transit service, substantially lessen the increase in congestion, and maintain better accessibility around the region than if the projects were not built. Individual travel behavior on the system with the travel conditions of 2027 will not change much. Certain projects might yield localized environmental impacts, but the overall impacts from $120 billion in land development and other infrastructure would be an order of magnitude greater. The transportation system's impacts on existing communities might be different after projects are built, but overall impacts resulting from the expected increase in travel without improvements would be comparable.

IN LOOKING AT SYSTEM PERFORMANCE IN THE MTP 2025 SACOG LEARNED THAT:

Vehicle Miles Traveled (VMT) per capita rises due to longer trips. In the period 2000-2025, total VMT increases by 58 percent, from 43.2 million daily today to 68.6 million daily in 2025, compared to a 49 percent population increase. Looked at another way, the average person drives

22.9 miles per day in 2000, which increases to 24.4 miles per day by 2025. With most growth at the edges of the metropolitan area, in suburbs with lower-than-average densities and little mixing of housing and jobs, trips lengthen, both for work and local errands. Limited transit service in these areas leaves the auto as the best choice for all but very short trips. More VMT means autos on the road longer, which in turn means more congestion and more air pollution.

Congestion generally gets worse, because road and transit investment does not keep pace with growth. The MTP 2025 expanded the capacity of the transportation system by about 20 percent, while VMT grew by 58 percent. Today, on average, 15 percent of a driver's time on the road during commute hours is spent in congestion, but by 2025 that becomes 24 percent. That means congested travel becomes 60 percent slower, lengthier, or more widespread. Occasional congestion becomes more common, light congestion worsens, and heavy congestion during peak hours intensifies and spreads. **These conclusions still hold true for the 2006 MTP, consistent with the MTP 2025.**

For the purpose of illustrating how the 2006 MTP projects will affect the region's travel patterns, Maps 3 and 4 offer a comparison. Map 3 shows congestion in 2005, and Map 4 shows congestion in 2027 with the capacity-increasing projects in the plan. Table 5 shows some key performance indicators under the two conditions that were modeled, 2005 conditions and 2027 conditions.

On Maps 3 and 4, green represents either no congestion (the typical case in rural areas of the region), or typical urban travel conditions (periodic slowing, occasional stop and go traffic), yellow represents heavy congestion through peak hours each weekday (continuous slow or stop-and-go traffic, similar to heavy Sacramento congestion today), and red represents what most Sacramento drivers would consider near-gridlock: solid congestion (stop and go traffic, on the scale of the Bay Area or Los Angeles) for more than three hours every morning and afternoon.

Table 5. Key Performance Indicators for the 2006 MTP
(weekday)

Indicators	**Year 2005**	**Year 2027**
VMT per capita	22.3	23.4
Vehicle trips per capita	3.2	3.5
Daily mode shares	Carpool – 46.5% Transit – 0.9% Bike/Ped – 6.2% SOV – 46.4%	Carpool – 46.9% Transit – 1.1% Bike/Ped – 6.1% SOV – 45.9%
Peak period mode shares	Carpool – 9.8% Transit – 2.6% Bike/Ped – 5.4% SOV – 82.2%	Carpool – 10.9% Transit – 3.0% Bike/Ped – 4.9% SOV – 81.2%
Percent growth in vehicle trips, 2005-2027	--	33.5%
Percent growth in vehicle miles traveled, 2005-2027	--	33.3%

The modeling shows that that congestion worsens unevenly around the region, but generally continues a twenty-year trend that has seen congestion shift outward toward suburban locations. Large increases in population or employment tend to increase congestion on connecting corridors. Some corridors have spare capacity to start with, and improvements add to capacity and lessen congestion, or in certain cases provide alternate routes that shift traffic and congestion from one area to another. A comparison of travel demand against capacity today shows a few well-known bottlenecks where the system overloads:

- on both Watt Avenue and Sunrise Boulevard near the American River, demand exceeds capacity by 100 percent,
- on I-80 at the Capital City Freeway, demand exceeds capacity by 60 percent,
- along the Capital City Freeway, on Route 99 in south Sacramento, on U.S. 50 near Folsom and El Dorado Hills, on I-80 at Roseville, and at downtown Sacramento freeway interchanges, demand exceeds capacity by 25-50 percent, and
- on I-80 through Natomas and along several arterials, such as Madison, Folsom, Power Inn, Calvine, and Douglas, in particular near freeway interchanges, demand reaches or slightly exceeds capacity.

A rule of thumb says it takes an extra hour to drain away traffic congestion where demand exceeds capacity by 50 percent.

A similar comparison for 2027 puts today's congestion in stark perspective, although the models say some people actually will choose to travel at different times or to different places to avoid congestion this bad.

- on much of Watt, Sunrise, and Hazel, particularly near the American River and U.S. 50, demand will exceed capacity by 50-150 percent;
- on downtown Sacramento freeways and interchanges and across the Pioneer Bridge on U.S. 50 to West Sacramento, demand will exceed capacity by 75-125 percent;
- on parts of five key arterials-Madison, Folsom, Bradshaw, South Watt, and Power Inn-demand will exceed capacity by 50-100 percent,;
- on the Capital City Freeway, I-80 as far as Roseville, and Route 99 as far as Elk Grove demand will exceed capacity by 40-100 percent;
- on U.S. 50 near Sacramento State University and between Folsom and El Dorado Hills, demand will exceed capacity by 25-75 percent; and
- along most of I-5 in the urban area, on I-80 through Natomas and across the Yolo Causeway, on Route 65 through Roseville, and on major arterials such as Florin Road and Greenback Lane, demand will reach or slightly exceed capacity.

Investments in highway, carpool, or transit capacity in a corridor are shown to reduce congestion. The congestion index, measuring very heavy congestion encountered during a peak hour trip, set at a regional average of 100 today, would rise to 175 region-wide by 2025 without the improvements in that were included in the MTP 2025. The congestion index today varies greatly around the region, ranging from 10 up to 250. Some areas clearly need added capacity more than others do. For example, the transportation system serving downtown

Sacramento has been built with high capacity historically, so congestion levels fall somewhat below the regional average, whereas many suburban areas fall well above the regional average resulting from growth with little transportation investment during the past 20 years.

If all improvements in the MTP 2025 (and continued in the 2006 MTP) were to be completed, the congestion index region-wide in 2025 would only rise to 150. This still means the congestion index ends up 50 percent worse as a region-wide average compared to today. It worsens more in high growth areas such as Vineyard or Lincoln, or areas with relatively few improvements such as Antelope or Carmichael. Corridors with significant new investment in both roadways and transit, like the U.S. 50 corridor, show improvements even with high growth rates. Carpool lanes, which carry two to three times as many people as regular lanes, and added lanes on congested arterials, particularly help reduce congestion. Even so, so the congestion index increases almost everywhere: Davis and Woodland go to 100, Arden-Arcade to 150, South Sacramento to 170, Folsom to 190, Fair Oaks and Orangevale to 210, Citrus Heights to 230, Roseville and Elk Grove to 250. Only El Dorado Hills improves, and then only to a quite-congested 210. Heavy traffic appears in some less-urban parts of the region with little or no congestion today. These numbers show both the effect of overall growth in travel well outpacing road and transit investment, and the relative value of particular investments in specific areas.[8]

IN LOOKING AT MODE CHOICE IN THE MTP 2025, SACOG LEARNED THAT:

At the regional level, people do not change travel modes significantly. The MTP goals call for providing a range of travel choices, but people continue to prefer the auto for most travel. In 2000, 50 percent of all trips drive alone in autos, carpools comprise 43 percent, transit handles less than 1 percent (90,000 riders per day), and 6 percent bicycle or walk. Even with a plan that heavily emphasizes transit improvements, by 2025 total transit ridership barely doubles (180,000 riders per day), or 1.2 percent share of trips. Congestion at the levels found in Sacramento in 2025 or 2027 is nowhere near severe enough to entice many people to switch to transit. Indeed, in nearly every major urban area around the country, even those such as the Bay Area and Los Angeles with extreme congestion, people gradually shifted away from transit to driving during the 1990s. Thus even the small increase in transit use reverses a decade-long trend in the opposite direction. The typical response to heavy congestion involves finding a new route or cutting through neighborhoods to get out of the traffic jam, not switching to transit or bicycling. In our hectic urban world, few people are willing to forego the auto's advantages -- convenience, flexibility, and shorter travel time -- and choose transit, given the relatively low cost of driving and time lost to congestion typical of Sacramento in 2025.

Unless community design changes prove successful, significant shifts from driving to bicycling or walking remain unlikely. SACOG's models were unable to examine definitively localized shifts to bicycling that might accompany community design changes, but at the regional level the share of bicycle and walk trips in 2025 stays at 6 percent. Intuitively, the incentives and improvements contained in community design should lead to more bicycling and walking. The major objective here would be to reduce VMT by shifting short local trips, not necessarily commuting and not necessarily during peak hours, although mixed-use developments might affect

[8] The congestion index numbers were calculated for the MTP 2025, but not for the 2006 MTP.

commuting and community design might affect peak hour school trips to some extent.

IN LOOKING AT ACCESSIBILITY IN THE MTP 2025, SACOG LEARNED THAT:

Congestion reduces accessibility to job choices by auto. Accessibility represents the distance or number of opportunities that can be reached within a certain travel time. In Sacramento today, the average commute takes about 25 minutes, with most commute trips under 35 minutes. Going back 150 years, 35 minutes seems to represent a universal ceiling on average commute time, and nowhere in the country today does the average exceed that time.

The spread of jobs to suburban locations slightly diminishes public transit accessibility to job choices. The accessibility index also measures the number of job centers reachable within a 45-minute period by transit. By 2025, accessibility to job centers by transit decreases by 10 percent region-wide. For transit, the average disguises a wide range of accessibility, from zero in areas without transit service, to as high as four in some areas with good Sacramento Regional Transit or Yolobus service. On a more specific level, transit accessibility improves in only a few areas, in suburbs of east and south Sacramento and Natomas, and along new Bus Rapid Transit routes. Other areas showed a slight decline that is generally due to congestion and spread-out destinations (requiring more bus stops), slowing down bus speeds.

Lessened accessibility due to congestion hurts businesses by reducing potential customers, hampering truck deliveries, and shrinking their labor market. Both model data and SACOG's 1998 Suburban Travel Study show the accessible territory around business locations shrinking, particularly in certain directions. The American River as a barrier becomes prominent, because congestion at crossings becomes intermittent all day long. Even though between 2005 and 2027 jobs increase by around 40 percent or more in the three major job centers of downtown Sacramento/West Sacramento, Rancho Cordova/Folsom, and Roseville/Rocklin, the accessible labor market remains about the same in 2027 as it is now, increasing the competition for employees. Excessive congestion in San Jose became a factor in high tech businesses choosing to spread out to smaller cities such as Sacramento. Increasing congestion here could have a similar effect for our business base.

IN LOOKING AT AIR QUALITY IN THE MTP 2025, SACOG LEARNED THAT:

Technological advances in controlling auto and truck emissions that lead to ozone pollution overcome increases in vehicles and vehicle miles traveled over the 25-year period. The emissions that lead to ozone (NOx and hydrocarbons) decrease significantly due to auto technology improvements, some mandated by state law, and later by a gradual shift of the auto fleet to hybrid fuel and non-gasoline autos. Particulates (PM-10), mainly from diesel exhaust and stirred-up road dust, increase by 26 percent, but road travel contributes only about 15 percent of overall PM-10, so this increase amounts to a marginal 4 percent in the big picture. Carbon dioxide (CO_2) emissions, a natural product of the clean burning of gasoline and diesel fuel, increase by 49 percent, directly correlated to increased auto travel. The CO_2 increase comes out somewhat less than the 58 percent increase in VMT by 2025 because of a modest improvement in fuel efficiency for the entire fleet, at least partly due to hybrid and non-gasoline vehicles. CO_2 is a greenhouse gas linked in some manner to global warming, not a direct health risk.

Sacramento expects to attain federal clean air standards by about 2013. New, harder-to-meet federal standards (the 8-hour standards) have been approved effective June 2005. The region is now developing an interim Rate-of-Progress State Implementation Plan for Air Quality (ROP SIP) that will allow air quality conformity analysis and a finding for this plan. A new, full SIP for the region will be ready by mid-2007. The Yuba/Sutter air basin is now considered to be in attainment (except for the Sutter Buttes, which is considered a separate air basin).

Late-model autos are 50 times less polluting than 20-year old models (and new hybrid fuel autos are better yet), so as older cars are retired to the junkyard, our air will get cleaner. A growing population slows down progress on air quality, by adding to VMT. Eventually, community design changes may lead to changes in travel patterns and lower VMT, but not in the short term. **Other ways to cut pollution may be needed in the near term.**

FROM RESEARCH ABOUT ENVIRONMENTAL EFFECTS OF TRANSPORTATION PLANS, SACOG HAS LEARNED THAT:

Natural environmental impacts would not be substantially greater from the projects in the plans, just different, and can be offset or mitigated for the most part. Impacts from development far outweigh those from the transportation accompanying it. For example, the projects in the MTP 2025 would lead to higher noise levels at 24 locations and lower noise levels at five, but overall road noise would increase anyway from a 58 percent increase in VMT region-wide. New bridges would affect riparian habitat along the rivers they cross, but so would increased traffic on existing bridges. Road projects nowadays usually skirt around sensitive sites, and routinely include mitigation where that is not feasible.

Continuation of recent development trends would place 90 percent of new growth at the urban edge and consume at least another 100,000 acres for sprawl growth by 2025. Both the MTP 2025 and the 2006 MTP try to encourage different development patterns. Studies in Portland, Oregon, a region that has tried hard to control sprawl development, show that jobs move to the urban edge faster if access to the central business district is choked off by congestion. The 2006 MTP puts investment in a community design program primarily within the existing urban area. Community design programs show promising results in other cities. SACOG expects some success in reining in urban sprawl, but still expects at least 80 percent of growth to go around the urban edge.

Community impacts can be significant, and impacts from a 58 percent increase in VMT region-wide would be substantial in any case. Rail lines and wider roads can divide communities, but also link those communities to jobs and activities. Widened roads carrying heavy traffic make impacts on the surrounding community and adjacent properties, but so does traffic cutting through neighborhoods to dodge congestion on an inadequate main road. The more sprawl development is reined in, the more traffic will need to use existing roads.

The 2006 MTP offers minimal benefits for either lower-income communities or more affluent ones. Bus service and community circulator buses provide the most benefit in lower income areas. Community circulator buses could serve local trips to grocery stores, medical facilities, and other

public services to meet the basic needs of low-income populations, as well as improving connections to regular bus lines. The plan emphasizes investments inside existing urban areas, which would benefit those in low-income communities as much as or more than those in wealthier communities further out.

The economies of Yuba City and Marysville have lagged somewhat compared to the rest of the region (and the State), with lack of freeway access a contributing factor. While the new expressways on Routes 65, 70, and 99 contained in the MTP 2027 would remove some low-cost housing, low-cost housing is plentiful in that area and the general economic boost for the whole area from better accessibility should be an overall benefit.

HOW DO TRANSPORTATION MODELS WORK?

SACOG'S models contain several equations that tie together information about how people choose where, when, and how to travel, based on trip purpose, minimum time, and affordable cost. SACOG loads its models with five kinds of information: a map of the transportation system (both roads and transit routes); description of the performance of the system (speeds of travel on each link, the amount by which speed decreases as traffic increases, and the cost of travel); a map of land uses showing where people live, work, and do other activities; data from the Census about who lives where; and a description of people's daily travel behavior (where, how, and why people travel) learned from SACOG's regional travel survey.

The models first calculate what would happen on the transportation system if everyone traveled where, when, and how they wanted to, based on known behavior, travel time, and cost. The models then make adjustments to account for traffic congestion, which causes some people to change where, when or how they travel based on saving time or cost. The adjustments may be calculated several times, and compared to actual counts of traffic and transit ridership. When models accurately represent today's known conditions, they are ready to estimate future conditions.

SACOG then loads more information: a map of an expanded future transportation system (or several maps with different alternative future systems); some new information about future performance of the system; and a map of future land uses, making assumptions about the size of the population, the size of the employment base, and the places where new housing and businesses will be built by a certain future year. The models assume basic travel behavior will remain unchanged, that people will still travel for the same reasons in the future as they do now. The models then calculate, make adjustments until no significant change occurs from one adjustment to the next, and present the forecasted information.

COULD MODELS GIVE INACCURATE INFORMATION?

A model can give inaccurate forecasts if the information about current conditions or assumptions about future conditions or behavior are inaccurate. SACOG has high confidence about its models' description of current conditions. Because those conditions can be checked against actual traffic and transit ridership counts. The model does not replicate unpredictable or unusual conditions, such as traffic accidents, road maintenance, or holiday travel patterns. Our understanding about how people make their travel choices is less precise, because it

is based on a survey, rather than comprehensive information collected and checked continuously. It remains possible but unlikely that the models show today's travel accurately, but for the wrong reasons.

SACOG's model must overcome more uncertainties in forecasting future conditions, as would be the case for any kind of prediction about the future. The model is sophisticated enough to take into account, on a region-wide average, travel changes as a household evolves from a young family with working parents and children to a family with teenage drivers and eventually to a family of retirees, and other young families come along behind. **In fact, the models can take into account many kinds of changes, but must specifically be told to do so.** For example, travel cost may change due to higher gasoline prices, parking fees, or transit fares. New technologies could affect performance of the system; for example, connected traffic signal systems or autos with radar that can travel safely closer together. The reasons and ways people travel might change; for example, due to Internet shopping, telecommuting, or broader use of small, slow motorized vehicles like golf carts or scooters. Clearly, things could evolve in different ways by 2025. **Changes such as these require SACOG to envision future conditions based on the way things look now, and tell its models what to assume. A model's calculations will be no better than the vision and instructions it is given.**

Future land use patterns generated the most contention. SACOG estimated future land uses based on policies of current local General Plans, but development could unfold differently. SACOG tried to develop a more sophisticated transportation model that not only would adjust travel patterns away from highly congested areas, but was unable to get it ready to use in time for this plan. Alternatively, SACOG could have developed one or more arbitrary different future land use patterns and loaded them into its models, but chose not to do so because the work would have been labor-intensive and costly with no up-front consensus as to what alternative patterns to use. **Historically, General Plans have not reflected future development patterns very accurately, so the model's forecasts do carry some risk of inaccuracy here, but still remain the best information available.**

6. THE CONTENTS OF THE 2006 MTP

WHAT IS THE RATIONALE FOR THE 2006 MTP PRIORITIES?

The 2006 MTP prioritizes improvements both for transportation deficiencies evident in 2002 and those expected to emerge through 2027. The following discussion lays out the need and the purpose for the regional-scale improvements contained in this plan.

The amount and variety of travel in the major urban corridors shows the need for a combination of investments in better public transit (both local and express), road capacity (for carpools on the freeways and for all autos on arterials), new technology, bicycle and pedestrian facilities, and improved community design.

Inside the urban area, the plan proposes giving priority to the worst congestion points first. Beyond the urban area, the plan proposes to complete good state highway connections in all directions, incrementally by 2027.

For the MTP 2025, SACOG examined the region's future with its travel model, to help inform decisions about where and when to invest in improvements. The model provided new understanding about travel patterns, particularly about where people want to go during peak periods when the transportation system becomes congested. The analysis found:

- Growing suburb-to-suburb travel, between residential areas in southern and northeastern Sacramento and new job centers in Rancho Cordova and Roseville;
- Continuing growth in commuting into downtown Sacramento and West Sacramento, driven by continuing office and industrial growth;
- Increasing economic activity back and forth on the region's core corridor along U.S. 50, all day long;
- Emerging commute patterns from rural and far suburban areas to new job centers near the urban edge, in Rancho Cordova, Roseville, Natomas, and West Sacramento;
- Overlapping traffic patterns on all major corridors, with non-stop through traffic intermingled with traffic stopping at a local destination along the way; and
- Burgeoning problems at certain key bottlenecks, principally river crossings and major arterials lined with commercial development near freeway interchanges.

WHAT ARE THE SPECIFIC NEEDS AND THE KEY PROJECTS DESIGNED TO MEET THEM?

The funding in this plan supports an extensive lineup of improvement projects, both regional and local, and other programs to maintain and operate roads and transit services, bring new technologies on line, change community design, and attain clean air. A list summarizing the

projects and programs of the Plan is found in **Table 6**, and a complete listing of the details is found in **Appendix E.**

From a regional viewpoint, the need for new connections along two major travel corridors, now carrying traffic typical of a freeway corridor but on arterial roads only, stand out:

1. The first will connect the business centers in Rancho Cordova and Roseville, and the residential communities in between. This corridor is now served by Watt Avenue, Sunrise Boulevard, and Hazel Avenue/Sierra College Boulevard, all notable for congestion and lack of adequate transit service.

2. The second will connect residential and business areas along an Elk Grove/Rancho Cordova/El Dorado Hills corridor. This corridor is now served by several mostly two-lane roads: Bond, Sheldon, Calvine, Grant Line, Bradshaw, Sunrise, and White Rock Roads, all becoming congested in recent years and served by no direct transit operations at all.

(See **Table 7** for a listing of projects that comprise the connectors.)

To a significant degree, congestion on two freeways – Route 99 and Capital City Freeway – stems from a combination of traffic bound for Rancho Cordova by way of U.S. 50, using the freeways to avoid congestion on more direct arterial roads, and traffic bound for downtown Sacramento. Communities along corridors in eastern and southern Sacramento County have in the past rejected a freeway or beltway, so this plan proposes a high-capacity expressway/arterial roadway, such as the existing Madison Avenue or 65th Street, but including preservation of open space at strategic locations to avoid drawing growth into areas not zoned for growth. It also would add Bus Rapid Transit in the corridors, along Watt Avenue, Grant Line Road, and Sunrise Boulevard.

The computer model shows five other economic and commute corridors in urban Sacramento needing more capacity: along U.S. 50 between Yolo and El Dorado Counties; into downtown Sacramento, particularly from the north; between Roseville and Sacramento/Natomas; between the South area and downtown Sacramento; and across the American River.

Major regional-scale corridors need capacity for all forms of travel (light rail, commuter rail, express bus, local bus, carpools, autos, and bicycles) complementing each other, since different forms are better suited for particular kinds of trips. This plan includes major improvements to four of these corridors:

- Along U.S. 50, by extending rail westward to West Sacramento, putting in commuter rail service between Davis and Sacramento, adding carpool lanes from Davis to West Sacramento and from downtown Sacramento to Shingle Springs in El Dorado County, improving arterial street access onto the corridor (particularly near Sacramento State University), and expanding ramps on the freeway interchanges at I-5 and the Capital City Freeway;

Table 6. Plan Summary

Total Cost: $27.4 Billion

The plan is constrained by reasonably expected revenues. It has been found to conform to air quality laws.

Regional Programs: $1.3 Billion

- Clean Air ($200 million + $69 million from existing SECAT program)
- Bicycle and Pedestrian projects that are regional priorities ($390 million)
- Community Design plans and projects to support smart growth ($560 million)
- Transportation demand management ($50 million)
- Landscaping and other enhancements ($22 million)

Public Transit: $9.1 Billion

- Continued expansion of the Capitol Corridor train service to 16 daily trains to the Bay Area.
- Commuter rail service between Davis/Dixon and Auburn using the UP/Amtrak facilities.
- Light rail extended to Natomas Town Center and Sacramento International Airport, from Meadowview to Cosumnes River College and Elk Grove, from Watt to Antelope, and a streetcar line from Downtown Sacramento to West Sacramento.
- Bus service significantly increased in Sacramento County to 400 buses in service compared to 190 today.
- Bus rapid transit in three commute corridors, including Stockton, Watt, and Sunrise.
- Expansion of bus and van service region-wide, including a large increase in service for elderly and disabled persons.

Roads, Highways and Bridges: $9.3 Billion

- A Rancho Cordova to South Placer Multi-Modal Connector.
- A Placer Parkway connecting Roseville at Route 65 to Routes 99/70 near Sacramento International Airport, incorporating conservation easements.
- Multi-modal connectors between El Dorado County, Rancho Cordova and Elk Grove, with protected open space components.
- A replacement bridge over the American River for the Folsom Dam Road.
- A third Feather River Bridge near Marysville/Yuba City.
- Highway projects as detailed on the project list, including bypasses, interchanges, carpool lanes on I-5, I-80, and U.S. 50, and improvements on Routes 99 and 70.
- Intelligent transportation systems projects including “smart corridors” on Arden Way, Watt Avenue, and Greenback/Sunrise Boulevard.
- Local road projects as detailed in the project list, including developer-paid projects.

Road Maintenance: $6.2 Billion

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

Local Bicycle and Pedestrian: $281 Million

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

Undefined Projects: $220 Million

- $80 million of flexible funding for access across the American River between Howe and Hazel.
- $140 million from federal discretionary programs.

TABLE 7
CONNECTOR PROJECTS

PLACER PARKWAY

- **Placer Parkway –** Study a new transportation facility between Route 65 to Route 99; $4,700,000; 2005 (PLA20720)

- **Placer Parkway Phase 1 –** In Placer County, construct new two-lane roadway between Route 65 and Route 99; $370,000,000; 2027 (PLA20721). This project includes Route 99, new interchange Sutter County, north of Sacramento; along Route 99 between Riego Road and Sankey Road, construct new interchange. The Placer County portion of the entire project is $238,000,000; the Sutter County portion is $132,000,000.

- **Placer Parkway –** Protect open space to north and south of Placer Parkway, in western Placer County; $30,000,000; 2016 (PLA20723)*

Total: $404,700,000

RANCHO CORDOVA – SOUTH PLACER CONNECTION

- **I-80 –** Widen existing Sierra College Boulevard Interchange from two to four lanes, including the on- and off-ramps and loops; $28,548,000; 2007 (PLA19490)

- **Sierra College Boulevard –** In Rockin, Sierra College Boulevard from El Don to Nightwatch; widen from two to four lanes; $950,000; 2010 (PLA20460)

- **Sierra College Boulevard –** Widen Sierra College Boulevard from two to four lanes from I-80 interchange to Rocklin Road; $1,800,000; 2007 (PLA20470)

- **Sierra College Boulevard –**Widen Sierra College Boulevard from four to six lanes from Aguilar Tributary-Nightwatch; $2,170,000; 2008 (PLA20500)

- **Eureka Boulevard –** Widen from two to four lanes, from Sierra College to city limits; $500,000; 2012 (PLA15720)

- **Roseville Parkway –** Extend Roseville Parkway over Union Pacific Railroad tracks; $4,900,000; 2010 (PLA20970)

- **Sierra College Boulevard –** Widen Sierra College Boulevard from Olympus Drive to north city limits from two to four lanes; $3,700,000; 2006 (PLA20250).

- **Sunrise Avenue –** Widen from four to six lanes from Sacramento County line to Madden lane; $5,000,000; 2015 (PLA15890)

- **Sierra College Boulevard –** South Rocklin city limits to Douglas; widen road from two to four lanes; $3,700,000; 2006 (PLA15600)

- **Sierra College Boulevard –** Widen from four to six lanes from N. of Douglas to Sacramento County line; $5,000,000; 2020 (PLA20710)

- **Sierra College Boulevard –** Widen to six lanes from the Interstate to Aguilar Tributary; $2,000,000; 2007 (PLA15400)

- **Sunrise Boulevard –** Widen Sunrise Boulevard from four to six lanes including a raised median from Antelope Road to Placer County; $6,200,000; 2022 (SAC16910)

- **Sunrise Boulevard –** Widen from four to six lanes including raised median from Oak Avenue to Antelope Road; $7,634,906; 2016 (SAC16920)

- **Sunrise Boulevard –** Widen from four to six lanes, Arcada Drive to Oak Avenue including bike lanes, landscaping, and pedestrian facilities; $8,750,000; 2019 (SAC22440)

- **Greenback and Hazel –** Build tunnels to underground the intersection of Greenback and Hazel; $20,000,000; 2025 (SAC23300)

- **Hazel Avenue –** Widen American River Bridge and approaches from four to six lanes and widen Hazel from American River Bridge to Madison from four to six lanes with bike lanes and signals; $85,000,000; 2010 (SAC21500)

- **Hazel Avenue –** Widen from four to six lanes from Madison to Sacramento/Placer County line; $77,500,000; 2017 (SAC23080)

- **Sunrise Boulevard Bus Rapid Transit –** Implement Bus Rapid Transit on the Sunrise Boulevard corridor; $30,000,000; 2013 (REG17430)

- **Hazel Avenue –** Add carpool and transit capacity between Madison Avenue and U.S. 50; $30,000,000; 2019 (SAC15370)*

- **Hazel Avenue –** Add grade separation, ramps, and frontage connections at Gold River Road; $20,000,000; 2018 (SAC15380)*

- **Hazel Avenue –** Add undercrossing, turn ramps, and community enhancements at Greenback Lane; $20,000,000; 2021 (SAC15390)*

- **Hazel Avenue –** Improve Madison Avenue intersection; $20,000,000; 2017 (SAC15400)

- **Sierra College Boulevard –** Improve Douglas Boulevard intersection; $10,000,000; 2023 (PLA15590)*

- **Sierra College Boulevard –** Improve Roseville Parkway intersection; $10,000,000; 2019 (PLA15610)*

Total: $403,352,906

ELK GROVE – RANCHO CORDOVA – EL DORADO CONNECTOR

- **White Rock Road Realignment –** In El Dorado County, White Rock Road from Manchester Drive to Latrobe Road; realign and construct improved two-lane roadway; $2,226,356; 2006 (ELD10100)

- **White Rock Road –** Widen White Rock Road from the Sacramento/El Dorado County line to Latrobe Road from two to four lanes; $1,708,000; 2006 (ELD10090)

- **Route 99 –** Reconstruct the Grant Line Road/Route 99 interchange; $57,680,000; 2007 (CAL20520)

- **Alta Sunrise Boulevard –** Construct a six-lane roadway from U.S. 50 to International Drive extension. This includes a south-only interchange with U.S. 50 and pedestrian and bicycle facilities; $45,000,000; 2015 (SAC22980)

- **Grant Line Road –** Widen from Bond Road to Sloughhouse Road from two to four lanes; $11,000,000; 2010 (SAC19670)

- **Grant Line Road –** Widen from Sloughhouse Road to Sunrise Boulevard from two to four lanes; $4,000,000; 2011 (SAC19660)

- **Sunrise Boulevard –** Widen from north of Douglas Road to Grant Line Road from two to four lanes; $7,000,000; 2009 (SAC19710)

- **Sunrise Boulevard –** Widen from Route 16 to north of Douglas Road from two to four lanes; $15,000,000; 2016 (SAC19711)

- **Grant Line Road –** Add frontage roads to connect various local access roads that intersect Grant Line Road between Elk Grove Boulevard and Sloughhouse Road; $25,000,000; 2014 (SAC20510)*

- **Grant Line Road –** Widen from two to four lanes, Route 99 to Bond Road; $12,000,000; 2012 (SAC20530)*

- **Sunrise Boulevard –** Add overcrossing and ramps at Route 16; $20,000,000; 2014 (SAC19720)*

- **White Rock Road –** Realign and widen with shoulders form Sunrise Park Drive to El Dorado County Line; $20,000,000; 2017 (SAC23220)*

- **Kammerer Road –** Construct a four-lane roadway from Grant Line/Route 99 interchange to I-5 at Hood Franklin Boulevard. Can be changed to widening of existing streets; $18,443,980; 2016 (SAC29905)

- **Four-lane parkway connecting I-5 and Route 99 –** (upgrade of Kammerer Road project); $31,556,020; 2021 (SAC29905)*

- **New Road** – Construct a new four-lane limited access road from Grant Line Road/White Rock Road through Aerojet's property to U.S. 50 near Hazel Avenue; $9,335,000; 2015 (SAC23160)*

- **Open space acquisition** - $15,000,000; 2010 (SAC23175)*

Total: $294,949,356

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

- Into downtown Sacramento from the north, by extending light rail north to Natomas and Sacramento International Airport, adding carpool lanes to I-5, and improving arterials into and through the downtown rail yards via Northgate Boulevard and Route 160;

- Between Roseville and Sacramento, by extending light rail northeast to Antelope Road and double-tracking for express service, putting in commuter rail service between Sacramento and Roseville (extending to Auburn), adding carpool lanes on I-80, expanding ramps on the freeway interchange at I-80/I-5, and constructing the Placer Parkway to offer an alternate route to relieve traffic on I-80; and

- Into downtown Sacramento from the south, by extending light rail south to Cosumnes River College and Elk Grove, adding carpool lanes on I-5, and building a direct route for traffic from the south area to Rancho Cordova to relieve traffic on Route 99.

The plan also accounts for local funding with which local agencies would improve parallel arterials and bus service, including both local buses and express bus service using freeway carpool lanes, in each of these corridors.

The 2006 MTP also recognizes the need to continue good access among all parts of the region-greater urban Sacramento, Davis, Woodland, Yuba City, Marysville, Lincoln, Auburn, Placerville, and smaller communities-to support economic activity and development, as these areas and traffic levels grow. The biggest challenge involves extending four-lane state highway connections northward, via Routes 70, 99, and 65. The MTP 2025 includes building four-lane expressways in all three corridors:

- On Route 70, bypassing East Nicolaus and later Marysville, extending north to Butte County and Oroville,

- On Route 65, bypassing Lincoln and later Wheatland, and extending to Yuba City via a new third bridge across the Feather River, and

- On Route 99, from Route 70 north to Yuba City.

The 2006 MTP funds local street and road improvements, such as intersection improvements, safety projects, signal timing, widening in growth areas, and new connections for local access. Local road improvements, including road widenings, intersection improvements, and roads serving new developments, have been included in the plan by local jurisdictions. Some of these projects may be funded using state or federal funds, but many are funded wholly or in part by local developers or development fee programs.

The 2006 MTP proposes further study of access needs across the American River, and sets aside $80 million of flexible funding for future unspecified improvements. The American River Parkway is both a marvelous open space and recreational asset and a huge barrier to transportation. All alternatives to improve access across the American River, from the Capital City Freeway east to Hazel Avenue, where all bridges are congested today, proved too controversial in surrounding

neighborhoods and communities for the MTP 2025 or this plan to propose any specific improvements. The challenges for the transportation system posed by the American River will not go away, but solutions require more study and planning, and possibly more pressure from worsening traffic conditions. Sacramento County is currently working on these further studies.

The 2006 MTP includes projects that will help manage the flow of traffic on the highways and arterials, using new technologies. Intelligent Transportation Systems (or ITS) projects -- "smart corridors" -- can smooth the flow of traffic on Watt Avenue, Greenback/Sunrise, and Arden Way. Signal preemption systems will be installed for transit and emergency vehicles, as well as freeway ramp meters, message signs, and cameras. Freeway service patrols will continue to clear accidents and vehicle breakdowns quickly off of the freeways. **Appendix C** includes more information about ITS plans and projects.

Caltrans is expected to spend $2.8 billion through 2027 maintaining and rehabilitating the highway system and the 2006 MTP reserves $5.1 billion (in mostly local funds) for local road and bridge maintenance and rehabilitation. Even so, more than $2.5 billion in local road maintenance and rehabilitation will be deferred due to inadequate state gas tax funding. The region supports efforts to provide additional funding from source(s) not yet determined to overcome this shortfall during the upcoming 25 years.

The 2006 MTP reserves regional funds for programs that are important to achieving regional goals: bicycle and pedestrian improvements, community design incentives, open space, travel demand management, clean air, and enhancement programs.

- Bicycle and pedestrian access improvements in the 2006 MTP are not specified, pending the results of applications to the Bicycle and Pedestrian Funding Program. The plan includes $350 million in regional funds for projects that are prioritized in SACOG's *Bicycle, Pedestrian and Trails Master Plan*, adopted in 2005. In addition, around $200 million in local funds is included for bicycle and pedestrian projects and it is expected that most or all road improvements will include provisions for better bicycle and pedestrian use.

- The Community Design grant program, which pays for capital and planning grants to local governments and for bicycle, pedestrian, and streetscape improvements that accompany "smart growth" projects, will encourage local trips and the use of alternative modes of transportation. **Appendix B is an excerpt from the Community Design program guidelines and shows a list of projects that have been approved by the SACOG Board of Directors for the first round of funding.** These projects are included in the 2006 MTP project list, unless already completed.

- SACOG intends to protect open space in this plan in the form of land easements accompanying regional connector roads. Investment in the transportation system near the urban edge offers opportunities to set aside open space and direct development to areas that designated for good access.

- **Transportation demand management programs** such as the regional rideshare program, marketing of alternative modes of transportation, and incentive programs for carpooling, vanpooling, bicycling, walking, telecommuting, and using public transit will encourage people to use alternative forms of travel and cut down on driving. **These programs are included in the 2006 MTP. The regional rideshare program is a continuing transportation control measure (TCM) first adopted in the 1982 State Implementation Plan.**

- The 2006 MTP includes a **regional air quality program** that provides incentives for implementing clean air technology, travel reduction, and other effective air quality strategies, until the region reaches a clean air status. These programs can include continuation of the annual "Spare the Air" campaign conducted by the Air Districts as well as the SECAT program for installing cleaner operating engines in heavy-duty diesel truck.

Most of the improvements proposed in this plan are needed now, or at least in the next few years. The funding, however, is spread across all 22 years, and gradually ramps up from $925 million in the earlier years to $1.4 billion in later years. Thus some improvements must await funding. The region intends to proceed with environmental studies and engineering for many of the major improvements proposed in this plan. Once consensus has been reached to proceed with construction, the region intends to examine financing opportunities that could allow funds to be advanced and needed projects built sooner. Sacramento County's new Measure A sales tax extension, for 2009 to 2039, will be a source for financing early project construction, but the projects and schedule for bonding have not yet been identified as of early 2006.

7. PAYING FOR THE 2006 MTP

WHERE DOES $27.5 BILLION COME FROM?

The MTP 2025, upon which this 2006 MTP is based, projected $22.5 billion of funding available to pay for its list of projects. For a full discussion of these revenue projections, please refer to the MTP 2025 document. An updated revenue projection has been developed for the 2006 MTP, as explained below.

The funding to support the 2006 MTP is complex to explain and understand, and comes from many sources-federal, state, and local-each with specific purposes and restrictions, totaling $27.5 billion during the 23 years, 2005-2027. The region expects the following transportation funding and investments:

- Federal funds totaling $5.8 billion, with $5.4 billion (93 percent) coming from the Federal Highway Trust Fund (backed by an 18.3 cent per gallon federal gas tax) and $400 million (8 percent) from federal general funds. Of these federal funds, $1.6 billion must be used for roads and $1.6 billion can only be used for transit, with the remaining $2.6 billion usable for either. Congress has set up most federal programs to build projects-less than 10 percent of federal funds can be used to pay for maintaining roads or operating transit services.

- State funds totaling $4.7 billion, with $4.2 billion (89 percent) coming from the State Highway Account (backed by an 18 cent per gallon state gas tax) and Proposition 42 (sales tax on gasoline) and $530 million (9 percent) from various other funds. Of these state funds, $2.2 billion must be used for state highways and $700 million can only be used for transit, with the remaining $1.8 million usable for either. The state Legislature, like Congress, uses most state programs to build projects, but Caltrans ends up using about one-third of the state funds for state highway maintenance. In addition, about one-quarter of the state transit funds can be used for operating costs. The rest must be used for construction projects.

- Local funds totaling $12.9 billion, from the local share of gas taxes, local sales taxes, transit fares, general funds, and fees from development. Of these local funds, approximately $6.4 billion must be used for roads, $5.7 billion must go to transit, and the remaining $800 million can nominally be used for either purpose. Voter-approved sales tax programs, in fact, specify how funds may be used. Most local funds can be used for operations and maintenance, and in fact, must be used for those purposes, because most other federal and state funds cannot be.

- Developer-built major roads worth $4.1 billion, with the developer doing the construction. These roads are built or improved specifically as part of new developments and include an estimated $1.7 billion for arterial streets and $2.4 billion for new local residential streets inside developments.

The MTP 2025 assumed, and the 2006 MTP continues to assume, some revenue increases in line with historical trends. Five times in the past 23 years, Congress or the Legislature increased federal or state gas taxes, so the 2006 MTP assumes similar increases during the next 21 years. Likewise, Sacramento Regional Transit increased transit fares periodically, and the 2006 MTP assumes that will happen in the future also. The current 1/2 percent sales tax for transportation in Sacramento County (Measure A) was renewed in the fall of 2004, and at 1/2 percent through 2039, and the MTP assumes an additional Measure B at a level of 1/4 percent, starting in 2016, which would yield the same overall revenue through 2027 as the previous assumptions. No decisions have yet been made that indicate 2016 would be a preferred target date to implement a Measure B, and, unlike in 2002, both Yolo and Placer Counties are now considering local sales taxes of their own, though implementation remains undecided there too. The 2006 MTP also presumes that the region will continue to receive funds from federal discretionary programs (not guaranteed to this region) at a rate comparable to recent years. **Table 7** lays out revenue forecasts year by year. Those wanting more detail about revenue assumptions should refer to **Appendix D**.

The MTP 2025 also contemplated more speculative revenue increases, with no historical precedent, because additional funding is needed, however these are not included in the 2006 MTP. These included transportation sales taxes in the five counties beyond Sacramento, which do not have them now, plus a region-wide gas tax, for which SACOG presently has no statutory authority, which could bring in additional revenues.

WHAT RESTRICTIONS COME WITH THESE FUNDS?

As noted above, Congress, the Legislature, voters, and various laws restrict the uses of most transportation funds to specific purposes. The region and local agencies cannot always satisfy their most critical needs or highest priorities because of these restrictions. For example, $16.3 billion can only be used for roads and $8.0 billion can only be used for transit. That still leaves $3.3 billion usable either way.

The most critical restrictions force the region, local agencies, and Caltrans to use at least $14.9 billion for construction projects. That leaves only $12.6 billion available to pay for road maintenance and transit operations. SACOG heard different views around the region as to whether $14 billion is enough for construction, but the amount remaining and the way it gets distributed around the region put a squeeze on both road maintenance and transit service.

One critical funding squeeze falls on road maintenance in El Dorado, Placer, Sutter, Yolo, and Yuba Counties. Caltrans and the region's six counties and twenty cities report significant road and highway maintenance and rehabilitation needs out to 2027, including an $800 million backlog of deferred maintenance as of 2002. Caltrans expects to get enough funding to take care of state highway maintenance, and Sacramento County jurisdictions need to defer less road maintenance with continuation of the current 1/2 percent sales tax for transportation beyond 2009. The other five counties, however, face an estimated $2.7 billion in road maintenance and rehabilitation needs, including a $475 million backlog of deferred maintenance as of 2002, with only about $1.2 billion in local funds available. The region confronts a difficult choice: use regional capital funds for road rehabilitation and forego improvements to support regional economic vitality and development, or

seek more local funding to take care of the road rehabilitation need, in small counties with limited tax bases.

Another critical funding squeeze effectively puts a cap on transit service in Sacramento County. Sacramento Regional Transit (RT) forecasts a need for more than $3 billion to continue operating the bus and light rail system it has now through 2027. Fare revenues will provide only 30 percent of this amount, and another 30 percent currently comes from Sacramento County's 1/2 percent sales tax for transportation (one-third of which supports RT operations). Even with the renewal of Measure A at 1/2 percent through 2039, RT may only be able to afford to build and operate two light rail extensions and expand its bus service by about 50 percent by 2027. This falls far short of RT's 20-Year Vision in the MTP 2025, under which RT's 23-year operating cost would rise to nearly $5 billion. The region again confronts a difficult choice: if it wants more transit service in urban Sacramento, voters must agree to increase the sales tax by another 1/4 percent, with all of that going to transit, or find about $40 million per year from some other source. The 2006 MTP assumes that the voters who approved a continuation of the 1/2 percent sales tax for transportation in Sacramento County in 2004 will agree to an additional 1/4 percent increase by 2016.

This discussion points out an important trend: looking ahead to 2027, sales taxes become the key source of transportation funding, instead of gasoline taxes. Sales tax revenues increase with both economic growth and inflation. On the other hand, gasoline taxes are pegged in cents per gallon, and will inevitably decline, as autos generally become more fuel efficient, and hybrid and alternate fuel cars become more common. In urban counties at least, voters have historically proven willing to approve sales taxes for transportation, while the Legislature has proven unwilling, for at least the past thirty years, to raise the local share of gas taxes to keep up with road maintenance and rehabilitation costs. Sales taxes already play a leading role in supporting the region's two most critical needs, covering more than half the cost of transit operations in this region, and rivaling the gas tax as a funding source for road maintenance.

WHO DECIDES HOW TO SPEND THE $27.5 BILLION?

Of the $27.5 billion, roughly 18 percent comes to the region, 21 percent belongs to Caltrans, and the remaining 61 percent is available to local agencies (counties, cities, and transit districts). Federal law (both TEA-21 in 2002 and now SAFETEA-LU) requires urban transportation plans to be financially constrained, which limited what the MTP 2025 could include to revenues reasonably expected to be available. The 2006 MTP again commits the projected revenues to a proposed list of projects, essentially the same list as in the MTP 2025 except for projects completed during the years 2002-2006.

Most regional funds come to SACOG, but a portion goes to two other regional agencies: Placer County Transportation Planning Agency and El Dorado County Transportation Commission. **Table 7** shows revenues by year and **Table 8** estimates how the region would use the funds.

Table 8: REVENUE ESTIMATES - SUMMARY BY YEAR - MTP for 2006-2027

(millions of current dollars de-escalated to 2005)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	GRAND TOTAL
Funds to the Region																							
STIP:RTIP share - state to region	77.2	74.2	71.3	68.4	86.8	104.1	101.0	89.9	87.0	84.1	89.4	86.6	83.8	89.6	87.1	83.1	89.4	86.6	84.0	81.4	78.9	76.4	**$1,860.4**
CMAQ - federal to region	22.1	21.9	21.6	21.3	23.3	23.4	21.2	20.9	18.8	18.6	22.0	21.7	21.4	21.2	20.9	20.8	24.6	24.3	24.0	23.7	23.4	23.1	**$484.4**
Regional STP - federal to region	17.4	17.2	17.0	16.8	20.1	21.0	20.7	20.5	20.2	19.9	23.8	23.5	23.2	22.8	22.5	23.1	27.5	27.1	26.7	26.3	26.0	25.6	**$488.7**
FTA 5307 transit formula - federal to region	19.9	20.2	20.5	20.8	21.1	22.2	22.6	22.9	23.3	23.6	24.0	24.4	24.8	25.1	25.5	27.1	27.5	27.9	28.4	28.8	29.3	29.7	**$539.5**
FTA 5309 rail formula - federal to region	3.8	3.8	3.9	4.0	4.0	4.1	4.1	4.2	4.2	4.3	4.4	4.4	4.5	4.6	4.6	4.7	4.8	4.8	4.9	5.0	5.0	5.1	**$97.3**
FTA 5309 bus - federal to region	2.9	3.0	3.1	3.1	3.2	3.2	3.3	3.4	3.4	3.5	3.6	3.6	3.7	3.8	3.9	3.9	4.0	4.1	4.2	4.3	4.3	4.4	**$80.0**
FTA 5309 New Rail Starts-federal to region	10.7	26.2	24.0	37.0	37.0	62.4	62.4	62.4	62.4	62.4	22.8	22.8	22.8	22.8			36.3	36.3	36.3	36.3			**$682.7**
FTA 5310 E&H transit - federal to region	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6	**$11.1**
FTA 5311b rural transit - federal to region	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7	0.7	0.7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.9	0.9	0.9	0.9	**$16.4**
State Transit Asst. (STA) - state to region	4.9	5.0	5.1	5.1	8.2	11.1	11.1	8.6	8.7	8.7	8.8	8.8	8.8	11.5	11.6	9.0	9.0	9.0	9.0	9.1	9.0	9.0	**$189.3**
Federal discretionary pgms. - to region	16.1	16.1	16.2	16.2	17.7	17.7	17.7	17.8	17.8	17.8	19.5	19.5	19.5	19.5	19.6	19.6	21.4	21.4	21.5	21.5	21.5	21.6	**$417.2**
SUB-TOTAL	*176.1*	*188.6*	*183.5*	*193.8*	*222.5*	*270.3*	*265.4*	*251.7*	*246.9*	*244.1*	*219.3*	*216.6*	*213.8*	*222.2*	*197.0*	*192.7*	*245.8*	*243.0*	*240.3*	*237.8*	*199.0*	*196.5*	**$4,866.9**
Funds to the State (Caltrans)																							
STIP: ITIP share - state	52.5	51.1	49.8	48.5	58.5	65.7	61.7	56.2	52.5	51.6	57.1	56.2	55.4	59.4	58.8	55.8	62.0	61.3	60.6	60.0	59.4	58.8	**$1,253.2**
Intercity Rail - state	10.8	10.4	10.5	34.1	9.5	9.2	9.1	11.2	8.9	8.8	8.7	8.7	8.6	68.2	8.4	8.3	8.2	8.1	8.0	8.0	9.0	10.0	**$284.5**
Traffic Congestion Relief Pgm - to local	91.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	**$116.0**
SHOPP - state	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	125.0	**$2,750.0**
St.Hwy. maintenance - state	43.6	44.6	45.6	46.6	47.6	48.7	49.7	50.8	51.9	53.1	54.2	55.4	56.7	57.9	59.2	60.5	61.8	63.2	64.6	66.0	67.4	68.9	**$1,218.0**
SUB-TOTAL	*322.9*	*256.1*	*230.9*	*254.2*	*240.6*	*248.6*	*245.5*	*243.3*	*238.4*	*238.5*	*245.1*	*245.3*	*245.6*	*310.5*	*251.4*	*249.5*	*257.1*	*257.6*	*258.2*	*258.9*	*260.7*	*262.7*	**$5,621.7**
Funds to Local Agencies																							
STP (for FAS) - federal to region to local	2.7	2.6	2.6	2.5	2.8	2.0	2.0	1.9	1.9	1.8	2.0	2.0	2.0	1.9	1.9	1.1	1.2	1.2	1.2	1.1	1.1	1.1	**$40.7**
Transport'n Development Act(TDA) - local	81.3	83.4	85.6	87.9	90.2	92.6	95.1	97.6	100.3	103.0	105.7	108.6	111.6	114.6	117.8	121.0	124.4	127.8	131.4	135.0	138.8	142.7	**$2,396.3**
Gas tax subventions - state to local	77.4	97.5	95.7	73.8	94.7	123.5	121.7	108.9	107.0	105.1	103.4	101.7	99.9	109.8	108.2	108.4	106.2	104.0	102.0	100.0	97.9	95.8	**$2,242.6**
Sales tax (Measure A) at 1/2% - local	103.6	106.3	109.1	111.9	114.8	117.8	120.9	124.0	127.2	130.6	133.9	137.4	141.0	144.7	148.4	152.3	156.3	160.3	164.5	168.8	173.1	177.6	**$3,024.7**
Sales tax (Measure B) at 1/4% - local	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	67.0	68.7	70.5	72.3	74.2	76.1	78.1	80.2	82.2	84.4	86.6	88.8	**$929.2**
Transit fares - local	39.6	39.4	41.6	41.4	51.5	51.2	51.3	52.7	52.4	62.6	63.3	62.9	63.1	62.7	72.8	74.3	73.9	73.5	75.6	81.8	81.4	81.0	**$1,349.9**
Impact fees from development - local	37.5	37.5	37.5	45.6	48.6	67.2	67.5	67.8	68.1	68.4	67.6	67.9	68.3	68.6	69.0	105.1	105.5	105.9	106.3	106.7	107.2	107.6	**$1,631.5**
Private developer in-kind projects - local	103.1	103.1	103.1	103.1	103.1	165.6	165.6	165.6	165.6	165.6	162.4	162.4	162.4	162.4	162.4	272.7	272.7	272.7	272.7	272.7	272.7	272.7	**$4,064.6**
Special district funds - local	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	13.6	**$299.2**
General funds and other (roads) - local	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	**$396.0**
General funds and other (transit) - local	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	**$176.0**
Caltrans Discretionary to Local Agencies	16.6	16.4	16.2	15.9	18.4	18.1	17.8	17.6	17.3	17.1	19.7	19.5	19.2	18.9	18.6	18.4	21.3	21.0	20.7	20.4	20.1	19.8	**$409.0**
SUB-TOTAL	*501.4*	*525.9*	*530.9*	*521.7*	*563.7*	*677.5*	*681.4*	*675.7*	*679.4*	*693.8*	*764.8*	*770.8*	*777.5*	*795.6*	*813.0*	*969.1*	*979.2*	*986.2*	*996.3*	*1010.6*	*1018.5*	*1026.8*	**$16,959.7**
TOTAL - All funds	**1,000.4**	**970.6**	**945.3**	**969.7**	**1,026.8**	**1,196.4**	**1,192.3**	**1,170.7**	**1,164.7**	**1,176.4**	**1,229.2**	**1,232.7**	**1,236.9**	**1,328.4**	**1,261.4**	**1,411.3**	**1,482.1**	**1,486.8**	**1,494.8**	**1,507.3**	**1,478.2**	**1,485.9**	**$27,448.2**

Table 9: Summary of Funding and Expenditures 2006 - 2027

	TOTAL
State Highway Capital	**$2,049,000,000**
Local Road Capital	**$6,094,000,000**
Transit Capital	**$2,940,000,000**
State Highway Rehabilitation and Maintenance	**$2,750,000,000**
Local Road Rehabilitation/Maintenance	**$5,835,000,000**
Transit Operations/Maintenance	**$6,222,000,000**
Other**	**$1,558,200,000**
Sub-total of Committed Funds	**$27,448,200,000**
Total Funding Available 2006 - 2027	**$27,448,200,000**

** Other includes community design, clean air, bicycle/pedestrian, demand management/carpool match, and undefined projects.

The region expects to receive $3.5 billion in federal and state funding for projects, plus another $1.4 billion in federal transit funds to be passed through to local transit agencies. SACOG intends that funds coming to the region be used for regional-scale projects, either in the 2006 MTP or in future MTPs: to fund clean air programs, community design initiatives, connections serving downtown Sacramento and suburban job centers, more capacity in high-demand corridors, light-rail system extensions, ramp improvements at congested freeway interchanges, improvements to promote bicycle travel, and use of new technologies for better system operations. The region has made few improvements to the capacity of the regional-scale system-freeways, light rail, and major arterials-in the past twenty years, during which time most extra capacity built into the system in the 1960s and 1970s has been consumed by growth in travel and traffic. The MTP 2025 presented an opportunity to begin those long-overdue investments.

The 2006 MTP forecasts that Caltrans will receive $5.6 billion during the next 23 years for state highways and intercity rail service. Of this amount, $4.1 billion will go for state highway maintenance and rehabilitation, from Caltrans' annual budgets. Another $321 million will pay for intercity rail service, mainly the Capitol Corridor trains, with 85 percent of it going to operating costs. SACOG expects Caltrans to invest $1.2 billion into state highway improvements in this region, from its program that funds interregional highway improvements statewide. That amount is based on an estimate of this region's share of the larger program, not on what improvements are needed. Indeed, SACOG expects to have to invest an additional $1.1 billion into state highway improvements using regional funds, representing one-quarter of the regional program.

Local agencies control the remaining $17.0 billion, with which they must maintain local streets and roads, operate transit services, and fund local improvements. The MTP 2025

identified street and road maintenance and operation of transit services as primarily local responsibilities, with limited regional support, so that regional funds could be used for regional needs. The 2006 MTP shows $3.8 billion available to local agencies for street and road maintenance and rehabilitation. The 2006 MTP shows $4.6 billion in locally controlled funds available for operation of transit services region-wide. The remaining $4.6 billion comes from funds restricted to construction projects, which local agencies can use for improvements such as traffic signals, turn lanes, street and road widenings, highway interchanges, bike lanes, sidewalks, bus stops, and new buses. In the MTP 2025, SACOG expected to supplement local investment with regional funds: $1.8 billion for rail transit expansion and new and replacement buses, $600 million for road improvements, $500 million for community design, and $600 million for bicycle, pedestrian, and clean air programs.

IS THIS FUNDING ENOUGH?

$22.5 billion was not enough to fund the needs identified in the MTP 2025, but $27.5 billion is still inadequate for the needs of the 2006 MTP.

In the MTP 2025, local agencies would be short an estimated $2.5 billion for road maintenance and rehabilitation, especially in the rural counties. The $2.5 billion represents 30 percent of the total need region-wide, but 50 percent of the overall need in the five rural counties. Sacramento would not have enough money to operate the amount of transit service needed in an urban region of 2.8 million people. The $4.3 billion projected to be available fell 19 percent short of covering Sacramento Regional Transit's 20-year Vision Plan.

Even though about $7.6 billion would be available for highway and road improvements in the MTP 2025, this fell short by at least 30 percent in trying to keep up with an expected 40 to 50 percent increase in traffic, so congestion would worsen. The MTP 2025 anticipates $500 million in bicycle and pedestrian improvements, but SACOG has a list totaling $750 million now and has completed a regional bicycle and pedestrian master plan that will add to this amount. SACOG expects $500 million for community design to show the way to new development patterns different from suburban sprawl. To achieve meaningful success on a regional scale, private developers and local redevelopment agencies must decide to invest seriously in community design as well. **As of now, SACOG can see no other sources of funds likely to be dedicated to transportation to deal with these shortfalls.**

8. IMPLEMENTING THE 2006 MTP

HOW DOES THIS 2006 MTP LEAD TO PROJECTS GETTING BUILT?

The MTP 2025 provided a long-range vision for short-term transportation funding decisions, and the 2006 MTP continues this vision into implementation.

SACOG assigns federal and state funds to carry out projects from the long-range plan, through a series of documents called Transportation Improvement Programs, or TIPs. Any agency using federal or state funds for projects must deal with as many as four different kinds of TIPs:

- **Regional Transportation Improvement Program or RTIP** -- SACOG specifies projects to receive federal and state funds made available by the California Transportation Commission, going out five years into the future. The RTIP serves as an application to use the federal and state funds for the projects specified.

- **State Transportation Improvement Program or STIP** -- the California Transportation Commission brings together RTIPs from all over the state into the STIP, which extends five years into the future. The Commission authorizes the use of state funds for all the projects included as well as a federal program, Transportation Enhancements Activity (TEA).

- **Metropolitan Transportation Improvement Program or MTIP** -- SACOG specifies projects to receive three types of federal funds granted directly to the region: Regional Surface Transportation Program (RSTP), Congestion Mitigation and Air Quality (CMAQ), and various Federal Transit Administration funds, going out three years into the future. SACOG sends the MTIP to Caltrans, including both projects funded directly and projects contained in the STIP, and it serves as an application for all projects to receive federal funding of any type. This MTP will be accompanied by a new MTIP.

- **Federal Transportation Improvement Program or FTIP** -- Caltrans packages MTIPs from all over the state into the FTIP, which covers three years into the future, and sends it to the Federal Highway Administration and Federal Transit Administration. The federal agencies currently approve the FTIP by October of even-numbered years, and authorize the use of federal funds and consideration of federal permits for the projects specified.

The process to prepare and approve the series of four TIPs takes a year, with public review and approval at the local, regional, state, and federal levels in sequence. This process involves counties, cities, and transit districts seeking federal funds for their projects, SACOG selecting which projects to fund, and two state agencies and two federal agencies reviewing and approving the projects, funding amounts, and schedules for work. From time to time, SACOG may amend the TIPs, with approval by the other agencies involved when projects or costs or schedules change, a process that takes up to three months.

The TIPs must satisfy three federal and state requirements:

1. **Implementation of the MTPs --** By law, TIPs are used to implement the regional transportation plan (called the MTP in the SACOG region), so all projects in upcoming SACOG TIPs must come from or be consistent with the current MTP, with the priorities expressed in the MTP as a guide as to which projects to fund next.

2. **Financial Constraint** -- All projects must have enough funding assigned to them to complete work, and the total cost of projects in the TIP cannot exceed an estimate of the total amount of funding expected to be available.

3. **Air Quality Conformity** -- SACOG must analyze the projects in the TIP, using a prescribed computer model and process, and find that those projects, if completed, would not contribute to air pollution that exceeds an amount specified in the region's clean air plan, which in turn is based on requirements or standards in federal air quality law.

These same three requirements also apply to TIP amendments, whether projects are being added, modified significantly, or taken out.

For a project to move forward to construction, it must be included first in the MTP and the most recent TIP, but those steps are more the beginning than the end of the story. **The TIPs authorize SACOG and state and federal agencies to provide funding for four phases of actual project work: environmental studies, engineering and design, acquisition of rights of way, and construction**. Once the agency doing the work is ready to start a project or continue to the next phase, it must ask the appropriate agencies to allocate funds from the TIP to the project, a process that can take a couple of months.

This 2006 MTP guides investment of transportation funds 22 years into the future, between 2006 and 2027, by laying out a general sequence of improvements and projects. MTPs must be reexamined and updated at least every four years, but this 2006 MTP will be updated in 2007 (it will be called the MTP 2030), when a new 8-Hour State Implementation Plan for Air Quality has been completed and the Blueprint-based 2030 land use allocations can be used as a basis for the transportation system. The process of developing the MTP 2030 has already been started with a major public outreach effort.

Agencies may proceed with project work once programmed funds have been allocated from the TIP to the specific project. Planning and programming thus follow a cycle, normally repeating every two or three years, closely linked. The newest federal transportation legislation, SAFETEA-LU, specifies a four-year cycle for regional transportation plans, and SACOG will modify its MTP-MTIP cycle accordingly.

WHAT PROJECTS GET BUILT FROM THE 2006 MTP DURING THE NEXT THREE TO FIVE YEARS?

The 2006 MTP anticipates further progress and completion of projects started in past TIPs and currently underway, and directs the start of some new projects. Each project moves from environmental studies to engineering/design to right-of-way acquisition to construction at its own pace, depending on complexity, external pressures and approvals, and funding. Some projects may

be started and completed in as little as two years; others will take ten years or longer. Projects may no be started or completed in priority order; some may be started earlier to allow for a longer timeline, and others may be completed earlier because progress moved ahead expeditiously.

The 2006 MTP gives first priority to transit improvements in major urban corridors. Since the completion of the MTP 2025, three major transit projects have been completed – the new light rail South Line to Meadowview, the extension of light rail East Line to Folsom, and the addition of tracks to the Union Pacific main rail line across the Yolo Bypass and between Sacramento and Roseville for both Capitol trains to the Bay Area and regional commuter rail. This 2006 MTP calls for the following sequence of projects to expand the rail transit system, all needing additional funding during the next five years:

1. Finish double-tracking all existing light rail lines for express service, starting construction in 2007 and completing by 2009, with express service running by 2010, partly funded and currently in environmental studies.

2. Extend the light rail South Line to the vicinity of Cosumnes River College/Calvine and Auberry, with a completion by 2009, partly funded and currently in environmental studies.

3. Begin commuter rail service between Roseville/Auburn, downtown Sacramento, and Davis/Dixon, with intent to lease train equipment scheduled no later than 2008, not yet funded and currently undergoing feasibility studies.

4. Build the new light rail Downtown-Natomas-Airport (DNA) Line, starting construction in 2009 and complete by 2012-2015, partly funded and currently in environmental studies.

These transit projects are expected to need about $300 million in additional funding during the next five years, with another $800 million in future years. The region will not be able to complete these projects with regional funds alone, so the financial element of this plan assumes that additional federal and local funding will be used to supplement them. In addition, during the next five years the plan calls for 150 full-size and 150 van-size replacement bus coaches; 30 new full-size and 50 new van-size bus coaches; new Bus Rapid Transit services along Watt Avenue and Sunrise Boulevard (in addition to the BRT along Stockton that has already started); 25 more light rail vehicles; track, signal, and vehicle rehabilitation on the existing light rail system; a new Sacramento bus maintenance yard; a new light rail maintenance facility; and assorted other transit equipment and facilities such as bus stop improvements, technology upgrades, building improvements, and park-and-ride lots.

The 2006 MTP also calls for work on 30 highway improvement projects in major regional corridors, all needing additional funding during the next three to five years:

- Continue a series of traffic improvements, most importantly signal timing on county roads and city streets in Sacramento, currently partly funded but ready for construction.

- Continue corridor studies to define a series of projects on high capacity suburban connectors eventually running from I-5 via Elk Grove-Rancho Cordova-Roseville to Route 99 near Sacramento International Airport;

- Continue development of the new suburban connectors, by completing projects along Hazel Avenue and Sierra College Boulevard by 2009, some funded and some not yet funded, and then with further projects as defined in corridor studies (to include open space preservation), for full completion by 2012-2016;

- Add carpool lanes on U.S. 50 between downtown Sacramento and Rancho Cordova, and between El Dorado Hills and Shingle Springs, to be completed by 2010, partly funded and currently in environmental studies;

- Extend carpool lanes on I-80 eastward through Roseville, to be completed by 2007, substantially funded and currently in environmental studies;

- Install express signals for transit and other new technology equipment along Watt Avenue and complete improvements at the Watt Avenue/U.S. 50 interchange and Folsom Boulevard, to be completed by 2009, partly funded and currently in environmental studies.

- Improve access into downtown Sacramento via Northgate Boulevard/Route 160/Richards Boulevard/Gateway Boulevard/7th Street through the Union Pacific railyards, with a series of projects to be completed by 2012, partly funded with some parts currently under construction, others currently in engineering/design or environmental studies, and some not yet ready to start.

- Build a new American River bridge in Folsom to replace the Folsom Dam Road, funded with federal water and energy funds and expected to be built in 2007;

- Improve access and connections along U.S. 50 near Sacramento State University and Howe Avenue/Power Inn Road, with a series of projects to be completed by 2010, partly funded with some parts currently in environmental studies;

- Improve access and connections along U.S. 50 through West Sacramento, by completing Harbor Boulevard interchange improvements by 2008 and road/bridge improvements further south by 2010, partly funded with engineering, design, and right-of-way purchase now underway;

- Add ramps at the I-5/Route 113 interchange in Woodland, to be completed in stages by 2015, partly funded and currently in environmental studies;

- Improve interchange access to Route 99 in Galt, at Sheldon Road, and at Riego Road, to I-5 at Cosumnes River Boulevard, to Route 70 at Algodon Road, and to U.S. 50 at Missouri Flat Road, with projects to be completed by 2010, partly funded and currently in environmental studies and engineering/design.

Depending on progress of environmental studies, these road projects may need $400-500 million in additional funding during the next five years, with another $500-600 million in future years, but it is likely that some will encounter project delivery delays not yet foreseen and fall behind schedule. The region will not be able to complete these projects with regional funds alone, so the financial element of this plan assumes additional federal, state, or local funding will be used to supplement these projects. In addition, the 2006 MTP calls for continuing road and bridge rehabilitation work and road improvements of a more local scale, around the region, slated for about $60 million from regional funds but predominantly funded from local sources.

The 2006 MTP continues ongoing work to complete interregional state highway routes as four-lane expressways in six areas. The plan calls for the following sequence of interregional state highway projects, all except the first three needing additional funding during the next five years.

- Complete the route 70 Expressway through southern Sutter County, complete by 2007, fully funded for construction and currently in engineering/design;

- Complete the Route 65 Lincoln Bypass, starting construction in 2008 and complete by 2010, fully funded for construction and currently in engineering/design, with right-of-way purchase starting in 2006;

- Complete the Route 99 Expressway south of Yuba City, to be complete except across the Feather River by 2007, fully funded with some parts currently under construction and others in engineering/design;

- Complete initial improvements to U.S. 50 at Placerville, by 2008, partly funded for construction;

- Improve bridge access across the Feather River near Yuba City, complete by 2016 or earlier, with feasibility studies underway to compare building a new bridge south of Yuba City against replacing and widening the existing 5th Street bridge between Yuba City and Marysville;

- Improve Route 70 around or through Marysville and north to Butte County, complete by 2015, with feasibility studies of several options currently underway.

Depending on progress of environmental studies, these projects may need up to $50 million in additional funding during the next five years, with another $200-400 million in future years, with a major share (but not all) coming from the State. Caltrans also may make more localized improvements on its state highways, and intends to continue with a series of projects to reconstruct 45-year-old I-80 through Placer County during the next five years.

Finally, this 2006 MTP calls for investments in community design, clean air programs, and bicycle and pedestrian improvements, totaling $1.1 billion over 22 years. SACOG has started implementation of these programs, and has attracted other funds, from sources such as local

redevelopment programs, private development partnerships, and environmental programs, to broaden and extend community design and clean air programs.

The financial element of the 2006 MTP estimates the region will receive, on average, $125 million per year in federal funds during the upcoming five years -- enough to fund the expected delivery of the projects described above. The region, however, through past programming, committed a portion of its regional funds for 2006 and 2007 to other, localized projects. To offset that, SACOG expects to seek and acquire additional federal discretionary funds at a level commensurate with recent years, plus state funding shares for Caltrans interregional highway projects. If the additional funding cannot be found, or project delivery brings forward more projects ready for construction sooner than expected, the region anticipates financing plan implementation by borrowing against future revenues (such as from the sales tax program in Sacramento County).

Progress implementing this 2006 MTP during the next three to five years depends not only on ability to program and fund projects and on air quality conformity, but also on project delivery. In the last twenty years or more, most large complex projects have taken six to ten years or longer for delivery, most often due to environmental approvals and community controversies, and few have been delivered anywhere near as quickly as originally expected. About half of the regional-scale projects scheduled during the next five years are currently in, or about to start, environmental studies, where delivery delays are most often encountered. Where large projects are held back during environmental studies, the amount of funding needed during the next five years will be reduced. If many or most large projects move as noted above, the region intends to consider financing its programs to advance funds and move forward with construction of projects that are ready to go.

APPENDIX A
PUBLIC OUTREACH

A description of the extensive public outreach performed for the MTP 2025, including the establishment of the Transportation Roundtable, is found in the MTP 2025 document called "A Bold First Step" issued in 2002.

For the 2006 MTP and Addendum to the 2002 Environmental Impact Report, staff has developed and followed the following Community Input Plan:

Purpose for Community Input Plan
This input plan concerns the adoption of a *2006 Metropolitan Transportation Plan* (2006 MTP) and its accompanying *Addendum to the Final Environmental Impact Report (EIR) for the MTP for 2025*. These documents have been created to bridge the gap between the MTP 2025 and its EIR (adopted in July 2002) and the adoption of the next regular 6-county MTP update in mid-2007, which will have a new EIR. Since this is a technical update of an existing plan and EIR with minimal content change, the purpose of the Community Input Plan is primarily to inform public officials and agency staff of the need for the 2006 MTP and EIR Addendum and how they have been prepared.

Audience
The audience for draft documents is primarily SACOG's planning partners, although they will be available for review by the general public as well.

Comment Period
The Draft 2006 MTP and EIR Addendum will be made available to SACOG committees and the public for a period of 30 days of public comment. The Board of Directors will hold a public hearing on the plan, the Metropolitan Transportation Improvement Program (the MTIP, which is the document that assigns funding to near-term projects), and the EIR Addendum. On the date of plan adoption, the Board will receive the written public comments and staff responses, hold a second public hearing, and adopt the final 2006 MTP, MTIP, EIR Addendum, and air quality conformity finding.

Outreach Methods
The following methods will be used for eliciting comment on the draft documents:

SACOG Board of Directors
The Board will be mailed the draft 2006 MTP and EIR Addendum, along with a staff report, in the agenda.

Posted Agendas
The agendas for SACOG's Transportation and Air Quality Committee and Board of Directors meetings, where these draft documents are considered, will be posted at the SACOG offices and on the SACOG webpage. E-mail notifications of committee and Board agendas are now available upon request.

ADA Requirements
All ADA requirements will be met in this process.

Public Hearings
There will be a public hearing on the documents held by the Board of Directors. The meeting will be at the SACOG offices, 1415 L Street, 3rd Floor, Sacramento, CA 95814. A second hearing will be held just before the adoption of the MTP, EIR Addendum, MTIP, and air quality conformity finding, in the same location and at the same time.

Outreach to Native American Tribes
Notification of the availability of the documents will be sent via e-mail to the four Tribal governments that own land in the SACOG region. .

SACOG Webpage
The documents and the opportunity to comment on them will be highlighted on the homepage at www.sacog.org.

Legal Notices
A legal notice regarding the documents, the comment period, and the public hearings will be placed in the *Sacramento Bee*. This will appear at least 15 days before the public hearings.

SACOG Advisory Committee Mailing List
An e-mail regarding the availability for comment of the documents will be sent to members of the:

Regional Planning Partnership, which includes all of SACOG's public agency partners
Public Works Coordinating Group
Transit Coordinating Committee
Sacramento Region ITS Partnership
Transportation Demand Management Task Force
Bicycle and Pedestrian Advisory Committee

Response to Public Input
SACOG staff will respond to comments on the documents through letters to individual commenters or through a consolidated feedback report that will be made at the second Board hearing.

Final Documents
Final documents will be distributed to affected agencies (including tribal governments) and those individuals and organizations that provided comments during the public input process. Members of the public will be able to obtain copies of the final documents from SACOG as well, and they will be available on the SACOG website, and in the SACOG library.

APPENDIX B
THE COMMUNITY DESIGN FUNDING PROGRAM

(This is an excerpt from The Community Design Funding Program Guidelines that were adopted by the SACOG Board of Directors in September 2005. It omits the appendices and the application).

This document contains information regarding the Sacramento Area Council of Government's Community Design Program for 2005-07. The program provides grants to local government agencies and their partners to promote plans and physical development that supports SACOG's Blueprint Project. Grants are awarded every two years.

A. INTRODUCTION

Four Funding Programs

In July 2002, the Sacramento Area Council of Governments (SACOG) adopted the *Metropolitan Transportation Plan for 2025* (the MTP for 2025). This 23-year, $22 billion plan for the region included four federally-funded programs to be used for regional transportation and related priorities that implement the goals of the Plan (Appendix A). The four programs, with 23-year funding amounts are:

- Air Quality Funding Program $180 million
- Bicycle and Pedestrian Funding Program $350 million
- Transportation Demand Management $ 44 million
- Community Design Funding Program $500 million

When the MTP for 2025 was adopted, it was the intent of SACOG to continue these four regional funding programs into the foreseeable future in each successive MTP. Since the adoption of the MTP for 2025, SACOG has adopted several other MTPs, and the funding programs have been continued. Currently, the MTP 2027 is the plan that is operable in the SACOG Region.

The guidelines found in Section 2 of this document pertain only to the Community Design Funding Program. The other three programs each have a separate set of guidelines that are consistent with these, and the intent is to coordinate the selection of projects in all four programs with one advisory committee, called the Grant Programs Overview Committee. That committee will review the grant award recommendations by each program's Working Group, and review for regional balance, project type balance and overall direction. For each program, a joint recommendation for funding presented to the SACOG Board of Directors.

Public agencies will periodically be given the opportunity to apply for programs on a schedule that will be published before each funding round. The timing of funding rounds is dependent on the availability of the federal funding, and can't always be predicted far in advance.

SACOG is committed to using this funding for projects and programs in all parts of the region. For the Community Design Funding Program, a fair and equitable share of the funding for these

programs combined with other SACOG-controlled regional funds, will be the goal for each public jurisdiction over the long term.

Environmental Justice

SACOG is also committed to following federal guidance on environmental justice. The goal of environmental justice to ensure that when transportation decisions are made, low-income and minority communities have a full opportunity to participate in the decision-making, and that they receive an equitable distribution of benefits and not a disproportionate share of burdens. Each project or service seeking funds from SACOG's regional funding programs will be evaluated for environmental justice. The grant application process may include explicit questions on environmental justice for project applicants to answer.

B. FOUR SACOG FUNDING PROGRAMS

Financial support for these programs will come primarily from Federal funding sources expected to be available to the region. The SACOG Board of Directors will approve the amounts allocated to each program before the start of the project selection process, according to long-term Metropolitan Transportation Plan and the agency's more immediate priorities.

Most of the projects selected for these programs must qualify for the three federal funding sources available to SACOG.[9] In most cases, a local funding match requirement of 11.47% of the total project cost applies. Federal funding requirements from the TEA-21 are found in Appendix C, and the recently-approved reauthorization is expected to use the same or similar requirements. When SACOG is able to obtain other sources of funding for the programs, different requirements may apply. In most cases, the minimum project size SACOG will consider is $150,000; the Community Design Funding Program will fund planning-related projects for a minimum of $100,000.

C. GENERAL APPLICATION PROCESS

Every grant cycle, SACOG will issue a request for applications when federal funding opportunities arise, typically once every two years. Public agencies (cities, counties, and other public agencies) are the eligible applicants for these federal funds. Each time funds are made available, the request for applications will be made through SACOG's newsletter, webpage, advisory committee meetings, and letters to public works and planning departments, transportation agencies, transit agencies, transportation management associations, and other organizations.

Section 3 of this document serves as the Request for Applications for the Community Design Funding Program for 2005-07. Specific details and requirements for applying for grants are found in that section.

[9] These sources are currently the Surface Transportation Program (STP), the Congestion Management and Air Quality Program (CMAQ), and Transportation Enhancements (TE).

D. PROJECT SELECTION PROCESS: Sacramento, Sutter, Yolo and Yuba Counties

Applications Community Design grants in Sacramento and Yolo Counties must be endorsed by the countywide transportation agency in those counties. Because there are no countywide transportation agencies in Yuba and Sutter Counties, this step is not necessary. The Community Design Working Group and the Grant Programs Overview Committee, formed with members from existing SACOG committees and staffed by SACOG, will make recommendations to the Board of Directors, through the appropriate Board Committee, on project selection. After SACOG staff screen project applications for eligibility, Working Group and Grant Overview Committee members will be responsible for reading proposals and making recommendations for projects to be funded. The process and the membership of these committees are described in Section 2.

SACOG reserves the right to fund less than the amount reserved for each funding program in a given funding cycle, as well as to fund projects in a program other than the one for which it was submitted.

E. PROJECT SELECTION PROCESS: Placer and El Dorado Counties

For Placer and El Dorado Counties, a different situation applies, due to Memoranda of Understanding between the Placer County Transportation Planning Agency and SACOG and the El Dorado Transportation Commission and SACOG that govern the use of federal funds in those counties. Please refer to Section 2 for summary description or Appendix B for a detailed explanation of how federally-funded projects are approved in those counties.

F. GENERAL AWARD REQUIREMENTS

After SACOG has made an award through any of the four funding programs, project sponsors will be asked to follow or be aware of these requirements:

- Follow all federal funding requirements listed in Appendix C.
- Agree to the terms of the draft Letter of Understanding shown in Appendix E
- Follow all federal environmental justice directives.
- Assure SACOG that the projects meet the requirements of the Americans with Disabilities Act.
- Follow SACOG's "Use It or Lose It" policy for obligating and spending the grant funds. The policy requires project sponsors to schedule fund obligation and project implementation in the *Metropolitan Transportation Improvement Program* and to honor that schedule.
- A local non-federal match of at least 11.47% of the total cost of a project is required for projects receiving federal funding in the Sacramento region, with a few exceptions that are

detailed under the individual program guidelines. This does not include "in kind" match, but must be funding that is dedicated to eligible features within the project and included in its overall cost.

- For capital projects, federal funds may be used for Preliminary Engineering (which includes environmental work and design) as well as for right-of-way and construction. When a project is ready for implementation, the project sponsor requests an authorization from Caltrans. When the project is authorized, the sponsor can incur expenses that will then be reimbursed from the grant. A project sponsor submits invoices for the entire cost incurred, and will be reimbursed at 88.53% (the total cost minus local match).

SACOG encourages project sponsors to seek other sources of funding that may be available, including Community Development Block Grants or other federal HUD funds (although for the most part, federal funds from other programs cannot be used as match).

G. PROGRAM BACKGROUND

The overall purpose of the Community Design Program is to provide support for planning and capital development projects that promote the Blueprint Project Principles.

The Community Design Program supports implementation of the Blueprint Project with financial incentives to local governments. Grants are awarded to projects sponsored by qualified public agencies in the SACOG region. These projects must support specific development or planning projects that conform to the seven Blueprint Principles (which are discussed in detail on the SACOG website: www.sacog.org/regionalfunding/betterways.pdf):

- transportation choices;
- housing diversity;
- compact development;
- mixed land uses;
- use of existing assets;
- natural resource protection; and
- quality design.

The Metropolitan Transportation Plan for 2025 authorized the program through 2025. The MTP included $500 million dedicated to directly fund public agencies (possibly in partnership with private developers and community organizations) for projects that support the goals of the Plan. The intent of the Community Design Program is to use regional transportation funding to promote the construction of land use developments (or land use and projects) that lead to fewer vehicles miles traveled and more walking, biking, and transit usage. The program results from the recognition that land use influences travel behavior and can be a powerful tool to improve the efficiency and effectiveness of the regional transportation system. If it is convenient for people to travel to common destinations by walking, biking, or public transit, we can reap air quality and congestion-relief benefits at the local and regional scale. Near-term goals and objectives for the program are expanded upon below. Community Design proposals, which must be submitted by public agencies, will be evaluated for how well they promote the Blueprint Principles and the level

of project maturity and commitment to actual physical construction.

H. BLUEPRINT PROJECT

The six-county Sacramento metropolitan area presently faces a golden opportunity to promote construction of projects that will lead to more livable communities. The convergence of rapid growth, market conditions and new-found attitude towards regionalism offers the opportunity to reverse the trend of urban sprawl that communities in the Sacramento region – and all across America – have allowed. The timing is right since this region is projected to approximately double its population to 3.8 million by 2050.

SACOG's Blueprint Project has laid the groundwork for a better managed, more compact urban form. The project started in the year 2000 when SACOG was developing the Metropolitan Transportation Plan (MTP) for 2025. The modeling for the MTP showed that despite spending an estimated $23 billion through the year 2025 for transportation projects throughout the six-county region, the Sacramento metropolitan area vehicular congestion would increase by 50% and vehicle miles traveled per household would increase by 20%. In addition, based on the sprawl-like development patterns of the late 1990s, the region would urbanize 661 additional square miles by 2050 under the base case scenario. With the region expecting to add more than 1 million jobs, 840,000 new dwelling units will need to be created to house the related doubling of the population to 3.8 million.

The Blueprint Project has given this region a long-range vision for land use to better manage the growth pressures of this region. The Blueprint Project has been on the cutting edge of regional growth management in four areas: (1) innovative use of geographic information system software, (2) extensive community outreach, (3) broad-based participatory techniques and (4) on-the-ground economic reality checks. Using interactive computer software, the average citizen can see the relationship between transportation performance and land use patterns, and what impacts land use has on quality of life indicators. More than 5,000 area residents have participated in 37 Blueprint half or full-day public workshops. After developing different growth pattern scenarios at neighborhood, county and regional levels and being able to compare development results, 99% of all participants have concluded that implementation of the seven Blueprint Principles are needed if this region is going to maintain its livability, protect open space and agriculture lands, provide housing that is attainable to all economic segments, and manage transportation impacts. Public opinion polling commissioned by SACOG yields similar public sentiments.

As a result, the SACOG Board of Directors adopted a Blueprint Project Preferred Scenario in December, 2004. The Preferred Scenario serves only as a concept-level illustration of the growth principles. It was developed with parcel-level data and analysis to help ensure that the growth concepts were being applied in a realistic manner; however, the Preferred Scenario is not for literal, parcel-level interpretation.

SACOG is working with local jurisdictions to implement the concepts of the Preferred Scenario. The Community Design Funding Program is designed for the planning and construction of projects that meet the Blueprint Principles.

I. PROGRAM GOALS AND OBJECTIVES

The Community Design Funding Program's stated goals and objectives are:

Goals

The Community Design Funding Program is a transportation funding program that provides a means to:

A. encourage patterns of land development in new areas, following Blueprint Principles, that foster walking, biking and use of public transit instead of driving.

B. improve walkability, bikability, and transit use in existing communities where there is the potential for infill and redevelopment that follows the Principles.

C. improve a community's sense of identity and place as well as its quality of life through integrated transportation and land use development or redevelopment projects.

Near-term program objectives

The following near-term objectives pertain to the next two years of the program, fiscal years 2005-06 and 2006-07.

1. Provide transportation infrastructure for specific land development projects that conform to the Blueprint Principles.

2. Provide transportation infrastructure for areas with a plan or policies adopted by a policy board that conform to the Principles.

3. Provide transportation infrastructure for developed areas where the built environment already conforms to the Principles, but where key features such as sidewalks and bike lanes are missing.

4. Provide planning assistance to modify plans and development projects to follow the Principles.

5. Provide incentives for new land development or redevelopment proposals that, if it were not for the Community Design Program, would be built according to standard development practices or not built at all.

6. Provide leverage for other public and private funding or enhance another transportation project.

7. Provide prototype examples of Community Design Principles throughout the region in different land use settings, including urban, suburban, and rural.

Future program objectives

SACOG envisions a broader array of objectives in future funding rounds, including public education on the strong link between land use and transportation, a housing incentive program, and an infrastructure bank loan program.

J. PROGRAM FUNDING AND GRANT TYPES

In fiscal years 2005-06 and 2006-07, SACOG staff has preliminarily recommended that $12 million be funded for Community Design Grants. This figure may change depending the quality of the grant applications. Ultimately, the SACOG Board of Directors will make the determination on the final program amount for 2005-07 after it reviews the award recommendations. Please note that the staff's recommended figure is for only for grants within Sacramento, Sutter, Yolo and Yuba Counties; funding for El Dorado and Placer County projects will be according to their respective agreements with SACOG, as summarized in sub-section **L** and detailed in Appendix B.

There are three types of grants within the Community Design Funding Program for 2005-07, of which the first two may be applied for through the Request for Applications in Section 3.

- **Capital grants** are available to public agencies (with or without private or non-profit partners) for transportation infrastructure projects. These infrastructure projects must either (1) connect directly to a site, corridor, or neighborhood development or redevelopment project that incorporates Blueprint Principles, or (2) supports a land use plan for development or redevelopment that incorporates the Principles, or (3) support an existing community that conforms to the Principles but lacks transportation infrastructure for alternative modes.

- **Planning grants** are available to local governments for updating local general plans, specific plans, other kinds of relevant plans, zoning ordinances, or other guidance documents to incorporate the Principles.

- **Quick Response Planning Grants** will be available starting in 2006 to local government agencies seeking planning assistance to improve specific development projects to conform to the Blueprint Principles. SACOG will select a limited number of pre-qualified planners, architects and other consultants through an RFQ process to provide on-going assistance that will be used to significantly improve specific development or redevelopment projects through incorporation of the Principles. Local governments will apply for technical assistance, and SACOG staff will make a determination whether to provide the assistance through consultant services. Projects may be submitted on an on-going basis throughout the 2005-07 fiscal years once the program has commenced. SACOG staff will review applications about every two months. This program will be available in 2006 and SACOG will issue a separate request for applications.

K. PROJECT SPONSORSHIP

Public agencies,[10] either with or without partnership with land developers or community groups, are eligible to sponsor Community Design projects. Public/private collaborations are encouraged, and all proposals will be expected to include a community outreach component. Community groups and developers who may wish to apply for these funds with a public agency are strongly encouraged to contact the agency early in the application process for its support and coordination. Non-city/county qualified public agencies that choose to serve as the lead sponsor are also strongly recommended to seek support from the local government in which the project site is located, preferably with coordination early in the application process. Lack of documented support or coordination will leave the impression that the project is not endorsed by the SACOG member agency and would considerably weaken the project's chances for program funding.

Also please note that if the awarded government agency intends to hire consulting or construction services with the grant funds, public bidding laws will take affect regarding the selection of contractors.

L. PLACER AND EL DORADO COUNTIES

For Placer and El Dorado Counties, a different situation applies, due to Memoranda of Understanding between the Placer County Transportation Planning Agency and SACOG and the El Dorado Transportation Commission and SACOG that govern the use of federal funds in those counties. Please refer to Appendix B for a detailed explanation of how federally-funded projects are approved in those counties.

In summary, the Regional Transportation Planning Agencies (RTPA) for Placer and El Dorado Counties each hold a written agreement with SACOG that allows them to select projects with a fair share of federal funds. Local governments in these two counties will submit their grant applications to their RTPA. The RTPA will forward its selected projects to SACOG for funding. SACOG staff will review these projects and make a determination if they are qualified for the Community Design Funding Program, and, if so, they will be designated as receiving funding through this program and will be recognized as such. If not, they will be funded without being so designated.

M. ELIGIBLE PROJECTS

All projects awarded through the Community Design Funding Program must conform to federal transportation funding requirements. Potential applicants are encouraged to directly contact the SACOG Program Manager listed in sub-section P early in the application process for eligibility review. Summary descriptions of projects that received Community Design Funding Program funding in 2003-05 may be viewed in Appendix D. In addition, SACOG will provide a letter of understanding to the award recipient regarding SACOG's requirements and expectations regarding

[10] Public agencies are those organizations qualified to enter into a Cooperative Agreement with the California Department of Transportation to receive and use Federal transportation funds.

the grant. The draft model letter is found in Appendix E.

The following lists show the broad range of possible projects that are likely to be eligible for Community Design Funding Program funding:

Capital Grants

- infrastructure directly connected to a land development project, land use plan, or in an existing "Blueprint friendly" community
- Bicycle and pedestrian paths, tunnels, and bridges
- On-street bike lanes
- Pedestrian plazas
- Pedestrian street crossings
- Streetscaping such as median landscaping, street trees, lighting, and furniture
- Traffic calming (but not interfering with public transit, bicycling or walking)
- Transit buses and services that serve the site (operations limited to 3 years)
- Transit stop amenities such as shelters, restrooms, and benches
- Transit transfer centers
- Shared parking systems and parking garages
- Electric vehicle charging stations and other support infrastructure[11]
- Intelligent Transportation Systems (ITS) associated with the site, such as smart parking or public Transit real-time information signs
- Outreach to the neighborhood and stakeholders

Planning

Updates to general plans, specific plans, transportation plans, zoning codes, or other planning guidance, to conform them to the Blueprint Principles.

N. PROJECT SELECTION PROCESS

Two committees will review and recommend grant applications for awards before they are submitted to the SACOG Board of Directors for review and action. The first committee, the Community Design Working Group, will review each application in detail. It will meet four times over a one month period to make recommendations awards and amounts purely on the basis of the technical merit of each project as described on the next sub-section.

This second committee, the Grant Programs Overview Committee, will review recommended applications from the Working Group for regional balance and relative equity amongst the different communities in the region relative to the strength of their applications. The Committee will also review recommended projects within the context of SACOG's other three funding programs: Air Quality, Transportation Demand Management and Bicycle/Pedestrian. This committee will meet no more than two times specifically for the Community Design Program. (It will also meet to

[11] Electric vehicles themselves, which are privately owned, may not be paid for with Federal funds.

review the recommendations from the other three SACOG grant programs – Air Quality, Bicycle/Pedestrian and Transportation Demand Management.)

If the recommendations from both committees are the same, then they will be forwarded to the SACOG Board for review and action. If there are differences between the two committees' recommendations, SACOG staff will try to rectify any differences and submit a compromised set of recommendations based in the spirit of the discussions by the two committees to the Board.

Members for both of these committees will be selected from the Regional Planning Partnership, the Bicycle and Pedestrian Advisory Committee, the Transit Coordinating Committee, the Transportation Demand Management Task Force and the Planners Committee as shown below:

Community Design Working Group

Expertise	Appointment By:	Working Group Positions
Planners	Planners Committee	5
Project Engineers	Regional Planning Partnership	3
Urban Designer	Regional Planning Partnership	1
Bike/Ped	Bike/Ped Advisory Committee	1
Air Quality	Air Districts	1
TDM	TDM Task Force	1
Transit	Transit Coordinating Committee	2
Community Groups	Regional Planning Partnership	1
TOTAL		15

Grant Programs Overview Committee

Appointment By:	Number of Positions
Planners Committee	3
Regional Planning Partnership	4
Bike/Pedestrian Advisory Committee	2
TDM Task Force	2
Transit Coordinating Committee	2
Air Districts	2
TOTAL	15

O. EVALUATION CRITERIA

The evaluation criteria described in this subsection are based on the Working Group discussions from the selection process of the 2003-05 Community Design Grant Program. Essentially, the Working Group narrowed several stated criteria down to the overall impression each application made on two characteristics. These two characteristics will serve as the evaluation criteria for this cycle's selection process. They are not formally written agreed-upon language, but rather summarize the practical implications that will be considered.

Criterion #1: How well does the proposed project promote the Blueprint Project Principles?

Practical considerations: This is the most fundamental question each project will be judged against. Based on the 2003-05 selection of projects, the Working Group identified projects that best exemplified the Blueprint Principles. Projects that failed to make a compelling argument that they support the principles were immediately eliminated from further consideration. Some applicants tried to rationalize how a public project that was in high demand was therefore a Blueprint-friendly project, when it was not. Projects that were considered not detrimental to the Blueprint Project did not necessarily mean that they were considered Blueprint friendly. This program is intended to support the region's best examples of Blueprint implementation and not necessarily to provide a funding source for public works projects.

Applicants seeking to understand how competitive their projects might be, may wish to compare their idea against the 15 projects that were funded in 2003-05. These applications may also give prospective applicants an idea of what application contents were successfully used. The .PDF files of grant applications of each of those projects may be found at www.sacog.org/regionalfunding/awarded_grant_applications.cfm

The single most common concern the Working Group had in reviewing applications was that the lack of clarity. Some applications lacked why their project was Blueprint-supportive, while others tried unsuccessfully to rationalize why a project followed the Blueprint principles. Some applicants also lacked a clear explanation of why the project was needed to support Blueprint. Other applicants failed to clearly describe how they would use the grant funding in a way that would lead to Blueprint-friendly development.

Criterion #2: How "real" is the project? What is the likelihood that the project will be implemented as the application implies?

Of the applications that showed a strong tie with the Blueprint Principles, the Working Group spent a considerable amount of time deliberating about how realistic these proposals were. Successful applicants were able to provide evidence that the project had been well-thought through and that the project was likely be implemented immediately.

Commonly asked questions by the Working Group used to evaluate applications were:

- Has the governing body with the most legal standing endorsed or approved this project?
- Is there an existing adopted plan in which this project is identified?
- Has the surrounding neighborhood been involved in the project's development and has the affected neighborhood or the appropriate neighborhood association endorsed the grant project?
- Is there support from adjacent and nearby property owners who is proposing development on their property?
- For capital projects, where is this project in the development review process?
- For planning projects, what is the project's potential to meet the Blueprint Principles in the plans, zoning ordinances or other development guidance?

- Are there leveraged, private development funds being invested in or near the subject area? If so, how much, and is the private development considered Blueprint-friendly?
- What documentation is there on how much funding has been invested in the study area? Are there letters or other documentation from property owners in the application stating support for the project or stating what they are intending to do with their property that is Blueprint-friendly?
- Is this a "lynchpin" project –does its implementation and success mean other Blueprint-supportive projects will also be built? If this project is not funded, will other Blueprint-supportive projects not be built as a result?
- Has the project been carefully thought-through, or are there significant obstacles that the applicant has not addressed in the application?
- Does this project serve as a good example of the Blueprint Principles for the region?
- What is the likelihood that this project will be built as it is described in the application? And how soon will it get built or implemented?
- Are there major outstanding issues that are not resolved? Does this project need to be awarded in this funding cycle, or can it wait until future cycles after the applicant has addressed all critical issues?
- What are the number of units of housing, commercial space, jobs and other important indicators within a quarter mile of this site? Within one mile? How do residential densities compare with other comparable subject areas?
- How did the project perform using PLACE^{3}S or in comparison with the Desired Land Development Profiles Matrix?
- What is the track record of the applicant in Blueprint implementation?
- (Expected questions in 2005-07): What is the track record of the jurisdiction if it received a Community Design Grant in 2003-05? Has the applicant been accountable to SACOG for how it has utilized its grant? Has the project been implemented in the spirit it was stated in the grant application?

Practical Considerations: Applications that adequately addressed the issues raised in these questions were more likely to have been successful in 2003-05, and this will likely hold true for the 2005-07 funding cycle as well. Some of the tools that successful applicants included in their applications included:

- A context map of the site: where is the subject area in relation to the commonly known landmarks within the region.
- An aerial map showing the project or subject area. The maps showed what exist currently, what projects are in place, and how and where grant funds were going to be used.
- A list of major capital improvements within, adjacent to, or near the subject site. This list could show infrastructure improvements, private development investment made or committed, and long-term public works projects likely to be built according to an adopted plan.
- PLACE^{3}S maps and analysis showing different land use configurations, and the preferred scenario on that conforms well with the Blueprint Principles.

- Photographs of the site or subject area as they currently exist.
- Renderings or drawings of what the subject site or area will look like as a result of grant funding.
- Renderings, graphics or photographs of projects that have recently been built or are going through development review for construction in or near the project subject area.
- Letters of support from key organizations (neighborhood association, adjacent property owners, private developers directly affected by the subject project).

Written information that addresses as many of the questions mentioned above. The level of detail that is provided should be enough to provide the Working Group a clear, overall picture of what activities, investments, etc. are taking place without providing extraneous information.

DESCRIPTIONS OF AWARDED 2003-05 COMMUNITY DESIGN APPLICATION PROJECTS

This appendix briefly describes grant applications that were funded in the 2003-05 Community Design Grant Program. The awarded grant applications may be viewed in their entirety at http://www.sacog.org/regionalfunding/communitydesign.cfm

Awarded 2003-05 Capital Projects

Sacramento Housing and Redevelopment Agency: Broadway/Martin Luther King, Jr. Intersection Enhancement Project ($600,930 grant, total project $685,000). The project proposes to improve safety for pedestrians and bicyclists on Broadway at Martin Luther King, Jr. Boulevard. The project would replace the existing deteriorated curb, gutter, and sidewalks, construct high-visibility crosswalks, provide accessible ramps, replace signal heads and lenses, provide countdown signals for pedestrians, and design and implement feasible improvements to reduce vehicular speed. The Agency is currently taking bids on a mixed-use development at this intersection.

City of Sacramento/Sacramento Regional Transit/Capitol Area Development Authority: 13th and 16th Street Light Rail Station Connectivity Improvements ($1,683,000 grant, total project $2,420,000). The proposed project will provide critical safety and accessibility improvements to the 13th and 16th Street Light Rail Station and environs in the central business district. 16th Street is now the main transfer station for light rail service in the region – yet there are no pedestrian improvements, signage or amenities to support increased ridership and connect the station with high-density employment centers and new mixed-use housing projects planned for the Capitol Area. Similarly, the 13th Street Station serves the R Street redevelopment area but is not accessible to new mixed-use developments on R Street.

City of Rancho Cordova: Cordova City Center ($1,691,910 grant, total project $2,190,621). As part of a new Transit Oriented District, two components -- 1. Folsom Boulevard and Plaza Improvements: replace the street frontage along the Folsom Boulevard, and La Loma Drive including a café sidewalk, added on-street parallel parking inset between street trees. The project includes a decorative plaza with a central fountain that connects the residential townhouses to the commercial uses and the Mather Field/Mills Station across the street, and 2. Public Parking

Structure: Build a two-level parking structure for approximately 200 auto spaces to be used for shared parking within a new high-density residential and commercial district directly across the street from the station. The parking structure will be used for residents, mixed commercial uses and light-rail riders and is a critical component for creating the necessary density and that will boost light-rail ridership. Funds will cover 75% of the parking structure construction, meaning 151 of the 201 parking spaces.

City of Yuba City: Cinema 14 and Mixed-Use Retail Complex Transportation Improvements, ($613,800 grant, total project $700,000). The Yuba City Downtown Cinema 14 and Mixed-Use Retail Complex is a proposed mixed-use development for the six-acre parcel bordered by Bridge Street on the north, Shasta Street on the west, Boyd Street on the east, and B Street on the south. The Redevelopment Agency purchased the site to redevelop as part of the Downtown Revitalization Strategy. The project will include a 14-screen movie theater anchor with approximately 12,000 square feet of retail space adjacent to the cinema, and 500 parking spaces to the rear of the cinema and 33 in front. It is intended that the parking lot will remain publicly owned and serve both theater goers and shoppers, and that people drawn to the entertainment complex will be able to access the restaurants, stores, cultural attractions, and businesses in the Plumas Main Street District through a series of multi-modal facilities and connections. The transportation improvements include signal phasing modifications, pedestrian-scale street lighting, sidewalks, re-striping for intersection pedestrian crossings and safety, and minor roadway rehabilitation. These improvements will enhance walkability near the cinema and mixed-use complex by improving safety, accessibility, connectivity and circulation.

City of Marysville: Downtown Marysville Renaissance Square ($1,980,000 grant, total project $8,500,000). This is a mixed-use project incorporating the reuse and renovation of the historic Marysville Hotel to infill housing units, pedestrian-oriented retail uses, and adjacent structured parking to serve residents and customers of the project, tenants and employees at the Hart Office Building and customers of the D Street commercial core area. The grant funding would be used for the parking structure element.

County of Sacramento: Freedom Park Drive ($1,089,000 grant, total project $1,500,000). Construct pedestrian and streetscape improvements along Freedom Park Drive between 32nd to 34th Street and 34th Street to Watt Avenue, to support infill development and redevelopment activities that will create a mixed-use “Main Street” corridor in North Highlands.

City of West Sacramento: Tower Bridge Gateway/Garden Street Intersection ($2,970,000 grant, total project $5,000,000). Construction of at-grade 4-way intersection replacing an existing flyover. Intersection will provide pedestrian, bicycle and direct vehicle access, connecting with planned Transit Center and transit lines. Smart growth development projects are being permitted/planned in the immediate area.

City of Roseville: Historic District Revitalization Project ($630,630 grant, total project $5.6 million). Streetscaping, pedestrian street crossings, outreach to neighborhood and stakeholders, and design/engineering for the Roseville Multi-modal Center Expansion. The project helps to revitalize Roseville’s original commercial district, with period buildings from the late 1800s to the

early 1900's. The project area includes Main, Church, Pacific and Lincoln Streets east of Washington Boulevard and west of the railroad tracks.

City of Roseville: Riverside Avenue Revitalization Project ($247,500 grant, total project $6 million). Streetscaping and pedestrian street crossings to support the revitalization of this corridor between Douglas Boulevard and Darling Way.

Placer County, Highway 49 Streetscape Project ($100,000 grant; $647,854 total project) This project is one of the recommended actions from the North Auburn Community Development Strategy for the redevelopment of Highway 49 corridor in unincorporated Placer County. The streetscape project consists of planting of trees, shrubs and groundcover in five new landscaped medians.

Awarded 2003-05 Planning Projects

City of Sacramento/Sacramento Housing and Redevelopment Agency, Sacramento Regional Transit: Swanston Station Transit Village Planning ($222,750 grant, total project $665,000). This project includes a Transit Village (TOD) Plan and supportive traffic study, urban design plan, and transportation-related infrastructure plan.

Downtown Development Group/City of Sacramento: The Docks Area Redevelopment Project ($377,190 grant, total project $680,000). This project includes a specific plan and the related environmental review as well as the infrastructure assessment and financing plan for the Docks Area Redevelopment Project.

Yolo County: Growing Space: Updating the Yolo County General Plan to Support Smart Growth in Rural Communities ($218,790 grant, total project $772,086). Yolo County proposes to reinforce existing policies and integrate new smart growth principles into the Circulation and Land Use elements of the General Plan, with particular emphasis on the unique challenges of creating higher density mixed-use development within pedestrian- and bicycle-oriented neighborhoods in rural small towns. Through this process, Yolo County intends to reduce future vehicle demand and protect valuable agricultural and habitat resources.

City of Folsom: Glenn Drive Light Rail Station (LRT) Transit Oriented Development (TOD) Master Plan ($144,540 grant, total project $165,000). The Folsom Light Rail Extension Project is currently under construction in the City of Folsom, with approved stations -- Iron Point, Historic Folsom, and Glenn Drive (previously known as Silverbrook). The Glenn Drive LRT station will include a park-and-ride lot. It is planned on a 2.9 acre site with 184 parking spaces. Since this design was completed, the site has been considered for transit oriented development (TOD) by both Sacramento Regional Transit District (RT) and the City of Folsom. The City and RT support changes to the station parking lot to be TOD-friendly in the future. This grant will be used to complete strategic planning for the TOD with the goal of implementation at the conclusion of the study, including the development of a conceptual master plan integrating the various transportation and development linkages necessary to support TOD development, and a marketing/implementation plan for coordination activities, public outreach activities, partnering opportunities, and financial incentives important to development of a TOD.

County of Sacramento with numerous public and private partners, Hurley Way Revitalization, Phase I ($139,590 grant for Phase I, total Phase I cost $160,000). The project is a revitalization of a 2-mile portion of Hurley Way, bounded by Watt Avenue to the East and Ethan Way and American River Parkway to the West. Phase I includes roadway analysis, design and planning and initiation of an infill development project. Additional phases will install the capital improvements. A public outreach component would be an integral element of Phase I.

APPENDIX C
INTELLIGENT TRANSPORTATION SYSTEMS STRATEGIES

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

The Federal Highway Administration places greater emphasis on the deployment of ITS as an integrated system linking multiple jurisdictions. This approach will enable the sharing of traffic and transit data, as well as systems operations where applicable. As part of the requirements for ITS deployment, an Architecture depicting how agencies are interconnected is needed. As well, ITS must be mainstreamed into the planning and funding process via the MTP.

PLANNING AND DEVELOPMENT ACTIVITIES

The Sacramento region is making good progress in planning for the deployment of ITS. In addition to the deployment project listed below, two important studies will help prioritize and set the stage for future projects that will be included in subsequent updates of the MTP. Those studies include:

- A Strategic Deployment Plan (SDP) has recently been completed that identifies ITS technologies and projects to meet regional goals and objectives. This study prioritizes project selection and funding to meet those objectives. The SDP replaces a deployment plan crafted in 1996, which has become obsolete as technologies and regional priorities have evolved.

- A Systems Engineering study to begin in January 2006 will develop a regional ITS communication system that links traffic and transit operations centers in the region. In early 1999, a conceptual report on the Sacramento Transportation Area-wide Network (STARNET) was completed. A Needs Assessment study completed in late 2001, identified system improvements needed at each operation center in order link them via STARNET. Systems Engineering will identify system needs and operational specifics to implement STARNET.

ITS PROJECTS IN THE 2006 MTP

SACRAMENTO COUNTY PROJECTS

SAC22890 ITS on Arden Way
Smart Corridor on Arden Way from Del Paso to Watt Ave.

SAC24071 Elk Grove ITS Phase 1
Implementation of Phase 1 of Elk Grove's ITS, including development of a Traffic Management Center at the City Corporation Yard and associated communication infrastructure, along with signal controller replacement and signal interconnect installation in the southwest quadrant of the City.

REGIONWIDE PROJECTS

VAR11000 Regionwide STARNET Integration
In SACOG region, implement regionwide STARNET integration and related ITS projects.

APPENDIX D
DEMOGRAPHIC/LAND USE, MODELING, AND FINANCIAL ASSUMPTIONS

DEMOGRAPHIC PROJECTIONS AND LAND USE ASSUMPTIONS USED IN THE MTP 2025 AND THE 2006 MTP

SACOG used population, housing and employment projections through the year 2027 in the travel demand forecasts made for the 2006 MTP. These projections are adapted from the 2025 projections made for the previous update of the MTP. The major assumption behind the 2025 projections is that adopted general and specific plans from area jurisdictions provide an accurate depiction of future growth[12]. In these plans residential land is almost completely consumed by 2025. The supply of commercial land, on the other hand, is much larger than demand over this time period. Therefore the projections are but one interpretation of how the demand is allocated throughout the region. This interpretation is, however, based on the numerous discussions between SACOG staff and the various planning departments.

These 2025 projections were extended to the MTP horizon year of 2027. The methodology for these projections incorporates regional growth targets provided by the Center for the Continuing Study of the California Economy (CCSCE). The goal of the modifications is make the minimum changes to the previous projection set while adjusting the projections to current growth data and region-level near-term projections that have been published recently. The new projections are informed by data from the following sources:

- The U.S. Census Bureau's 2000 census of population and housing
- Annual housing and population estimates for years 2000-2004 from the California State Department of Finance (DOF), Demographic Research Unit (DRU)
- InfoUSA 2004 employment data
- Projections of employment, population, and households to 2012, from the 2004 annual report of the Center for the Continuing Study of the California Economy (CCSCE)
- Current General Plan data used in the Sacramento Region Blueprint Project

Year 2005 is the new socio-economic baseline, which represents the most important departure from the previous projection set in methodology and results. The previous projections were made in 1999 using data from SACOG's housing inventory, and from the 1990 Census. On the population and household side, the new baseline starts with household characteristics, the number of persons, and their spatial location as recorded in the 2000 Census. In consultation with the planning staff of SACOG's member jurisdictions, staff endeavored to use all available official planning documents to estimate the location and amount of growth through 2005. For employment, the 2004 estimates from InfoUSA were the primary source.

Future allocations of population, households, and employments are based on the relative shares established in the 2005 baseline. Using sub-regions named Regional Analysis Districts (RAD) and

[12] SACOG is currently developing a new 2030 land use base for the region that will be used in the MTP to be adopted in 2007.

consistent with regional targets for the given year, linearly projected relative shares of growth were applied. General plans and specific plans provide valuable guidance, but these documents do have important limitations. For example, the supply of residential land is inadequate to satisfy the projected population growth, and the supply of commercial land exceeds the expected employment demand. The household characteristics found in Census 2000 are necessarily fixed through the year 2027.

The 2025 data were not changed unless the changes made for all other projection years are higher than the 2025 numbers. The 2027 data are calculated by increasing the 2025 numbers using the 2020-2025 annual growth rates by jurisdiction.

As noted above, there have been important changes in methodology that are evidenced in comparisons with the previous projection set. Some important differences are:

- Persons per household (PPH) are down considerably. Census 2000 shows a continued decline in household size due to a variety of social and economic factors. The PPH is not geographically homogenous since it includes housing type and other important socio-economic variables.
- The previous projections underestimated the amount of growth in the Natomas Basin, Southwest Placer County, and El Dorado Hills.
- The previous projections overestimated the growth in South Sutter County and Yuba County, and to lesser extent Yolo County.
- The consistently large difference in employment totals reflects the change in source data. SACOG has greater confidence in the new employment projections developed by CCSCE.

TRAVEL MODELING ASSUMPTIONS FOR THE 2006 MTP

The household travel survey SACOG conducted in 2000 is a major source of travel behavior data that was used in the travel demand model employed in the 2006 MTP. The travel data and related demographic data from the survey are used in the estimation of the model components. Modification of the survey data is made in the estimation process to match the model to known travel characteristics, such as traffic counts and transit boardings. Commercial vehicle demand is estimated as a separate sub-model and incorporated into the overall model. Similarly, external travel (both passenger vehicle and commercial vehicles) that passes through the region is also estimated and incorporated into the model.

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

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

Travel modes-Drive alone, Shared ride-two persons, Shared ride-three or more persons, Transit-walk access, Transit- drive access, Walk, Bicycle

Time of day-Morning Peak (7 a.m. to 10 a.m.), mid-day (10 a.m. to 3 p.m.), Afternoon Peak (3 p.m. to 6 p.m.), evening
(6 p.m. to 7 a.m.)

MAJOR DATA SOURCES:

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

REFERENCE DOCUMENTS:

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

FINANCIAL ASSUMPTIONS

FEDERAL AND STATE PROGRAM STRUCTURE

Federal program structure and basic formulas from Transportation Equity Act for the 21st Century (TEA-21 and now SAFETEA-LU), and State basic program structure and formulas from SB 45, remain in place through 2027.

FEDERAL FUNDING LEVEL

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

Assumption: Escalate federal highway program funding levels by 2% annually with 20% increases in re-authorization years (2005, 2010, 2016, and 2022). Also increase for a greater regional share of statewide population following the 2010 and 2020 census. De-escalate for inflation as well as air quality improvements and fleet fuel efficiencies, where appropriate. Congress approved a 30% increase through SAFETEA-LU in 2005; the 2006 MTP dedicates the additional federal funding to Caltrans for state highway rehabilitation.

FEDERAL TRANSIT ADMINISTRATION PROGRAM GRANTS

History: Sacramento has consistently worked with 50 percent-match federal funding for light rail construction and extensions, one project at a time, since 1980. Through the 1990s it has received an average 0.3 percent of rail modernization funds nationwide, and has received an average of 0.4 percent of bus replacement funds nationwide over a 20-year time frame.

Assumption: Escalate federal transit program funding levels by 5 percent per year through 2027. For new rail starts, continue to receive 50 percent-match federal funding for one rail extension at a time through 2027, 0.3 percent of nationwide rail modernization funds, and 0.4 percent of

nationwide bus replacement funds. This matches closely to what Congress approved for SAFETEA-LU in 2005.

FEDERAL TRANSIT ADMINISTRATION FORMULA GRANTS
History: Congress has provided transit formula grants since 1965, from general funds, decreasing amounts intermittently from 1982 to 1991, then increasing amounts in ISTEA and TEA-21 but with restrictions against use for operating subsidy for urban operators.
Assumption: Continue to get population-based formula grants, with funding level escalated by 5 percent per year through 2027. De-escalate totals for inflation. This matches closely what Congress approved in SAFETEA-LU in 2005.

STATE FUNDING LEVEL
History: Legislature increased state gasoline tax by two cents (29 percent) in 1982, by five cents (55 percent) in 1990, by one cent per year for 1991-1994 (total 29 percent). Current level is 18 cents. Legislature has increased gas tax rate in arrears in response to loss of purchasing power.
Assumption: Escalate state funding level by five cents (28 percent) in 2011 and five cents (22 percent) in 2021. De-escalate totals for inflation.

STATE TRANSIT ASSISTANCE (STA)
History: STA is currently funded with 50 percent of state Public Transit Account revenues, which come from sales tax on gasoline via two formulas (one directly per Proposition 42 of 2002 and one indirectly from a spillover formula dating from the 1970s). These revenue streams tend to be very volatile with marginal gas price changes, but gasoline prices have increased irregularly over time at 4 percent above Consumer Price Index with additional temporary windfalls from spikes in gas prices about every eight years.
Assumption: Escalate by 4% per year for increase in gasoline price; add half of Prop. 42 PTA funds after 2009; escalate by 2.2% for VMT growth and 4% for gasoline price inflation; escalate for windfall price spikes in 2011-12 and 2019-20; de-escalate totals for inflation and fleet fuel efficiency gains.

CALTRANS' STATE HIGHWAY MAINTENANCE AND REHABILITATION
History: The California Transportation Commission funds both Caltrans' highway maintenance program and highway rehabilitation through the State Highway Operation Protection Plan (SHOPP), off the top in the fund estimate, currently at about $1 billion per year for maintenance and $2 billion for SHOPP, a level adequate to keep the state highways in acceptable shape.
Assumption: Continue funding at the current level in real terms, about $125 million per year reported by the state to be adequate, with a 2.2 percent annual increase in state highway maintenance program funding to match growth in traffic and lane miles, this level of funding allows for two very-high-cost rehabilitation projects: Placer I-80 and downtown Sacramento Route I-5. The gradual increases in maintenance and SHOPP funding cut into funding available for the region's share of the STIP. De-escalate totals for inflation.

CALTRANS' ITIP
History: The Interregional Transportation Improvement Program (ITIP) receives 25 percent of STIP funds, usable statewide without geographic restriction. The Sacramento region has been getting about 5 percent of the statewide total, and in fact has a greater-than-average

number of high-cost projects in the project delivery pipeline to be built in the time frame 2010-2020.
Assumption: Continue the flow of ITIP funding at 5 percent of the statewide total, to specific large projects already in the pipeline, plus smaller projects not yet defined (such as auxiliary lanes, ramp meters, traffic improvements), generally at a 50 percent RTIP/50 percent ITIP rate. De-escalate totals for inflation.

SALES TAX FOR TRANSIT (TRANSPORTATION DEVELOPMENT ACT-TDA)
History: Sales tax revenues in Sacramento County, a high-growth county, increased by 8 percent per year compounded from 1975 through 2000, with the rate gradually declining (in line with California's average sustained Gross Domestic Product growth rate of 7.2 percent per year since 1980); the rate of increase has been 4-5 percent in smaller, less urban counties and in fully urbanized counties.
Assumption: Escalate sales tax revenues by 8 percent per year in Placer County (which is entering a high-growth period), by 6 percent per year in Sacramento County (with continuing above-average population growth), and by 5 percent per year in the four other counties. De-escalate totals for inflation.

COUNTY SALES TAXES FOR TRANSPORTATION
History: California's 11 largest counties (including Sacramento) all have transportation sales taxes, with six at a rate of 1 percent (with 1/2 percent of that for transit only) and the other five (including Sacramento) at a rate of 1/2 percent. All six with a 1 percent rate enacted two separate measures anywhere from 4 to 25 years apart. Only 3 of 28 rural counties now have transportation sales taxes. State law now requires 2/3 voter approval to enact or extend a transportation sales tax.
Assumptions: The MTP 2025 assumed an extension of Sacramento County's Measure A at 2/3 percent. The agency responsible for the sales tax in Sacramento County is Sacramento Transportation Authority (STA). STA in 2002 stated its intent to seek an extension of the existing sales tax which expires in 2009, at such time when the political outlook looked favorable for 67 percent voter approval; the target time initially was aimed for 2006. STA noted the need for a higher sales tax than the existing ½ percent, to provide additional transit operating funds. STA in early 2004 decided the time would be right to go for a ballot measure to extend the sales tax in November 2004, and decided for political reasons to seek extension at the existing ½ percent rate but increase the portion going to transit operations from 30 percent to 38 percent, and clearly noted the need to increase the total tax rate to provide more transit funds at a later date. STA's political judgment proved to be wise, as the voters approved the extension by a 75 percent vote. Following the election, STA again reiterated its intent to seek an additional sales tax measure for transit operations, at a future time when the political outlook again looked favorable. SACOG cannot determine when that may occur, but believes that to be reasonably expectable by 2016 for four reasons: historically favorable public opinion towards funding has moved up and down in about seven year cycles in this state, so a favorable climate should occur at least once by 2016; if an increase were to be considered at some undetermined time after the current extension takes effect in 2009 and some of its projects have been completed to show success, that allows time for three ballot tries in 2012, 2014, and 2016, and no urban county in California has failed to enact a sales tax measure given three tries; six large urban Democratic-leaning counties in California (comparable to Sacramento) have enacted two sales tax measures, one entirely for transit, and Sacramento County offers similar demographics and prospects to these six counties; and a measure

at ¼ percent from 2016 to 2027 yields about an equivalent amount to the revenue assumed in the MTP 2025, thus holding constant the results from assumptions from that MTP. For these reasons SACOG believes it reasonable and conservative to assume STA will act on its stated intent at an upcoming favorable opportunity and succeed in establishing a second sales tax measure of at least ¼ percent (or perhaps ½ percent) dedicated to transit by no later than a ten-year horizon. For the MTP 2025, the five remaining SACOG counties asked that the MTP not contain a transportation sales tax in the revenue projections, and that assumption has been retained in the 2006 MTP.

TRANSIT FARES
History: Transit operators in the Sacramento region have increased fares periodically over the years, generally in response to inflation in operating costs.
Assumption: Escalate revenues by anticipated ridership growth for all operators. For Sacramento RT, additional revenues provided from sales tax measures, ridership boosts from major LRT/BRT lines and fare increases in 2010, 2015, 2020, and 2025. De-escalate all totals for inflation.

LOCAL GENERAL FUNDS
History: Use of local general funds for transportation has declined gradually since Proposition 13 in 1978, with differences due to individual jurisdiction policy.
Assumption: Hold estimated 2005 general funding levels for roads and transit amount constant in real terms through 2027, jurisdiction by jurisdiction.

IMPACT FEES
History: Counties and cities have imposed areawide fees per housing unit, now typically in the range $1000-10,000 per house, and collect environmental impact fees for specific large developments (both commercial and residential).
Assumption: Apply present fee levels to the number of housing units projected to meet population growth targets, and include a modest additional amount for jurisdictions expecting above-average office, commercial, and industrial growth. In totaling, reduce El Dorado, Sutter, and Yolo fees by 33%, and Sacramento fees by 10%, in order to account for fee offsets granted to major developments to compensate for arterials built within the development. Regional impact fees in Sacramento County will be leveraged as part of Measure A at $1,000 per unit after 2009.

DIRECT DEVELOPER CONSTRUCTION
History: Developer-constructed roads are added to the public stock in an amount directly proportional to housing and office/manufacturing development.
Assumption: Multiply projected new housing units by unit costs to estimate the total value of arterials and streets built with developer in-kind funding.

INFLATION
History: Consumer Price Index (CPI) has increased by 86 percent (about 3.1 percent per year), and Construction Cost Index (CCI) has increased by 93 percent (about
3.4 percent per year) since 1982.
Assumption: As noted for relevant funding categories, the revenue projections de-escalate revenues to current (2004) values (so projects can be shifted among years without escalating and de-escalating cost), using deflation rates of 2.7 percent for revenues used for road maintenance (public employee labor cost), 2.9 percent for revenues used for transit equipment (same as current

CPI forecast), 3.4 percent for revenues used for construction (CCI), and 3.5 percent for revenues used for transit operations (transit labor cost with strike-avoidance policy).

ALTERNATIVE FUEL VEHICLES

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

Assumption: Reduce gasoline tax revenues to account for significant numbers of alternate fuel vehicles entering and comprising an increasing portion of the fleet after 2009, proportional to Air Resources Board projections for alternative fuel vehicle fleet penetration, which by 2027 results in a nearly 40 percent reduction in expected gasoline tax revenues.

APPENDIX E
LISTING OF PROJECTS AND PROGRAMS.

The project list itemizes all major capital projects, and lists "lump sums" under Various County Projects.

THE METROPOLITAN TRANSPORTATION SYSTEM

Bicycle and pedestrian ways
Community connectors-These are roads or transit services that serve as the primary connections between communities. They are critical to the region's economy and mobility
Freight distribution routes-In addition to roadways already covered, this category includes the Port of Sacramento's Deep Water Channel into the Sacramento River and the freight rail network.
Ports and airports-These intermodal facilities are a critical element in the movement of freight and long-distance passenger travel.
Public-transit routes, including bus, light rail, heavy rail passenger lines, and associated facilities such as stations or terminals and their grounds-Public transit is an important element in mobility, air-quality and congestion-relief strategies.
River crossings and approaches-River crossings are vital links across natural barriers. Since the number of available river crossings is limited, these facilities often are congested.
Roads with projected traffic volumes over 25,000 vehicles per day by the year 2025 -This criterion was developed to address that portion of the road system that accommodates the greatest travel demand.
Six-lane roadways -Same as the previous criterion.
State highways, and interchanges-State routes and interchanges play a major role in the transportation system and are required as part of the system by federal and state legislation.
Transportation management facilities and services, including demand-, system-, and operations-management-This category includes park-and-ride lots, ramp meters, ridesharing services, and other strategies aimed at improving the efficiency of the transportation system, or increasing the use of alternative modes of travel. By improving efficiency, these facilities and services contribute to the overall performance
of the system.

ID	Project Title	Project Description	Total Cost	Completion Year
El Dorado County		**Caltrans District 3**		
CAL16161	Operational Improvements on U.S. 50	West Placerville Dr. to Bedford: construct EB aux. ln., 2 ln. connection from Placerville Dr. to Main St., modify traffic signals at Canal, SR 49 & Bedford; lengthen existing left turn pockets and close existing EB off-ramp to Main St.	$32,973,000	2009
CAL17690	U.S. 50	Add HOV lanes from El Dorado Hills Blvd. to S. Shingle Springs/Ponderosa Rd.	$47,937,000	2010
CAL18110	Hangtown Creek Beautification at U.S. 50	Remove abandoned eastbound off-ramp at Main St and re-establish riparian vegetation	$405,000	2009
CAL18190	US 50 Camino Project	In El Dorado County, US 50 through Camino: preliminary planning, engineering and environmental analysis for conversion of expressway to freeway and future construction of a new interchange.	$2,000,000	2015
CAL18740	SR 49 in Coloma, from the South Fork American River Bridge #25-21 to Marshall Road.	Construction of a 2-way left turn lane, install stop sign and associated bicycle and pedestrian facilities	$1,300,000	2006
CAL18741	SR-49 Near El Dorado - Widen Shoulders	Near El Dorado - Near Ore Court Road to China Hill Road - widen shoulders	$11,364,000	2008
		City of Placerville Dept of Public Works		
ELD12100	Placerville Road Rehabilitation	In Placerville, various locations: rehabilitate roads -arterials, collectors and transit routes.	$1,076,849	2006
ELD14090	Clay Street at Cedar Ravine	In Placerville, Clay Street at Main/Cedar Ravine: realign to a four-way intersection , reconstruct Clay Street Bridge and Ivy House parking lot.	$1,500,000	2006
ELD15890	Main Street	Realign Main St. to provide two one-way roadways from Washington ST. to Broadway at U.S. 50 WB off ramp.	$2,400,000	2017
ELD15900	Washington Street	Widen and realign Washington Street to Turner Street from Cedar Ravine Road to Main Street. At a minimum, add curb, gutter, bike lanes, turn pockets, and a widened travel way.	$1,300,000	2015
ELD16060	US 50 Western Placerville Interchanges	US 50 Western Placerville Interchanges Project. Widen Forni Road and ramps and new auxilary lane	$29,300,000	2012
ELD19100	Point View Drive	In the City of Placerville, Point View Drive from Broadway to Smith Flat Road: extend two-lane road.	$1,300,000	2008
		El Dorado County Dept of Transportation		
ELD15610	US 50 Silva Valley Rd Interchange	In El Dorado County, US 50 at Silva Valley Road: construct new interchange with overcrossing and ramps. Add aux lanes halfway to next interchange westbound to EDH and aux lane eastbound connecting to existing truck climbing lane.	$46,200,000	2008
ELD10080	Silva Valley Pkwy.	Widen from 2 to 4 lanes from Harvard Wy. to Green Valley Rd.	$8,000,000	2020
ELD10090	White Rock Road Widening	Widen White Rock Rd from the Sacramento/El Dorado County line to Latrobe Rd from 2 to 4 lanes.	$1,708,000	2006
ELD12000	El Dorado County Road Rehabilitation	In El Dorado County, various locations, rehabilitate roads: arterials, collectors and transit routes.	$1,560,700	2006
ELD15010	Cameron Park Drive	In El Dorado County, Cameron Park Drive, Palmer Drive to Green Valley Road: conduct operational and safety analysis to identify and prioritize needed improvements.	$840,145	2006
ELD15040	Cameron Park Drive	Widen from 2 to 4 lanes, Meder Rd. to Green Valley Rd. (4 segments)	$9,700,000	2010
ELD15050	Cameron Park Drive Widening	Widen Cameron Park Dr from Palmer Dr to Meder Rd from 2 to 4 lanes (Phase 1).	$14,335,000	2010
ELD15080	Durock Road	Widen 2 to 4 lanes, Shingle Lime Rd. to Rodeo Rd.	$5,500,000	2010
ELD15130	El Dorado Hills Blvd.	Widen from 2 to 4 lanes from Green Valley Rd to Harvard Wy.	$10,000,000	2008
ELD15160	Green Valley Rd.	Widen from 2 to 4 lanes from Francisco Dr. to Salmon Falls Rd.	$1,900,000	2015
ELD15170	Green Valley Rd.	Widen from 2 to 4 lanes from Salmon Falls Rd. to Silva Valley Rd.	$1,100,000	2015
ELD15230	Latrobe Road Widening	Widen Latrobe Rd from Golden Foothill Parkway to the southern entrance to Valley View from 2 to 4 lanes.	$11,400,000	2007

ID	Project Title	Project Description	Total Cost	Completion Year
ELD15250	Missouri Flat Rd.	Widen from 2 to 4 lanes from Headington Rd. to Prospector Plaza Drive.	$2,400,000	2007
ELD15260	Mother Lode Dr.	Widen from 2 to 4 lanes from French Creek Rd. to Pleasant Valley Rd.	$20,100,000	2025
ELD15270	Mother Lode Dr.	Widen from 2 to 4 lanes from South Shingle Rd. to French Creek Rd.	$3,000,000	2009
ELD15370	White Rock Rd.	Widen from 2 to 4 lanes Latrobe Rd. to U.S. 50.	$12,400,000	2006
ELD15540	Cambridge Road Widening	Widen Cambridge Rd from U.S. 50 to Country Club Rd from 2 to 4 lanes.	$1,488,000	2014
ELD15560	South Shingle Rd.	Widen from 2 to 4 lanes from U.S. 50 to Durock Rd.	$1,800,000	2006
ELD15570	Palmer Drive	Construct new two-lane road between Wild Chaparral Dr. and Palmer Dr.	$9,700,000	2010
ELD15580	Serrano Parkway	Construct new two-lane road from Greenview Drive to Bass Lake Road.	$2,400,000	2006
ELD15630	US 50 at El Dorado Hills Blvd.	In El Dorado County, US 50 at El Dorado Hills Blvd: Phase 1.3 and Phase 2 ultimate. Includes aux lanes halfway to east Silva Valley Rd interchange and aux lane westbound to county line.	$49,700,000	2007
ELD15680	Pleasant Valley Rd.	Intersection improvements at Buck's Bar Rd.	$5,900,000	2019
ELD15690	US 50 Missouri Flat Road Interchange	In El Dorado County, US 50 at Missouri Flat Road: Phase 1. Modify existing interchange to tight diamond configuration.	$41,800,000	2008
ELD15930	Cameron Park Drive	Widen Cameron Park to provide a consistent 4 lane divided road from Robin Lane to Palmer Dr. and a 4 lane undivided road to Oxford Road.	$3,000,000	2006
ELD15940	Country Club Drive	Construct a new two lane road from Bass Lake Rd. to Merrychase Dr. to replace an existing 2-lane road located parallel to U.S. 50	$4,300,000	2022
ELD15950	Country Club Drive	Construct a new 2 lane road parallel to U.S. 50. from Bass Lake Road to Silva Valley Parkway	$5,800,000	2022
ELD15960	El Dorado Hills Blvd.	Widen El Dorado Hills Blvd. from Park Avenue to Serrano Parkway from 5 to 6 lanes and provide a bicycle/pedestrian pathway	$1,800,000	2021
ELD15970	Green Valley Road	Widen Green Valley Road from 2 to 4 lanes from Silva Valley Parkway and Deer Valley Road (west)	$12,600,000	2016
ELD15990	Missouri Flat Rd. / Pleasant Valley Rd.	Construct a new 2 lane divided roadway from Missouri Flat, north of China Garden, to Pleasant Valley Road / Route 49 at Fowler Lane. Involves realignment of Missouri Flat and Route 49 north of Pleasant Valley Road.	$17,800,000	2008
ELD16000	Pleasant Valley Rd.	Widen Pleasant Valley Rd. from El Dorado Rd. to Route 49 (south) to provide a divided roadway. No additional travel lanes.	$1,800,000	2019
ELD16010	Saratoga Way Extension	Construct a new 4 lane undivided road from the County line to Arrowhead Dr. Includes a Class 1 bicycle/ pedestrian pathway.	$6,200,000	2007
ELD16150	Green Valley Road Bridge Replacement	In El Dorado County, Green Valley Road at Tennessee Creek: replace existing bridge.	$1,970,000	2008
ELD19165	El Dorado Hills Blvd Interchange Phase 1.2B: Enhancements	US 50 at El Dorado Hills Boulevard: construct channelization improvements to the westbound on and off ramps and improvements to El Dorado Hills Boulevard underneath US 50. This project is one piece of the overall interchange project listed under ELD15630.	$1,808,000	2006
ELD19182	US 50 Bass Lake Rd Interchange	In El Dorado County, US 50 at Bass Lake Rd: modify existing interchange by widening off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lanes, install traffic signals add aux lanes halfway to next interchange eastbound, lengthen bridges.	$28,000,000	2008
ELD19181	US 50 Cambridge Rd Interchange	In El Dorado County, US 50 at Cambridge Rd: modify existing interchange by installing traffic signals, contruct w/b slip on-ramp, widen off-ramps to provide turn lanes, widen on-ramps for ramp metering and HOV bypass lane, add aux lanes halfway to next interchange east and west, widen bridge.	$35,500,000	2006

ID	Project Title	Project Description	Total Cost	Completion Year
ELD15150	Green Valley Road	In El Dorado County, Green Valley Road from Francisco Drive to 780 feet E: widen from 2 to 4 lanes.	$700,000	2007
ELD19187	Green Valley Road	In El Dorado County, Green Valley Road from County Line to Francisco Drive: widen from 2 to 4 lanes.	$5,700,000	2009
ELD15230	Latrobe Road Phase 2	In El Dorado County, Latrobe Road from Golden Foothill Parkway (s) to Carson Creek (Suncast Lane): widen from 2 to 4 lanes and construct intersection improvements and signalization at Golden Foothill Parkway.	$12,200,000	2007
ELD15230	Latrobe Road Phase 1	In El Dorado County, Latrobe Road from White Rock Road to US 50: widen to 3 NB and 3 SB lanes.	$4,800,000	2008
ELD19179	Sophia Parkway	In El Dorado County, Sophia Parkway from Green Valley Road to Alexandria Road: widen from 2 to 4 lanes.	$800,000	2010
ELD15370	White Rock Road	In El Dorado County, White Rock Road from Latrobe Road to Silva Valley Parkway/US 50 Interchange: widen from 2 to 4 lanes.	$12,200,000	2009
ELD19178	US 50 El Dorado Rd Interchange	El Dorado Rd/US50 Intrchg (Includes Study for El Dorado Rd improvements GP136) (Environmental & P.E. only)	$6,880,000	2009
ELD19177	US 50 Cameron Park Dr Interchange	Cameron Park Dr I/C (Environmental & P.E. only)	$31,918,481	2010
ELD19180	US 50 Ponderosa Rd Interchange	North Shingle Rd/Ponderosa Rd Intchg (Environmental & P.E. only)	$43,460,000	2010
		El Dorado County Transit		
ELD15650	FTA 5309 Commuter Bus Acquisition	El Dorado Transit - Purchase Replacement and New Service commuter buses	$1,285,421	2007
ELD15740	Diamond Springs	Construction of Central Park and Ride Facility.	$471,960	2008
ELD16080	El Dorado County Transit	Purchase an additional 40 buses (10 buses every 4 years) to provide commuter services. Cost estimate includes Capital and Operational costs.	$20,300,000	2025
ELD16090	Park and Ride lots	Acquisition and build-out of pubic park and ride facilities adjacent to U.S. 50	$4,000,000	2025
ELD16100	Commuter Bus Service to light rail	Purchase an additional 12 commuter buses (4 every 3 years) and replace after 10 years. Cost includes operational costs.	$6,500,000	2025
ELD19155	Operating Assistance - FTA 5311 (Grant Cycle 23)	Operating assistance grant - FTA 5311 (rural program)	$236,180	2006
ELD19156	Operating Assistance - FTA 5311 (Cycle 22)	Operating assistance - FTA 5311 (rural program)	$236,180	2006
ELD19157	FTA 5310 Transit Vehicle Replacement	Replacement of four (4) transit buses and purchase of two (2) mini-vans for minor service expansion.	$322,000	2006
ELD19160	FTA 5307 Preventive maintenance.	Bus acquisition and Preventive Maintenance	$364,000	2008
ELD19161	FTA 5307 Bus Acquisition and Preventive Maintenance	Bus Acquisition and Preventive maintenance	$80,000	2007
ELD19164	FTA 5307 Bus Acquisition and Preventive Maintenance	Bus acquisition and Preventive maintenance	$364,000	2007
		El Dorado County Transportation Commission		
ELD15710	El Dorado County PPM	**Plan, program and monitor**	$531,000	2009
		IRR TIP Projects El Dorado County		
IRR38300	Shingle Springs Interchange -- Hwy 50	Shingle Springs Rancheria Project on US Route 50, (IRR TIP Project ID 38300, Route No. 0315) connecting the Rancheria to US Route 50. See Appendix L.	$23,000,000	2009
Placer County		**Caltrans District 3**		
CAL16390	I-80	Ramp metering at all interchanges from Foresthill Road to Sacramento County Line.	$4,210,195	2011
CAL16400	I-80	Bridge modifications at King Rd., Penryn Rd., Gillard Rd., Newcastle OC.	$10,000,000	2011
CAL16410	I-80	Bridge modifications at Brace Rd., Horseshoe Bar Rd.	$10,000,000	2011
CAL16460	Route 193	Rehabilitate roadway from Sierra College to Newcastle.	$5,000,000	2012
CAL16470	Route 49 Improvements	Auburn - Route 80 to Dry Creek Road - operational improvements	$11,105,000	2008
CAL16750	I-80	Raise overcrossings at 7 interchanges.	$25,000,000	2012
CAL17240	Route 65 Lincoln Bypass	Near Lincoln - Industrial Boulevard to south of Yuba County line - construct new 4 lane expressway/freeway on new alignment.	$262,533,000	2011
CAL17480	1-80 from SR 193 to SR 174	Near Auburn, 1-80 from SR 193 to Auburn Ravine; and .5 miles west of Auburn Ravine to SR 174; road and bridge rehabilitation	$64,300,000	2007
CAL17510	I-80, Colfax Narrows Project	In and near Colfax, from Route 174 to Magra Overhead - Preliminary Engineering for roadway rehabilitation, construction of truck-climbing lanes, and adding ITS improvements.	$276,310	2014
CAL18200	I-80	In Placer County, I-80 from east of SR 65 to west of the Sacramento County line: construct HOV lanes.	$160,000,000	2011

ID	Project Title	Project Description	Total Cost	Completion Year
CAL18260	I-80	Construct a truck climbing lane on eastbound I-80 between the Southern Pacific railroad trestle (just north of Colfax) and the Alpine interchange.	$30,000,000	2015
CAL18731	I-80 Blue Canyon Road Rehabilitation	Near Blue Canyon - Nyack to Carpenter Flat - Rehabilitate roadway	$24,690,000	2011
CAL18732	I-80 Drainage Improvements Near Blue Canyon	Near Blue Canyon and Cisco Grove - Nyack to Rainbow - Drainage Improvements	$3,439,000	2010
CAL18733	I-80 Gold Run Safety Roadside Rest Area	Near Gold Run - Rehabilitate Gold Run Safety Roadside Rest Area	$6,893,000	2010
CAL18734	I-80 Rainbow to Kingvale Road Rehab	In Placer County - Rainbow to Kingvale - rehabilitate roadway	$28,355,000	2008
CAL18735	I-80 Roseville Planting & Irrigation Rehabilitation	In Roseville - Sacramento County Line to 0.2 mile west of Douglas Blvd - planting and irrigation rehabilitation	$2,559,000	2007
New	SR 267	Truck climbing lane south of Northstar	$2,000,000	2010
PLA18960	G Street	Widen from 2 to 4 lanes with left-turn pockets from Westlake Blvd. to Industrial Blvd.	$3,100,000	2015
PLA18965	G Street	In Lincoln, G Street, Westlake Blvd. to Industrial Blvd.: widen from 4 to 6 lanes.	$3,100,000	2020
PLA18980	Route 65	Widen from 2 to 4 lanes from Gladding to Westlake Blvd.	$1,000,000	2007
PLA19610	Route 65	Construct interchange at Whitney Blvd.	$9,200,000	2022
PLA20090	Placer County	In eastern Placer County, SR 267 from Nevada County line to Northstar: widen from 2 to 4 lanes.	$10,000,000	2025
PLA20840	I-80 at Route 174, Interchange	In Placer County, near City of Colfax: along I-80 at Route 174, construct new interchange	$30,000,000	2010
		City of Auburn Dept of Public Works		
PLA20200	Auburn Transit Operations	Operate Auburn Transit	$741,270	2007
		City of Colfax Dept of Public Works		
New	Railroad Avenue	Construct North South connector road on Railroad Ave with pedestrian and bicycle improvements	$2,000,000	2008
PLA20361	Colfax Depot Restoration - Interior	In Colfax, complete interior restoration of the Colfax multimodal station project.	$500,000	2006
PLA20390	Colfax Downtown Gateway project	Construct pedestrian and bicycle paths, sidewalks, park and ride lots, an "open air" railroad museum, and landscaping near the Historic Freight Depot building.	$500,000	2015
PLA20420	Canyon Way / I-80 Overpass	Intersection improvements at Canyon Way and I-80 Overpass.	$350,000	2015
PLA20430	Rising Sun Road	Reconstruct Rising Sun Road and improve intersection at Ben Taylor Road and Church St.	$300,000	2015
PLA20450	Colfax Bicycle Path Network	Develop a network of bicycle paths throughout Colfax, connecting to major transportation centers	$1,000,000	2025
PLA25024	Bike lanes on South Auburn Street	Add bike lanes on both sides of street	$112,956	2007
PLA25158	Downtown Colfax Bike Lane Extension	From Downtown Multi-modal station, construct bike path extension to the intersection of Main Street and SR 174.	$90,000	2006
		City of Lincoln Dept of Public Works		
New	Ferrari Ranch Road	Widen from 4 to 6 lanes from SR 65 Bypass to Lincoln Pkwy.	$488,000	2010
New	Ferrari Ranch Road	Widen from 2 to 4 lanes from E. Caledon Cir. To City limits	$502,000	2010
New	Ferrari Ranch Road	Widen from 2 to 4 lanes from SR 65 to SR 193, including intersection improvements.	$2,252,000	2010
New	Joiner Parkway	Construct new 4-lane road from Lakeside Dr. to Nicolaus Rd.	$600,000	2006
New	Lincoln Parkway	Widen from 2 to 4 lanes from Ferrari Ranch Rd. to Sterling Pkwy., including SR 65/UPRR overcrossing.	$415,000	2006
PLA15970	Nicholaus Rd.	Widen from 2 to 4 lanes from Airport Rd. to Aviation Blvd.	$2,000,000	2010
PLA18630	Aviation Blvd.	Construct new 4 lane road from terminus 0.5 miles north of Venture Dr. to Wise Rd.	$750,000	2015
PLA18650	Aviation Blvd.	Widen from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	$300,000	2010
PLA18710	Industrial Blvd.	Widen from 2 to 4 lanes from Route 65 to 12 Bridges Dr.	$947,553	2010
PLA18720	Industrial Blvd.	Widen from 2 to 4 lanes from 12 Bridges Dr. to Athens Blvd.	$758,043	2010
PLA18730	Lakeside Dr.	Widen from 2 to 4 lanes from Nicolaus Rd. to Venture Dr.	$307,000	2010
PLA18760	Lincoln Pkwy.	Widen from 4 to 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy., including SR65/UPRR overcrossing.	$400,000	2010
PLA18770	Lincoln Pkwy.	Widen from 2 to 4 lanes from Sterling Pkwy. To Del Webb Blvd.	$174,400	2010
PLA18790	Lincoln Pkwy.	Widen from 2 to 4 lanes from Del Webb Blvd. to Twelve Bridges.	$260,000	2010
PLA18810	Lincoln Pkwy.	Widen from 2 to 4 lanes from 12 Bridges Dr. to Rocklin city limits.	$450,000	2010
PLA18950	Route 193	Widen from 2 to 4 lanes from Ferrari Ranch Rd. to Sierra College Blvd	$190,000	2008
PLA19020	West 12 Bridges Dr.	Widen from 2 to 4 lanes from Industrial Blvd. to SR 65 including interchange improvements.	$209,467	2015

ID	Project Title	Project Description	Total Cost	Completion Year
PLA19070	Ferrari Ranch Road at SR 65 Bypass	SR 65 Lincoln Bypass at Ferrari Ranch Rd.: construct interchange	$12,000,000	2008
PLA20210	Lincoln Transit Buses	In Lincoln, purchase 8 replacement transit buses.	$1,900,000	2012
PLA20230	Lincoln Transit Operating Assistance	Operating funds for Lincoln Transit	$3,500,000	2012
PLA20740	Airport Road	Construct 2-lane road from Weco Access Rd. to Wise Rd. (appx. 1 mile).	$1,928,000	2015
PLA20750	Airport Road	Reconstruct 1 mile of an existing 2-lane road from Nicolaus Rd. to Weco Access Rd..	$643,000	2010
PLA20760	Venture Drive	Widen from 2 to 4 lanes from Aviation Blvd. to Lakeside Dr.	$900,000	2020
PLA20780	Gladding Parkway	Construct a new 2 lane roadway from Nicolaus Rd. near K St. to East Ave. near 9th St. including overpass over UPRR and SR 65 and connections to 12th St.	$4,400,000	2020
PLA20790	Nicolaus Road	Reconstruct existing 2-lane roadway with drainage improvements from Aviation Blvd. to Airport Rd..	$1,200,000	2010
PLA20810	East Avenue	Reconstruct and restripe existing 2-lane roadway from East 9th St. to Route 193.	$1,900,000	2010
PLA25022	Auburn Ravine Bridge	Preliminary Engineering, Environmental Documentation, Permitting, and Construction of Neighborhood Electric Vehicle (NEV) and pedestrian bridge crossing Auburn Ravine. Preliminary Engineering, Environmental Documentation, and Permitting for future vehicle bridge at same location.	$1,300,000	2009
PLA25023	NEV Transportation Project	Preliminary Engineering, Environmental Document, Permitting, and Construction of Class I,II,& III NEV Routes on various streets within the City of Lincoln.	$278,000	2006
PLA25032	State Route 65 Signal Coordination Project	Analysis, design, and construction of traffic signal modifications, signage, and striping improvements along State Route 65 from Ferrari Ranch Road to 7th Street to relieve traffic congestion within downtown Lincoln.	$315,000	2006
		City of Rocklin Division of Engineering		
PLA25151	West Oaks Blvd	Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Pkwy	$2,100,000	2008
PLA19330	Sierra College Boulevard	Widen to 4 lanes from north Loomis town limits to Clover Valley intersection	$210,000	2010
PLA25156	Sunset Blvd	Widen to 6 lanes from NB SR65 ramp to West Stanford Ranch Rd.	$680,000	2008
PLA15400	Sierra College Boulevard	Widen to 6 lanes from Interstate I-80 to Aguilar Tributary	$2,000,000	2007
PLA15530	Pacific St.	Widen to 4 lanes from Sierra Meadows to Loomis Town Limits.	$4,000,000	2016
PLA15620	Sunset Blvd.	Widen from 4 to 6 lanes, from Topaz to S. Whitney Blvd.	$600,000	2012
PLA17910	Sunset Blvd.	Widen bridge at SPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St.	$1,650,000	2012
PLA19230	Argonaut Avenue	Construct 2 lanes from Yankee Hill Rd to Del Mar Ave	$4,000,000	2016
PLA19250	Clover Valley Parkway	Construct 2 lanes from Park Drive to Sierra College Blvd.	$9,500,000	2010
PLA19260	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard.	$3,200,000	2015
PLA19270	Lone Tree Blvd.	Widen from 3 to 4 lanes from Sandhill Dr. to West Oaks Blvd.	$825,000	2006
PLA19290	Whitney Ranch Parkway	In Rocklin, construct new 4-lane facility from east of Liberty Pkwy to Park Drive.	$8,995,000	2010
PLA19310	Park Dr.	Widen Park Dr. from 4 to 6 lanes from Sunset Blvd. to Farrier.	$1,300,000	2010
PLA19320	Park Drive	Widen from 4 to 6 lanes from Roseville City Limits to Sunset Blvd.	$1,000,000	2010
PLA19330	Sierra College Boulevard	In Rocklin, Sierra College Boulevard: widen to 4 lanes from intersection with Clover Valley Parkway to Loomis town limits.	$1,270,000	2010
PLA19400	Rocklin Road	In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound I-80 ramps.	$200,000	2010
PLA19401	Rocklin Road	In Rocklin, Rocklin Rd. from Eastbound I-80 on-ramps to Sierra College Blvd: widen from 4 to 6 lanes.	$1,350,000	2010
PLA19490	I-80	Widen existing Sierra College Blvd IC from 2 to 5 lanes, including the on- and off-ramps and loops.	$28,548,000	2007

ID	Project Title	Project Description	Total Cost	Completion Year
PLA20460	Sierra College Boulevard	In Rocklin, Sierra College Blvd from Aguilar Tributary to Nightwatch: widen from 2 to 4 lanes.	$950,000	2010
PLA20470	Sierra College Blvd.	Widen Sierra College Blvd. from 2 to 4 lanes from I-80 interchange to Aguilar Tributary.	$1,800,000	2007
PLA20480	China Garden Bike Lane	Construct Class I bike facilities along Secret Ravine from Roseville city limits to Monument Springs Rd. and Class II bike facilities from Aguilar St. to Vista Oaks	$1,500,000	2008
PLA20490	Pacific Street	Construct Class II bicycle facilities on Pacific St. from Dominguez Rd. to Loomis city limits.	$400,000	2010
PLA20500	Sierra College Blvd.	Widen Sierra College Blvd. from 4 to 6 lanes from Aguilar Tributary to Nightwatch Drive.	$2,170,000	2008
PLA25025	Whitney Ranch Parkway Construction	In Rocklin, construct new 4-lane facility from SR 65 to east of Sioux Street.	$2,300,000	2010
PLA25119	Sierra College Boulevard	Widen to 6 lanes from Granite Drive to RR tracks.	$700,000	2007
		City of Roseville		
PLA15600	Sierra College Boulevard	South Rocklin City Limits to Olympus Drive, widen road from 2 to 4 lanes.	$3,700,000	2006
PCT10190	Roseville Transit Operating Assistance	Operating Assistance for Roseville Transit	$16,254,583	2007
PCT10420	Roseville Transit Computer Purchases	Roseville Transit: purchase AVL and computer assisted software.	$750,000	2006
PLA15660	Baseline Rd.	Widen from 2 to 4 lanes, from City Limits to west of Foothills Blvd.	$5,000,000	2010
PLA15690	Cirby Way	Widen from 4-6 lanes from Regency St. to Oak Ridge Dr.	$2,000,000	2015
PLA15710	I-80 Eureka Road On-Ramp Improvements	In Roseville, Eureka Rd. at I-80: add 4th WB thru lane from 500' E of N. Sunrise to EB I-80 on-ramp and change existing #1 NB and SB thru lanes at Sunrise/Eureka to left turn lanes.	$3,000,000	2008
PLA15720	Eureka Blvd.	Widen from 2 to 4 lanes, from Sierra College to City Limits.	$500,000	2012
PLA15730	Foothills Blvd.	Widen from 4 to 5 lanes, from Cirby to Atkinson.	$750,000	2008
PLA15740	Galleria Blvd.	Widen from 4 to 6 lanes, from Berry to Roseville Pkwy.	$1,500,000	2018
PLA15760	Pleasant Grove Boulevard Widening	Widen Pleasant Grove Blvd from Foothills Blvd to Wood Creek Oaks from 4 to 6 lanes	$1,500,000	2015
PLA15790	Pleasant Grove Boulevard Widening	Widen Pleasant Grove Blvd from Woodcreek Oaks Blvd to Sun City Blvd from 2 to 4 lanes	$1,700,000	2006
PLA15810	Roseville Pkwy.	Construct 4 lane segment from Washington Blvd. to Foothills Blvd.	$8,000,000	2010
PLA15830	Roseville Pkwy.	Widen from 2 to 4 lanes from City Limits to Sierra College Blvd.	$850,000	2022
PLA15890	Sunrise Ave.	Widen from 4 to 6 lanes, from Sacramento County line to Madden Ln.	$5,000,000	2015
PLA15910	Taylor Rd.	Widen from 2 to 4 lanes from Roseville Pkwy to I-80	$500,000	2015
PLA15911	Taylor Rd.	Widen from 2 to 4 lanes, I-80 to City Limits.	$4,000,000	2015
PLA15920	Washington Blvd.	Widen from 2 to 4 lanes, from Sawtell to Blue Oaks, including Andora undercrossing.	$12,000,000	2010
PLA16080	Roseville Park and Ride Facilities	In Roseville, design and construct park and ride facilities.	$2,550,000	2006
PLA17950	Cirby Way	Widen from 4 to 5 lanes, from Riverside Ave. to Regency Way.	$500,000	2015
PLA19470	Woodcreek Oaks	Widen from 2 - 4 lanes from Canavari Dr to North Branch of Pleasant Grove Creek.	$5,000,000	2010
PLA19590	Fairway Drive	In Roseville, Fairway Drive from Highland Park Dr. to Blue Oaks Blvd.: widen from 2 to 4 lanes.	$500,000	2010
PLA19810	Atkinson Street/PFE Road	Widen to four lanes from Foothills Blvd to city limits	$8,000,000	2008
PLA19841	Roseville Maintenance Facility Upgrades	Upgrade existing Vehicle Maintenance facility, at City of Roseville Corporation Yard (2005 Hilltop Circle). Upgrade to allow for work on CNG buses.	$1,842,000	2007
PLA19860	Roseville Bikeway Master Plan Implementation	In Roseville, provide signs and striping for new class 2 and 3 bikeways.	$105,000	2007
PLA19900	Linda Creek	Construct Class 1 bikeway from Dry Creek to Champions Oaks Blvd. (Linda Creek Class 1 Bikeway)	$2,500,000	2008
PLA19960	I-80 to Royer Park Bikeway	Roseville, Harding Blvd. @ Dry Creek, I-80 to Royer Park: construct class 1 bikeway in 2 phases.	$3,140,143	2006
PLA19980	Roseville	Construct pedestrian/bicycle bridge to span the Union Pacific Railyard.	$190,000	2006
PLA20220	Atkinson Street Bridge Replacement	Replace existing 2 lane Atkinson St Bridge at Dry Creek with a 4-lane bridge	$4,100,000	2006
PLA20250	Sierra College Boulevard Widening	Widen Sierra College Blvd from Olympus Dr to north city limits from 2 to 4 lanes	$3,700,000	2006
PLA20291	Roseville Multitransit Center	In Central Roseville, construct parking facilities for multi-modal transit center	$2,600,000	2008

ID	Project Title	Project Description	Total Cost	Completion Year
PLA20870	Downtown Roseville Revitalization	In Roseville, revitalization of downtown historical district.	$585,896	2006
PLA25027	Historic District Revitalization Project	In Roseville Historic District on Main, Church, Lincoln and Pacific Streets; Add streetscape improvements including landscaping, lighting, street furniture and specialty pavement; infrastructure improvements including water, sewer, storm drain, curb, gutter, sidewalk and pavement rehabilitation.	$5,600,000	2006
PLA25028	Riverside Avenue Revitalization Project	Riverside Ave. from Douglas Blvd. to Darling Way; develop project area specific plan, add streetscape improvements including landscape, lighting, signage, street furniture, and specialty pavement; and rehabilitate water, sewer, curb, gutter, sidewalk and pavement.	$9,000,000	2007
PLA25029	Roseville Roadway Resurfacing	Asphalt resurfacing of various roadways in Roseville.	$1,600,000	2006
PLA25120	Roseville Transit Preventive Maintenance	In Roseville, perform preventive maintenance for Roseville Transit.	$1,690,000	2007
		Placer County Dept of Public Works		
PLA15070	I-80	Widen the Auburn Ravine Rd. overcrossing from 2 to 4 lanes.	$5,000,000	2010
PLA15080	Auburn-Folsom Rd Widening	Widen Auburn-Folsom Rd from Sacramento County line to Douglas Bl. from 2 to 4 lanes (three phases)	$21,300,000	2009
PLA15100	Baseline Road	In Placer County, Baseline Rd. from Fiddyment Rd. to Watt Ave.: widen from 2 to 4 lanes.	$4,500,000	2007
PLA15105	Baseline Road	Widen from 2 to 4 lanes from Watt Avenue to Sutter County line.	$5,698,500	2007
PLA15120	Bill Francis Dr.	Contruct 2-lane road from new Airport Rd. to old Airport Rd.	$1,000,000	2010
PLA15130	I-80 Bowman Undercrossing Road	Widen from 2 to 4 lanes from Bowman Rd to Lincoln Way.	$560,000	2014
PLA15270	North Antelope Rd.	Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	$209,700	2010
PLA15300	Parallel Road.	Construct as a 2 lane road from Dry Creek Rd. to Quartz Rd., east of Route 49, including a connector to Locksley Lane and Quartz Drive.	$3,500,000	2015
PLA15330	Quartz Dr.	Construct as a 2 lane road from Route 49 southeast to Bell Rd.	$404,000	2015
PLA15390	Sierra College Blvd.	Widen from 2 to 4 lanes from Route 193 to Loomis Town Limits.	$4,400,000	2010
PLA15410	Sunset Blvd.	Construct a 4-lane road extension from Cincinnati Ave to Fiddyment Rd.	$1,168,100	2022
PLA15420	Walerga Road.	Widen and realign from 2 to 4 lanes from Baseline Rd. to Sacramento Co. line.	$7,400,000	2009
PLA16840	Douglas Road	In Placer County, Douglas Road: widen from 4 to 6 lanes from Cavitt Stallman Road south to Sierra College Boulevard.	$500,000	2008
PLA18380	16th Street	Phased construction of a 4 lane road from Baseline Rd. to Sacramento County line.	$244,000	2009
PLA18390	Dyer Lane	Extend road west/north to Baseline Rd. at Brewer Rd. and east/north to Baseline Rd. (west of Fiddyment Rd.) and widen to 4 lanes in accordance with the Placer Vineyards Specific Plan.	$16,000,000	2009
PLA18420	Foothills Blvd.	Construct as 2 lane road from Athens Rd. to the City of Lincoln.	$6,800,000	2025
PLA18450	Indian Hill Rd.	Widen from 2 to 4 lanes from Auburn City Limits to Newcastle.	$8,000,000	2023
PLA18460	Industrial Avenue	Widen from 2 to 4 lanes, from Sunset Blvd. to Athens Rd.	$1,500,000	2015
PLA18490	PFE Road.	Widen from 2 to 4 lanes and realign from Watt Ave. to Walerga Rd.	$2,000,000	2015
PLA19510	Route 65	Construct Sunset Blvd. interchange.	$16,800,000	2009
PLA20350	Local Roads in Auburn	In and near Auburn - adjacent to SR 49 between I-80 and Dry Creek Rd., construct new local connector road. State and local funding only.	$2,000,000	2007
PLA20560	Bell Road	Widen from 3 to 4 lanes (additional eastbound lane) from Professional Drive to Richardson Drive	$2,000,000	2010
PLA20570	Placer Hills Road	Widen from 2 to 3 lanes to accomodate truck climbing lane from .25 mile north of Sugar Pine Rd. to Combie Rd. Also add left turn pockets at appropriate intersections.	$3,360,000	2007
PLA20620	Foothills Boulevard Extension	Phased construction of a 4 lane road extension from Sunset Blvd to Athens Ave..	$3,300,000	2020
PLA20650	Lincoln Way	Widen from 2 to 4 lanes from Russell Road to Ferguson Road.	$370,000	2015
PLA20660	New Road	Construct a new 2-lane road between Kemper Rd. and Mt. Vernon Rd.	$1,300,000	2010
PLA20670	Route 49 Bypass	Construct a 4 lane limited access roadway to provide bypass to Route 49 through Auburn from Bell Rd. (East of New Airport Rd.) to I-80 (Bowman Interchange).	$60,000,000	2025
PLA20680	Baseline Road	Widen From 4 to 6 lanes from Watt Avenue to Fiddyment Road.	$1,100,000	2015
PLA20690	PFE Road	Widen from 2 to 4 lanes from North Antelope Rd. to Roseville City Limits.	$410,000	2015
PLA20700	Watt Avenue	Widen from 2 to 4 lanes from Baseline Rd. to Sacramento County Line.	$4,745,000	2009
PLA20710	Sierra College Blvd.	Widen from 4 to 6 lanes from north of Douglas Blvd. to Sacramento County Line.	$5,000,000	2020

ID	Project Title	Project Description	Total Cost	Completion Year
PLA20730	Nelson Road	Widen from 2 to 4 lanes from Future Route 65 Bypass interchange to Nicolaus Road.	$1,100,000	2014
PLA20880	Walerga Road Bridge Widening	In Placer County, Walerga Road at Dry Creek: replace bridge and widen from 2 to 4 lanes.	$6,500,000	2009
PLA25006	TART CNG Facility Phase 2	Cabin Creek, construct improvements to the TART CNG Fueling Facility (phase 2).	$300,000	2007
PLA25026	Fleet Air Quality Upgrade	DPW Fleet Air Quality Upgrade - Replace 11 diesel powered vehicles used for road maintenance activities in the unincorporated area of Placer County.	$1,063,000	2006
PLA25121	Highway 49 Streetscape Project	North of Auburn, SR 49: plant trees, shrubs and groundcover in five landscaped medians along Highway 49 just north of Auburn.	$647,854	2007
PLA25128	DE LA SALLE ACCESS RD.	Construct new 2 to 4 lane road from Watt Avenue extension to De La Salle University	$6,000,000	2006
PLA25130	FIDDYMENT RD. WIDENING	Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road	$4,000,000	2007
PLA25133	FOOTHILLS BLVD. WIDENING	Widening of Foothills Boulevard from the Roseville City Limits north to Sunset Boulevard	$7,000,000	2016
PLA25135	WATT AVENUE EXTENSION	Construct a new 4 lane road extension of Watt Avenue from Baseline Road north to Blue Oaks Blvd. extension.	$6,000,000	2006
		Placer County Transit		
PCT10458	Placer County Transit Preventive Maintenance & ADA Service	Placer County Transit: perform preventive maintenance on the Placer County Transit fleet ($245,000 FTA)and provide ADA transit service($180,000 FTA).	$682,000	2006
PCT10469	Placer County Transit Preventive Maintenance & ADA Service	Placer County Transit: Perform preventive maintenance on the Placer County Transit fleet ($250,000 FTA)& provide ADA transit service ($185,000 FTA).	$716,625	2007
PCT10470	Placer County Transit Preventive Maintenance & ADA Service	Placer County Transit: Perform preventive maintenance on the Placer County Transit fleet ($255,000 FTA) & provide ADA transit service ($190,000 FTA).	$752,500	2008
PCT10473	Placer County - Transit Operating Assistance FY 05/06	Operation of transit services in non-urbanized areas of Placer County	$287,000	2006
PCT10474	Placer County -Transit Operating Assistance FY 06/07	Operation of transit services in non-urbanized areas of Placer County	$312,000	2007
PCT10475	Tahoe Truckee Jobs Access Reverse Commute Program	In Placer County, Provide JARC operating assistance to Tahoe Area Regional Transit.	$1,320,000	2007
		Placer County Transportation Planning Agency		
PCT10000	Commuter rail stations	Commuter rail stations improvements and maintenance facility	$8,000,000	2008
PCT10020	Commuter rail O&M	Annual operating and maintenance cost for regional rail for twoyears; stops in Placer and Sacramento counties	$4,000,000	2008
PCT10230	Placer County	Annual operating and maintenance cost for regional rail for seven years (2010-2017)	$14,000,000	2017
PLA19080	I-80 Corridor Commuter Rail	I-80 corridor regional rail rolling stock purchase.	$5,000,000	2008
PLA19150	I-80 Corridor Commuter Rail	I-80 corridor regional rail track improvements.	$4,000,000	2008
PLA19780	Placer County PPM	Plan, program, monitor	$490,000	2009
		South Placer Regional Transportation Authority		
PLA20721, PLA20723	Placer Parkway	In Placer County, construct new 2 lane roadway between SR 65 and SR 99, with an extension to Sacramento International Airport and including open space buffer.	$400,000,000	2027
PLA20722	Placer Parkway Phase 2	In Placer County, Placer Parkway from SR 65 to SR 99: widen from 2 to 4 lanes.	$118,000,000	2027
		Town of Loomis Dept of Public Works		
PLA15250	King Road	In Loomis, King Road: add turn lane from Sierra College Boulevard to Boyington Road.	$809,000	2006
PLA15260	Swetzer Road	In Loomis, Swetzer Road: extend 3 lanes from King Road to Sierra College Boulevard.	$3,500,000	2010
PLA15290	Boyington Road	In Loomis, Boyington Road: extend 3 lanes from Horseshoe Bar Road to King Road.	$650,000	2017
PLA15350	Rocklin Road	In Loomis, Rocklin Road from Barton Road to west town limits: widen from 2 to 4 lanes.	$1,200,000	2012
PLA15940	Taylor Rd.	Widen from 2 to 4 lanes from Horseshoe Bar Rd. to King Rd.	$400,000	2010
PLA16350	Horseshoe Bar Rd. @ I-80	Widen overcrossing 2 to 4 lanes and improve ramps.	$15,000,000	2010
PLA20510	UPRR Crossing at Sierra College Blvd.	Build over/undercrossing at Sierra College Blvd. at UPRR	$30,000,000	2025
PLA20890	Sierra College Boulevard	In Loomis, Sierra College Blvd. from Granite Dr. to north town limits, widen from 2 to 4 lanes.	$3,700,000	2010

ID	Project Title	Project Description	Total Cost	Completion Year
PLA20900	Taylor Road Improvements	In Loomis, Taylor Road from south town limits to King Road: add signals at three intersections, 2500 feet of two-way left turn lanes, bike lanes, sidewalk, curb, gutter and underground drainage system. See note below.	$1,600,000	2008
PLA20910	Taylor Road	In Loomis, Taylor Road from King Road to north town limits: add turn lane and bike lanes.	$690,000	2006
PLA20920	Horseshoe Bar Road	In Loomis, Horseshoe Bar Road from Walnut Extension to Taylor Road: add 1,000 feet of two-way left turn lane (for safety) and bike lanes. See note below.	$700,000	2008
Sacramento County		**Arcade Park District**		
SAC21431	Arcade Creek Trail Improvement Project	In Sacramento County, along Arcade Creek and Verde Cruz Creek: install approx. 2000 linear feet of trail, construct low flow bridge and habitat interpretive signage.	$113,052	2006
		Caltrans District 3		
CAL16900	Route 99	Add a lane in each direction from I-5 to 70/99 split.	$100,000,000	2014
SAC20670	I-5 / I-80	Reconstruct ramp from eastbound to northbound traffic.	$18,000,000	2016
CAL16790	U.S. 50	Construct HOV lanes and community enhancements on U.S. 50 from Downtown Sacramento to Sunrise Boulevard.	$195,000,000	2011
CAL17150	SR 99 Landscaping & Irrigation	In Sacramento, SR 99 from 0.2 miles south to 0.2 miles north of Florin Road: replace plants and upgrade irrigation.	$1,631,000	2008
CAL17600	SR 160 Bridge Projects	Near Isleton, SR 160 at Sac. River Bridge, Steamboat Slough and Paintersville Bridge: construct new control house and walkway.	$5,988,000	2006
CAL17800	U.S. 50 at I-5	Construct TOS (Jct. 50 to I-5)	$3,000,000	2006
CAL17845	I-5 HOV Lanes	In Sacramento County, I-5 from Florin Rd to Downtown: construct HOV lanes.	$40,000,000	2014
CAL17850	I-5	Add HOV lanes from downtown Sacramento to I-80	$37,500,000	2013
CAL17850	I-5	Add HOV lanes from I-80 to Sacramento International Airport	$112,500,000	2020
CAL17860	I-5	Construct auxiliary lanes on I-5 from Richards Blvd to Garden Hwy	$10,000,000	2010
CAL18220	I-80/I-5	Revise existing interchange between I-80 and I-5.	$150,000,000	2013
CAL18390	I-5 and U.S. 50	Add High Occupancy Vehicle lane connectors between I-5 and U.S. 50.	$50,000,000	2016
CAL18400	Route 99 and U.S. 50	Add High Occupancy Vehicle lane connectors between Route 99 and U.S.50.	$50,000,000	2014
CAL18450	I-80 HOV lanes	Construct HOV lanes from Longview Drive to I-5.	$75,000,000	2013
CAL18737	SR 51, Upgrade Median Barrier	In Sacramento - H Street to Route 160; also on Route 5 (PM 22.4/24.6) - upgrade median barrier	$13,000,000	2009
CAL18738	I-5, Downtown Sac Rehab	In Sacramento - Route 50 to J Street (Boat Section #24-0247M)rehabilitate structure	$60,000,000	2009
CAL18739	I-5, SR-160 to Richards Blvd - Rehabilitate Pavement	In Sacramento - State Route 160 to Richards Blvd - rehabilitate pavement.	$16,951,000	2009
CAL18744	SR-51, Howe Ave. to north of Watt Ave. - replace planting and upgrade irrigation	In Sacramento - Howe Avenue to north of Watt Avenue - replace planting and upgrade irrigation	$2,700,000	2010
SAC20370	Elk Grove Intercity Rail Station	In Elk Grove, San Joaquin Rail Corridor, construct platform, shelter, landscaping and parking for intercity passenger rail station.	$800,000	2009
		City of Citrus Heights		
SAC15030	Antelope Road Widening	Widen Antelope Rd from Roseville Rd to I-80 from 4 to 6 lanes	$8,820,000	2008
SAC15300	Greenback Lane Widening	Widen Greenback Lane from Auburn Blvd to Dewey Dr from 4 to 6 lanes	$11,780,000	2008
SAC16880	Old Auburn Road Widening	Widen Old Auburn Rd from Fair Oak Blvd. to northern City Limits from 2 to 3 lanes with class 1 bikelane	$8,730,000	2006
SAC16910	Sunrise Blvd.	Widen Sunrise Blvd. from 4 to 6 lanes including a raised median from Antelope Rd. to Placer County.	$8,830,000	2024
SAC16920	Sunrise Blvd.	Widen Sunrise Blvd. from 4 to 6 lanes including raised median from Oak Ave. to Antelope Rd.	$11,710,000	2012
SAC19000	Antelope Road Enhancements	In Citrus Heights, Antelope Rd from I-80 to Auburn Blvd: construction of sidewalks, Class 2 Bike lanes, sound walls, landscaping and installation of new traffic signals.	$8,880,000	2010
SAC22440	Sunrise Boulevard	Widen Sunrise Blvd. from 4 to 6 lanes, Arcada Dr. to Oak Ave., including bike lanes, landscaping, and pedestrian facilities.	$11,492,000	2018
SAC22470	Auburn Blvd Enhancements	From Sylvan Rd. to Antelope Rd.construct Class II Bikeways, sidewalks and landscaping.	$6,485,000	2009
		City of Elk Grove		
SAC15660	Sheldon Road Widening	In Elk Grove, Sheldon Road from Bruceville Rd. to SR 99 and from East Stockton Blvd. to Elk Grove-Florin Rd.: widen from 2 to 4 lanes.	$12,158,500	2006
SAC19010	Bruceville Road Widening	In Elk Grove, Bruceville Road from Whitelock Parkway to Bilby Road: widen from 2 to 4 lanes.	$3,700,000	2006
SAC19020	Bond Road Widening	In Elk Grove, Bond Road from Waterman Road to Bradshaw Road: widen from 2 to 4 lanes.	$6,129,000	2006
SAC19100	Bruceville Road Widening	In Elk Grove, Bruceville Road from Poppy Ridge Road to Elk Grove Boulevard: widen from 2 to 4 lanes.	$5,379,000	2006
SAC19160	Sheldon Road Widening	In Elk Grove, Sheldon Road from Elk Grove-Florin Road to Waterman Road: widen from 2 to 4 lanes.	$8,240,000	2007
SAC19380	Sheldon Road at State Route 99	Reconstruct Sheldon Road interchange on State Route 99.	$52,623,000	2008

ID	Project Title	Project Description	Total Cost	Completion Year
SAC19780	East Stockton Blvd Bike/Ped Improvements	In Elk Grove, East Stockton Blvd. from Calvine Rd. to Elk Grove-Florin Rd.: construct class 1 & 2 bikeways, sidewalks, and pedestrian traffic signals.	$698,400	2006
SAC20250	West Stockton Blvd./Laguna Creek Bridge	In Elk Grove, West Stockton at Laguna Creek, west of SR 99 between Sheldon Rd. and Laguna Blvd.: replace existing bridge with a new structure to provide 2 traffic lanes, an access lane, shoulders and a raised sidewalk on west side of bridge	$3,348,000	2006
SAC20280	Big Horn Boulevard Extension	In Elk Grove, Big Horn Boulevard from Whitelock Parkway to Elk Grove Boulevard: construct new four lane roadway.	$7,050,000	2006
SAC20290	Franklin Boulevard Widening	In Elk Grove, Franklin Boulevard from Poppy Ridge Road to Elk Grove Boulevard: widen from 2 to 6 lanes.	$5,055,000	2006
SAC20320	Whitelock Parkway Extension	In Elk Grove, construct new four lane roadway from Bruceville Road to West Stockton Blvd.	$10,118,000	2006
SAC20340	Willard Parkway Extension	In Elk Grove, Willard Parkway from Bilby Road to Kammerer Road: construct new four lane roadway.	$15,000,000	2009
SAC20520	SR 99 at Grantline Road	In Elk Grove, SR 99 at Grantline Road: reconstruct interchange.	$57,680,000	2007
SAC24060	Elk Grove Transit Preventive Maintenance	In Elk Grove, preventive maintenance for Elk Grove transit operations.	$375,000	2007
SAC24073	Bradshaw Road Widening	In Elk Grove, Bradshaw Road from Sheldon Road to Calvine Road: widen from 2 to 4 lanes.	$3,500,000	2009
SAC24077	Bruceville Road Widening	In Elk Grove, Bruceville Road from Sheldon Road to Big Horn Blvd: widen from 4 to 6 lanes.	$740,000	2009
SAC24087	Willard Parkway Widening	In Elk Grove, Willard Parkway from Poppy Ridge Road to Bilby Road: widen from 4 to 6 lanes.	$4,100,000	2009
SAC24090	Grant Line Road Widening	In Elk Grove, Grant Line Road from Bradshaw Road to Bond Road: widen form 2 to 4 lanes.	$8,000,000	2009
SAC24092	Kammerer Road Widening	In Elk Grove, Kammerer Road from SR 99 to 6000' west of SR 99: widen from 6 to 8 lanes.	$4,400,000	2010
SAC24094	Kammerer Road Extension	In Elk Grove, from Bruceville Road to I-5 (at Hood Franklin Road): construct new 4 lane roadway, modifying the I-5/Hood Franklin Road interchange, and construction of a railroad overcrossing at UP railroad tracks.	$35,617,500	2010
SAC24097	Waterman Road Widening	In Elk Grove, Waterman Road from Bond Road to Elk Grove Blvd: widen from 2 to 4 lanes.	$6,600,000	2009
SAC24099	Big Horn Boulevard Extension	In Elk Grove, construct new four lane roadway from Whitelock Parkway to Kammerer Road.	$9,850,000	2007
SAC24101	Bond Road Widening	In Elk Grove, Bond Road from Bradshaw Road to Grant Line Road: widen from 2 to 4 lanes.	$10,191,500	2008
SAC24102	Bradshaw Road Widening	In Elk Grove, Bradshaw Road from Bond Road to Sheldon Road: widen from 2 to 4 lanes.	$3,052,000	2007
SAC24103	Bradshaw Road Widening	In Elk Grove, Bradshaw Road from Grant Line Road to Bond Road: widen from 2 to 4 lanes.	$10,491,500	2008
SAC24104	Bruceville Road Widening	In Elk Grove, Bruceville Road from Laguna Blvd to Elk Grove Blvd: widen from 4 to 6 lanes.	$475,000	2006
SAC24105	Bruceville Road Widening	In Elk Grove, Bruceville Road from Bilby Road to Kammerer Road: widen from 2 to 4 lanes.	$3,750,000	2008
SAC24106	Elk Grove Blvd Widening	In Elk Grove, Elk Grove Blvd from UPRR to Franklin Blvd: widen from 5 to 6 lanes.	$505,500	2006
SAC24108	Laguna Springs Drive Extension	In Elk Grove, Laguna Springs Drive from Elk Grove Blvd to Lotz Parkway: construct new 4 lane roadway.	$3,100,000	2007
SAC24109	Lotz Parkway	In Elk Grove, construct new four lane roadway from Big Horn Blvd to Laguna Springs Drive.	$1,850,000	2007
SAC24110	Lotz Parkway	In Elk Grove, construct new four lane roadway from Laguna Springs Drive to Whitelock Parkway	$3,700,000	2006
SAC24111	Lotz Parkway	In Elk Grove, construct new four lane roadway from Whitelock Parkway to Kammerer Road.	$12,000,000	2008
SAC24112	Waterman Road Widening	In Elk Grove, Waterman Road from Elk Grove Blvd to Grant Line Road: widen from 2 to 4 lanes.	$11,600,000	2008
SAC24113	Kammerer Road Widening	In Elk Grove, Kammerer Road from SR 99 to 6000' west of SR 99: widen from 2 to 6 lanes.	$7,500,000	2008
SAC24114	Kammerer Road Widening	In Elk Grove, Kammerer Road from 6000' west of SR 99 to Bruceville Road: widen from 2 to 4 lanes.	$7,000,000	2008
SAC24116	SR 99 at Elk Grove Blvd N-bound On-Ramp	In Elk Grove, SR 99 at Elk Grove Blvd: add northbound loop on-ramp, remove traffic signal at existing northbound on-ramp and add second westbound left turn lane to existing southbound on-ramp.	$5,000,000	2007
SAC24117	West Stockton Blvd Widening	In Elk Grove, West Stockton Blvd from Kammerer road to 6000' north: widen from 2 to 6 lanes.	$9,600,000	2007
SAC24118	Grant Line Road Widening	In Elk Grove, Grant Line Road from East Stockton Blvd to Waterman Road: widen from 2 to 6 lanes, including grade separation over the UPRR tracks.	$15,200,000	2007
SAC24119	Grant Line Road Widening	In Elk Grove, Grant Line Road from Waterman Road to Bradshaw Road: widen from 2 to 4 lanes.	$10,300,000	2007
SAC24120	Sheldon Road Widening	In Elk Grove, Sheldon Road from Waterman to Bradshaw: widen from 2 to 4 lanes	$8,240,000	2007
		City of Folsom Dept of Public Works		

ID	Project Title	Project Description	Total Cost	Completion Year
SAC18400	East Bidwell Street	In Folsom, East Bidwell Street from Oak Avenue Parkway to Blue Ravine Road: widen to six lanes.	$1,100,000	2010
SAC19880	U.S. 50 at Oak Ave.	Construct 4 lane interchange for newly extended Oak Av.	$20,000,000	2012
SAC19890	US 50 at Empire Ranch Road	Construct 4 lane interchange with US 50 at extension of Empire Ranch Road (formerly Russell Ranch Rd.).	$23,701,000	2010
SAC20220	Folsom Historic District Park n Ride Lot	In Folsom historic district, construct park and ride lot.	$555,000	2009
SAC20570	Folsom Railroad Block	In Historic Folsom, NW corner of the Railroad Block redevelopment propoerty at the Leidesdorf Street and proposed Reading Street: development of a multi-modal transit center to serve Sacramento Regional Transit District's Historic District light rail station.	$5,661,203	2007
SAC21210	Iron Point Road	In Folsom, Iron Point Road from Black Diamond Drive to East Bidwell Street: widen to six lanes.	$8,000,000	2010
SAC21250	Blue Ravine Rd.	Widen WB approach to Folsom Blvd. to provide dual left-turn lanes and exclusive through and right-turn lanes.	$1,200,000	2008
SAC21270	Sibley Street	In Folsom, Sibley Street from Glenn Drive to Blue Ravine Road: widen to 4 lanes.	$1,500,000	2009
SAC21280	Green Valley Road	In Folsom, Green Valley Road from East Natoma to Sacramento/El Dorado County line: widen from 2 to 4 lanes.	$3,000,000	2011
SAC22280	Oak Avenue Parkway	In Folsom, Oak Avenue Parkway from Folsom-Auburn Road to Baldwin Dam Road: widen to 4/6 lanes.	$3,300,000	2015
SAC22340	American River Bridge	In Folsom, construct crossing of the American River below Folsom Dam with approach.	$110,000,000	2008
SAC24061	Folsom Transit Preventive Maintenance	In Folsom, perform preventive maintenance for Folsom Stage Lines.	$856,250	2007
SAC24063	Folsom ITS Project	In Folsom, construct Intelligent Transportation Systems infrastructure at various loactions within the City.	$4,200,000	2015
SAC24067	Glenn Drive Light Rail Station Transit Oriented Development Master Plan	In Folsom, Glenn Drive Light Rail Station: conduct strategic planning to develop light rail station into a transit-oriented development, including a marketing/implementation plan for coordination activities, public outreach and partnership opportunities.	$165,000	2007
SAC22060	East Natoma Street	In Folsom, East Natoma Street from Fargo Street to Blue Ravine Road: widen to 4 lanes.	$2,120,000	2008
		City of Galt Dept of Public Works		
SAC17180	Carillion Boulevard Extension	In Galt, Carillion Boulevard from Simmerhorn Road to Crystal Way: construct new road.	$2,500,000	2006
SAC17190	Elm/Amador Intersection	In Galt, intersection of Elm and Amador Avenues: reconstruct and realign intersection to eliminate hazard.	$800,000	2006
SAC17200	Simmerhorn Road Extension	In Galt, Simmerhorn Road: construct new road to extend from existing terminus to Carol Drive and Amador Avenue.	$2,800,000	2007
SAC17210	F Street/New Hope Connector	In Galt: F Street and New Hope Road: realign intersection of roadways to connect major east-west arterial.	$1,100,000	2007
SAC19750	Lincoln Way	Reconstruct Lincoln Way from Southdale to South Sacramento County line.	$3,000,000	2006
SAC20580	Central Galt Interchange	In Galt, A & C Streets, Boessow Road at SR 99: replace/reconstruct interchange and widen overpass to 4 lanes with bike lanes.	$26,420,000	2010
SAC20590	Twin Cities Road	In Galt, SR 99 at Twin Cities Road, widen Twin Cities Road overpass to 4 lanes with addition of bikelanes.	$10,000,000	2015
		City of Rancho Cordova		
SAC21470	Folsom Boulevard Enhancements	Project development to Install landscaping and streetscaping on Folsom Blvd. between Rod Beaudry Dr. and Sunrise Blvd.	$3,405,000	2007
SAC15250	Folsom Boulevard Widening	In Sacramento County, Folsom Boulevard from Mather Field Road to Coloma Road: widen from 4 to 6 lanes.	$5,000,000	2012
SAC22420	Douglas Road Widening	In Sacramento County, Douglas Road from Sunrise Boulevard to Grant Line Road, widen from 2 to 4 lanes.	$6,320,000	2007
SAC22180	US 50 at Mather Field Rd Interchange	Design, install, and maintain landscape improvements within the existing freeway interchange of US 50 at Mather Field Road. Includes streetscape, lighting, and other enhancements on Mather Field Rd between Folsom and Mather Commerce Center.	$1,600,000	2006
SAC24064	Rancho Cordova City Center	In Rancho Cordova, Folsom Boulevard at La Loma Drive: develop a "city center" across the street from existing light rail station. Replace street frontage to include a cafe sidewalk and parallel street parking and construct a two-level parking garage.	$2,190,621	2006
		City of Sacramento Dept. of Transportation		
CAL16900	Route 99	Add a lane in each direction from I-5 to Elkhorn Blvd.	$1,733,000	2024
SAC24154	5th St. Extension	Extend 5th Street from H Street to Gateway Blvd.	$30,000,000	2010
SAC24155	West Side Access	Extend 3rd Street from I Street to Depot.	$8,000,000	2010
SAC15930	Cosumnes River Blvd.	Widen Cosumnes River Blvd. to 4 lanes from Franklin Blvd. to Center Pkwy.	$10,000,000	2014
SAC16000	Exposition Blvd.	Construct split-diamond interchange at Route 160	$35,000,000	2023
SAC16010	Florin-Perkins Rd.	Widen Florin-Perkins Rd. to 6 lanes from Folsom Blvd. to Fruitridge Rd.	$12,000,000	2020
SAC16040	Route 16	Realign Jackson Rd. as a 4 lane roadway from Power Inn Road to South Watt Avenue.	$18,000,000	2018

ID	Project Title	Project Description	Total Cost	Completion Year
SAC16060	Northgate Blvd.	In Sacramento, construct operational improvements at the Arden Garden / Northgate Blvd. inersection.	$5,000,000	2006
SAC16070	Power Inn Rd.	Widen Power Inn Rd. to 6 lanes from Fruitridge Rd. to 14th.	$25,000,000	2018
SAC16092	Richards Boulevard Widening	Widen Richards Blvd from north 7th St to North 12th St from 2 to 5 lanes with bikelanes	$3,630,000	2006
SAC16130	West El Camino Widening	In Sacramento, West El Camino Avenue, I-80 to Natomas Main Drainage Canal: widen from 4 to 6 lanes and add bike lanes.	$6,000,000	2025
SAC16140	West El Camino Bridge Replacement	In Sacramento, West El Camino Avenue between American Avenue and Western Avenue: replace existing structurally deficient bridge.	$7,680,000	2008
SAC17590	Bruceville Road	In Sacramento, Bruceville Road from Sheldon Road. to Cosumnes River Blvd: widen from 2 to 4 lanes.	$10,000,000	2006
SAC17620	Garden Highway	Widen to 4 lanes from the western terminus of the Arden Garden Connector to 300 feet east of I-5 ramps.	$35,000,000	2025
SAC17784	13th and 16th Street Light Rail Station Connectivity Improvements	Construct improved pedestrian access, lighting and signage around the 13th and 16th Street light rail stations.	$885,000	2007
SAC17785	Swanston Station Transit Village Planning	In Sacramento, Swanston Light Rail Station: perform pre-development planning to identify circulation, drainage and utility infrastructure improvements necessary to support transit-oriented development in the area.	$665,000	2008
SAC17990	Tower Bridge Sidewalk Widening	In Sacramento, Tower Bridge: construct a wider pedestrian and bike path across the Sacramento River. City of Sacramento and City of West Sacramento joint project.	$9,400,000	2007
SAC18000	R Street Bicycle/Pedestrian Bridge	In Sacramento, R Street Bridge at I-5: convert former railroad bridge to bicycle and pedestrian use.	$496,000	2007
SAC18170	I-5 @ Richards Blvd interchange	Widen Richards Blvd from 5 to 8 lanes and improve I-5 ramps through the interchange; reconstruct the intersections at Jibboom St. and Bercut Dr. to improve capacity	$45,000,000	2014
SAC18250	North CBD Access Study	In Sacramento, project definition, feasibility & pre-environmental studies for I-5/Richards I/C, Railyards Access Rd., 7th St. Widening, Gateway Blvd. Ext. to SR 160, Richards Blvd. widening, 6th St. Ext., SR 160/ Richards I/C, and 12th/16th NB Intersection.	$5,916,700	2006
SAC18360	7th St.	Widen 7th St. from 2 to 4 lanes from Richards to Vine St.	$4,600,000	2011
SAC18380	I-5 at Cosumnes River Blvd.	Extend Consumnes River Boulevard from Franklin to Freeport with an interchange at I-5	$80,000,000	2009
SAC18440	East Commerce Way	Extend East Commerce Way from planned Club Center Dr. to Elkhorn Blvd. as a 4 lane road.	$3,000,000	2008
SAC18460	East Commerce Way	In Sacramento, East Commerce Way from planned Club Center Drive to Del Paso Rd: extend as a 6-lane facility.	$3,831,000	2008
SAC18470	East Commerce Way	In Sacramento, East Commerce Way, from Del Paso to Arena: widen 4 to 6 lan	$4,000,000	2019
SAC18500	Elkhorn Blvd.	Widen Elkhorn Blvd. to 4 lanes from Route 99 east to the City limits (related interchange widening listed under Route 99)	$11,367,000	2010
SAC18510	Elkhorn Boulevard	In Sacramento, Elkhorn Boulevard from SR 99 to east city limits: widen from 4 to 6 lanes.	$7,000,000	2015
SAC18540	Gateway Park Drive	Widen Gateway Park Dr. to 4 lanes from Del Paso Rd. to Arena Blvd.	$3,000,000	2009
SAC18560	Natomas Crossing Drive	Build new Natomas Crossing Drive as 4 lane road from I-5 westward to El Centro Rd.	$3,646,000	2016
SAC18570	East Commerce Way	Extend East Commerce Way from Arena Blvd. to the planned Natomas Crossing Drive as a 6 lane road.	$3,217,000	2008
SAC18580	East Commerce Way	Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	$1,890,000	2010
SAC18600	Snowey Egret Way	Construct Snowey Egret Way south of Del Paso Rd. from El Centro Rd. to Commerce Way as a 4 lane road	$2,237,000	2021
SAC18610	El Centro Rd.	Widen El Centro Rd. from 2 to 4 lanes from Del Paso Rd. to Arena Blvd.	$3,390,000	2008
SAC18650	I-80 @ West El Camino Interchange	Expand the West El Camino interchange on I-80 to 4 lanes and modify ramps.	$20,000,000	2012
SAC18660	I-5 road widening	Sacramento, I-5 between Del Paso Rd. to Route 99; add a northbound auxilary lane	$714,000	2012
SAC18670	I-5 @ Route 99 Interchange	Add a second SB on-ramp lane from Route 99 to I-5 at the I-5/Route 99 interchane.	$216,000	2012
SAC18690	SR 99 Elkhorn Boulevard Interchange	Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	$2,762,000	2015
SAC18700	I-80 @ Northgate Blvd.	Extend the existing westbound off-ramp onto Northgate Blvd. for safety reasons, add auxiliary lane to westbound on-ramp.	$10,000,000	2015
SAC18710	Snowey Egret Way at I-5	Construct Snowey Egret Way overcrossing of I-5 for the planned Snowey Egret Way that will run east-west from El Centro Rd. to Commerce Way crossing over I-5.	$2,580,000	2022
SAC18720	Natomas Crossing Drive	Construct Natomas Crossing Drive overcrossing of I-5.	$1,597,000	2016
SAC18740	El Centro Rd.	Extend El Centro Rd. northeasterly over I-5 and east to East Commerce Way.	$2,167,000	2020
SAC19250	CSUS Bike/Pedestrian Access Project	Sacramento - Provide improved bicycle and pedestrian access near CSUS	$3,724,000	2006
SAC19550	Raley Blvd.	Widen Raley Blvd. to 4 lanes from Santa Ana Ave to Ascot Ave.	$25,000,000	2015
SAC19560	Arden Way/SR 51 Interchange Improvements	Arden Way underpass improvements to remove restriction caused by columns and widen to 6 lanes.	$19,500,000	2024

ID	Project Title	Project Description	Total Cost	Completion Year
SAC20000	Route 51 @ Exposition Blvd.	Add EB on-ramps at Exposition Blvd.	$15,000,000	2024
SAC20350	Sacramento Intermodal Terminal	In Sacramento, develop intermodal transportation terminal for heavy rail, light rail and bus service.	$225,000,000	2012
SAC20720	Ueda Parkway Bikeway	Construct bike trail on the west side of the levee of the Natomas East Main Drain from Arden Garden to Elkhorn, Arcade Creek and Dry Creek trails.	$2,595,100	2007
SAC20761	Traffic Operations Center	In Sacramento, connect 100 traffic signals, including ITS technology that are located outside of the Central City to the City's existing TOC.	$8,500,000	2007
SAC20762	Traffic Operation Center	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing TOC.	$9,900,000	2010
SAC20763	Traffic Operation Center	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing TOC.	$11,100,000	2015
SAC20764	Traffic Operation Center	Connect 100 traffic signals, including ITS technology, that are located outside of the Central City to the City's existing TOC.	$10,000,000	2020
SAC20780	Ramona Ave	Extends two-lane roadway and center turn lane from to Folsom Blvd with bike lanes.	$7,000,000	2011
SAC20820	Power Inn Road Widening	Widen Power Inn Rd from Folsom Blvd to 14th Ave from 4 to 6 lanes with expanded intersection along Power Inn Rd from Folsom Blvd to 14th Ave	$6,635,000	2006
SAC21540	SR 160 at Northgate	In Sacramento, SR 160 at Northgate Interchange: add an eastbound on-ramp and a westbound off-ramp.	$22,000,000	2015
SAC22080	Gateway Park Boulevard	Widen Gateway Park Blvd from Truxel Road to Arena Blvd. from 2 to 4 lanes	$1,800,000	2006
SAC22170	North B St Reconstruction	In Sacramento, North B Street from North 7th to North 12th: reconstruct street including curb, gutter, sidewalk and associated drainage work.	$3,300,000	2006
SAC22210	Bridge Road Bridge Replacement	Replace Bridge Road bridge over Arcade Creek	$1,330,000	2006
SAC22220	Main Avenue Bridge Replacement	In Sacramento, Main Ave. Bridge over Natomas east Main Drain: replace existing 2-lane bridge with a 4-lane bridge.	$24,000,000	2007
SAC22460	Pavement Rehabilitation	In Sacramento, various streets: rehabilitate pavement.	$2,106,600	2006
SAC22530	Bridging I-5	Construct connection over I-5 between river esplanade and Crocker District, Capitol Ave. to "O" St.	$250,000,000	2015
SAC22580	Arden Way	Improve Arden Fair Mall roadways, including realigning access road, intersections and signals.	$4,100,000	2009
SAC22610	Folsom Boulevard	Widen Folsom Blvd. to 4 lanes, Hornet Dr. to 65th St.	$39,000,000	2011
SAC22620	I-80 Bike/Ped Bridge	Construct bike/pedestrian bridge across I-80 at the West Canal, as well as across the West Canal.	$850,300	2008
SAC22630	65th Street Improvements	In Sacramento, east side of 65th Street from Lemon Hill to Fruitridge: construct sidewalk, curb, gutter and bike lanes.	$1,505,000	2006
SAC22640	65th Street Pedestrian Facilities	In Sacramento, 65th Street from 14th Ave. to south city limits: construct sidewalks, curb, gutter, planter strips, street lights and storm drain modifications.	$13,000,000	2011
SAC22650	Sutterville Road and 23rd Street	In Sacramento, realign Sutterville Bypass/23rd St.and Sutterville Rd. and install new traffic signal.	$2,000,000	2006
SAC22660	SR 160 at Richards	In Sacramento, SR 160 at Richards Boulevard: install signalized intersection.	$3,200,000	2007
SAC22680	65th St. Bike and Pedestrian Improvements	Feasibility study to investigate providing bike and pedestrian improvements through the Highway 50 and 65th Street Interchange.	$165,000	2006
SAC22790	4th Avenue	Extend 4th Ave. from 65th St. to Ramona Ave.	$25,000,000	2022
SAC22800	6th Street Extension	Extend 6th St. between Richards Blvd. and H St.	$47,000,000	2011
SAC22810	7th Street	Widen 7th St. to 4 lanes from E St. to Richards Blvd.	$25,000,000	2011
SAC22840	Bell Ave.	Widen Bell Ave. from 2 to 4 lanes from Norwood Ave. to Raley Blvd.	$20,000,000	2021
SAC22850	Bell Avenue	Widen Bell Ave. from 2 to 4 lanes from Raley Blvd. to Winters St.	$12,000,000	2015
SAC22870	Del Paso Road	Widen Del Paso Road overcrossing of I-5 to 6 lanes.	$1,700,000	2012
SAC22880	Del Paso Road	Widen Del Paso Road from 4 to 6 lanes from El Centro to I-5.	$400,000	2010
SAC22890	ITS on Arden Way	Smart Corridor on Arden Way from Del Paso to Watt Ave.	$2,418,000	2006
SAC22891	ITS on Arden Way	Operating and Maintenance for Arden Way Smart Corridor from 2010 to 2025.	$2,100,000	2015
SAC23320	Del Paso Road	Widen Del Paso Road from 4 to 6 lanes from Truxel Rd. to east city limits.	$3,361,000	2020
SAC23330	El Centro Road	Widen to 4 lanes from Arena Blvd.to San Juan Road	$4,200,000	2012
SAC23370	Fruitridge Road	Widen Fruitridge Rd. to 6 lanes from Forin Perkins Rd. to S. Watt Ave.	$8,000,000	2017
SAC23380	G St. Extension	Extend G St. from 7th to 5 th St. (2 lanes)	$1,000,000	2011
SAC23390	Gateway Blvd.	Construct a new road from the Railyards Access Road to N. 12th St.; intersection improvements at 12th and North B St. and connection to 12th and 16th Streets.	$30,000,000	2012
SAC23400	I-5 @ West El Camino	Construct a northbound entrance ramp and southbound exit ramp at W. El Camino Ave./I-5 interchange. Modify the NB I-5 to I-80 ramp to accommodate the proposed interchange ramps	$25,000,000	2020
SAC23410	Kiefer Boulevard	Widen Kiefer from 2 to 4 lanes between Florin-Perkins Rd. to S. Watt Ave.	$4,000,000	2020
SAC23430	Main Avenue	Widen Main Ave. from 2 to 4 lanes from Norwood Ave. to Rio Linda Blvd.	$7,000,000	2018
SAC23440	Mangan Park	Bike trail south of Mangan Park in Executive Airport right-of-way from 24th Street to Freeport Blvd - 0.6 mile	$300,000	2010
SAC23460	Natomas Boulevard	Widen Natomas Blvd. To 6 lanes from North Park Drive to Del Paso Road	$2,060,000	2008
SAC23470	Natomas Boulevard	Widen Natomas Blvd. From 2 to 6 lanes from Club Center Dr. to North Park Dri	$1,099,000	2012

ID	Project Title	Project Description	Total Cost	Completion Year
SAC23480	Natomas Boulevard	Widen Natomas Blvd. From 2 to 4 lanes from Elkhorn Blvd. To Club Center Dr.	$2,805,000	2015
SAC23520	Railyards Access Road	Jibboom St. improvements between Richards Blvd. and the railyards site to provide access to the site from the north.	$15,000,000	2012
SAC23530	Roseville Road	Widen Roseville Rd. from 2 to 4 lanes from Connie Dr. to Sacramento City limits	$4,000,000	2021
SAC23540	S. Watt Widening	Widen S. Watt Ave. to 6 lanes between Elder Creek Road and Fruitridge Rd.	$20,000,000	2020
SAC23560	Silver Eagle Road	Widen Silver Eagle Rd. to 3 lanes between Norwood Ave. and Mabel Ave.	$2,000,000	2015
SAC23630	65th St. Widening	In Sacramento, 65th St. from Hwy. 50 to Broadway: widen to 6 lanes.	$4,000,000	2025
SAC23650	Bruceville Rd. Widening	In Sacramento, on Bruceville Road: Between Sheldon Road and Consumnes River Blvd; widen to 6 lanes	$8,000,000	2014
SAC23680	Elder Creek Rd widening	In Sacramento on Elder Creek Rd.: between Florin Perkins to South Watt Ave.; widen to four lanes	$7,000,000	2019
SAC23690	Elder Creek Rd. widening	In Sacramento, Elder Creek Rd. between Power Inn and Florin Perkins Rd; widen to 4 lanes	$6,000,000	2023
SAC23770	I-5 Natomas Bike Trails	North Natomas, on both sides of I-5; bike trail system - 7.0 miles	$1,500,000	2009
SAC23810	SR 99 Meister Way overcrossing	Sacramento, at Hwy 99, south of Elkhorn Blvd: Meister Way freeway overcrossing	$1,006,000	2012
SAC23820	Northgate Boulevard Widening	Sacramento, on Northgate Blvd.: from Route 160 to Garden Highway; widen to 4 lanes	$12,000,000	2015
SAC23840	Richards Boulevard Widening	Sacramento, Richards Blvd.: from SR 160 to Bercut Drive; widen to 6 lanes.	$20,000,000	2014
SAC23850	South Watt Avenue Widening	Sacramento, South Watt Ave.: from Jackson Rd. to Elder Creek; Widen to 4 lanes	$10,000,000	2012
SAC23860	South Watt Avenue Widening	Sacramento, South Watt Ave.: from Fruitridge Rd. to Folsom Blvd.; widen to 6 lanes	$10,000,000	2025
SAC23890	Sutter Landing Bridge	Sacramento, Sutter Landing Bridge, between American River Parkway and Sutter Landing Park; bike/ped bridge over American River	$5,000,000	2010
SAC24065	Broadway/Martin Luther King Jr. Intersection Enhancement Project	In Sacramento, Broadway at Martin Luther King Jr. Boulevard: construct improved curb, gutters and sidewalk, higher visibility crosswalks, accessibility ramps, replace signals and implement traffic calming measures.	$685,000	2007
SAC24068	Docks Area Redevelopment Project	In Sacramento, north of Broadway along the Sacramento River: perform planning for the redevelopment of the Docks Area, including circulation plan, infrastructure assessment, financing plan, and related environmental review.	$680,000	2008
SAC18660	I-5 road widening	Sacramento, I-5 between Del Paso Rd. to Route 99; add a northbound auxilary lane	$714,000	2008
SAC18670	I-5 @ Route 99 Interchange	Add a second SB on-ramp lane from Route 99 to I-5 at the I-5/Route 99 interchane.	$216,000	2010
SAC18690	SR 99 Elkhorn Boulevard Interchange	Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	$2,762,000	2015
SAC18700	I-80 @ Northgate Blvd.	Extend the existing westbound off-ramp onto Northgate Blvd. for safety reasons, add auxiliary lane to westbound on-ramp.	$10,000,000	2015
SAC18710	Snowey Egret Way at I-5	Construct Snowey Egret Way overcrossing of I-5 for the planned Snowey Egret Way that will run east-west from El Centro Rd. to Commerce Way crossing over I-5.	$2,580,000	2022
SAC20000	Route 51 @ Exposition Blvd.	Add EB on-ramps at Exposition Blvd.	$15,000,000	2015
SAC20670	I-5 / I-80	Reconstruct ramp from eastbound to northbound traffic.	$18,000,000	2015
SAC21540	SR 160 at Northgate	In Sacramento, SR 160 at Northgate Interchange: add an eastbound on-ramp and a westbound off-ramp.	$22,000,000	2015
		CSUS		
SAC20811	Jed Smith	Realign and extend Jed Smith as a 2-lane connection between CSUS and Folsom Blvd.	$4,000,000	2010
		Federal Highway Administration		
CAL18748	Bloom Ranch Entrance Road and Parking Lot Pavement Rehab	In Sacramento County, Bloom Ranch Entrance Road and Parking Lots: rehabilitate pavement.	$385,000	2007
		Sacramento County Dept of Transportation		
CAL15410	Route 16	Widen from South Watt Ave. to Excelsior Rd. from 2 to 4 lanes and add continuous left turn lane.	$6,000,000	2010
CAL15510	SR 99 Elverta Road Interchange	Elverta Rd. Interchange	$17,800,000	2014
SAC15170	Elk Grove-Florin Road Widening	In Sacramento County, Elk Grove-Florin Road from Gerber Road to Florin Road: widen from 2 to 4 lanes.	$6,372,000	2008

ID	Project Title	Project Description	Total Cost	Completion Year
SAC15180	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	2013
SAC15200	Left-Turn Lanes - Various Locations	In Sacramento County, various locations, installation of left turn lanes in accordance with the county DOT's Project Priority List.	$705,000	2008
SAC15230	Elkhorn Blvd. Widening	In Sacramento County, Elkhorn Blvd. from Watt Ave. to Don Julio Blvd.: widen from 4 to 6 lanes.	$9,363,000	2010
SAC15370	Hazel Avenue	In Sacramento County, Hazel Avenue from Madison Avenue to US 50: add carpool and transit capacity.	$30,000,000	2019
SAC15380	Hazel Avenue	In Sacramento County, Hazel Avenue at Gold River Road: add grade separation, ramps and frontage connections.	$20,000,000	2018
SAC15390	Hazel Avenue	In Sacramento County, Hazel Avenue at Greenback Lane: add undercrossing, turn ramps and community enhancements.	$20,000,000	2021
SAC15400	Hazel Avenue	In Sacramento County, Hazel Avenue at Madison Avenue: improve intersection.	$20,000,000	2017
SAC15720	Watt Avenue Widening	Widen Watt Ave from Elkhorn Blvd to Antelope Rd from 4 to 6 lanes	$1,610,000	2014
SAC15750	Watt Ave.	Widen from Don Julio Blvd. to Elkhorn Blvd. from 4 to 6 lanes.	$2,674,000	2014
SAC16500	Madison Avenue Widening	Widen Madison Avenue from Sunrise Blvd. to Hazel Ave. from 4 to 6 lanes	$17,000,000	2010
SAC16510	Madison Avenue Widening	In Sacramento County, Madison Avenue from Hazel Avenue to Greenback Lane: widen from 4 to 6 lanes.	$17,800,000	2014
SAC16800	Fair Oaks Boulevard Widening	Widen Fair Oaks Blvd from Marconi Ave. to Engle Rd. from 4 to 6 lanes including signal modifications at Marconi, Stanley, Grant, and Engle Rd.	$9,800,000	2010
SAC18150	Metro Air Parkway Interchange at I-5	Construct new interchange on I-5 at Metro Air Parkway near Sacramento International Airport	$10,883,398	2008
SAC18160	Metro Air Parkway	In Sacramento County, Metro Air Parkway from I-5 to Elverta Road: construct new road to 4 lanes.	$6,500,000	2006
SAC19040	Calvine Road Widening	In Sacramento County, Calvine Road from 1000 feet east of Kingsbridge Drive to Vineyard Road, widen from 2 to 4 lanes.	$14,218,000	2007
SAC19060	Don Julio Blvd.	Widen from Antelope Rd. to North Loop Blvd. from 2 to 4 lanes	$759,000	2009
SAC19090	Greenback Lane Widening	Widen Greenback Lane from Sunrise to Hazel Ave from 4 to 6 lanes	$25,140,000	2011
SAC19170	South Watt Avenue Widening	Widen South Watt Avenue from Alderson Ave to Route 16 from 2 to 4 lanes with left turn lanes	$3,975,000	2007
SAC19290	South Watt Avenue Widening	Widen South Watt Avenue from Florin Rd. to Route 16 from 2 to 4 lanes	$10,451,000	2009
SAC19310	Bradshaw Rd.	Widen from Calvine Rd. to Florin Rd. from 2 lanes to 4 lanes	$15,338,148	2008
SAC19320	Bradshaw Road Widening	Widen Bradshaw Rd from Florin to Morrison Creek from 2 to 4 lanes	$13,830,000	2007
SAC19340	Grantline Rd. / White Rock Rd.	Realign and reconstruct Grantline Rd. from Douglas Blvd. through White Rock Rd. west of Prairie City Rd.	$2,600,000	2009
SAC19350	Watt/Folsom Interchange Modification	Modify the freeway interchange at U.S. 50 and Watt Ave/Folsom Blvd	$26,800,000	2011
SAC19590	Various Locations	Provide turning movements, improve intersections, and install traffic signals.	$10,000,000	2010
SAC19610	Cypress Ave.	Widen from Walnut Ave. to Mazanita from 2 to 4 lanes	$1,600,000	2009
SAC19620	Elverta Road Widening	Widen Elverta Rd. from Dutch Haven Blvd. to Watt Ave. from 2 to 4 lanes including Dry Creek Bridge to 6 lanes capacity (striped for 4).	$10,100,000	2009
SAC19621	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.	$7,356,000	2010
SAC19630	Fair Oaks Boulevard Widening	In Sacramento County, Fair Oaks Boulevard from Greenback Lane to Old Auburn Road: widen from 2 to 4 lanes.	$1,088,000	2020
SAC19640	Franklin Blvd.	Widen from Martin Luther King, Jr Blvd. to Florin Rd. from 4 to 6 lanes	$4,000,000	2010
SAC19650	Garfield Ave.	Widen from Auburn Blvd. to Greenback Lane from 4 to 6 lanes	$1,285,000	2009
SAC19660	Grantline Rd.	Widen from Sloughouse Rd. to Sunrise Blvd. from 2 to 4 lanes	$4,000,000	2011
SAC19670	Grantline Rd.	Widen from Bond Rd. to Sloughouse Rd. from 2 to 4 lanes	$11,000,000	2010
SAC19680	Roseville Rd.	Widen from Watt Ave. to Antelope Road from 2 to 4 lanes.	$3,000,000	2015
SAC19690	Gerber Road Widening	In Sacramento County, Gerber Road from Bradshaw Road to Vineyard Road: widen from 2 to 4 lanes.	$6,688,000	2015
SAC19700	Stockton Blvd.	Widen from Elsie to Florin Rd. from 4 to 6 lanes	$3,464,000	2010
SAC19710	Sunrise Blvd.	Widen from SR 16 to Grantline Rd. from 2 to 4 lanes	$7,000,000	2013
SAC19711	Sunrise Boulevard Widening	In Sacramento County, Sunrise Boulevard from SR 16 to north of Douglas Road: widen from2 to 4 lanes.	$15,000,000	2016
SAC19720	Sunrise Boulevard	In Sacramento County, Sunrise Boulevard at SR 16: add overcrossing and ramps.	$20,000,000	2014
SAC19790	Antelope Road Widening	In Sacramento County, Antelope Road from Don Julio Boulevard to Roseville Road, widen from4 to 6 lanes.	$735,000	2012
SAC20240	Zinfandel Road Extension	In Sacramento County, Zinfandel Road from Douglas Road to south terminus: construct new road to 6 lanes.	$4,790,000	2008
SAC20360	McClellan Commuter Rail Station	In Sacramento County, former McClellan Air Force Base: construct a rail station.	$5,000,000	2010
SAC20510	Grantline Road	In Sacramento County, Grantline Road from Elk Grove Boulevard to Sloughouse Road: add frontage roads to connect various local access roads intersecting Grantline.	$25,000,000	2014
SAC20530	Grantline Road	In Sacramento County, Grantline Road from SR 99 to Bond Road: widen from 2 to 4 lanes.	$12,000,000	2012
SAC20840	Various Locations	Traffic Operations System Center - Stage II	$16,000,000	2015

ID	Project Title	Project Description	Total Cost	Completion Year
SAC21480	Franklin Boulevard Streetscaping	Project development to provide landscaping and streetscaping on Franklin Blvd. between Turnbridge Road and 38th Ave., and along 47th Ave., Franklin Blvd to Light Rail Tracks.	$3,475,000	2007
SAC21500	Hazel Ave.	Widen American.River bridge and approaches from 4 to 6 lanes and widen Hazel from A.R. bridge to Madison from 4 to 6 lanes with bike lanes and signals and parkway features	$85,190,000	2010
SAC22020	Antelope North Road Widening	In Sacramento County, Antelope North Road from Poker Lane to Olive Avenue, widen from 2 to 4 lanes.	$3,020,000	2010
SAC22070	Watt Ave. Phase 3 ITS Project	In Sacramento County, Watt Avenue Corridor, implement phase 3 priority and mobility enhancement demonstration project.	$2,725,000	2007
SAC22200	Watt Avenue Enhancements Phase 2	In Sacramento County, Watt Avenue from Capital City Freeway (SR51) to Jackson Hwy. (SR16): construct curb, gutter, sidewalks, bikeways, lighting, transit shelters and landscaped medians.	$8,517,000	2007
SAC22290	I-80 Bicycle / Pedestrian Crossing	In Sacramento County, conduct studies, and environmental work for a bicycle/ped crossing of I-80 W of Madison Avenue.	$550,000	2007
SAC22300	Elverta Road Widening	Widen from 2 to 4 lanes from Rio Linda Boulevard to connection to SR 99. Includes biycle and pedestrian facilities.	$26,000,000	2019
SAC22320	Kiefer Boulevard	Construct a 4-lane roadway from Bradshaw Road to Sunrise Boulevard. Includes bicycle and pedestrian facilities.	$10,000,000	2025
SAC22330	American River Access Improvements	Reserve funds for improved access across the American River between Howe Avenue and Hazel Avenue.	$80,000,000	2026
SAC22370	Bikeway Master Plan Construction Phase 2	In Sacramento County, various locations throughout county construct on-street bikeways, including shoulder widenings to provide shoulders for the bike lanes.	$2,040,000	2007
SAC22410	Douglas Road Widening	In Sacramento County, Douglas Road from Excelsior Road to Sunrise Boulevard, widen from 2 to 4 lanes.	$11,067,000	2010
SAC22430	Eagles Nest Road Widening	In Sacramento County, Eagles Nest Road from Kiefer Boulevard to Douglas Road, widen from 2 to 4 lanes.	$4,630,050	2015
SAC22690	Florin Road Enhancements	In Sacramento County, Florin Road from Stockton Blvd. to Elk Grove-Florin Road: construct sidewalks, bikeways, medians, lighting, landscaping and streetscaping.	$3,103,000	2006
SAC22710	Fulton Ave. Enhancements Phase 2	In Sacramento County, Fulton Ave. from Arden Wy. to Auburn Blvd: construct landscaped medians, streetscaping, sidewalks, bikeways, lighting, transit shelters and landscaped medians.	$6,139,920	2006
SAC22720	Watt Avenue Enhancements	In Sacramento County, Watt Ave. from Antelope Rd. to Capital City Freeway (SR51): install landscaping, streetscape, ADA frontage improvements, sidewalks, lighting and bike facilities.	$3,210,000	2008
SAC22770	ITS on Greenback/ Sunrise Blvd.	Smart Corridor on Greenback/Sunrise Blvd.	$7,600,000	2012
SAC22780	Dry Creek Parkway Trail	Construct 5-mile Class I multi-use trail on Dry Creek Pkwy, Cherry Island Soccer Complex to Dry Creek Rd.	$1,701,825	2007
SAC22900	Kammerer Road	Construct a 4 lane roadway from Grantline/ Route 99 interchange to I-5 at Hood Franklin Blvd. Can be changed to widening of existing streets. (part of the parkway package)	$18,443,980	2016
SAC22905	Kammerer Road	In Elk Grove and Sacramento County: Kammerer Road from I-5 to SR 99: enhance as a 4 lane parkway.	$31,556,020	2021
SAC22940	Elkhorn Boulevard Widening	Construct a two lane roadway with the following alignment: Power Line Road, along the north side of I-5 and loop into the airport, merging with Airport Blvd/Crossfield Dr. with landscaped medians.	$15,000,000	2019
NEW	Elkhorn Boulevard Widening	In Sacramento County, Power Line Road to Lone Tree Road, realign and construct new road to 2 lanes and median with landscaping.	$5,000,000	2008
SAC22980	Alta Sunrise Boulevard	Construct a 6-lane roadway from Route 50 to International Drive extension. This includes a south only interchange with Route 50 and pedestrian and bicycle facilities.	$45,000,000	2015
SAC22990	International Drive	Construct a 6 lane roadway from current terminus to Alta Sunrise Boulevard. Includes bicycle and pedestrian faciliites.	$6,000,000	2010
SAC23080	Hazel Avenue	Widen from 4 to 6 lanes from Madison to Sacramento/Placer County line.	$77,500,000	2017
SAC23160	New Road	Construct a new 4 lane limited access road from Grant Line Road/ White Rock Road through Aerojet's property to U. S. 50 near Hazel Ave.	$9,335,000	2015
SAC23220	White Rock Road	In Sacramento County, White Rock Road from Sunrise Park Drive to El Dorado County line: realign and widen with shoulders.	$20,000,000	2017
SAC23270	South County Transit Operations	South Sacramento County to north San Joaquin County: provide hourly jobs access transit service between Lodi, Galt, Elk Grove and south Sacramento County	$2,103,690	2007
SAC23980	Pedestrian Master Plan Implementation Project	Construct pedestrian facilities and improvements in various locations throughout Sacramento County in accordance with the adopted Sacramento County Pedestrian Master Plan. The project includes improvements to existing corridors to enhance pedestrian safety and mobility, including sidewalk and walkway construction, pedestrian signal installation, improvements to existing signalized and non-signalized intersections and pedestrian crossings, and other improvements to benefit pedestrian access and safety. All improvements will be constructed in compliance with pedestrian facility improvement standards set forth in the adopted Master Plan.	$1,447,000	2007

ID	Project Title	Project Description	Total Cost	Completion Year
SAC24035	Gerber Road Widening Project	The project proposes to widen Gerber Road between Elk Grove-Florin Road and Bradshaw Road 2 to 4 lanes.	$3,854,000	2008
SAC24036	Vineyard Road Improvement, Calvine Road to Gerber Road	In Sacramento County, widen from 2 to 4 lanes, replace two existing bridges on Vineyard Road, install two new traffic signals, widen pavement to an arterial roadway width, and construct landscaped median. The bridges are located at Laguna Creek and a tributary of Elder Creek.	$4,207,000	2008
SAC24037	Intersection Improvements, Disabled Access 04/05	This project provides for the development and implementation of audible signals and other ADA compliant upgrades at various locations throughout the County of Sacramento. The audible signals will be installed in accordance with the latest County Standards and current ADA requirements. The locations are based on citizen's requests and recommended by the County's Physical Access Subcommittee (PASC) of the Disability Advisory Committee. The locations are: 1)Alta Arden Expressway @ Morse Ave; 2)Arden Way @ Watt Ave.; 3) Auburn Blvd. @ Hemlock St.; 4)Arden Way @ Professional Dr.; 5)El Camino Ave. @ Yorktown Ave.; 6)Auburn Blvd. @ Palm Ave.; 7)Auburn Blvd. @ Garfield Ave.; 8)Fair Oaks Blvd. @ Sunrise Blvd.; 9)San Juan Ave. @ Sunset Ave.; 10) Cottage Way @ Bell St.; 11)Howe Ave. @ Hurley Way; 12)Fulton Ave @ Hurley Way; 13)Watt Ave. @ Kings Way/Chenu Ave.; 14)Mather Field Rd. @ Mills Station Rd. Locations may be added or deleted based on the PASC's subsequent recommendations.	$948,000	2007
SAC24062	Galt / South Sacramento County Transit Preventive Maintenance	In Galt and south Sacramento County, perform preventive maintenance for South County Transit.	$1,539,875	2007
SAC24066	Freedom Park Drive	In Sacramento County, Freedom Park Drive: construct pedestrian and streetscape improvements to serve as a gateway into adjacent McClellan Park.	$1,500,000	2008
		Sacramento Regional Transit District		
REG15040	Amtrak / Folsom Corridor Light Rail Project	Folsom Corridor - Downtown Sacramento Folsom - light rail extension (including vehicle purchase)	$256,000,000	2006
REG15053	South Sacramento Light Rail Project-Phase 2 Extension	Construct a light rail extension from Meadowview Road to Cosumnes River College	$202,529,000	2010
REG15304	CNG Bus Fleet Expansion	Purchase 60 CNG buses for fleet expansion from 2005 through 2025	$33,750,000	2025
REG15880	Light Rail Vehicle Rehabilitation Program	Complete a mid-life rehabilitation of the light rail vehicle fleet	$118,482,400	2025
REG16470	Northeast Corridor Enhancements Project	Double track all existing single track sections of Northeast Corridor LRT and make various improvements to implement exprress service from Watt/I-80 to Downtown Sacramento	$25,000,000	2009
REG16670	SRTD Operating Assistance	Sacramento Regional Transit District: operation of transit service.	$3,775,579,514	2025
REG16680	RT Preventive Maintenance	Sacramento Regional Transit District: provide for scheduled and unscheduled maintenance for bus and light rail revenue vehicles and facilities.	$1,085,552,212	2025
REG17190	South Sacramento Light Rail Project-Phase 3 Extension	Construct a light rail extension from Cosumnes River College to Elk Grove	$182,000,000	2019
REG17221	Antelope Light Rail Extension	Construct an extension of light rail line from I-80/Watt Avenue to Antelope Road	$290,000,000	2025
REG17230	Laguna West Light Rail Extension	Construct a light rail extension from Meadowview to the Laguna West area of Elk Grove	$91,740,000	2019
REG17300	Satellite Bus Maintenance Facility	In Sacramento, site and build satellite bus maintenance facility.	$23,000,000	2009
REG17320	Downtown-Natomas-Airport Light Rail Extension	Light rail extension from Downtown Sacramento to Sacramento International Airport	$623,500,000	2015
REG17330	Watt Avenue Bus Rapid Transit	Develop a bus rapid transit corridor on Watt Avenue between Folsom Blvd and McClellan Business Park	$30,000,000	2010
REG17430	Sunrise Boulevard Bus Rapid Transit	Develop a bus rapid transit corridor on Sunrise Blvd between Douglas Blvd and the Placer County line	$30,000,000	2013
REG17781	Paratransit Vehicle Fleet Replacement	Purchase 314 paratransit vehicles for fleet replacement	$26,690,000	2021
REG17782	CNG Bus Fleet Replacement	Purchase 135 CNG buses for fleet replacement from 2005 through 2009	$50,625,000	2009
Sutter County		**Caltrans District 3**		
CAL10690	SR 20 Road Rehabilitation	In Sutter County, SR 20 from Sacramento River Bridge to Hagerman Road, rehabilitate roadway.	$4,893,000	2008
CAL10700	SR 99 Planting & Irrigation	In Yuba City, SR 99 from SR 20 to north of Queens Avenue - replace planting and upgrade irrigation.	$2,616,000	2009
CAL15722	Sutter/Yuba Route 70 Corridor Project	Near East Nicolaus - Route 99 to Cornelius Road - construct 4-lane expressway	$58,900,000	2012
CAL15770	Route 20	Widen from 4 to 6 lanes from Walton Rd to Rocca Way	$2,000,000	2010
CAL15780	Route 20	Construct urban interchange at Route 99 and Route 20	$16,322,000	2025
CAL17270	SR 99 Garden Hwy - SR 70	Near Yuba City, SR 99, Route 70 junction to Garden Highway - widen to 4 lanes with a continuous left-trun lane.	$16,076,000	2009
CAL17350	Route 70 Expressway Construction	Near Rio Oso - Cornelius Avenue to Bear River Bridge (Yuba County) - construct 4-lane expressway	$75,900,000	2012
CAL17660	SR 99 Garden Hwy - Sacramento Ave	Near Yuba City, from Garden Hwy. to Sacramento Ave, widen from 2 to 4 lanes, with a median left-turn lane, new bridge and an undercrossing.	$47,170,000	2020

ID	Project Title	Project Description	Total Cost	Completion Year
CAL18160	Route 99	Widen Route 99 from 2 to 4 lanes from five miles south of Live Oak to the northern-most city limits.	$37,500,000	2015
CAL18350	SR 99 Central - O'Banion	Near Yuba City, SR 99, Central Ave. to O'Banion Rd.; widen to 4 lanes with a median.	$59,103,000	2011
CAL18590	Route 99, New interchange	Sutter County, north of Sacramento: along Route 99 between Riego Road and Sankey Road, construct new interchange	$22,000,000	2016
CAL18742	SR-99, Yuba City - Rehabilitate Roadway	In Yuba City - Lincoln Road to Butte House Road - rehabilitate roadway	$16,132,000	2008
CAL18746	SR-20 Feather River Bridge - upgrade bridge rail	In Yuba City - Feather River Bridge #18-9 - upgrade bridge rail	$8,279,000	2007
		City of Live Oak		
SUT10781	SR 99	In Live Oak, SR 99 at Elm Street, install signal	$250,000	2006
SUT10795	Pennington Road Phase 1	In Live Oak, Pennington Road from SR99 to 50' w of Connecticut Ave.: reconstruct and widen from 2 to 4 lanes; reconstruct RR crossing.	$1,287,000	2010
		Sutter County Dept of Public Works		
CAL16950	SR 99 Riego Rd. Interchange	In Sutter County, SR 99 at Riego Road, construct new five-lane interchange.	$28,510,000	2009
SUT10270	Pleasant Grove Road	Realign South - Howsley Road / Widen to 4 lanes Howsley Rd to Riego Rd.	$984,000	2010
SUT10310	Pleasant Grove Rd.	Widen to 4 lanes, Bear River Dr. to Yuba County	$1,070,000	2010
SUT10330	Riego Road	In Sutter County, Riego Road from SR 99 to Power Line Road: widen from 2 to 4 lanes.	$9,356,000	2010
SUT10340	Riego Rd	Widen to 4 or 6 lanes, Route 99 to Placer Co.	$3,142,000	2009
SUT10350	Riego Road	In Sutter County, Riego Road from SR 99 to Pacific Avenue: widen from 2 to 6 lanes.	$5,825,000	2010
SUT10360	Riego Road	In Sutter County, Riego Road from Pacific Avenue to Road F: widen from 2 to 6 lanes.	$7,698,000	2010
SUT10370	Lincoln Rd.	Widen to 2 lanes with a center lane from Jones Rd. to Walton Rd.	$688,000	2010
SUT10390	Butte House Rd.	Upgrade to 2 lane urban standard, Acacia Ave. to Humphrey Rd.	$445,000	2010
SUT10400	Riego Road	In Sutter County, Riego Road from Road F to Pleasant Grove Road: widen from 2 to 6 lanes including grade separation at RR xing.	$13,927,000	2010
SUT10480	Route 99/70	Construct a 4 lane interchange on Route 99/70 at Sankey Road	$20,000,000	2015
SUT10490	Riego Road	Widen from 2 to 4 lanes from Route 99/70 to 2 miles westward.	$2,000,000	2010
SUT10500	Sankey Road	Widen from 2 to 4 lanes from Pleasant Grove Blvd. to Route 99/70.	$2,500,000	2015
SUT10510	Pacific Avenue	Widen from 2 to 4 lanes from Sankey Road to Riego Road.	$1,500,000	2012
SUT10710	Road A	In Sutter County, Road A 1 mile west of SR 99 from Riego Road to one half mile south: construct new 4 lane road.	$2,578,000	2010
SUT10720	Road B	In Sutter County, one half mile west of SR 99, from Riego Road to one half mile south: construct new 4 lane road.	$2,693,000	2010
SUT10730	Road C	In Sutter County, one half mile south of Riego Road, from Road A to Road B: construct new 4 lane road.	$3,624,000	2010
SUT10740	Road D	In Sutter County, one half mile east of SR 99, from Riego Road to one half mile south: construct new 4 lane road.	$2,693,000	2010
SUT10750	Road E	In Sutter County, one half mile south of Riego Road between Road D and Road F: construct new 4 lane road.	$7,421,000	2010
SUT10760	Road F	In Sutter County, one mile east of Pacific Avenue from Riego Road to Road E: construct new 4 lane road.	$3,515,000	2010
SUT10788	Township Road	conform grind,level course,fabric,overlay,shoulders	$500,000	2006
SUT10789	George Washington Road	conform grind,level course,fabric,overlay,shoulders	$150,000	2006
SUT10790	George Washington Road	conform grind,levelcourse,fabric,overlay,shoulders	$150,000	2007
SUT10792	Pleasant Grove Road	In Sutter County, Pleasant Grove Road from Betz Road to Kempton Road and from Marcum Road to Auburn Ravine: conform grind,level course,fabric,overlay,shoulders	$450,000	2007
SUT10826	5th Street Bridge	Replace 2 lane Seismic Deficient bridge with 4 lane structure	$36,250,000	2012
SUT10827	RR Bridge Conversion	Convert Railroad Bridge to 2 lane vehicular crossing	$14,000,000	2012
		Yuba City Dept of Public Works		
SUT10241	Walton Avenue Widening	Widen Walton Ave from Franklin to Lincoln from 2-3 lanes to 5 lanes including upgrades to bike lanes, sidewalks, curbs, gutters, and drainage	$909,000	2008
SUT10250	Bridge Street Widening	In Yuba City, Bridge Street from Cooper Street to Gray Avenue: widen to 4 lanes.	$1,150,000	2006
SUT10260	Harter Road	In Yuba City, construct 4 lane Harter Road between SR 20 and Bridge Street, construct streetscaping improvements on Harter from Butte House Rd to SR 20, install signal at Harter and Butte House and modify signal at Harter and SR 20.	$7,500,000	2006
SUT10280	Bridge Street at 2nd St. Realignment	In Yuba City, Bridge Street at Second Street: realign Second Street north of the 5th Street Bridge and install traffic signal.	$672,000	2007
SUT10430	Plumas Street	Extension of Plumas Street from Franklin Avenue to a connection with Percy Avenue, including lighting and landscaping.	$848,000	2008
SUT10460	Plumas Street	In Yuba City, Plumas Street from B Street to bridge: relocate curbs and sidewalks, modify signals, and remove RR track.	$1,315,100	2006
SUT10530	Franklin Avenue	Widen 2 to 4 lanes from Route 99 to Clark Avenue	$950,000	2015
SUT10540	Garden Highway	Widen from Franklin Avenue to Second St. to provide bicycle facilities and on-street improvements.	$500,000	2015
SUT10550	Garden Highway	Widen from 2 to 4 lanes from Epley Drive to Winship Road.	$500,000	2015

ID	Project Title	Project Description	Total Cost	Completion Year
SUT10620	SR 99	In Yuba City, SR 99: add signalized intersection north of Bridge Street.	$1,500,000	2010
SUT10794	Cinema 14 and Mixed-Use Retail Complex Transportation Improvements	In Yuba City, construct signal-phasing modifications, pedestrian-scale street lighting, sidewalks and new pedestrian crossings as part of the city's downtown revitalization strategy.	$700,000	2006
Various Counties		**Caltrans District 3**		
CAL16800	Various Locations	Caltrans District 3 TOS projects. Includes ramp meters, HOV on-ramp lanes, traffic monitoring stations, closed circuit television cameras, changeable message signs, highway advisory radio, weather monitoring systems, loop detectors, etc.	$70,000,000	2025
CAL17250	Feather River Bridge on Route 65	Construct 2-lane Third Feather River Bridge, with right-of-way for ultimate 4 lanes, from Route 70 in Yuba County to Route 99 in Sutter County.	$232,500,000	2025
CAL17260	Marysville Bypass	In Yuba and Butte Counties, SR 70 from SR 65 to Ophir Road in Butte County, construct four-lane freeway on new alignment. Butte County is contributing an additional $3 million in RIP funds.	$3,000,000	2011
CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair with non-ER funds (non-capacity increasing projects only)	$300,000	2007
CAL17900	U.S. 50	Construct Traffic Operations System (TOS) on U.S. 50 from Scott Rd. to Cameron Park	$5,000,000	2006
CAL18280	Wheatland Bypass	Construct a new 4 lane expressway from the future north end of Route 65 Lincoln Bypass to the existing Route 65, near South Beale Road, with access control.	$184,000,000	2025
CAL18330	Roseville Third Track	Construct third track on the UP mainline between Elvas Tower in Sac County and Roseville Station in Placer County.	$19,000,000	2008
CAL18736	Metal Beam Guard Rail	In Sacramento, Placer, Yuba, and Yolo Counties - on various routes - upgrade metal beam guard rail end treatments	$2,966,000	2008
CAL18750	State Minor Funded Program	Lump Sum - State Minor Funded Program (Non-Capacity Increasing Projects Only).Previously programmed as CAL17370 in 2002 MTIP.	$1,500,000	2006
VAR10060	SACOG Area HES Program	Lump Sum - Local Hazard Elimination and Safety projects, non-capacity increasing only	$528,000	2007
		Capital Corridor Joint Powers Board		
CAL18320	Sacramento/Placer Counties	Sacramento to Roseville track and signal improvements	$7,280,000	2007
CAL18290	Intercity Rail	Add three modern trainsets with a locomotive to the Capitol Corridor passenger rail service with the proposed increased service frequencies	$48,000,000	2010
		Sac. Metro Air Quality Management District		
SAC21080	Spare the Air Program	Conduct the Spare the Air Education Program jointly funded by the Sacramento Metro AQMD, Yolo-Solano AQMD and the Placer County Air Quality Control District	$3,089,801	2007
		SACOG		
SAC20400	Sacramento Metropolitan Area Rideshare Program	Provide ride-matching services for the Sacramento metropolitan area; cooperate with local agencies in Highway 50 outreach effort. (TDM)	$1,589,992	2007
SAC20410	SACOG Regional Programs	In SACOG Region, perform administrative work to implement regional funding programs (community design, air quality, transportation demand management and bicycle/pedestrian).	$192,025	2007
SAC22090	SECAT Program	Heavy-Duty NOx control strategies; SECAT program; GIS Transit program (includes bus stop and centralized regional transit information system, and trip planning)	$69,402,521	2007
VAR10350	Rancho Cordova-Placer Connector	In Sacramento and Placer Counties: study a multi-modal connector between Rancho Cordova and Placer County.	$1,250,000	2009
VAR10460	Transportation Demand Management	SACOG region: implement transportation demand management. Annual program includes SACOG rideshare program, marketing and other strategies to reduce travel demand.	$9,754,337	2025
VAR11000	Regionwide STARNET Integration	In SACOG region, implement regionwide STARNET integration and related ITS projects.	$2,000,000	2006
VAR22100	Clean Air Investments and Improvements	Lump Sum of clean air investments and improvements	$201,914,819	2025
VAR22200	Other Road Improvements	Lump Sum of other road improvements	$2,176,193,053	2025
VAR23500	Transportation Demand Management	Lump Sum of transportation demand management	$49,630,526	2025
VAR24000	Soundwalls	Lump Sum of soundwalls	$16,826,235	2025
VAR24200	Road and Bridge Maintenenace and Rehabilitation	Lump Sum of road and bridge maintenance and rehabilitation	$7,662,491,708	2025
VAR24300	Landscaping and Street Enhancements	Lump Sum of landscaping and street enhancements	$26,921,976	2025
VAR24900	Other Transit Capital Improvements	Lump Sum of other transit capital improvements	$291,654,739	2025
VAR27000	Community Design	Lump Sum of community design	$560,874,498	2025
VAR30000	Bicycle and Pedestrian Improvements	Lump Sum of bicycle and pedestrian improvements	$392,612,149	2025
VAR56001	State Implementation Plan for Air Quality - SACOG Region	In SACOG region, perform modeling, control measure evaluations, public outreach and environmental documents for new SIP based on 8-hour ozone requirements.	$1,000,000	2007

ID	Project Title	Project Description	Total Cost	Completion Year
VAR56002	SACOG Blueprint Project	In the SACOG Region, develop a comprehensive regional process that integrates land use and transportation, air quality and other regional concerns. The Blueprint project utilizes extensive public outreach and modeling tools to estimate the transportation, air quality, economic and other effects of current land use patterns and develop alternatives to those patterns.	$265,564	2007
		Sacramento Regional Transit District		
REG17200	West Sacramento Rail Transit	Extend rail transit from Downtown Sacramento to West Sacramento.	$90,250,000	2025
		Various Agencies		
REG17710	Regional Commuter Rail	Auburn to Dixon on UPRR ROW: operate start-up commuter rail during peak periods with leased rolling stock for three years. Minimum of six round trips daily.	$22,700,000	2008
REG17720	Regional Commuter Rail Operations	Sacramento Metropolitan Area: operating and maintenance costs for commuter rail between Davis and Auburn.	$170,800,000	2006
		Yuba Sutter Transit		
YST10170	Fixed Route Fleet Replacement	Purchase ten fixed route buses for fleet replacement & minor expansion	$2,750,000	2008
YST10190	Demand Response Vehicle Replacement	Purchase ten demand response/rural route vehicles for fleet replacement	$600,000	2008
YST10200	Fixed Route Vehicle Acquisition	Purchase eight fixed route buses for fleet replacement & minor expansion	$2,200,000	2012
YST10210	Demand Response Vehicle Acquisition	Purchase ten demand response/rural route vehicles for fleet replacement	$600,000	2017
YST10220	Commuter Bus Acquisition	Purchase six commuter buses for fleet replacement & minor expansion	$1,650,000	2018
YST10230	Fixed Route Vehicle Acquisition	Purchase twelve fixed route buses for fleet replacement & minor expansion	$3,300,000	2020
YST10240	Commuter Bus Acquisition	Purchase four commuter buses for fleet replacement and minor fleet expansion	$1,100,000	2021
YST10260	Commuter Bus Purchase	Purchase six commuter buses for fleet replacement and minor fleet expansion	$1,692,000	2006
YST10340	Commuter Bus Acquisition	Purchase five commuter buses for fleet replacement & minor expansion	$1,375,000	2014
YST10350	Demand Response Vehicle Acquisition	Purchase ten demand response/rural route vehicles for fleet replacement	$600,000	2025
YST10360	Commuter Bus Acquisition	Ppurchase five commuter buses for fleet replacement	$1,375,000	2025
YST10370	Fixed Route Vehicle Acquisition	Purchase ten fixed route buses for fleet replacement & minor expansion	$2,750,000	2023
YST10390	Demand Response Vehicle Acquisition	Purchase seven demand response/rural route vehicles for fleet replacement & minor expansion	$420,000	2012
YST10400	Demand Response Vehicle Acquisition	Purchase nine demand response/rural route vehicles for fleet replacement & minor expansion	$540,000	2021
YST10410	Facility Expansion	Expand the capacity of the existing maintenance, operations and administration facility	$750,000	2010
YST10412	Operating Assistance FY 2006	Operating Assistance for FY 2006	$3,640,705	2006
YST10416	Operating Assistance for FY 2007	Operating Assistance for FY 2007	$3,835,705	2007
YST10417	Commuter Bus Purchase	Purchase three commuter buses for fleet expansion & minor expansion	$825,000	2009
Yolo County		**Caltrans District 3**		
CAL10530	U.S. 50	From I-80 to Sacramento County line--install traffic operations system (message signs, ramp metering, cctv)	$600,000	2015
CAL10730	SR 275 Tower Bridge Rehabilitation	In West Sacramento, SR 275 Tower Bridge: rehabilitate deck.	$2,647,000	2006
CAL15882	I-5/SR113 Interchange (Ph.3)	Phase 3 Construct northbound SR113 to southbound I-5 freeway to freeway connection.	$30,200,000	2015
CAL16330	I-80 / U.S. 50	Carpool lane from Richards Blvd. in Davis to Sacramento County line on I-80 / U.S. 50.	$110,000,000	2022
CAL16370	SR 84 (Jefferson Blvd.) Relinquishment	In West Sacramento, from south West Sacramento urban limits to I-80: relinquishment from Caltrans to the City of West Sacramento.	$6,199,000	2006
CAL16880	Route 50, various locations	Yolo County portion of U.S. 50 traffic operations system and ramp metering at various locations.	$4,800,000	2006
CAL18743	SR-16 Widen Shoulder and Other Improvements	Near Brooks - east of Mossy Creek Bridge to west of Route 505 - widen shoulder and construct left turn lane and right turn pockets	$54,487,000	2011
CAL18747	U.S. 50 in West Sacramento - Rehabilitate Pavement	In West Sacramento - Route 80 to Sacramento County Line; also in Sacramento County from Yolo County Line to 65th Street - rehabilitate pavement	$10,684,000	2007
YOL15880	US 50 Harbor Blvd Interchange	In West Sacramento, US 50, Harbor Blvd Interchange: widen to 6 lanes,revise ramps and add auxiliary lanes.	$36,700,000	2013
CAL15881	I-5/SR113 Interchange	Phase 2 - Construct northbound I-5 to southbound SR113 freeway to freeway connection- I-5 NB to 113 SB	$52,450,000	2017
		City of Davis Dept of Public Works		
YOL16400	Hutchison Drive Bike Lanes & Old Davis Road Landscaping	UC Davis Campus, Hutchison Drive, CR 98 - SR 113: widen to accommodate bike lanes; Old Davis Road, from I-80 to California Avenue: add sustainable landscaping and water-conserving irrigation.	$1,424,000	2006

ID	Project Title	Project Description	Total Cost	Completion Year
YOL17130	Route 113/Covell Blvd. Interchange	Construct additional width on Covell Blvd. including the overcrossing structure to install adequate turn lanes for accesss-egress to Route 113.	$15,000,000	2020
YOL17140	I-80	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.	$10,000,000	2015
YOL17150	Chiles Road	Widen Chiles Road from 2 to 4 lanes from the I-80 eastbound ramp and Ensenada Dr. Includes bike lanes.	$1,600,000	2015
YOL17160	Lake Blvd. / Covell Blvd.	Install a traffic signal at Lake Blvd. and Covell Blvd.	$160,000	2015
YOL17170	Mace curve	Widen Mace from Alhambra Dr. to Alhambra Dr. (Mace curve) from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	$2,200,000	2015
YOL17180	Covell Blvd.	Widen Covell Blvd. from 2 to 4 lanes from Shasta Dr. and Denali Dr. and provide bike lanes and a center median.	$1,600,000	2015
YOL19210	Downtown Multimodal Parking Structure	In Davis, construct multistory parking structure to serve multimodal transportation center (Amtrak, Unitrans, Davis Community Transit, commercial shuttles and bike/ped) and the downtown Davis business district.	$17,100,000	2009
		City of West Sacramento Dept of Public Works		
YOL15130	Harbor Blvd.	West Capitol Ave. to Industrial, 4 to 6 lanes	$6,000,000	2013
YOL15160	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.	$4,000,000	2015
YOL15180	South River Rd.	Reconstruct and widen South River Road to 4 lanes including new 4-lane bridge over barge canal	$16,300,000	2010
YOL15670	I-80/Reed Ave. Interchange	Windening of ramps at the intersection with Reed Ave., widening of Reed Ave., and some limitation of local street access. Ramp metering would be added to the on-ramps.	$11,250,000	2015
YOL15680	U.S. 50/South River Road Interchange	Install ramp meters and modify ramp design at South River Rd interchange.	$10,660,000	2015
YOL15891	I-80 Enterprise Boulevard	In West Sacramento, I-80 at Enterprise Boulevard: construct eastbound on-ramp.	$3,000,000	2010
YOL15900	U.S. 50/Jefferson Blvd. Interchange	Modify and expand the ramps and signals at the Jefferson Blvd. interchange, add ramp metering and turn lanes, and modification and/or access control of streets adjacent to the interchange.	$26,450,000	2015
YOL15940	Lake Washington Blvd.	Widen from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal.	$4,000,000	2013
YOL15950	Lake Washington Blvd.	Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes.	$4,000,000	2015
YOL16492	Tower Bridge Gateway Modification/3rd & 5th Streets Intersections (Phase 2)	In West Sacramento, Tower Bridge Gateway from UPRR underpass, east to the Tower Bridge: reconfigure from a controlled access expressway to an arterial roadway with signalized at-grade intersection at 3rd Street and 5th Street.	$7,000,000	2013
YOL19211	Tower Bridge Gateway/Garden Street Intersection	In West Sacramento, Tower Bridge (former Highway 275) at Garden Street: lower existing roadway to become an at-grade boulevard at the Tower Bridge Gateway.	$5,000,000	2007
		City of Winters Dept of Public Works		
YOL16550	Grant Ave. - Winters	In Winters, intersection of Grant Ave. (SR 128) and Railroad Ave, install traffic signal.	$1,082,000	2007
YOL16620	Railroad Avenue Bike Lanes	In Winters, Railroad Avenue from Grant Avenue to north city limits: install class 2 bike lanes.	$1,500,000	2011
YOL16670	Grant Ave./I-505 Overcrossing	In Winters, Grant Avenue at I-505: widen Grant Avenue overcrossing.	$3,750,000	2013
YOL19213	Putah Creek Bridge Replacement	City of Winters; Railroad Avenue over Putah Creek, from Wolfskill Street and Putah Creek Road: replace historic Putah Creek Bridge.	$2,000,000	2010
		City of Woodland Dept of Public Works		
YOL17270	Pioneer Avenue	Widen from 2 to 4 lanes between Gibson Road and Parkway Drive.	$3,338,450	2025
YOL17280	Matmor Road	Extend from Tyler Drive to County Road 24C as a 2 lane road.	$1,933,150	2018
YOL17290	Kentucky Avenue	Widen from 2 to 4 lanes from College St. to West St.	$3,537,189	2008
YOL17300	I-5 / CR 102	Reconstruct interchange on I-5 at County Road 102 including overcrossing of I-5.	$19,984,000	2018
YOL17310	County Road 102	Widen from 2 to 4 lanes from Beamer Street to East Main Street.	$2,896,850	2020
YOL17330	County Road 102	Widen from 2 to 4 lanes between Kentucky Avenue to Beamer Street.	$2,896,850	2015
YOL17340	County Road 25A	Construct a 2 lane minor arterial from Route 113 interchange to CR 102.	$3,893,760	2015
YOL17350	Parkway Drive	Construct a 2 lane arterial from East Street to College Street.	$3,359,150	2020
YOL17360	Parkway Drive	Construct a 4 lane arterial from Pioneer Ave. to East Street.	$9,044,750	2025
YOL17370	Parkway Drive	Construct a 2-lane arterial from County Road 102 to Pioneer Avenue.	$5,087,520	2008
YOL17380	Coloma Way	Construct a 2 lane collector from County Road 24A to County Road 24C.	$619,850	2025
YOL17390	College Street	Construct a 2 lane collector frokm County Road 24 A to County Road 24C	$619,850	2025
YOL17400	Kentucky Avenue	Widen from 2 to 4 lanes from East Street to College Street	$6,524,510	2008
YOL17420	Main Street	Construct South side from Ashley Avenue to Cottonwood Street.	$360,000	2015
YOL17450	Thomas Street	Extend from Main Street to Armfield Avenue.	$655,500	2010
YOL17540	Pioneer Avenue	In Woodland: construct new 2-lane major arterial between County Road 24C and County Road 25A.	$8,188,100	2020
YOL17550	County Road 102	In Woodland, County Road 102 from Gibson Road to County Road 25A: widen from 2 to 4 lanes.	$11,227,300	2023
YOL17560	East Street Widening	In Woodland, East Street from County Road 24A to south city limits: widen from 2 to 4 lanes.	$5,750,000	2025

ID	Project Title	Project Description	Total Cost	Completion Year
YOL17575	Lemen Realignment Phase 2	In Woodland, Lemen Avenue realignment at Cannery Road (Phase 2).	$1,376,000	2007
		University Transport System		
UNI10210	Unitrans Capital Assistance	purchase 25 new buses for expansion	$10,000,000	2027
UNI10320	Unitrans Operating Assistance	In Davis, operating Assistance for Unitrans.	$11,407,000	2007
UNI10330	Unitrans Capital Assistance	Capital Assistance - vehicle replacement/minor fleet expansion/bus rehabilitation	$30,015,000	2027
UNI10331	UCD Hydrogen Bus Project	In Davis, Unitrans: implement UC Davis Hydrogen Bus Technology Validation Project Phases 3 and 4 (Phases 1 & 2 included in UNI10330); later phases include enhancements and support for two HCNG converted buses and additional HCNG conversions.	$1,987,759	2012
UNI10340	Unitrans Capital Assistance	Capital Assistance - Unitrans Maintenance Facility Expansion	$4,000,000	2023
UNI10360	Unitrans Capital Assistance	Capital Assistance - Transit Corridor Terminal Improvements	$1,575,000	2007
UNI10380	Unitrans Capital Assistance	Capital Assistance - Office, shop, operating equipment, and non-revenue vehicles for existing facilities	$2,569,800	2027
UNI10440	Unitrans Capital Assistance	Unitrans bus stop improvements, accessibility, and passenger amenities	$3,190,000	2027
		Yolo County Dept of Public Works		
YOL15440	CR 99, CR 29 & CR 99D Bikeways	In Yolo County, CR 99 from CR 27 to CR 29 and CR 29 from CR 99 to SR 113 and CR 99D from CR 29 to Davis City limits: construct class II bikeways by adding four foot shoulders and rehabilitating existing roadway.	$1,625,912	2007
YOL15520	County Road 32A Bike Lane	In Yolo County on CR 32A, from CR 105 to Mace Blvd.: rehabilitate roadway and add four foot bike lanes.	$1,157,604	2008
YOL16280	County Road Bike Improvements	In Yolo County, CR 98 from CR 29 (Davis) to Woodland, add shoulders and bike lanes to roadway and two existing bridges and rehab roadway.	$272,245	2009
YOL17520	SR 16 Capay Valley Roadside Rests	SR 16, Brooks to Rumsey: construct roadside rests with scenic and/or historic interpretive signs.	$33,888	2006
YOL17610	CR 102 from 17 to 18C	Pavement Rehabilitation	$530,568	2006
YOL19212	Growing Space: Updating the General Plan to Support Smart Growth in Rural Communities	In Yolo County, perform circulation planning activities to integrate smart growth principles into the Yolo County General Plan, and foster higher density mixed-use development with pedestrian and bicycle-oriented neighborhoods in rural small towns, to reduce future vehicle demand and protect valuable agricultural and habitat resources.	$772,086	2007
		Yolo County Transportation District		
YCT10250	YCTD	Purchase 27 new buses for replacement and expanded service countywide.	$10,260,000	2010
YCT10980	West Sacramento Rail Station	In West Sacramento, construct station for regional rail service.	$1,129,560	2007
YCT18062	Rural formula operating assistance	Rural formula FTA Section 5311 opearting assistance	$695,041	2006
YCT18063	YCTD Rural formula operating assistance	Rural formula FTA Section 5311 operating assistance	$709,160	2007
YCT18065	YCTD Spare the Air Project	Spare the Air project, free fares on Yolobus on spare the air event days; Project YCT 11020, MTIP amendment 03-14	$70,360	2006
YCT18066	Preventive Maintenance	Yolobus fleet preventive maintenance	$1,281,250	2006
YCT18067	Road supervisors' vehicles	Purchase non-revenue vehicles for road supervisors	$75,000	2006
YCT18068	ADA paratransit operating assistance	Operating assistance for ADA paratransit service	$162,500	2006
YCT18069	Transit planning	Transit service and operations planning and development review	$81,250	2006
YCT18070	ADA vehicles	Purchase revenue vehicles for ADA service	$160,000	2006
YCT18071	Office equipment	Purchase office equipment including computers, printers, copier	$115,000	2006
YCT18072	Bus stop improvements	Improvements to various bus stops in Yolobus system	$81,250	2006
YCT18073	Safety and Security	Safety and security improvements to bus stops and facilities	$75,000	2006
YCT18074	Yolobus Administration and Maintenance Facility Improvements	Improvements to the administration and maintenance facility for Yolobus located in Woodland, including the CNG fueling station	$3,125,000	2007
YCT18075	Preventive Maintenance	Yolobus fleet preventive maintenance	$1,141,250	2007
YCT18076	ADA paratransit operations	Operating assistance for ADA paratransit service	$187,500	2007
YCT18077	transit planning	Transit service and operations planning and development review	$85,000	2007
YCT18078	ADAvehicles	Purchase revenue vehicles for ADA paratransit service	$85,000	2007
YCT18079	Facility Equipment	Purchase equipment for maintenance facility	$12,500	2007
YCT18080	Safety and Security	Safety and security improvements for bus stops and facilities	$100,000	2007
YCT18081	Preventive Maintenance	Yolobus fleet preventive maintenance	$1,376,250	2008
YCT18082	ADA Paratransit Operations	Operating assistance for ADA paratransit service	$187,500	2008
YCT18083	Transit planning	Transit service and operations planning and development review	$87,500	2008
YCT18084	YCTD Jobs Access & Reverse Commute Program	In Yolo County, provide JARC operations for Yolo County Transportation District.	$1,507,942	2007
YCT18085	EDO CNG Tank replacement	Replace 60 EDO CNG tanks and related hardware in six buses	$282,390	2005
Yuba County		**Caltrans District 3**		
CAL18240	Marysville Bypass (phase 2)	Construct a new 2 or 4 lane expressway (Marysville Bypass phase 2) from Route 65/70 split to Route 20, with access control.	$158,000,000	2025
CAL18250	Marysville Bypass (Phase 3)	Construct a new 2 or 4 lane expressway (Marysville Bypass phase 3) from Route 20 to Butte County line, with access control.	$70,000,000	2025

ID	Project Title	Project Description	Total Cost	Completion Year
CAL18745	SR 70 Near Marysville - Safety Improvements	Near Marysville - Noble Road to Woodruff Lane - add shoulder and two-way left turn lane	$3,724,000	2007
		City of Marysville Dept of Public Works		
CAL15960	Route 70	Widen from 4 to 6 lanes from First St to Ninth St, and widen the approaches to the Tenth St Bridge	$3,000,000	2012
YUB15350	Route 70	Widen B St railroad underpass to safety standards	$7,000,000	2013
YUB15690	2002 Pavement Rehabilitation Project Phase 1	In Marysville, various roads, Phase 1 pavement rehabilitation.	$755,000	2008
YUB15700	2002 Pavement Rehabilitation Project Phase 2	In Marysville, various roads, phase 2 pavement rehabilitation.	$425,000	2009
YUB15850	Marysville Hotel Parking Structure	In Marysville, Downtown Marysville Renaissance Square: construct downtown public parking garage as part of redevelopment project.	$2,980,000	2008
		City of Wheatland		
YUB15710	SR 65 Wheatland Signals	In Wheatland, SR 65, N. of 1st St. to S. of Main St.; construct signals and pedestrian improvements.	$1,200,000	2006
		SACOG		
YUB15630	Yuba County PPM	Plan, program and monitor	$63,000	2009
		Yuba County Dept of Public Works		
YUB15858	McGowan Parkway Interchange at SR 70	Modify existing Interchange	$5,000,000	2010
YUB15360	Route 70 at Feather River Blvd.	Construct interchange as part of the Plumas Lake Specific Plan.	$22,333,000	2010
YUB15370	SR 70 Algodon Road Interchange	Near Marysville - south of Algodon Road at Motorplex Parkway and Route 70 - construct new interchange (Phase 1).	$21,000,000	2007
YUB15375	SR 70 Algodon Road Interchange (Phase 2)	Near Marysville - south of Algodon Road at Motorplex Parkway and Route 70 - construct bridge for new interchange.	$20,000,000	2012
YUB15420	River Oaks Blvd.	Construct new north Arterial from Algodon Rd. to Plumas Arboga	$6,500,000	2007
YUB15580	SR 65 Interchange at Forty Mile Road	South of Marysville, SR 65 at Forty Mile Road Interchange: modify interchange ramps to accommodate traffic from the Yuba County Motorplex.	$1,000,000	2012
YUB15600	Honcut Road Bridge Replacement	In Yuba County, Community of Loma Rica, replace Honcut Road Bridge over Honcut Creek.	$2,000,000	2006
YUB15680	Willow Glen Road Pavement Rehabilitation	In Yuba County, Willow Glen Road from Marysville Road to Frenchtown Road: rehabilitate roadway.	$1,000,000	2007
YUB15720	North Beale Road Pavement Rehabilitation	In Yuba County, Community of Linda, North Beale Road from Shad Road to Griffith Avenue, rehabilitate pavement	$1,240,000	2006
YUB15848	La Porte Road Pavement Rehabilitation	In Yuba County, Community of Brownsville, La Porte Road from Willow Glen Road to Oregon Hill Road: pavement rehabilitation.	$750,000	2007
YUB15849	New York Creek Bridge Replacement	In Yuba County, near Brownsville, La Porte Road at New York Creek crossing: replace bridge.	$750,000	2008
		TOTAL	$27,430,779,065	

APPENDIX F
INTER-REGIONAL PASSENGER TRANSPORTATION

Capitol Corridor Rail Service

Funded by the State and passenger fares, administered by the Capitol Corridor Joint Powers Authority (CCJPA), and operated by Amtrak on Union Pacific Railroad tracks, this rail service is currently operating 12 round trips between Sacramento and Oakland. Stops in the SACOG region are at Auburn, Rocklin, Roseville, Sacramento, and Davis, with connecting Amtrak bus service to Grass Valley, Reno, South Lake Tahoe, and many more locations. The focus of the CCJPA is to deliver safe, reliable, frequent, high-quality passenger rail service that is a viable transportation alternative to the congested I-80 highway corridor.

The most recent business plan update calls for a continuation of the current 12 round trip trains between Sacramento and Oakland until October 2006, by which time, it is hoped, the State financial crunch will have eased and more trains can be added. Operating funds are available to expand train service to San Jose (up to 7 daily round trips) once the current Oakland-San Jose track construction project is complete in Fall 2006. The ultimate expansion goal is 16 San Jose-Sacramento round trip trains per day by 2009.

Since the CCJPA assumed management for the service in October 1998, ridership has increased 172% over the past seven years, catapulting the Capitol Corridor to the third busiest intercity passenger rail route in the U.S. For federal fiscal year (FFY) 2005/2006, ridership is expected to be 1.3 million passengers (1.4 million projected for FY 2006/2007). Over 40% of the cost is covered by fares, compared to 30% prior to the CCJPA management of the service.

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

High-Speed Rail

The California High-Speed Rail Authority has completed a Program Environmental Impact Report (EIR) for a high-speed link between the San Francisco Bay Area and Los Angeles with a spur lines to San Diego and Sacramento. The purpose of such a rail line is to serve increasing intercity travel in California and link all of the major metropolitan centers in the State. The more than 700-mile system would use a fully-grade-separated, electrified, dedicated double-track rail line with trains capable of speeds in excess of 200 m.p.h. The travel time between Sacramento and Los Angeles would be a little over two hours, for an approximate fare of $41. The system is estimated to cost $33 to $37 billion to build and as of now has no identified funding source. If financing is identified it could be open by 2020. The Authority states that 68 million of the estimated 253 million trips made in the corridor (or 27%) could be on this rail system by 2020. In 1997, 1 percent of trips were made by rail (Amtrak), 36 percent by air, and 63 percent by auto. In our region, the only stop would

be in Sacramento, at the existing Amtrak depot in downtown Sacramento. The Sacramento Valley Station, as it has been renamed, could link the high speed trains with light rail, conventional heavy rail, and local and intercity bus systems. The Program EIR, adopted at the Authority's September 2005 meeting, holds open both the UPRR alignment and the California Traction alignment as possible routes between Stockton and Sacramento. Legislation enacted by the State Legislature in 2005 calls for further study by the Metropolitan Transportation Commission (MTC) of the preferred corridor in the San Francisco Bay Area.

APPENDIX G
FREIGHT TRANSPORTATION

This 2006 MTP is long-range strategy for the six-county region that addresses future transportation needs through a set of policies, funding priorities and projects. Addressing the movement of freight in the region has become an important priority, given the importance of moving goods to support the regional economy and the traffic, air quality and noise impacts that can result.

Many of the transportation projects listed in this MTP help to meet the needs of freight movement, as well as assisting with mobility and access needs in general. The SACOG region is home to a wide range of freight transportation facilities. These include:

Highways: These are the primary routes for connecting major activity centers in the region to each other, as well as to other areas in the state or the US. Highways include I-5, I-80, US 50, SR 16, SR 70, SR 99 and SR 160.

Connectors: These are federally designated roads, such as Harbor Boulevard, that connect freight facilities to major roadways.

Main Line Railroads: Main line or Class I railroad lines in the SACOG region include the Union Pacific and Burlington Northern Santa Fe. These are the primary rail routes into, out of and through the region.

Branch Line Railroads: These smaller shortline railroads, such as the California Northern and the Sierra Northern (Yolo Shortline) in Yolo County serve smaller areas and feed into the Class I railroads.

Marine Transportation Facilities: The SACOG area includes one marine facility, the Port of Sacramento.

Air Cargo Facilities: There are currently two air cargo facilities in the SACOG region: Sacramento International Airport and Mather Field. Although Mather is Sacramento County's designated air cargo facility, the industry practice of sending air freight in the cargo holds of passenger jets means that Sacramento International continues to see a significant amount of freight traffic.

Intermodal Facilities: These are facilities that connect rail and truck transportation through the transfer of containers to or from trucks to trains. The region's only intermodal facility at the Union Pacific's Roseville railyard has been closed and moved to a new facility near Stockton.

<u>Challenges and Opportunities for the Region</u>

There are a variety of challenges and opportunities facing freight transportation in the SACOG region. Listed below is an overview of some of the more significant ones.

Trucks: Interstate 5 is considered the "backbone" of the state's highway system, providing a link between the Central Valley and the nation's largest international gateway to trade –the ports of Los Angeles and Long Beach. It is also the west coast's only north-south thoroughfare, linking Seattle with Los Angeles. Interstate 80 provides the main corridor for goods movement between the Bay Area, Sacramento and the areas east of the Sierra.

This region's highways were primarily constructed in a radial pattern to connect the central city to the suburbs. In the absence of a network of inter-suburban highways, more and more truck traffic is being moved onto arterials. This has become even more pronounced as manufacturing, warehousing and distribution centers move to the suburbs, and as new developments appear in areas with limited highway or freeway access and no rail access.

With the passage of TEA-21 in 1997, Congress authorized a 10% increase in allowable truck weights (from 72,000 to 80,000 pounds), which has led to a 25% increase in road wear by those trucks. Unfortunately, however, there was no corresponding increase in funding for road maintenance. While most state highways have been able to hold up to the increased truck weights, many rural roads and suburban arterials – especially those built to older standards - have significantly deteriorated.

Railroads: While there are ample economic and environmental incentives for shifting more freight from trucks to trains, there are several factors that will act against this:

- Much as vehicle miles traveled have increased dramatically while the number of highway lane miles has remained about the same, freight train miles have also increased significantly while track miles have stayed about the same.
- Freight train miles are forecast to double by 2020 and double again by 2036.

Railroads are now faced with three choices:

- Lay more track
- Change operating practices and schedules
- Drop the least profitable business

Capital expenditures for railroads make up a larger percentage of revenues than virtually any other business (currently about 17%). It costs about $3.5 million to construct one mile of main line railroad track and about $466,000 annually to maintain it. On the other hand, if fuel costs continue to rise, rail transportation may become more economically advantageous.

Port: The port of Sacramento serves a relatively small niche market for bulk (i.e. non-containerized) cargos, faces strong competition from the port of Stockton and will require significant investments to its infrastructure to compete. A proposal by the Port of Oakland to operate the port here would likely generate new business and provide additional expertise to its management. Key investments that will be required to ensure that the port remains economically viable include:

- Dredging of the shipping channel from a depth of 30 to 35 feet - $50-70,000,000
- Improvements to Harbor Boulevard - $33,000,000 (approximately $13 million funded)
- Rail relocation - $27-41,000,000
- Marine terminal facilities - $20,000,000

- Approximate Total - $130-164,000,000
- Other nearby ports (with the exception of Redwood City) all have greater channel depths (35 – 38 feet).

Strengths:

- The port is in close proximity to the greater Sacramento Valley cargo market
- It has a strategic location near I-5 and I-80.
- It is served by the Union Pacific Railroad and the Sierra Northern (Yolo Short Line) Railway.
- It has an inland location outside the Bay Area's congestion.

Weaknesses:

- This area comprises a relatively small local market for heavy bulk goods.
- There are multiple nearby competitors.
- The port is in an upriver navigation location with a shallow channel.
- The port faces significant financial issues and has a lack of business diversity.
- A major threat to the port is the encroaching residential development.

Airports: Air cargo has been forecast to increase 5.4% a year through 2020, compared to 4.1% a year for air passenger traffic. By 2025, the volume of international air cargo is expected to double or even triple statewide.

In 2004, 98.8% of the state's airborne imports and 93.2% of the airborne exports went through Los Angeles International Airport or San Francisco International Airport. Both of these airports are served by extremely congested highway networks and both are seriously constrained in their ability to expand further. Taken together, these factors would tend to favor moving air cargo operations to less congested areas, such as Sacramento.

Airport officials here have designated Mather Field as the region's air cargo hub. This move has not been entirely successful in shifting the focus of the region's air cargo operations primarily to Mather, as a great deal of air cargo still moves in and out of Sacramento International Airport, and Federal Express has refused to move to Mather. This is not entirely unusual, since a large volume of international air cargo is moved in the cargo holds of passenger jets. However, upcoming changes in security regulations could restrict this practice.

Sacramento International Airport is currently the only airport in the Central Valley that offers international flights and is the only one likely to see a significant increase in the number of them offered. Studies have shown that there is already sufficient demand to offer daily non-stop service to London, five day a week service to Frankfurt, and at least weekly service to Asia.

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

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

> The 2006 MTP includes light rail projects connecting downtown Sacramento to Natomas, and Natomas to the Sacramento International Airport. The Airport Loop Road project calls for construction of a two lane, three-mile roadway with the following alignment: Elkhorn Boulevard at Lone Tree Road, Elkhorn southwest towards Power Line Road, along the north side of I-5, and loop into the airport, merging with Airport Boulevard. The Placer Parkway, another project in this 2006 MTP, will also indirectly help to provide more direct access to the airport to South Placer County residents.
>
> Transit and Rail Connections: A key ground access issue prior to 1997 was the lack of any public transportation to Sacramento International Airport. YOLOBUS initiated public transit service between downtown Sacramento, West Sacramento, Davis, Woodland, and the airport in July 1997. Buses currently leave the airport twice each hour, once in each direction, making 13-stop loops through the above communities. The service operates weekdays and Saturdays from 5 a.m. to 10 p.m., with a reduced Sunday and holiday schedule.
>
> In addition to YOLOBUS service, private carriers such as shuttle services and taxicabs provide airport access within the region. Scheduled commercial van service also provides airport service from outlying communities as far away as Chico and the Lake Tahoe Area. The vans stop at commuter rail stations and provide commuter rail passengers with continuing service to the airport.

Blueprint and Land Use Considerations: Freight transportation activities have the potential to both help and hinder the goals of the Blueprint process. The Blueprint seeks to mix residential and commercial land uses and provide a better jobs/housing balance. However, industrial and freight transportation-related land uses do not always adapt well to mixed-use development. Residents living near freight facilities naturally tend to complain about the traffic, noise and pollution generated there, especially if operations extend to off-peak hours. This is where goals of shifting freight operations to off-peak hours (to reduce traffic congestion) may come into conflict with policies that seek to provide a better mix of residential and employment-related land uses. Also, mixed-use development means that more delivery trucks will be operating in closer proximity to residences than would be the case in typical suburban neighborhoods.

Rising real estate values, as well as the current emphasis on infill development and a desire to redevelop older industrial sites (aided by increasingly severe traffic congestion in central cities) have encouraged many older freight facilities to sell out in favor of more profitable land uses and relocate to outlying areas - typically with no rail access. This may have the effect of making available large parcels of centrally-located land for redevelopment – another objective of the Blueprint. This may also make good business sense to move freight activities to remote locations where land values are lower and road access is less congested. While this has the advantage of freeing up land for more valuable types of infill development, the lack of rail access and more

remote locations could also result in more vehicle miles traveled by trucks overall, more emissions and more congestion in the region.

Environmental Considerations and Impacts: The biggest freight-related concern to the citizens of this region is the impacts of trucks on roads. There is a concern that there are more trucks on the roads overall and an increasing number of trucks on local streets and arterials. From a citizen/resident perspective, this increase in trucks on roads brings with it concerns about traffic, safety, noise and air pollution. The Sacramento region may have an economic opportunity to be a freight terminal center, but that comes with the tradeoff of environmental and traffic impacts

Air Quality: The emissions from freight movement have been shown to make up 49% of the nitrogen oxides (NOx) and 36% of the particulate matter (PM) from all mobile sources. Of these, trucks make up by far the largest contributor, accounting for almost 2/3 of the total freight-related emissions. Many parked trucks also idle their engines to run air conditioners in hot weather, or refrigeration units for the load, which adds to these emissions.

Noise: As freight traffic has increased, so has the associated noise level. As the region's roadways become more congested, more trucks are moving at off-peak hours (night-time), worsening the effects of noise. Also of significant concern is the number of nighttime air cargo flights to Mather Field. An increasing number of studies have linked high levels of noise with a variety of health problems.

Traffic: Even while total traffic volumes have been increasing, truck traffic has also seen a considerable increase. As mentioned earlier, all modes of freight transportation have seen significant growth and are forecast for even more.

Safety and Security: While safety has always been of primary importance in freight operations, given the magnitude of potential impacts from truck or rail accidents, security has become even more important since 9/11/2001. New funding through the Department of Homeland Security has now become available to address this topic, and the California Department of Transportation has a variety of funding programs to address safety deficiencies.

Truck Parking: In recent years, trucks parking at various and sundry locations has become a problem. In spite of being at the crossroads of two primary interstates, the Sacramento area is home to only one private truck stop.

APPENDIX H
SACOG REGIONAL AVIATION SYSTEM PLAN

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

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

SACRAMENTO COUNTY AIRPORTS
Franklin Field Airport
Mather Airport
McClellan Field
Rancho Murieta Airport
Rio Linda Airport
Sacramento Executive Airport
Sacramento International Airport
Sunset Skyranch Airport

SUTTER COUNTY AIRPORTS
Sutter County Airport

YOLO COUNTY AIRPORTS
Borges-Clarksburg Airport
University Airport (Davis)
Watts-Woodland Airport
Yolo County Airport

YUBA COUNTY AIRPORTS
Beale Air Force Base
Brownsville AeroPines Airport

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

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

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

Under the provisions of ALUC law, CLUPs are required to be based upon airport master plans, or, in the absence of a master plan, an airport layout plan. Sacramento County updated its Master Plans for the Sacramento International Airport and Mather Airport in February 2002. Adoption of these two master plans by Sacramento County triggers ALUC updates of the CLUPs currently adopted for these two airports. Any significant airport changes, such as plans for new runways, runway extensions or changes in planned instrumentation of existing runways, could result in significant changes to the airport planning boundaries established by the existing CLUPs for these airports.

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

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

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

SACOG works with the airports to develop the Regional Airport CIP, which is then submitted to the Caltrans Division of Aeronautics for incorporation into the biennial update of the Capital Improvement Program Element of the California Aviation System Plan. The State's CIP Element serves as a guide for current and future airport development in the state,

and provides the basis for the development of the Aeronautics Capital Program adopted by the California Transportation Commission (CTC). SACOG generally initiates updates to the Regional Aviation CIP beginning in the fall of even-numbered years.

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

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

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

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

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

1. BACKGROUND AND INTRODUCTION ELEMENT

The Background and Introduction Element is comprised of four major sections: a Regional Setting; Aviation Issues; Inventory; and Goals, Objectives and Policies.

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

AVIATION ISSUES

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

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

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

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

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

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

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

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

INVENTORY

This section provides information about each of the region's public use airports, military airports and heliports. Airport-specific information includes the facilities and services available

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

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

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

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

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

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

Given the gap between Federal and State funding resources and the funding needs of airports, many airports will have to become increasingly self-sufficient in order to continue operating successfully. This could result in such actions as increasing airport user fees and lease fees,

provided such increases do not put an individual airport at a disadvantage compared to fees charged at other airports within the local aviation market. Public-private partnership arrangements may also offer opportunities for providing funds for the development and operation of airport facilities. In addition, an increasing trend which some airports may want to investigate is the privatization of various functions at publicly-owned airports, in which public authorities and private contractors enter into agreements for the operation of airport services and concessions.

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

3. FORECAST ELEMENT

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

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

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

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

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

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

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

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

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

4. SYSTEMS REQUIREMENTS ELEMENT

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

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

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

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

5. ACTION PLAN

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

APPENDIX I
SACOG CONGESTION MANAGEMENT SYSTEM

The Congestion Management System (CMS) is an important component of the regional transportation planning process. The first section reviews the federal requirements under the federal legislative mandate of TEA-21 as it applies to Transportation Management Areas (TMA). The second section discusses how the SACOG CMS is implemented in the context of the six required elements identified in federal guidance. These elements are successfully implemented throughout the SACOG planning process. The third section itemizes SACOG strategies to further improve the effectiveness of its CMS.

REQUIREMENTS

A CMS is defined as **" … a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion. "** All reasonable alternatives to expanding capacity for single occupant vehicles (SOV) must be considered. For TMAs, the CMS shall include the following elements:

1. Process – develop a set of methods to monitor and evaluate system performance, identify causes of congestion, identify and evaluate alternative strategies, support the implementation of strategies with data, and evaluate the effectiveness of these strategies.
2. Performance Measures – define parameters to measure the extent, severity, and duration of congestion and support the evaluation of congestion reduction strategies.
3. System Performance Monitoring – establish program of systematic data collection and analysis to define the extent, severity, and duration of congestion.
4. Congestion Management Strategies – identify appropriate traditional and non-traditional congestion management strategies, including additional system capacity only where necessary.
5. Implementation – establish implementation schedule, implementation responsibilities, and identify funding sources.
6. Assessment – implement process to assess effectiveness of implemented strategies in terms of the established performance measures.

FHWA mandates no specific program structure, giving regional planning agencies wide latitude in implementing this planning requirement. The SACOG CMS is decentralized and closely integrated into the transportation planning process, as described in detail in the following section.

CMS DESCRIPTION

SACOG has a superior record of implementing the planning principles embodied in TEA-21, including those specific to CMS. This region's CMS is closely integrated into the transportation planning processes. Through these processes, SACOG routinely collects available congestion data, analyzes those data, and applies these analyses to project evaluation.

CONGESTION MONITORING AND PERFORMANCE MEASURES

The CMS closely monitors congestion by collecting data from CALTRANS, other regional transportation authorities, and local jurisdictions. The most common and useful data are roadway traffic volumes. Collected by various agencies and local consultants, traffic volumes are readily converted into performance measures. Other data collected are travel times, turning movements, and modeled outputs from traffic operations studies. These data are used prominently in the regional travel model, the preferred tool for evaluating congestion management strategies.

Performance measures used by SACOG include roadway v/c ratio and corresponding level of service (LOS), and the Congestion Index. LOS is a generally accepted performance measure in transportation planning. The Congestion Index is a SACOG innovation that measures the amount of peak period congestion experienced by the region's travelers. It measures travel conditions for an entire trip rather than congestion of any specific facility. The Congestion Index is used to measure system-wide effects and help evaluate plan alternatives.

In cooperation with many local jurisdictions, SACOG is developing a comprehensive framework for data management with geographic information systems (GIS). This framework includes road centerlines, parcel level land uses, and demographics. The GIS will be able to manage congestion data like traffic volumes, giving improved utility for applications. This cutting edge system will help tie together the disparate parts of CMS into a powerful, unified data source and analysis tool.

A development within the last fiscal year that will assist SACOG with its congestion monitoring efforts is the County of Sacramento's Mobility Study. With SACOG's support and collaboration, the Mobility Study has made an exhaustive evaluation of present and future congestion on several vital corridors within the county. Also, Caltrans has agreed to provide periodic and detailed operations level congestion data for the region's highway system. Highway interchanges are key facilities for congestion management. These new data sources will strengthen an already robust regional CMS.

CONGESTION MANAGEMENT STRATEGIES

SACOG vigorously applies analyses of congestion management strategies to the transportation planning process. In pursuit of the core principle of CMS, finding alternatives to expanding single occupant vehicle (SOV) road capacity, this region has an excellent record. In both the 20-year and 5-year planning cycles, aggressive analyses of alternative strategies to SOV travel are consistently applied. In addition, planning initiatives like the Blueprint Project and the Community Design Program reinforce the already strong institutional commitment to progressive transportation solutions that reduce congestion and its negative societal consequences.

The MTP 2025 embodies the SACOG commitment to an active and effective CMS. Federal guidance notes that a CMS should be integral to the long-range plan and ultimately serve that process. The MTP 2025 embodies that principle in every way. The ten stated goals of the MTP encompass those outlined by TEA-21 for a model CMS, thoroughly and inclusively. While testing plan alternatives, proposed project lists were subjected to rigorous analyses that compared congestion relief strategies, and alternatives were compared for system-wide congestion effects. Potential SOV capacity expansion projects were given the highest scrutiny possible with every alternative mode and other reasonable strategy considered. These planning principles are followed consistently through plan implementation.

Along with monitoring, the Metropolitan Transportation Improvement Plan (MTIP) represents the short-term facet of the CMS. All proposed MTIP projects must already be in the approved MTP, and relevant technical analyses are brought forth for further consideration. Therefore, congestion relief strategies are fully considered in project implementation. The MTIP development process is coordinated with and flows from the MTP. Also, the region is known for innovative TCM projects like the diesel engine exchange program.

The Community Design Program provides a new and creative method for considering congestion management strategies. The MTP 2025 set aside $500 million for this program, which has undergone one funding cycle so far. Projects that further the principles of "smart growth" are eligible, including innovative transportation projects that give alternatives to single-occupant vehicle travel. SACOG and its CMS have backed up goals and principles with concrete and fully committed resources.

The Blueprint Project is another example of innovation as SACOG strives to meet and exceed the planning requirements of TEA-21 and its CMS component. Blueprint is an unprecedented effort to make the land use/transportation connection relevant to regional transportation planning. This enormous planning effort includes the use of cutting edge technologies and modeling tools. These tools help divine how land development affects congestion management strategies, thus greatly informing future choices in how we reduce congestion. The CMS is greatly aided by the practical testing of the new analysis techniques pioneered in Blueprint.

IMPLEMENTATION AND ASSESSMENT

The MTIP and MTP, with its CMS component, provide a unified and continuous link between planning, project development, funding, and implementation. SACOG has a proven record of delivering projects that effectively mitigate congestion in this region, meeting or exceeding agency goals for programming available resources for many consecutive years. Where planning horizons overlap, the MTP projects are the MTIP projects, and so the detailed analyses conducted for the MTP hold true for the MTIP cycle. Programmed improvements are always taken into account, usually as a base condition, when conducting system-wide congestion analysis or comparisons of plan alternatives.

FUTURE IMPROVEMENTS

SACOG strives to improve all aspects of the planning process, including the CMS. Starting in 2004/2005, this agency will produce an Annual Congestion Report to the Regional Planning Partnership (RPP). SACOG staff will collect all available congestion data in the region, subject these data to thorough analyses, and publish results for general dissemination. The report will enhance the CMS in the following ways:

- Through the RPP, better inform our local policy makers on current trends in system congestion and allow this information to quickly inform other analyses
- Give SACOG members a conduit for making suggestions on how to improve the CMS in a timely and efficient manner

- Enhance congestion monitoring by creating central databases for congestion information and providing greater consistency and continuity in these efforts

SACOG intends to make an early amendment to the OWP for inclusion of this program item.

SUMMARY

The CMS is an important and valued facet of SACOG's regional planning program. Consistent with federal guidance, SACOG has chosen a more decentralized model where the CMS is closely integrated into the MTIP and MTP. The MTIP and MTP, with its CMS component, provide a unified and continuous link between planning, project development, funding, and implementation. All required elements of a CMS for a TMA are clearly evident in this agency's planning programs. Data from congestion monitoring are used to evaluate congestion management strategies for projects and plan alternatives. New planning programs like Blueprint and Community Design further demonstrate SACOG's strong commitment to the letter and intent of TEA-21. With the Congestion Report as an example, SACOG will always strive to improve the CMS and better inform the planning process.

APPENDIX J
TRANSPORTATION MODELS AND TECHNICAL ANALYSIS

[Please note: This appendix was originally prepared for the MTP 2025 and has been updated to reflect a few changes in the travel model and a significant change in the emissions model used in the air quality conformity analysis. The 2006 MTP project list relies upon the modeling and technical analysis from the MTP 2025. For the 2006 MTP, the same model runs were reproduced in the updated model set.]

The technical analysis relies on travel demand forecasting models to project the travel conditions and system performance of the various options. The SACMET model covers the entire 6-county SACOG area, including both air quality areas. This model is a mathematical tool that estimates the general travel choices people will make, based on the primary social, demographic and physical conditions that affect such choices.

To develop the forecasting model, information on the characteristics of the transportation system is collected. Roadway and public-transit systems were studied to collect accurate technical descriptions of how these systems operate, and the conditions in which they operate. Data also were collected by conducting surveys of the region's residents, to determine the types of trips being made and the factors that affect those trips-demographic characteristics and the constraints of the transportation system, for example. Using all this information, a mathematical model of travel behavior was developed, relating to the types of trips made, frequency of trips, length of trips, time of day that trips are made, and the mode of travel used for the trip. When these relationships are applied to the entire region, traffic volumes and public-transit ridership can be estimated for a base year, meaning the current year or a very recent year. Estimates are compared to actual data that are prepared from the base year, to determine the accuracy of the model. When the model is judged to be accurate within acceptable standards, it then can be used to forecast travel patterns for a future year, given some assumptions about the size of the population in that future year, the places where new housing and businesses are built, the size of the employment base in that year, and the transportation improvements we expect to take place by that year.

LIMITS OF FORECASTING MODELS

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

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

Another limitation of the model is that it assumes no traffic accidents, breakdowns, spilled loads, lanes closed for maintenance, or other temporary bottlenecks. The timing, severity, duration, and

location of these incidents makes them too difficult to analyze within the constraints of a large-scale regional model, but we do know that as traffic levels near roadway capacity, incidents become far more disruptive for longer periods of time.

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

PERFORMANCE MEASURES

For the 2006 MTP, the same performance measure that were used in the MTP 2025 were again utilized. Listed below are the characteristics of these measures.

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

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

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

Emissions measures are estimates of the total regional emissions from on-road mobile sources. Emissions estimates are provided for four pollutants-oxides of nitrogen (NOx), reactive organic gases (ROG), particulate matter (PM-10), and carbon dioxide (CO2). Ozone is formed from NOx and ROG, PM-10 is small dust particles that can have respiratory effects, and CO2 is a major greenhouse gas related to global warming.

The Air Resources Board's emission model EMFAC2002 was used to calculate the emissions, using SACOG's travel forecasts. EMFAC2002 is the newest on-road emissions model from the Air Resources Board, and includes the latest available data on a range of factors such the trends in

vehicle ownership. It also includes the latest research on the technological and climatic impacts on emissions.

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

The California Clean Air Act calls for reducing the rate of growth in vehicle trips and vehicle miles traveled (VMT), particularly in comparison with the projected population growth rate. The following shows how the 2006 MTP performs in meeting the standards of the California Clean Air Act.

PERFORMANCE OF THE 2006 MTP RELATING TO THE CALIFORNIA CLEAN AIR ACT REQUIREMENTS

Growth in daily vehicle trips, 2006-2027	33.5**%**
Growth in daily vehicle miles of travel, 2006-2027	33.3**%**
Growth in population, 2005-2027	37**%**

The 2006 MTP succeeds in keeping growth in vehicle trips (33.5 percent) and growth in VMT (33.3 percent) to a lower rate than the population growth (37 percent) during the 22-year planning period.

APPENDIX K
REFERENCES

(in chronological order)

California Air Resources Board and five local air districts, *1994 State Implementation Plan*, November 15, 1994.

Sacramento Area Council of Governments. *Intelligent Transportation Systems Early Deployment Planning Study*. June 1996.

"Fifty Years of Growth: Fifty Years of Choices" video produced for SACOG by JHME Associates, October 1999.

Sacramento Area Council of Governments, *TRAVELING INTO OUR FUTURE; a Report on the Regional Transportation Forum held November 5, 1999*, at the Sacramento Convention Center on November 5, 1999.

Accord Associates, *2025 Metropolitan Transportation Plan Update: Report on the Town Hall Meetings Held January 24-February 2, 2000.*

Sacramento Area Council of Governments. *Innovative Transportation Strategies: A Resource Guide.* September 21, 2000.

Sacramento Area Council of Governments. *Metropolitan Transportation Plan for 2025: Community Input Plan*. November 2000.

Sacramento Area Council of Governments. *Metropolitan Transportation Plan for 2025: Analysis of Study Alternatives.* September 2001.

Sacramento Area Council of Governments. *Metropolitan Transportation Plan for 2025: Preliminary Draft*. January 2002.

"Metropolitan Transportation Plan for 2025" video, produced for SACOG by Chris Cochran Productions, January 2002.

Valley Vision, California State University Sacramento, and Sacramento Area Council of Governments, *Sacramento Region Quality-of-Life Index 2002*. January 2002.

Godbe Research & Analysis, *Survey of Residents Conducted for Sacramento Area Council of Governments*. March 14, 2002.

Sacramento Area Council of Governments. *Public Comments Regarding the Metropolitan Transportation Plan for 2025.* As of April 10, 2002.

Sacramento Area Council of Governments. *Public Comments Regarding the Metropolitan Transportation Plan for 2025. From April 11, 2002 through April 17, 2002*.

Sacramento Area Council of Governments. *Metropolitan Transportation Plan for 2025*. Adopted July 18, 2002.

Sacramento Area Council of Governments. *Final Environmental Impact Report on the Final Draft Metropolitan Transportation Plan for 2025.* Adopted July 18, 2002.

Sacramento Area Council of Governments. *Air Quality Conformity Determination*. Adopted July 18, 2002.

Sacramento Area Council of Governments. *Community Input Plan for the 2004-05 Interim Metropolitan Transportation Plan*. September 2004.

Sacramento Area Council of Governments. *Final Interim Metropolitan Transportation Plan, 2004/05.* Adopted October 21, 2004.

Sacramento Area Council of Governments. *Metropolitan Transportation Plan 2027 for the SACOG Region Including an Interim Plan for the Counties in the Sacramento Air Basin.* Adopted July 21, 2005.

Sacramento Metropolitan Air Quality Management District, et al. *Federal 8-Hour Ozone Rate-of Progress Plan for the Sacramento Region (Draft Report)*, September 2005.

APPENDIX L
IRR TIP PROJECT

Projects that are listed in the Indian Reservation Road Transportation Program ("IRR TIP") are included in the applicable MTP and the MTIP "without further action."

The Federal Highway Administration, Indian Reservation Roads Program, Chapter 6 (http://www/fhwa.dot.gov/flh/reports/Indian/chapter6.htm) states:

> "The IRR TIP is included in the Statewide Transportation Program (STIP) developed by each State Transportation Agency without further action. If an IRR project lies within a metropolitan area, it must be included in the metropolitan area TIP without further action."

Title 23, United States Code section 204(a) provides that

> "(1) In general. – Recognizing the need for all Federal roads that are public roads to be treated under uniform policies similar to the policies that apply to Federal-aid highways, there is established a coordinated Federal lands highways program that shall apply to public lands highways, park roads and parkways, refuge roads, and Indian reservation roads and bridges."
>
> "(5) Inclusion in state programs. – The approved Federal lands highways program transportation improvement program shall be included in appropriate State and metropolitan planning organization plans and programs without further action on the transportation improvement program."

BIA, by its Deputy Bureau Director for Tribal Services, has stated by letter dated December 16, 2005 to Nicolas H. Fonseca, Chairman, Shingle Springs Rancheria, that the Shingle Springs Rancheria Interchange is in the IRR TIP. As stated above, projects in the IRR TIP are in the MTP and MTIP "without further action" by SACOG. This project has been included in the ROP SIP analysis and in the conformity analysis.

No federal, state or local government funds will be used to construct the Shingle Springs Interchange.

INDIAN RESERVATION ROADS TRANSPORTATION IMPROVEMENT PROGRAM
FEDERAL LANDS HIGHWAY PROGRAM, 23 USC 204
Direct Service Tribes

Report run on: August 29, 2005 2:40 PM **APPROVED** 19-JUL-2005 13:00[:22]

Region: Pacific
State: California
FFS: F31

Project Id / Route No(s) / Structure No	County / Agency / Reservation	Project Name / Length / Roads mi / Bridges m	Type of Work / PCAS	PROJECT TOTALS	FY2005	FY2006	FY2007	FY2005 -- 2007
43100	INYO	BIG PINE RANCHERIA ST.	OVRLAY	PE	$60,086	$5,000	$5,000	$70,086
	CENTRAL CALIFORNIA	3.4		CE	$0	$0	$0	$0
0219	BIG PINE		J5143100	CON	$0	$0	$0	$0
0219					$60,086	$5,000	$5,000	$70,086
0223								
0223								
0224								
0224								
35100	MENDOCINO	COUNTY RD.-ROAD I	NEWCON	PE	$0	$0	$0	$0
	CENTRAL CALIFORNIA	1.1		CE	$20,000	$0	$0	$20,000
0046	REDWOOD VALLEY RANCHERIA		J5135100	CON	$0	$0	$0	$0
0046					$20,000	$0	$0	$20,000
0255								
0255								
0256								
0256								
38300	EL DORADO	SHINGLE SPRINGS ROAD*	NEWCON	PE	$5,000	$0	$0	$5,000
0315	CENTRAL CALIFORNIA	.2		CE	$0	$5,000	$0	$5,000
	SHINGLE SPRINGS RANCHERIA		J5138300	CON	$0	$0	$0	$0
					$5,000	$5,000	$0	$10,000
45400	INYO	BISHOP ROADS	NEWCON	PE	$70,000	$10,000	$10,000	$90,000
	CENTRAL CALIFORNIA	1.4		CE	$0	$0	$0	$0
0159	BISHOP COLONY		J5145400	CON	$0	$0	$0	$0
0159					$70,000	$10,000	$10,000	$90,000
0160								
0160								

* This includes the project as described in the Environmental Impact Report (EIR)/ Environmental Assesmant (EA) from CalTrans and BIA. Interchange Construction will not be overseen by BIA and will be accomplished with non-Federal fund.

APPENDIX M
SACOG BOARD OF DIRECTORS RESOLUTION OF SUPPORT

SACRAMENTO AREA COUNCIL OF GOVERNMENTS

RESOLUTION NO. 10 - 2006

ADOPTING THE 2006 METROPOLITAN TRANSPORTATION PLAN AND ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE METROPOLITAN TRANSPORTATION PLAN FOR 2025

WHEREAS, the Sacramento Area Council of Governments (SACOG) has prepared the 2006 Metropolitan Transportation Plan (2006 MTP) to meet all applicable federal and state standards; and

WHEREAS, the 2006 MTP includes funding proposals to meet with federal requirements for funding-constrained planning; and

WHEREAS, the adoption of a Rate-of-Progress State Implementation Plan for Air Quality will allow air-quality conformity findings to be made on the 2006 MTP; and

WHEREAS, the 2006 MTP restores air quality non-exempt projects into the MTP that were excluded in the Sacramento Air Basin since October 2004 for lack of an air quality plan; and

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

WHEREAS, opportunity was provided for public comment on SACOG's webpage, through newspaper notification and public hearings; and

WHEREAS, the 2006 MTP deals with nine important goals and an overarching goal of Quality of Life; and

WHEREAS, the 2006 MTP reflects the forecasted growth through 2027, land use plans and transportation plans of its member agencies and other participants covered by the plan; and

WHEREAS, the SACOG Board has certified the Addendum to the Final Environmental Impact Report for the MTP 2025 (EIR Addendum) and there are no significant additional environmental impacts caused by the projects in the 2006 MTP;

NOW, THEREFORE, BE IT RESOLVED, that the Sacramento Area Council of Governments adopts the 2006 Metropolitan Transportation Plan and accompanying Addendum to the Environmental Impact Report for the Metropolitan Transportation Plan for 2025.

PASSED AND ADOPTED this 16th day of March, 2006, by the following vote of the Board of Directors:

AYES: Directors Anderson, Asmundson, Barrington, Billeci, Blackmun, Bruins, Cabaldon, Collin, Cooper, Cosgrove, Dickinson, Doolittle, Dupray, Flory, Fuson, Gaines, Holmes, Miklos, Peters, Richards, Schrader, Silva, Thomson, Washburn and Chair Fargo

NOES: None

ABSTAIN: None

ABSENT: Budge, Clare, Hammond, Lund, Rockholm, and Stokes

Heather Fargo
Chair

Mike McKeever
Executive Director

APPENDIX N

KEY EXCERPTS FROM THE 2006 MTP AIR QUALITY CONFORMITY DETERMINATION

Sacramento Area Council of Governments

1415 L Street, Suite 300
Sacramento, CA 95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

March 27, 2006

Mr. Gene K. Fong, Division Administrator
U.S. Federal Highway Administration
980 Ninth Street, Suite 400
Sacramento, CA 95814-2724

Mr. Leslie Rogers, Regional Administrator
Federal Transit Administration, Region IX
201 Mission St, Suite 2210
San Francisco, CA 94105

Ms. Lisa Hans, Chief
Mobile Sources Section
U.S. Environmental Protection Agency
75 Hawthorne Street
San Francisco, CA 94105

Ms. Jody Jones, District Director
Caltrans District 03
P.O. Box 911
Marysville, CA 95901

Re: Transmittal of the Air Quality Conformity Determinations on the 2006 Metropolitan Transportation Plan (MTP) and 2006/08 Metropolitan Transportation Improvement Program (MTIP) for the Sacramento Ozone (ROG and NOx) Nonattainment Area, Carbon Monoxide (CO) Maintenance Area, and Particulate Matter (PM-10) Moderate Nonattainment Area.

Dear Messrs. Fong and Rogers and Mses. Hans and Jones:

The following air quality conformity determinations on the 2006 MTP (Attachment A), and the 2006/08 MTIP (Attachment B) for the Sacramento Ozone (ROG and NOx) Nonattainment Area, Carbon Monoxide (CO) Maintenance Area, and Particulate Matter (PM-10) Moderate Nonattainment Area are hereby transmitted to you for your review and approval. The SACOG Board of Directors approved the attached conformity determinations at its March 16, 2006, meeting.

The attached air quality conformity determinations have been prepared in accordance with the conformity requirements as published in the federal register on August 15, 1997, and in accordance with USDOT's January 2, 2002, guidance, *Revised Guidance for Implementing the March 1999 Circuit Court Decision Affecting Transportation Conformity* (93.109).

ento Area
of
ments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

Conformity Approach

The last conformity determination for the Sacramento ozone nonattainment area, CO attainment area and PM-10 moderate nonattainment area was adopted by the SACOG Board of Directors on November 20, 2002 (93.114).

The conformity test for the Sacramento ozone nonattainment, CO attainment, and PM-10 moderate nonattainment area will consist of a quantitative emissions analysis (budget test for ozone and CO and a build vs. no-build test for PM-10), as shown in Attachment C.

Plan and MTIP Status

The SACOG Board of Directors is scheduled to adopt the 2006 MTP and the 2006/08 MTIP at its March 16, 2006, meeting (93.104).

Financial Constraint

The 2006 MTP and the 2006/08 MTIP are fiscally constrained consistent with 23 CFR 450 (93.108).

Inclusion of All Federal and Non-Federal Regionally Significant Projects

The 2006 MTP for 2025 and the 2006/08 MTIP include all federal and non-federal regionally significant projects expected to occur in the Sacramento nonattainment (ozone), maintenance (CO) and moderate (PM-10) areas, along with projects expected to be built in the Yuba/Sutter attainment area [93.122(a)(1)].

Latest Planning Assumptions

The emission estimates developed for this conformity determination were based on the latest population and employment projections for the Sacramento and Yuba/Sutter areas that were adopted by the SACOG Board of Directors on December 16, 2004 (93.110).

Latest Emissions Model

One of the critical inputs into determining emissions associated with the 2006 MTP and the 2006/08 MTIP is the selection of which emissions factors to use. For purposes of this conformity determination, EMFAC 2002 was used, as provided to SACOG by the California Air Resources Board (CARB) along with revised emission factors dated January 24, 2002, which were also provided to SACOG by CARB (93.111). Quantitative emissions analyses have been prepared for the Sacramento nonattainment, maintenance, and moderate areas, as shown in Attachment C.

ento Area
of
ments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

Modeling Documentation

A complete description of the Sacramento SACMET model that was used by SACOG to develop the quantitative emissions analyses included with this submittal is available upon request (93.111).

Estimates of regional transportation-related emissions for serious, severe, or extreme ozone nonattainment areas that are used to support conformity determinations must be made in accordance with the procedures laid out under section 93.122 (b) (1) through (3) of the August 15, 1997 Federal Register. The Sacramento ozone nonattainment area is currently classified as a moderate ozone nonattainment area. SACOG's SACMET 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 August 15, 1997, Federal Register. The SACMET model was used to develop ROG, NOx and CO emissions for the Sacramento ozone nonattainment and carbon monoxide maintenance areas, respectively. The EPA's AP-42 emissions model was used to develop PM-10 emissions for the PM-10 nonattainment area (Sacramento County only).

Consultation

Review of this document is part of the conformity consultation process as required under section 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 air quality conformity analysis was circulated for thirty days to give all affected parties an opportunity to comment. Copies of all comments, along with our responses, are included in Attachment D.

Over the last year, the Regional Planning Partnership (Partnership), a committee established by the SACOG Board of Directors to review all conformity determinations and assumptions, was asked to review and approve a set of assumptions for use in future conformity determinations. Those assumptions have been incorporated into these conformity determinations.

Transportation Control Measures

SACOG has prepared status reports on the implementation of transportation control measures (TCMs) contained in SACOG's 1982 Air Quality Plan (AQP) and 15% Rate-Of-Progress (ROP) Plan. These status reports were last submitted with SACOG's April 28, 1994, conformity submittal that was approved by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on August 16, 1994. The information contained in those documents has not changed since that submittal. Therefore, copies of those documents will not be transmitted with this submittal.

In summary, the 1987 report written by the EPA concluded "that, in general, most of the agencies that committed to carrying out measures under the 1982 Air Quality Plan (AQP) have fulfilled those commitments and, in many cases, have taken actions which go beyond their 1982

nto Area
of
nents

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

Plan commitments." The EPA did, however, point out that not all measures had been fully implemented by 1987. Since 1987, jurisdictions included in the 1982 AQP have fully implemented all of their plan commitments, and in many cases, jurisdictions have gone beyond their plan commitments, either through strengthening of existing measures or adoption of new measures, as documented in the TCM status report.

Air Quality Emissions Analysis

In order for SACOG to make conformity determinations on the 2006 MTP and the 2006/08 MTIP, a quantitative emissions analysis must be performed for the Sacramento air quality planning areas. SACOG has completed a quantitative emissions analysis for Reactive Organic Gases (ROG) and Oxides of Nitrogen (NOx) for the Sacramento ozone nonattainment areas, CO maintenance area and PM-10 moderate area, as shown in Attachment C.

Years of Analysis - 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 as published in the August 15, 1997 Federal Register.

The analysis years of 2008, 2010, 2013, 2018, 2020, and 2027 were chosen for the Sacramento air quality planning areas because 2008 represents an ozone budget year under the Rate-Of-Progress State Implementation Plan (ROP/SIP) and the first analysis year for PM10; 2010 represents one of the two milestone years for CO and is the first ozone milestone year and is also no more than 10 years from the calibration year of the transportation model (2000 is the calibration year for SACOG's current transportation model – 93.122(b)(1)(i); 2013 is the current attainment date for ozone; and 2018 is a milestone year for CO and PM10. The year 2020 was chosen because it represents an horizon year as specified under section 93.106 (a)(1). The year 2027 is used because it 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), Nitrogen Oxides (NOx), and Carbon Monoxide (CO) emissions for this conformity submittal are documented in Attachment C. Specifically, SACOG employed its "SACMET" travel demand model for the Sacramento ozone nonattainment area to generate trips and daily vehicle miles traveled (VMT) for each alternative scenario. The outputs from the SACMET model were then inputted into a PC-based version of the Direct Travel Impact Model (DTIM), which is used to generate emissions. One of the critical inputs into the DTIM is the selection of emission factors. For this analysis, SACOG used EMFAC2002, as provided to us by the CARB.

PM-10 Analysis - In addition to the above pollutants analyzed, SACOG also performed a PM-10 analysis for the Sacramento PM-10 nonattainment area. The methodology employed (AP-42)

nto Area
of
nents

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

was provided to SACOG by the EPA. Emission projections of PM-10 were made for the years 2008, 2018, and 2027, as shown in Attachment C.

Transit Policies and Ridership

Prior to any transportation conformity modeling, SACOG incorporates any changes to fares or levels of service to the transit operating systems within the Sacramento and Yuba/Sutter planning areas for conformity [93.110 (c)]. There have been no significant changes to the fares or levels of service since the last conformity submittal. The last conformity determinations for the Sacramento ozone nonattainment area, CO attainment area, PM-10 moderate, and Yuba/Sutter ozone nonattainment areas were adopted by the SACOG Board of Directors on June 20, 2002 (93.114).

On September 1, 2005, the Sacramento Regional Transit Board of Directors approved a phased fare increase effective September 1, 2005, along with some minor reductions in bus service. The first phase of the new fare included an increase in the basic fare from $1.50 to $1.75, plus a new $.25 transfer charge, an increase in the monthly pass from $60 to $80, and an ADA/Paratransit fare increase from $3.00 to $3.25. It is not known at this time whether or not the fare increase will adversely affect ridership.

Transit ridership within the SACOG conformity areas has increased slightly from approximately 36.99 million in FY 2003-04 to approximately 37.54 million in FY 2004-05. This represents an increase in ridership of approximately 1.2%. The following chart shows the changes in ridership from FY 2003-04 to FY 2004-05 for the major transit systems within the SACOG conformity planning areas.

Major Transit Operators within the Sacramento Air Quality Planning Areas	**03/04 Actual Ridership**	**04/05 Actual Ridership**
Regional Transit Light Rail	11,022,004	12,008,620
Regional Transit Bus System	19,446,782	18,929,374
Yolobus	1,215,615	1,245,120
Roseville Transit	391,502	390,190
Paratransit	650,616	723,345
Unitrans	3,450,060	3,416,432
Folsom	161,552	157,973
Yuba/Sutter		
Yuba/Sutter Transit Authority	652,529	675,324
Total Ridership	**36,990,660**	**37,545,648**

ento Area
of
ments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

The MTP for 2025 includes a number of goals supporting transit, and they are listed below:

- Develop a fully-integrated, multi-modal transportation system to serve as a catalyst to enhance the quality of life enjoyed by the current and future residents of the Sacramento region.
- Improve access to goods, jobs, services, housing, and other destinations; provide mobility for people and goods throughout the region, in a safe, affordable, efficient and convenient manner.
- Develop a transportation system and related strategies that contribute to achieving healthy air in the region.
- Provide affordable, convenient, safe, and integrated travel choices.
- Pursue a transportation system that addresses the needs of all people in all parts of the region and assure that impacts of transportation projects don't adversely affect particular communities disproportionately.
- Develop the transportation system to promote and enhance environmental quality for present and future generations.
- Influence land use policies to improve access to jobs, services, and housing to everyone in the region by using market forces and the regulatory process.

Public Participation Process

SACOG's Community Input Plan outlines the techniques employed by SACOG to help facilitate public participation during the development of the 2006 MTP, and solicitation of projects for the 2006/08 MTIP. SACOG's Community Input 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.

These conformity determinations were circulated to the public and interested federal, state, and local agencies and jurisdictions for their review, consultation, and comment for a minimum of thirty days. Copies of all comments received, along with our responses, are included as Attachment D.

Resolutions of Adoption for the 2006 MTP and the 2006/08 MTIP

Copies of the resolutions of adoption finding that the 2006 MTP and the 2006/08 MTIP conform to the 2005 ROP/SIP are included as Attachments E and F, respectively, for your review and approval. The SACOG Board approved the attached resolutions at its March 16, 2006, meeting.

ento Area
of
ments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

In summation, we hope that the information provided in this letter, plus the supporting documentation, will assist in your approval of SACOG's air quality conformity determinations on the 2006 MTP and the 2006/08 MTIP for the Sacramento air quality planning areas.

ento Area
of
ments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

If you have any questions concerning this conformity submittal, please call David Young, Senior Planner, at (916) 340-6232.

Sincerely,

Mike McKeever
Executive Director

MM:DHY:gg
Attachments

cc: Jerome Wiggins, Federal Transit Administration
Sue Kiser, Federal Highway Administration
Karina O'Connor, U.S. Environmental Protection Agency
Larry Sherwood, Caltrans District 3
Scott McGowan, Caltrans Division of Transportation Programming
Steve Luxenberg, Federal Highway Administration

S:\Projects 05-06\0301-MTP\MTP 2006\Appendix N - Conformity.doc

nto Area
of
nents

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org

TO: Federal Highway Administration

FROM: Mike McKeever, Executive Director

DATE: February 10, 2006

RE: Air Quality Emissions Conformity Analysis on the 2006 Metropolitan Transportation Plan (MTP) and the 2006/08 Metropolitan Transportation Improvement Program (MTIP) for the Sacramento Ozone (ROG, and NOx), Carbon Monoxide (CO) and Particulate Matter (PM-10) Air Quality Planning Areas

BACKGROUND: Federal regulations require that the Sacramento Area Council of Governments (SACOG) prepare Air Quality Conformity Determinations on 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 from the Environmental Protection Agency (EPA) dated August 15, 1997, and January 2, 2002, conformity determinations must be based on 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 Metropolitan Planning Organization (MPO) for the Sacramento region.

SACOG has developed an emissions conformity procedure based on the modeling requirements contained in the August 15, 1997, Federal Register. These regulations require us to develop a series of forecasting model runs for the Sacramento air quality planning areas, using our SACMET Travel Demand models, whenever we prepare a conformity determination. This model uses estimates of population, employment, and travel patterns for 2000, 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 Travel Demand Models are 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. Daily VMT and total trips from each model run are then used as inputs to our vehicle-emissions forecasting model, EMFAC2002 provided by ARB.

DISCUSSION: This memo discusses the results of the emissions analysis for the 2006 MTP and the 2006/08 MTIP for the Sacramento reactive organic gas (ROG), nitrogen oxide (NOx), carbon monoxide (CO), and particulate matter (PM-10) air quality planning areas.

A) SACRAMENTO EMISSIONS CALCULATIONS

The following emissions conformity determinations were based upon VMT assumptions as approved by the Regional Planning Partnership on May 26, 2005 and subsequently agreed to by both FHWA and EPA (copies of the memo are available on request). This memo documents the methodology that was used to develop VMT estimates for the current 8-hour ozone Rate-Of-Progress State Implementation Plan (ROP/SIP) and for any future conformity determinations under this ROP/SIP.

In order to prepare an emissions conformity analysis on the 2006 MTP and the 2006/08 MTIP, SACOG prepares estimates of emissions for the Sacramento air quality planning areas for the following analysis years: 2008, 2010, 2013, 2018, 2020, and 2027, depending on the pollutant in question. Estimates of emissions are prepared in accordance with the conformity regulations as published in the Federal Register on August 15, 1997.

Once the analysis years have been selected, SACOG uses its SACMET travel demand model to generate daily vehicle miles traveled (VMT) and total trips for each analysis year in question using population and employment assumptions, as shown in the Table 1. The outputs from the transportation model are then inputted into a PC-based version of EMFAC2002, as provided to SACOG by the California Air Resources Board (CARB).

Also included in the emission calculations is credit for NOx emission reductions from on-road mobile source emissions associated with the Sacramento Emergency Clean Air and Transportation (SECAT) program. On June 30, 2000, the Governor signed the State budget that included $50 million for the Sacramento region to fund air quality NOx reduction programs. On May 18, 2000, the SACOG Board of Directors approved $20 million in Congestion Mitigation and Air Quality (CMAQ) funds to match the governor's $50 million in general fund revenues. To administer the program, Assembly Bill 2511 (Assemblyman Steinberg) was signed by the Governor on September 18, 2000, authorizing the formation of the Sacramento Emergency Clean Air and Transportation (SECAT) Program.

Since September 2000, SACOG has obligated approximately $46 million out of the $70 million SECAT program. SACOG has submitted an additional allocation request for $13.1 million in SECAT funds that the California Transportation Commission (CTC) is scheduled to act on at their April 26/27, 2006, meeting. SACOG anticipates going back to the CTC in the fall of 2006 for the final allocation of approximately $10.5 million in SECAT funds

1) EMISSION FORECASTS FOR THE 2006 MTP FOR THE SACRAMENTO OZONE, CO AND PM-10 AIR QUALITY PLANNING AREAS

a. Emissions Budget Test For Ozone (ROG and NOx) and Carbon Monoxide (CO)

Under the emissions budget test, all future year ROG and NOx, emissions associated with the 2006 MTP must be equal to or less than the budgets established in the Sacramento Regional Nonattainment Area 8-Hour Ozone Rate-Of-Progress State Implementation Plan (ROP/SIP) for the Sacramento ozone nonattainment and for CO emissions less than the CO maintenance

budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, January 30, 2006.

As can be seen from Table 2**,** ROG, NOx and CO emissions associated with the 2006 MTP are less than the budgets contained in the SIPs for the Sacramento nonattainment areas for all future years. Under the conformity regulations, as long as future year emissions associated with the 2006 MTP, including any amendments, are equal to or less than the budgets contained in the ROP/SIP, we have met the emissions budget test under the conformity regulations. As can be seen from Table 2, we have met the budget tests for ROG, NOx and CO emissions.

b. Build vs. No-Build Test For PM-10

Under the Build vs. No-Build test for PM-10, PM-10 emissions must either be less in the future when compared against the Base Year or less in the "2006 MTP" (MTP) vs. "No-2006 MTP " (No MTP). Table 3 shows that PM-10 emissions are projected to increase significantly in future years. The reason for the increase in PM-10 emissions in the future is because of the methodology used to project PM-10 emissions. We are required to use EPA's PM-10 forecasting methodology (AP-42), which relies solely on daily VMT. With daily VMT projected to increase significantly in the future, so will PM-10 emissions. However, the conformity test for PM-10 requires that either of two tests be met: either the "MTP" results in less emissions than the "No-MTP" scenario in future years, or the future year emissions are less than the 2000 Base Year levels. In our case, the "MTP" yields less PM-10 emissions in the future than the "No-MTP" scenario, so one of the tests is met and, therefore, we have met the conformity test for PM-10 for the 2006 MTP.

2) EMISSION FORECASTS FOR THE 2006/08 MTIP FOR THE SACRAMENTO OZONE, CO AND PM-10 AIR QUALITY PLANNING AREAS

a. Emissions Budget Test For Ozone (ROG and NOx) and Carbon Monoxide (CO)

Under the emissions budget test, all future year ROG, NOx, and CO emissions associated with the 2006/08 MTIP must be equal to or less than the budgets established in the SIPs for the Sacramento ozone nonattainment and CO maintenance areas.

As can be seen from Table 2, ROG, NOx and CO emissions associated with the 2006/08 MTIP are less than the budgets contained in the SIPs for the Sacramento ozone nonattainment and CO maintenance areas for all future years. Under the conformity regulations, as long as future year emissions associated with the 2006/08 MTIP are equal to or less than the budgets contained in the SIPs, we have met the emissions budget tests under the conformity regulations. As can be seen from Table 2, we have met the budget tests for ROG, NOx and CO emissions.

b. Build vs No-Build Test For PM-10

Under the Build vs No-Build test for PM-10, PM-10 must either be less in the future when compared against the 2002 Base Year or less in the "2006/08 MTIP" (MTIP) vs. "No 2006/08 MTIP" (No-MTIP). Table 4 shows that PM-10 emissions are projected to increase significantly

in the future. The reason for the dramatic increase in PM-10 emissions in the future is because of the methodology used to project PM-10 emissions. We are required to use EPA's PM-10 forecasting methodology (AP-42), which relies solely on daily VMT. With daily VMT projected to increase significantly in the future, so will PM-10 emissions. However, the conformity test for PM-10 requires that either of two tests be met: either the "2006/08 MTIP" results in less emissions than the "No-MTIP " scenario in future years, or the future year emissions are less than the 2002 Base Year levels. In our case, the "MTIP" yields less PM-10 emissions in the future than the "No-MTIP" scenario, so one of the tests is met and, therefore, we have met the conformity test for PM-10 for the 2006/08 MTIP.

c. CONCLUSIONS

The results of the emissions analyses shows that the 2006 MTP and the 2006/08 MTIP meet the emissions conformity tests as outlined in the August 15, 1997, Federal Register notice for both the Sacramento ozone, carbon monoxide and PM-10 air quality planning areas.

APPENDIX O

ENVIRONMENTAL JUSTICE ANALYSIS FROM THE MTP 2025

13 SOCIAL AND ECONOMIC EFFECTS

INTRODUCTION

This section provides a description of the demographic and income profile of the SACOG region as it relates to the issue of social environment. The analysis includes information on the minority and low and moderate-income populations. The potential impact of the MTP for 2025 projects on areas with high concentrations of minority or low and moderate-income populations is evaluated.

REGULATORY SETTING

Environmental Justice is concerned with ensuring that adverse human health or environmental effects of governmental activities do not disproportionately fall on minority and low-income populations. For transportation, environmental justice means assessing the nature, extent, and incidence of probable impacts, both negative and positive, from any transportation-related activity. The transportation activities include the transportation planning process through implementation of individual transportation projects.

On February 11, 1994 President Clinton signed Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Executive Order directs every Federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on minority populations and low-income populations. Minority populations are currently protected from discrimination under Title VI of the Civil Rights Act of 1964. However, the new order, Executive Order 12898, specifically calls attention to the protection of minority groups and expands the focus to low-income populations.

The United States Department of Transportation (DOT) recognizes that transportation programs and policies may disproportionately burden low-income and minority communities. Hence, the U.S. DOT has issued its own order, 5680.2, to clarify and reinforce environmental justice policies for minorities and low-income populations. The Federal Highway Administration (FHWA), a branch of the DOT, has begun to carry out the order and require environmental justice analyses in its transportation programs and activities. FHWA has set policies for integrating environmental justice principles into existing operations, preventing disproportionate high and adverse effects and actions to address disproportionate high and adverse effects on low-income and minority populations. All federally funded transportation planning and decisions must involve an environmental justice assessment process that explicitly considers adverse effects or the potential of adverse effects on the populations.

FHWA wants to ensure that social, economic, and environmental impacts are addressed up front, from early on in the planning process through project implementation. As a federally-designated metropolitan transportation planning organization, SACOG is required to comply with rules and policies set forth by FHWA. SACOG's planning and programming activities have the potential to disproportionately affect the human health or the environment, especially for minority and low-income populations. Metropolitan Planning Organizations (MPOs) shall include explicit consideration of the effects of transportation activities on minority populations and low-income populations. This could include establishing procedures or providing meaningful opportunities for public involvement by members of minority populations and low-income populations during the planning and development of programs. MPOs should also provide public access to public information concerning the human health or environmental

impacts of programs, policies, and activities. There are three main elements to FHWA's environmental justice policy:

1. Avoid, minimize, or mitigate disproportionate high and adverse human health or environmental effects, including social and economic effects on minority populations, and low-income populations;

2. Ensure full and fair participation by all potentially affected communities in the transportation decision making process;

3. Prevent denial of reduction in or significant delay in the receipt of benefits by minority populations and low income groups.

Minority Populations: Minority groups, as defined by Executive Order 12898, include:

1. Hispanics (persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);

2. Blacks (persons having origins in any of the black racial groups of Africa);

3. Asian Americans (persons having origins in any of the original peoples of the Far East, Southeast Asia, and the Indian Subcontinent, or the Pacific Islands);

4. American Indians (persons having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition).

Low-Income Populations: Low-income populations include households earning a combined income at or below the U.S. Department of Health and Human Services poverty guidelines.

SOCIAL AND ECONOMIC SETTING

The Population and Housing section of this EIR - which is drawn from SACOG's 2001 regional housing, population, and employment projections - shows the current and projected future population and employment growth in the Sacramento metropolitan area. Between 2000 and 2025, population is expected to increase from 1,886,175 to 2,814,223. Also during this time period, employment is expected to increase from 850,147 to 1,361,276.

Figure 19 shows regional ethnicity distribution from the 2000 Census. The dollar figure shown for each county represents that county's household median income for 1997 as determined by the U.S. Census Bureau. Year 2000 economic data is not yet available from the Census Bureau in time for inclusion in this EIR.

Map 16 shows the average percentage of persons identified as minorities within each Census Block for the Sacramento metropolitan area. Map 17 shows areas of relative low-income in the Sacramento metropolitan area. Low-income areas for the purpose of this analysis are defined as Census Block groups that have a median household income at or below poverty level. It should be noted that this income information is based upon 1990 Census data, since Year 2000 Census economic data is not yet available.

Figure 19
Regional Ethnicity Distribution(2000)[1] and Household Median Income(1997)[2]

Jurisdiction	Median Income	Total Population	White	Black or African American	American Indian/Alaska Native	Asian/Pacific Islander	Other	Hispanic or Latino
El Dorado	$44,954	156,299	140,209	813	1,566	3,537	5,547	14,466
Placer	$49,638	248,399	220,053	2,031	2,199	7,703	8,432	13,871
Sacramento	$39,461	1,223,499	783,240	121,804	13,359	142,163	91,541	195,890
Yolo	$39,595	168,660	114,129	3,423	1,953	17,121	23,214	43,707
Sacramento MSA Total	$42,275	1,796,857	1,257,631	128,071	19,077	170,524	128,734	267,934
Sutter	$33,775	78,930	53,291	1,509	1,225	9,045	10,232	17,529
Yuba	$26,842	60,219	42,537	1,904	1,569	4,642	5,909	10,449
Yuba-Sutter MSA Total	$30,309	139,149	95,828	3,413	2,794	13,687	16,141	27,978

[1] Source: 2000 Census
[2] Source: U.S. Census Bureau State and County Quickfacts (year 2000 economic Census data not yet available)

Consistency of the MTP with Local Economic Development Goals

One of the stated purposes of the MTP is to serve population and employment growth projected in the Sacramento metropolitan area between 2000 and 2025. As indicated earlier in this section, many local agencies - in their economic development goals or statements - call for the provision of adequate infrastructure to serve these areas of projected economic growth.

Local jurisdictions in the Sacramento metropolitan area have developed economic development goals or statements as part of their general plans. In general, local jurisdictions encourage economic development that is consistent with the character and scale of existing development within their respective counties. The following is a synopsis of the economic development goals of the counties in the metropolitan area:

Sacramento County[6]: The General Plan is a partner in a larger effort by local business organizations to improve Sacramento County's economic climate. The Plan gives direction and support to major employment sources which are changing location or attracted to the area as a production site. It provides opportunity to establish all types of shopping facilities, enables each distinct type of industry to find locations in Sacramento County, improves regional competitiveness through addressing land use and public services efficiency, and supports overall economic development activities. Broad strategies in the Plan, which address efficient land use and public services, are at the heart of any economic development strategy.

[6] Sacramento County General Plan, Land Use Element, December 1993.

One of Sacramento County's stated economic development policies that relates to transportation is to "assure that regionally-oriented commercial and office uses and employment concentrations have adequate road access, high frequency transit service and an adequate but efficient supply of parking."

Sutter County[7] and Yuba County[8]: Agriculture and related industries make up a large portion of Sutter County's economic base, although construction, manufacturing, transportation, retail, and professional services contribute significantly to the local economy as well. The primary components of the Yuba County economic base are agriculture and related activities, the military (Beale Air Force Base), retail trade, professional services (mainly health and educational services), construction, and manufacturing. Portions of Yuba and Sutter County are within a California Enterprise Zone that was designated in 1986. This zone is a four-jurisdiction, joint partnership among the counties of Yuba and Sutter and the cities of Marysville and Yuba City. The enterprise zone encompasses large portions of Linda, Olivehurst, and Marysville, and extends to the Bear River on either side of Route 70. In Sutter County, the downtown portion of Yuba City is included in the enterprise zone.

Yolo County: Yolo County's long-standing policy has been to encourage economic development and urban growth in the incorporated cities (Davis, West Sacramento, Winters, and Woodland), and to preserve the agricultural focus of the unincorporated county. Goals and objectives of the individual cities include the development of a diverse economic base that meets the needs of their residents and to promote economic activity in their central business districts.[9]

El Dorado County[10]: El Dorado County's economic activity centers around agricultural-based industries, commercial facilities, retail and tourism, home occupations, and business parks/industrial sites. The County seeks to provide greater opportunities within the County for its residents to improve the jobs-housing balance, and to promote a positive business climate by providing an adequate quantity of public resources to support and implement economic development activity.

Placer County[11]: Placer County's primary economic activities include retail trade, professional and personal services, government, construction, and manufacturing. Existing trends in the location of business activity and jobs in Placer County are expected to continue, and Placer County is expected to capture more business development from a broader range of economic sectors in the long-term.

As part of its economic development goal to maintain a healthy and diverse local economy, Placer County's policies include the retention, expansion, and development of new businesses by designating adequate land and providing infrastructure in areas where resources and public facilities and services can accommodate employment generators.

---

[7] Sutter County General Plan, November 1996.

[8] Yuba County General Plan Background Report, May 1994.

[9] Summary of general plan policy statements in the Davis, West Sacramento, Woodland, and Winters general plans.

[10] El Dorado County General Plan, January 1994.

[11] Placer County General Plan Background Report, September 1992.

Concentrations of Low-Income and Minority Groups

In general, the low-income populations in the region are concentrated near Woodland, Wheatland, Marysville, Yuba City, South Sacramento (city and county), Southeast Sacramento County, Placerville, Colfax, Davis, northeast Sacramento City, and West Sacramento. The City of Davis is unique, due in part to the student population living in that city. Without the student population, the low-income population would most likely not be as large.

Concentrations of minority populations are seen in Yolo, Sutter, Yuba Counties and in the city of Sacramento. SACOG plans to perform further data analysis and accurately identify and characterize more enclaves and communities, including immigrant groups that may not fall under the categories of minority or low-income. For example, there are large concentrations of Russian populations in Sacramento County. The Russian community may have difficulty with the English language and need special interpreters at meetings.

Minority and low-income populations do not have the same geographical boundaries. In other words, identifying a low-income community does not necessarily mean that the community is a minority population as well. There are locations in the region where this does hold true. These communities are observed in northeast and southeast Sacramento City, Woodland, Yuba City, and Marysville.

Travel Patterns of Minority and Low-Income Populations

The travel patterns of minority populations are more difficult to identify than those of low-income populations. In this case, location is more of a determining factor. Once a minority community is identified, the travel patterns of that community can be described.

While low-income populations make most trips by private automobile, they also tend to travel by walking and biking more often than moderate and more affluent income households. Generally, low-income households make fewer total trips and their travel distances are much shorter per trip than non-low-income households. In terms of the type of transit used, low-income households tend to take the bus over the train. Higher income households that take transit generally opt for the train over buses.

Low-income populations also tend to live near the urban centers and in first-ring cities (that were once considered the suburbs) and typically don't own as many automobiles. A majority of employment growth has been in the suburban areas and most of the entry-level positions have been locating in the growing suburban businesses. This is a large transportation issue for low-income individuals since transportation readily serves the urban centers and is less accessible in the suburban communities.

Planning Efforts

Transportation Roundtable: The Transportation Roundtable, a group of fifty-five stakeholders from around the region, was assembled in 1999 to advise the Board of Directors on the MTP for 2025. The Roundtable produced a number of recommendations on policy direction that shaped the investment emphasis and content of the proposed MTP for 2025. The Roundtable was a diverse stakeholder group that included representatives of minorities and low-income populations. Groups that had people on the Roundtable included the Mexican American Legal Defense and Education Fund, Chicano Consortium, Sacramento Transportation Equity Network, California Rural Legal Assistance, Inc., Sacramento Black

Chamber of Commerce, Sacramento Japanese American Citizen League, California Indian Manpower Consortium, NAACP, Sacramento Hispanic Chamber of Commerce, and an At Large member from the African American Community. While not official representatives of these groups, these members brought to the Roundtable insight into the transportation concerns of minorities and low-income populations which were, in turn, reflected in the content of the proposed MTP for 2025.

Outreach Process for the MTP for 2025: As part of the development process for the MTP for 2025, SACOG staff embarked on the most extensive MTP public outreach effort ever undertaken. The goal of this outreach program was to both present the content of the proposed Preliminary Draft MTP for 2025 and to obtain feedback from the multitude of groups visited. This feedback influenced the content of the Final Draft MTP for 2025. As part of the outreach program, staff contacted a number of groups representing minority and low-income populations to offer presentations on the Preliminary Draft MTP for 2025. Groups contacted included the Area 4 Agency on Aging, California Rural Legal Assistance, Caltrans District 3 Tribal Forum Capitol Policy Forum, Chicano Consortium, Nehemiah Corporation, Sacramento Transportation Equity Network, Shingle Springs Rancheria and WeRide. Presentations were made to those groups that responded with a presentation request.

Unmet Transit Needs Hearings: Every year, SACOG holds "unmet transit needs" hearings in Sacramento, Sutter, Yolo, and Yuba Counties (the Placer County Transportation Planning Agency and the El Dorado County Transportation Commission hold hearings in those counties). Each of these counties also has a Social Service Transportation Advisory Council that reviews the unmet transit needs process. The transit unmet needs process reaches out to communities around the region to assess transit needs that are not currently being met.

Welfare to Work Program: Last year, SACOG received about $1.8 million for the welfare-to-work program. In the future, SACOG will continue to secure funding sources to fund this program. The welfare to work program is dedicated to providing transit service for low-income households to reach their jobs.

METHODOLOGY

To determine whether or not the MTP for 2025 has impacts that disproportionately fall on minority and low-income populations, the areas of SACOG region with concentrations of minority and low-inome residents were identified. Using SACOG's Graphic Information System, the MTP for 2025 projects were plotted on maps identifying the areas with a concentration of minorities, low-income and zero-vehicle households. Areas with a minority concentration are defined as Census Blocks from the 2000 Census, whose total population comprised more than 50 percent of non-white residents. Low-income areas are defined as those 1990 Census block groups where more than 25 percent of households earned an annual income below poverty level. Projects contained in the MTP for 2025 that had the potential to result in significant impacts were evaluated in terms of whether they were located in or near areas with a disproportionate concentration of minority and/or low income groups.

CRITERIA FOR SIGNIFICANCE

The MTP for 2025 will have a significant impact if the short-term construction and/or long-term operations of the proposed improvement projects will result in disproportionately high and adverse human health or environmental effects on a minority and/or low-income population.

As Maps 16 and 17 show, major transportation projects are proposed in areas in which significant minority and low-income populations reside. Although these projects could have adverse environmental impacts that could disproportionately affect people in these areas, it is not possible to determine specific impacts to minority and low-income populations near these facilities until project-specific environmental and engineering work is completed. For example, transportation projects completed within existing rights-of-way may create fewer adverse impacts than projects that will require the acquisition of additional land where homes and businesses may be located or where environmental resources could be affected. At the later stage of environmental review, precise project locations, size, and design will be defined, and potential adverse environmental impacts that could disproportionately affect minority or low-income populations can be better defined.

Since minority and low-income populations tend to be more reliant upon transit service than other segments of the population, those projects included in the MTP for 2025 that add new or improve existing transit service would provide greater mobility for these groups. Specifically, new transit projects proposed by the MTP for 2025 include extensions to the existing light rail service, while projects that improve existing transit service include a number of new transit-bus transfer centers. This is considered to be a significant beneficial impact.

Minority and low-income households are also more likely to be without an automobile compared to other groups. Map 18 depicts the number of households having no vehicle, as reported by the 1990 Census. These households would also benefit from the provision of new or improved transit service.

Potential Environmental Effects Resulting from Social and Economic Changes

For the MTP for 2025 as a whole, economic and social changes (in the form of new forecasts in population and employment growth between 2000 and 2025) will create physical changes to the environment. To the degree that these economic and social changes will create changes in land uses and transportation systems and their resultant changes to the environment, these changes have been addressed in the environmental documents for local general plans. As requests for general plan amendments and rezoning are submitted to local agencies, these requests undergo additional CEQA review at the local level to determine their consistency with existing plans - including regional plans such as the Metropolitan Transportation Plan - and to identify any additional environmental effects that may result.

To the degree that economic and social changes require changes to the transportation system, the potential environmental effects of these changes are evaluated in both the environmental documentation for local general plans and in the environmental documentation for the Metropolitan Transportation Plan. The physical changes to the environment that may result from implementation of transportation projects and programs in the MTP for 2025 are evaluated to the degree possible given the programmatic nature of this EIR. Future project-specific environmental documentation will evaluate the specific physical changes to the environment that may result from implementation of specific projects in the MTP for 2025 once the precise location, size, and design of these projects are known.

Generally, within the SACOG region, the concern is not so much that the MTP for 2025 would physically impact or bisect communities, it is more of a question of whether or not the MTP for 2025 provides enough good access and services to minority or low income communities.

Impacts on Low Income Populations

A Regional Transit South Line light rail extension to Calvine Road would provide rail access to a group of low-income populations in the Meadowview area, while an extension to Laguna West would serve mainly higher-income, newer suburban areas. The Stockton Boulevard Bus Rapid Transit (BRT) system would greatly benefit the low-income communities that live along that corridor. The other light rail extensions and transit improvements neither directly benefit nor negatively impact low-income populations.

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

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

Impacts on Minority Populations

The Stockton Boulevard BRT project would serve minority populations directly, but the Watt and Sunrise Boulevard BRT systems would mainly offer improved service connections to jobs in those corridors from other transit lines that run through lower-income areas. Generally, light rail extensions could move people to suburban job centers from the inner-city. Light rail service to the airport could prove very beneficial to minority communities that need access to jobs at the airport and to reach the airport itself. Few minority communities, indeed few communities of any type, in rural areas are well served by transit. As with low-income communities, community circulators are important because they serve households on a local scale. The proposed community circulators serve both minority and non-minority populations, but priority for early implementation could be given to minority or low income areas.

Many of the road projects are not specifically targeted at benefitting minority communities. In the case of the Marysville Bypass, the alignment has not been chosen. Depending on the alignment of the facility, there is potential for detrimental impacts to the minority communities living near the proposed bypass, although the alignment will probably go mostly through open land. The Feather River Bridge and expressway may be a beneficial transportation project, because it provides access for minority communities living at the west end of the project to travel eastward from Route 99 to Route 65. On the other hand, this bridge and expressway project could also bisect and negatively impact the communities

living in the locations where the bridge will be constructed. Since the alignment for the Feather River Bridge is currently being reviewed, the impacts, whether negative or positive, of the Feather River Bridge project are unknown.

Impact 13.1: Construction of some of the projects contained in the MTP for 2025 will be located in areas of minority and low-income populations.

Major areas having large minority and low-income communities are shown in Maps 16 and 17. The projects contained in the MTP for 2025 may have direct, short-term impacts on surrounding communities related to construction, including noise, air quality, and traffic. However, none of these projects are expected to have a disproportionate impact on minority or low-income communities. The MTP for 2025 is designed to serve the entire population of the SACOG region, and the transportation projects are dispersed throughout the region.

While many of the projects are located in urban areas where a higher proportion of low-income and minority communities are, this is due to the fact that more existing transportation routes and facilities are located in those areas. For example, the City of Sacramento serves as a major hub for rail lines and light rail. In addition, I-5, I-80, SR 50 and SR-99, which are the major highways in the region, also traverse and interconnect within the City. Since more of the existing facilities are located in those areas, more major improvements to address existing deficiencies and accommodate projected population growth are also needed in those areas.

Furthermore, SACOG works with cities, counties, and other implementing agencies to ensure that MTP projects serve those communities with the greatest transit needs, such as low-income or minority communities in urban core areas. The location, design, and alignment of transportation facilities and routes are planned as to reduce potential impacts to the extent feasible, and also, to ensure that if impacts occur, these impacts do not disproportionately affect low-income or minority populations.

Short-term noise, air quality, and traffic impacts may occur throughout the region at numerous construction sites of individual improvement projects. To protect the sensitive uses that may be located near the individual project sites, including low-income and minority communities, mitigation measures have been identified to minimize the potential impacts (see sections on Noise, Air Quality, Mobility and Access). It is not anticipated that minority and low-income communities would be disproportionately and adversely affected. As a result, short-term impacts are considered less-than-significant.

The Population and Housing section identified potential construction impacts resulting from implementation of the MTP for 2025 that would remain significant and unavoidable after mitigation due to the potential displacement or relocation of homes and businesses. This section also found that some of the projects have the potential to disrupt or divide a community by separating community facilities, restricting community access and eliminating community amenities. In addition, the Land Use section identified potential impacts to sensitive receptors including residences, educational facilities, medical facilities, and places of worship that would remain significant and unavoidable after mitigation. However, it is not anticipated that minority and low-income communities would be disproportionately and adversely affected, as compared to other communities. As a result, long-term impacts are considered less-than-significant.

MITIGATION MEASURES

Impact is considered less-than-significant; no mitigation is required.

SIGNIFICANCE AFTER MITIGATION

Less-than-significant.

Impact 13.2: The operation of some of the projects contained in the MTP for 2025 will occur in areas of low-income and minority populations.

The MTP for 2025 project improvements are designed specifically to improve transit accessibility, address existing deficiencies including congestion, and accommodate projected population growth to the extent feasible within the existing funding constraints. As discussed previously, the MTP for 2025 projects are located throughout the region and are not disproportionately concentrated in low-income or minority areas. While more improvements are planned for urban areas, this is because more transportation facilities and services are located in those areas serving large concentrations of people. As a result, these facilities need improvements and maintenance to continue serving the rapidly growing urban populations.

The MTP for 2025 will improve the transportation system through a variety of projects. These improvements are intended to improve traffic flow and reduce congestion, and to address existing deficiencies associated with the projected population increases. A beneficial impact that will result from the MTP for 2025 is greater transit accessibility for low-income and minority residents. These improvements are particularly important for low-income and minority communities that rely on public transit to a much greater extent than higher income communities. Improvements will also allow more people in the region to reduce their dependence on automobiles and will provide enhanced connections to employment and housing.

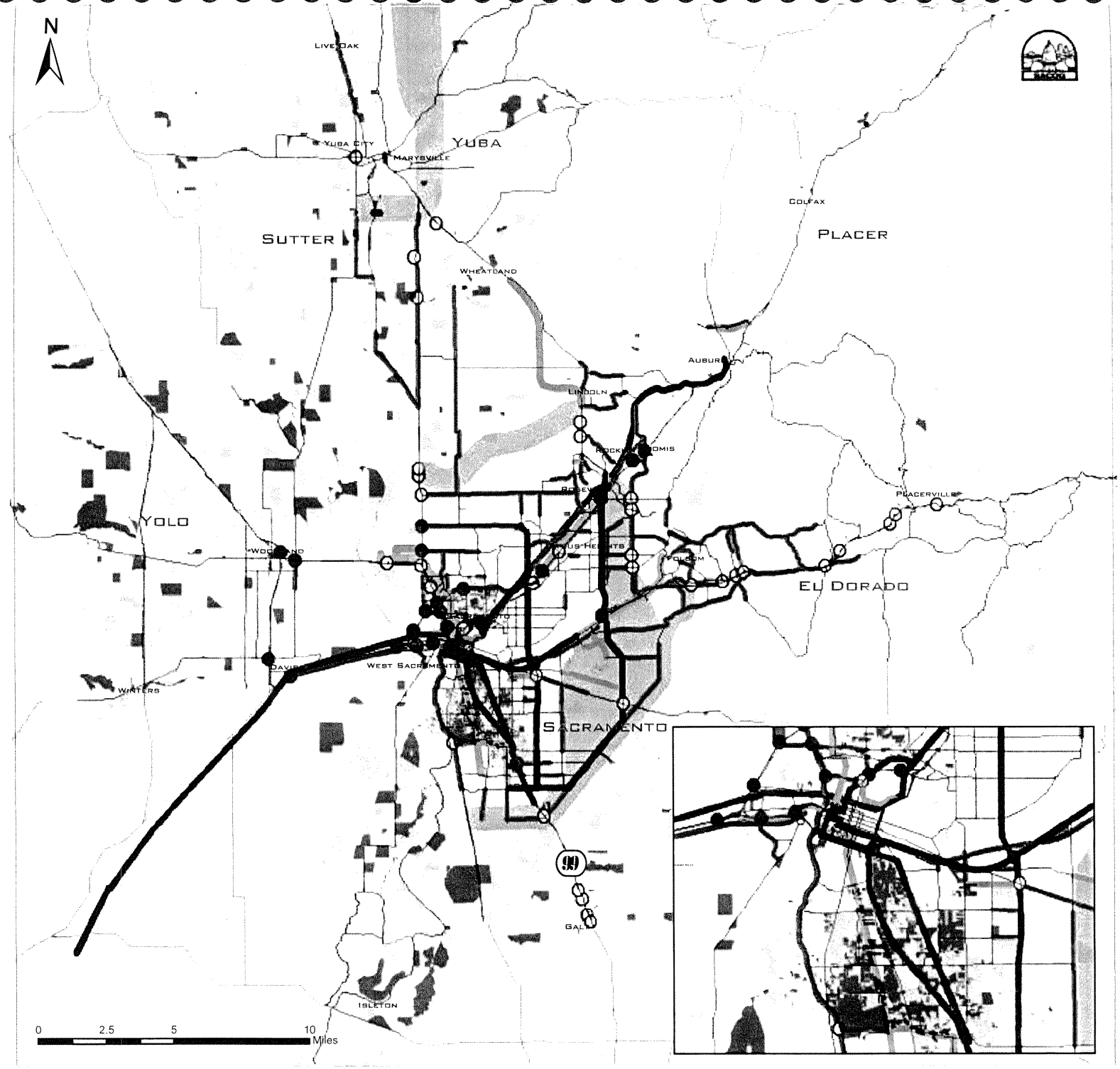
The projects contained in the MTP for 2025 are anticipated to increase accessibility and address existing problems with the transportation network. Since these projects are dispersed throughout the region and are designed to improve transportation facilities where they are needed most, the projects are not expected to disproportionately affect low-income communities in an adverse way. As a result, this impact is considered less-than-significant.

MITIGATION MEASURES

Impact is considered less-than-significant; no mitigation is required.

LEVEL OF SIGNIFICANCE

Less-than-significant.



MAP 16

Minority Distribution by Census Blocks, 2000

Percentage of Hispanic, Black,Asian, Pacific Islander,American, Indian

50 % to 75 %

Greater than 75 %

Interstates

State Highways

Metropolitan Transportation System (MTS)

Road Widenings

New Roads

Existing Light Rail

New Light Rail

Existing Carpool Lanes

New Carpool Lanes

New Interchanges

Modified Interchanges

Bridges

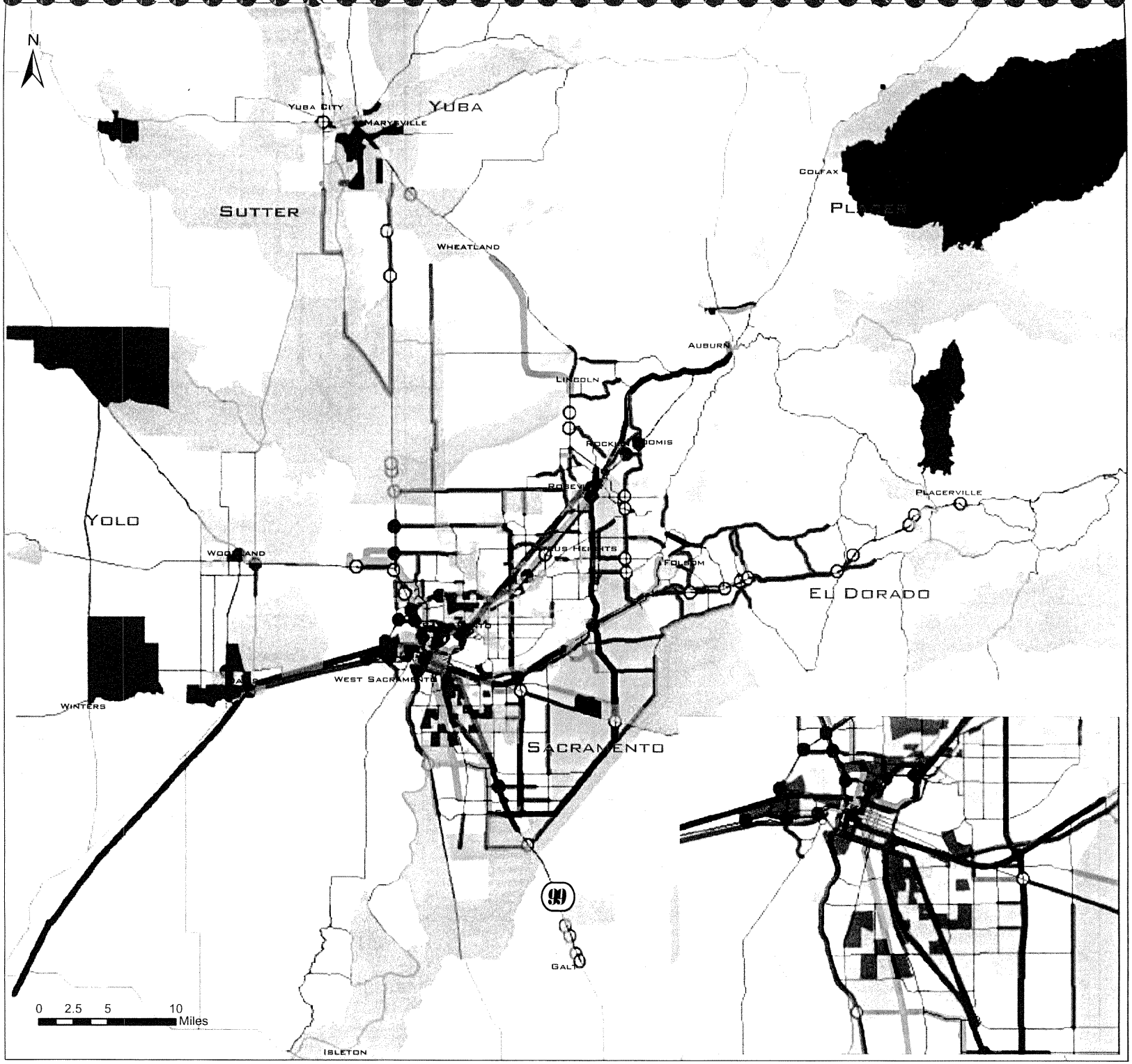
BUS Rapid Transit

Capitol Corridor Service

Potential Project Areas of projects with unspecified alignments

MAP 17

Poverty Distribution by Census Block Groups, 1990

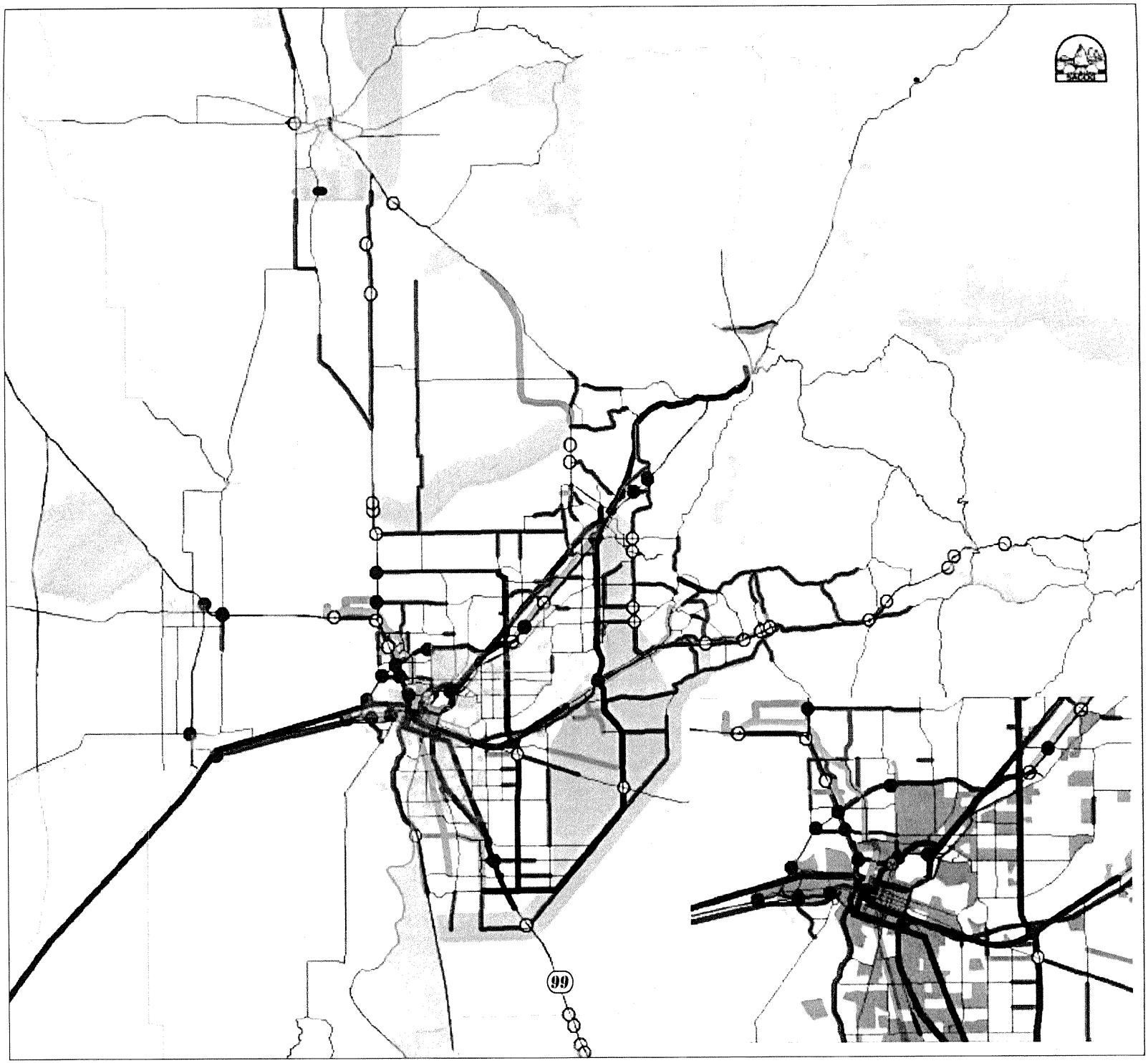


Areas of Relative Low Income
% Population Below
Poverty Level

10 % to 25 %

Greater than 25 %

- Interstates
- State Highways
- Metropolitan Transportation System (MTS)
- Road Widenings
- New Roads
- Existing Light Rail
- New Light Rail
- Existing Carpool Lanes
- New Carpool Lanes
- New Interchanges
- Modified Interchanges
- Bridges
- BUS Rapid Transit
- Capitol Corridor Service
- Potential Project Areas of projects with unspecified alignments



MAP 18

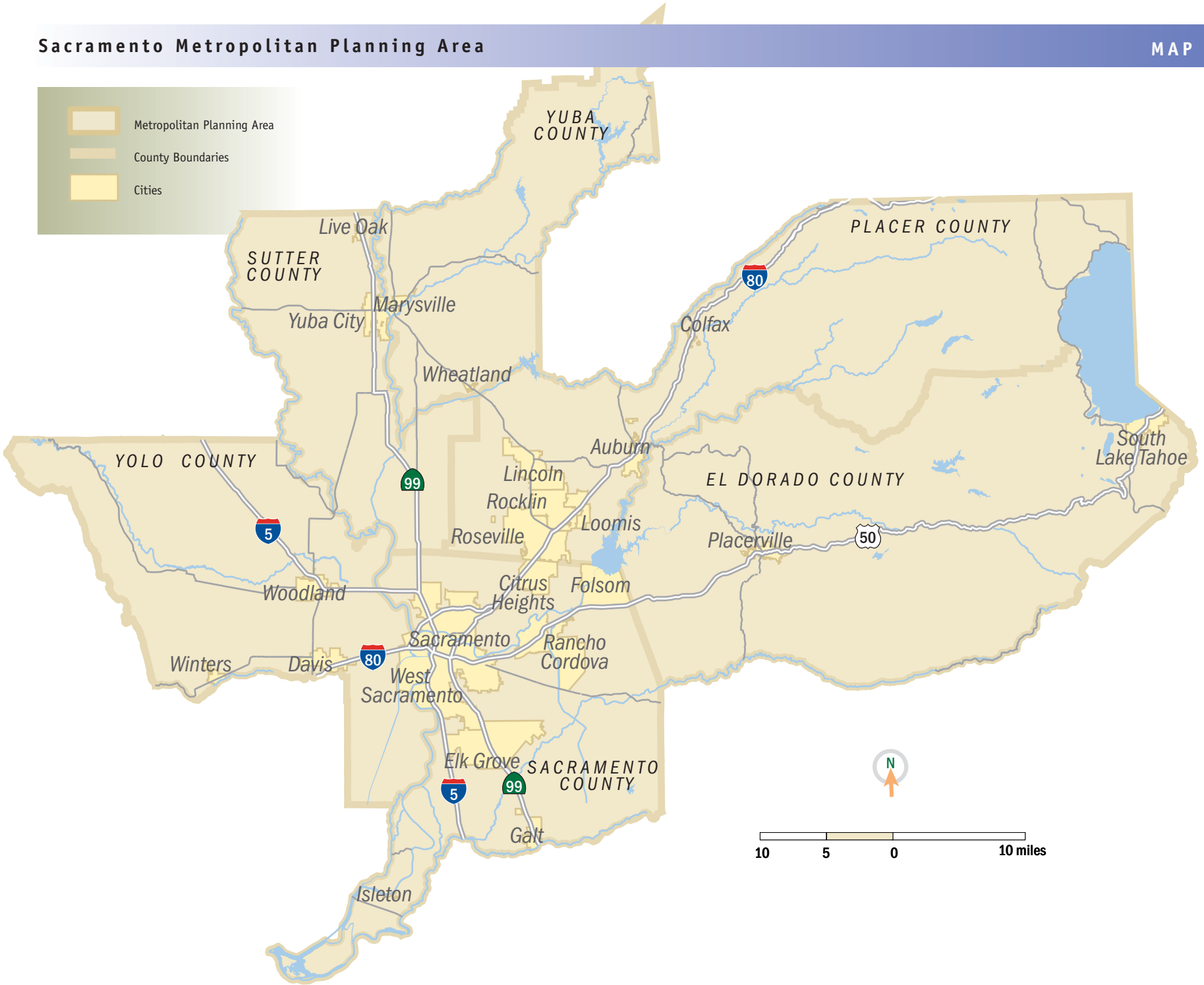
Zero Vehicle Households by Census Block Groups, 1990

Percentage of Households with Zero Vehicles

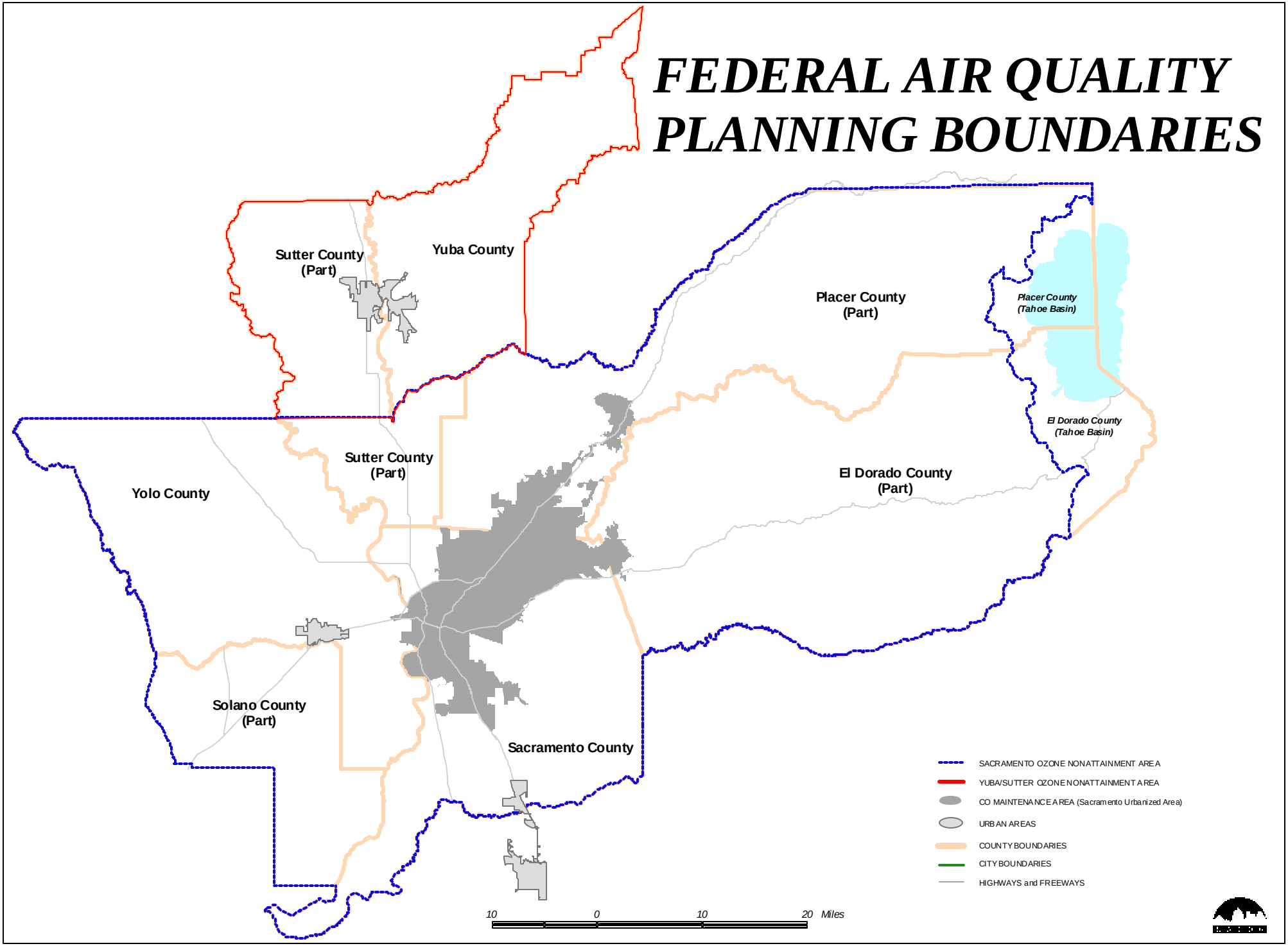
- Greater than 10 %
- Greater than 50 %
- Interstates
- State Highways
- Metropolitan Transportation System (MTS)
- Road Widenings
- New Roads
- Existing Light Rail
- New Light Rail
- Existing Carpool Lanes
- New Carpool Lanes
- New Interchanges
- Modified Interchanges
- Bridges
- BUS Rapid Transit
- Capitol Corridor Service
- Potential Project Areas of projects with unspecified alignments

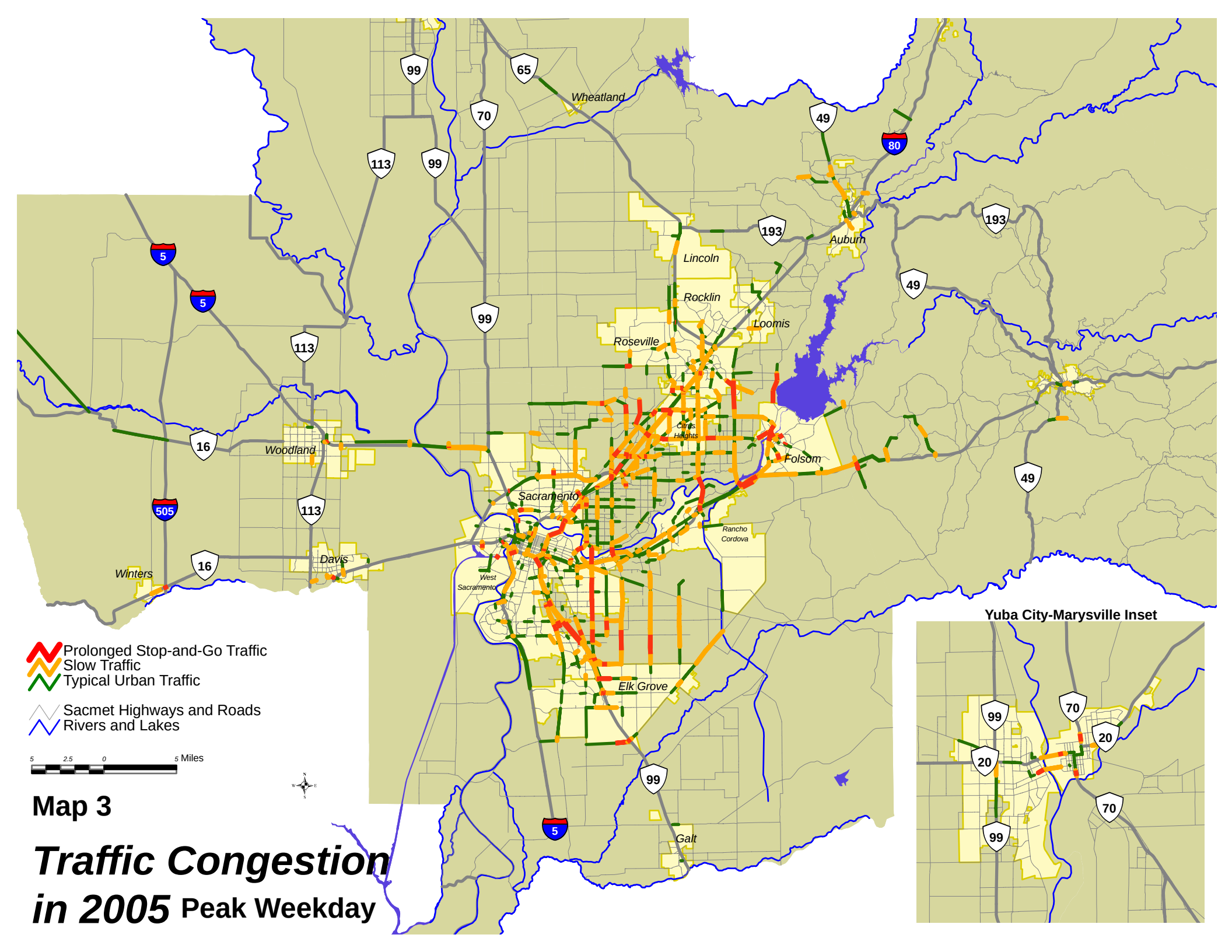
Sacramento Metropolitan Planning Area

MAP 1



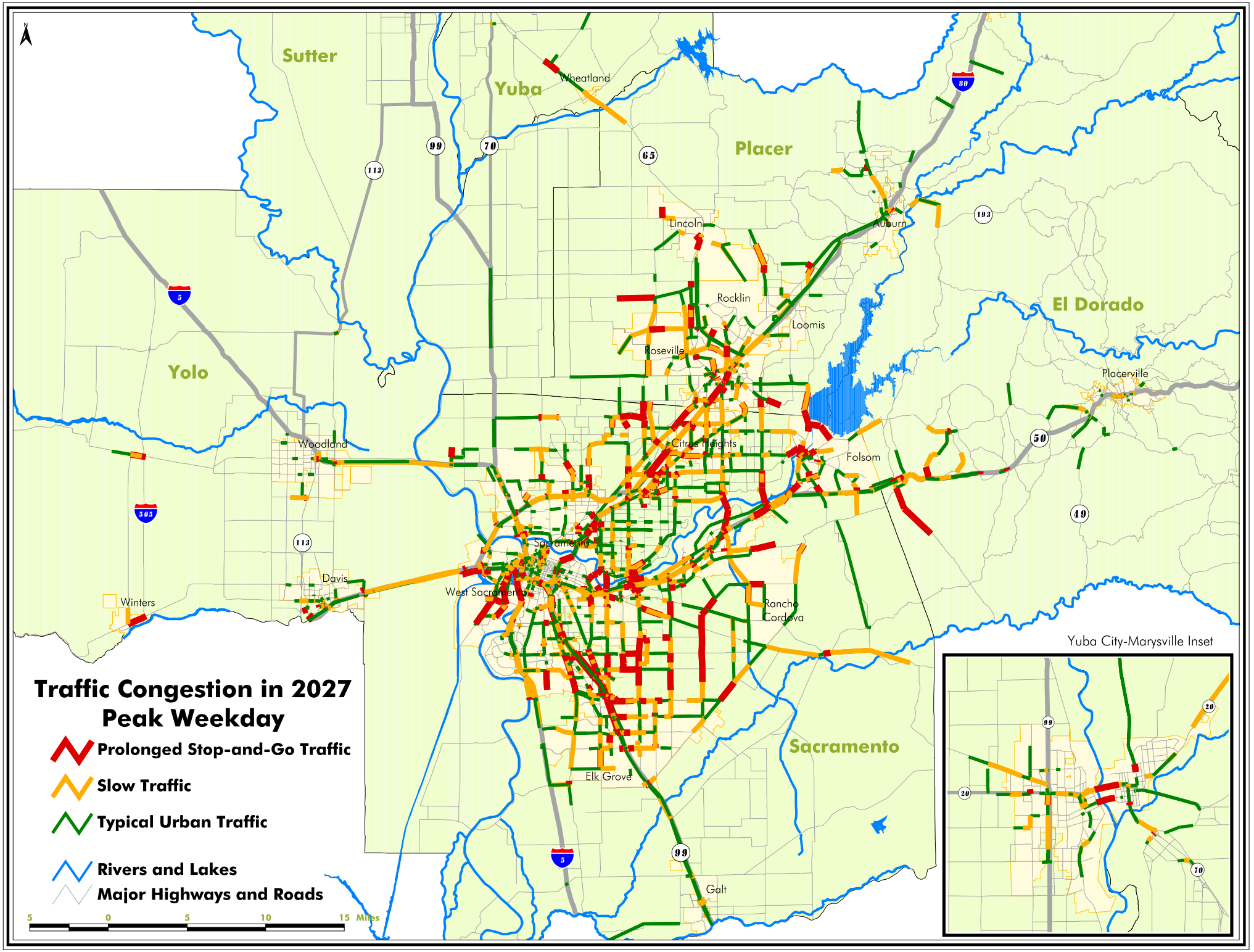
FEDERAL AIR QUALITY PLANNING BOUNDARIES

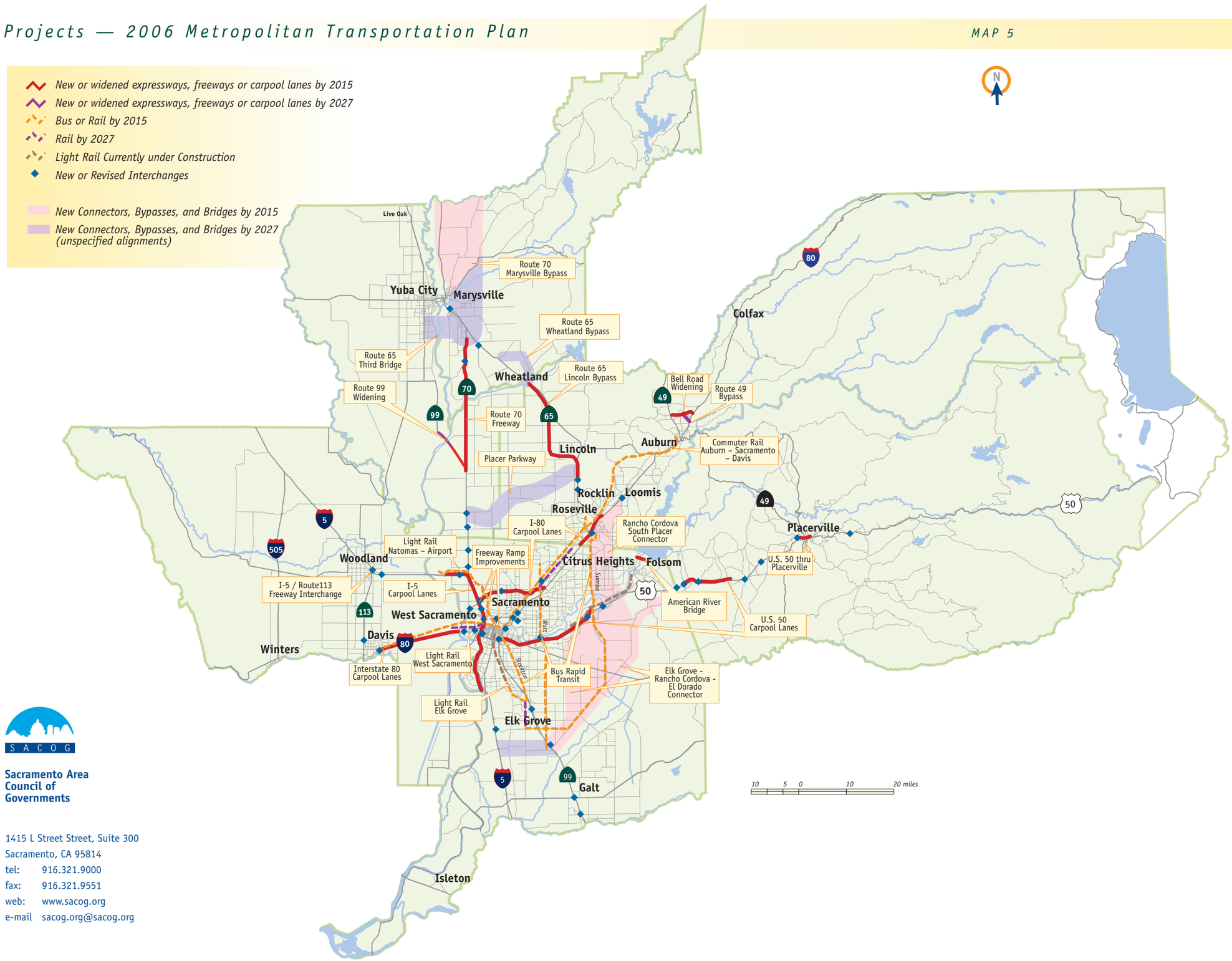




Map 3

Traffic Congestion in 2005 Peak Weekday


Sutter
Yuba
Placer
El Dorado
Yolo
Sacramento
Wheatland
Lincoln
Auburn
Rocklin
Loomis
Roseville
Placerville
Woodland
Citrus Heights
Folsom
Sacramento
West Sacramento
Davis
Winters
Rancho Cordova
Elk Grove
Galt
99
70
65
113
80
193
5
505
50
49
20
Yuba City-Marysville Inset
Traffic Congestion in 2027
Peak Weekday
Prolonged Stop-and-Go Traffic
Slow Traffic
Typical Urban Traffic
Rivers and Lakes
Major Highways and Roads
5 0 5 10 15 Miles



Sacramento Area Council of Governments

1415 L Street Street, Suite 300
Sacramento, CA 95814
tel: 916.321.9000
fax: 916.321.9551
web: www.sacog.org
e-mail sacog.org@sacog.org

SACOG MISSION

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

BOARD MEMBERS

Heather Fargo (Chair)
City of Sacramento

Rusty Dupray (Vice Chair)
El Dorado County

Harold Anderson
City of Winters

Ruth Asmundson
City of Davis

James Barrington
City of Wheatland

Christina Billeci
City of Marysville

Sherrie Blackmun
City of Colfax

Jeannie Bruins
City of Citrus Heights

Linda Budge
City of Rancho Cordova

Christopher Cabaldon
City of West Sacramento

Darryl Clare
City of Galt

Illa Collin
Sacramento County

Jim Cooper
City of Elk Grove

Tom Cosgrove
City of Lincoln

Roger Dickinson
Sacramento County

David Doolittle
City of Yuba City

David Flory
City of Woodland

Guy Fuson
Town of Loomis

Ted Gaines
Placer County

Lauren Hammond
City of Sacramento

Mike Holmes
City of Auburn

Kathy Lund
City of Rocklin

Steve Miklos
City of Folsom

Susan Peters
Sacramento County

Judy Richards
City of Live Oak

Rocky Rockholm
City of Roseville

Donald Schrader
Yuba County

Dan Silva
Sutter County

Christopher Stokes
City of Isleton

Helen Thomson
Yolo County

Marian Washburn
City of Placerville

Jody Jones
(Ex-Officio Member)
Caltrans District 3

MEMBER COUNTIES & CITIES

El Dorado County
Placer County
Sacramento County
Sutter County
Yolo County
Yuba County
City of Auburn
City of Citrus Heights
City of Colfax
City of Davis
City of Elk Grove
City of Folsom
City of Galt
City of Isleton
City of Lincoln
City of Live Oak
Town of Loomis
City of Marysville
City of Placerville
City of Rancho Cordova
City of Rocklin
City of Roseville
City of Sacramento
City of West Sacramento
City of Wheatland
City of Winters
City of Woodland
City of Yuba City

S A C O G

Sacramento Area Council of Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

tel: 916.321.9000
fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org