2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy

Public Comments and Responses

1) Public Comments and Letters

2) SACOG Responses

Public Comments and Letters

Sacramento Area
Council of
Governments

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Sacramento, CA
95814

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Letter
1

SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Plan

Hearing #1

Folsom Community Center – RG Smith Room,
50 Natoma Street, Folsom
Wednesday October 9
from 6:30-7:30 p.m.

1. Open Public Hearing
2. SACOG Staff Presentation on the Draft 2020 MTP/SCS
3. Public Comment

Name and Affiliation	Email Address
Renée DeVere-Oki (staff)	
Sam Shelton (staff)	

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Letter 2

Renee DeVere-Oki

Subject: FW: Comments on the draft SACOG MTP

From: Dempseys <dempseys123@gmail.com>
Sent: Wednesday, October 16, 2019 10:32 AM
To: MTP SCS Comments Email <mtpscscomments@sacog.org>
Subject: Comments on the draft SACOG MTP

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.

I have looked at the draft MTP with some interest, but find none of the critical items to make it work. 2-1

First, nowhere in all the MTP happy talk can I locate a mention of an enforcement mechanism for the sensible regional plans. Will local jurisdictions suffer the loss of SACOG-distributed transportation project money if they do not follow the blueprint, or reject the recommendation for density? They haven't in the past. I've heard past SACOG execs say (in effect) "We operate by consensus, and are at the mercy of SACOG members when it comes to distributing money. Sure, our distributions contradict our policy, but that's a political concession we must make." 2-2

...no mention that other councils of government (e.g. Maryland) have penalized local jurisdictions when they do something to contradict the blueprint. As a wise salesman once told me, in life, we either get what we want or all the reasons why not. Excuses are a dime a dozen. Let's have something that works this time, shall we? 2-3

Contradicting the blueprint, general plan, community plan, even "Special Planning Area" documents is rampant throughout the region. All four were available for the Tim Lewis development on the southeast corner of Pecan and Greenback in Orangevale. Which plan did that development follow? Answer: None. (None!) 2-4

Local architect David Mogavero tells me there were more than 30,000 acres proposed for rezone throughout the region at the height of the housing bubble. With that much change proposed, we don't have plans, heck, we barely have suggestions. 2-5

If that were not bad enough, the way local governments do planning currently is designed to fail. Local jurisdictions try to designate uses (residences, commerce, apartments, etc.) often decades in advance of development. I see no request from SACOG for its local governments to embrace planning that could possibly work--that is form-based planning that designates intensity of development, and leaves it to the market to designate uses. 2-6

If you doubt our planning is designed to fail, take a look at that development on Pecan and Greenback. Or check out Houston. That's a city with literally no planning department. It has minimum lot sizes and street standards, but no zoning. I can detect no significant design difference between Houston and Sacramento. 2-7

Finally, the MTP mentions nothing about land speculation. The enormously profitable enterprise of upzoning outlying agricultural land--often with a 5,000% - 10,000% gross profit--remains one of the drivers of those long-commute-inducing edge city developments. As long as it is that profitable, cockroaches will emerge from the baseboards to do land speculation. Without taxing the unearned increment, and adopting actual, enforceable, working planning, we can count on more sprawl no matter how much happy talk SACOG disseminates... 2-8

--Regards,
--Mark Dempsey
(former Sacramento County Community Planning Advisory Council Vice Chair)

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Letter 3

SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy Plan

Hearing #~~1~~
Hearing #2

Woodland Senior and Community Center –
2001 East Street, Woodland, CA 95776
Wednesday, October 16
6:30 – 7:30 p.m.

1. Open Public Hearing
2. SACOG Staff Presentation on the Draft 2020 MTP/SCS
3. Public Comment

Name and Affiliation	Email Address
Mike Garabedian	mdulgarbed@
Placer County	
Clint Holtzen (staff)	

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Live Oak
Lincoln
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County

Date: 10/16/19

2020 MTP/SCS COMMENT CARD

Sacramento Area Council of Governments
1415 L Street, Suite 300 | Sacramento, CA 95814

Please fill out completely

Name: Michael Garabedian

Address: 1727 Schalbach Dr Lincoln CA 95648

☒ Speaking on behalf of an organization, name of organization: Placer County Taxpayers

Placer Parkway including Phase 1 should be taken off the list until transit alternatives have been exercised.

3-1

FEIR-EIR 65 widening and FEIR/65 Widening should be off the list because there is no need for them to widen or carry traffic.

3-2

- People providing comments are asked to clearly state their name and who they are representing before speaking on their subject.
- **Please limit your time to 5 minutes to allow everyone the opportunity to speak.**

Sacramento Area Council of Governments

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Letter 4

SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy
Hearing #3
Draft EIR Public Comment Meeting

SACOG
Thursday, October 24
5:30-6:30 p.m

1. Open Public Hearing
2. SACOG Staff Presentation on the Draft 2020 MTP/SCS
3. Public Comment MTP/SCS
4. Public Comment Draft EIR on the MTP/SCS

	Name and Affiliation	Email Address
	Pamela Warmack Keep 70 safe	cows2horses@gmail.com
	Adrian Rehn/Valley Vision	adrian.rehn@valleyvision.org
Auburn	Mike Ferrini	michael.ferrini@gmail.com
Citrus Heights	Lori Stone	loriannst1@att.net
Colfax	Alex Fong / Caltrans	alexander.fong@dot.ca.gov
Davis		
El Dorado County		
Elk Grove		
Folsom		
Galt		
Isleton		
Lincoln		
Live Oak		
Loomis		
Marysville		
Placer County		
Placerville		
Rancho Cordova		
Rocklin		
Roseville		
Sacramento		
Sacramento County		
Sutter County		
West Sacramento		
Wheatland		
Winters		
Woodland	Clint Holtzen (staff)	
Yolo County		
Yuba City		
Yuba County		

Letter 5

re: Circulation Improvement(s) for Poor Safety and Poor Air Quality Mitigation / Compliance with SB 375 Sustainable Communities and Climate Protection Act

ESP-171 Urban and Regional Planning / University of California at Davis

Introduction:

As we are all keenly aware, California transportation infrastructure has been neglected for some 30 to 40 years. Places like the Central Valley and Sacramento with its history of poor air quality are no exception. Crumbling roads increase vehicle rolling resistance and therefore reduce Mile Per Gallon (MPG) over time. Reductions in MPG translates into more fuel usage per mile driven and therefore more exhaust greenhouse gas releases from tailpipes per mile driven. Compliance with SB 375 Sustainable Communities and Climate Protection Act of 2008 are going to be looming challenges for regional areas up and down places like the Central Valley (Bill Text 375, 2008). With the passage of SB 1: The Road Repair and Accountability Act of 2017, funding is now available to address urgently needed infrastructure (SB 1, 2017). 5-1

We identify three key areas that need to be addressed to hit SB 375 targets:

1. Conversion to the highest degree possible all signal-light and stop-sign intersections to roundabouts and mini-roundabouts.
2. Roll back of speed-table/speed-hump proliferation.
3. Employment of Road Diet/Green Street regime. 5-2

Roundabouts and Mini Roundabouts:

Roundabouts operate more effectively than traffic signals or stop signs (Intersection Safety, 2018). According to the US Department of Transportation Federal Highway Administration (FHWA) the advantages of roundabouts are significant, and include 5-3

- Increased safety for traffic, pedestrians, cyclists.
- Improved traffic flow, reduced congestion, lower speed(s).
- Reduced emissions.
- Lower operational cost(s).

Roundabouts and Safety:

The Federal Highway Administration (FHWA) identified Roundabouts as a proven life-saving traffic control mechanism (Intersection Safety, 2018). According to FHWA roundabout safety improvements over signal-lights and stop-signs: 5-4

- 90 percent reduction in fatal collisions.

- 75 percent reduction in injuries.
- 35 percent reduction in all crashes.
- Pedestrians 50 percent less likely to be hit.

A traditional signal-light/stop-sign intersection has 32 conflict points. These are points where vehicles can collide with one another. The roundabout is superior by reducing the number of conflict points to just 8. Because impact angles and impact speeds in a roundabout are vastly reduced, roundabout are much safer. Roundabout use effectively ends fatal collisions in intersections where they are employed (Intersection Safety, 2018). Roundabout Transportation Efficiency According to the Washington State Department of Transportation (Roundabout Benefits, 2018): **5-4 cont.**

"Studies by Kansas State University measured traffic flow at intersections before and after conversion to roundabouts. In each case, installing a roundabout led to a 20 percent reduction in delays. Additional studies by the IIHS of intersections in three states, including Washington, found that roundabouts contributed to an 89 percent reduction in delays and 56 percent reduction in vehicle stops."

Roundabouts and Emissions:

Because roundabouts operate more effectively, they reduce emissions and fuel consumption (Mandavilli, et al, 2008). According to a Kansas State University study, converting signal-lights/stop-signs with roundabout found a statistically significant reduction in carbon monoxide (CO) emissions during AM and PM periods, of 21-45 percent (Kg/hr), nitrous oxide (NOx) emissions by 20-48 percent (Kg/hr), carbon dioxide (CO2) emissions by 16-59 percent (Kg/hr), and hydrocarbon (HC) emissions by 18-65 percent (Kg/hr), (Mandavilli, et al, 2008). Because roundabouts work more effectively than signal lights and stop signs, roundabouts are consistent with compliance with SB 375 Sustainable Communities and Climate Protection Act of 2008 and the Regional Greenhouse Gas Emissions Reduction Targets (Bill Text 375, 2008). **5-5**

Roundabout Operating Cost(s):

In comparing initial build cost differences between a roundabout and a traffic signal intersection, costs are similar. However, when long term operational costs are tallied, roundabouts eliminate switchgear, arms, poles, maintenance, and the electricity costs of traffic signals. These signal costs can be between $5,000 and $10,000 per year. (Roundabout Benefits, 2018). Roundabouts are also immune to power outages (What Is a Roundabout?, 2017). **5-6**

Speed-Table Roll back:

Speed tables "Road humps" are a vertical deflection traffic calming obstacle placed in the roadway that must be traversed and therefore slows neighborhood traffic (Transportation Speed Table, 2019). While well-intentioned when introduced in the 1970s, these vertical deflection devices are incompatible with SB 375 Sustainable Communities (Bill Text 375, 2008), the Climate Protection Act and the Regional Greenhouse Gas Emissions Reduction Targets. This because speed table producing additional brake/re-acceleration cycles and additional air pollution where there was none (Kentish, 2017). Other traffic calming measures can be explored on a case-by-case basis like street narrowing, chokers neck-downs, Road Diets, and Green Streets. **5-7**

Road Diet and Green Street Regime:

Road Diet is a term used to describe the transformation of large wide multilane urban streets boulevards, and avenues and re-tasking these spaces to include other uses and modes of travel such as pedestrian refuge islands, transit, parking, and bike lanes. If Road Diet deployments are planned as part of a new overlay, there is typically no additional cost to do so (Road Diet Information Guide, 2019). With respect to Green Street, the benefits include more livable communities and reduces infrastructure costs of under street sewer pipes, healthier communities by improved air quality, lower vehicle speeds and promoting multiple transportation modes like bicycling as well as reducing urban heat release island effects (Benefits of Green Street, 2016). Both Road Diet and Green Street can be seen as two sides of the same coin. A Green Street regime can incorporate Road Diet treatments and solutions and vice-versa. (Benefits of Green Street, 2016). **5-8**

Conclusion:

Roundabout operate more effectively than signal light and stop signs. The Federal Highway Administration has found that roundabouts can increase traffic capacity by 30 percent to 50 percent compared to traditional red-light and stop sign intersections while increasing safety, maximizing transportation efficiency, reducing emissions, and reducing operational cost. If public safety is a primary concern for regional and local governments, then conversion to roundabouts to the highest degree possible is needed. Roundabout conversion and speed table removal will almost certainly be required to hit SB 375 targets regardless (California Energy Commission, 2019). **5-9**

California air pollution control bodies currently impose all the costs of clean air on vehicle operators, vehicle manufactures. This cost shifting can be perceived as unfairness by taxpayers and road users. Government must do their part of the heavy lifting too - to reach cleaner air. Signal-lights and stop-signs for lack of a better term - are killers **5-10**

compared to roundabouts. Speed tables are polluters, and better traffic calming measures like Road Diets, Green Street, narrowing, chokers, neck-downs can be deployed instead. Together with roundabout conversion, these changes dramatically improve safety, save lives, increase livability, reduces emissions, hit clean air targets, and save operation costs. **5-10 cont.**

SB1 money is available now to deploy these changes and move beyond our Eisenhower era transportation system and neighborhoods design paradigms. If voters see little/no noticeable improvement shortly in neglected/crumbling roads and unnecessary/avoidable intersection accidents by governments not adopting the best known methods discussed here, voters may move to withdraw SB1 funds. Therefore the timely implementation of these changes is politically advantageous to all stakeholders and more importantly are proven to save lives. **5-11**

Sincerely,
Olaf Brescia
Political Science / Public Policy
ESP 171 Urban and Regional Planning
University of California at Davis

Works Cited:

"Benefits of a Green Street." EPA, Environmental Protection Agency, 22 Aug. 2016, www.epa.gov/G3/benefits-green-street.

California Energy Commission. "California Climate Change Legislation." California Climate Change Portal, 2019, www.climatechange.ca.gov/state/legislation.html.

"Greenhouse Gas Equivalencies Calculator." EPA, Environmental Protection Agency, 15 Oct. 2018, www.epa.gov/energy/greenhouse-gas-equivalencies-calculator.

"Intersection Safety - Safety | Federal Highway Administration." Safety, 8 Oct. 2018, safety.fhwa.dot.gov/intersection/innovative/roundabouts/.

Kentish, Benjamin. "All Speed Bumps Could Be Removed under New Advice." The Independent, Independent Digital News and Media, 27 July 2017, www.independent.co.uk/news/uk/home-news/speed-bumps-disappear-uk-roads-air-pollution-government-plan-emissions-councils-remove-a7862811.html. **5-12**

Mandavilli , Srinivas, et al. "Impact of Modern Roundabouts on Vehicular Emissions." Impact of Modern Roundabouts on Vehicular Emissions, Kansas State University, 2008, pdfs.semanticscholar.org/300e/591335c3cebcb885ef33e7a4e77641133efc.pdf.

"Road Diet Informational Guide - Safety | Federal Highway Administration." Safety, 1 Apr. 2019, safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch1.cfm#s11.

"Roundabout Benefits." WSDOT, 14 Sept. 2018, www.wsdot.wa.gov/Safety/roundabouts/benefits.htm.

"SB 1: The Road Repair and Accountability Act of 2017." California State Association of Counties, 2017, www.counties.org/post/sb-1-road-repair-and-accountability-act-2017.

"Text." Bill Text - SB-375 Transportation Planning: Travel Demand Models: Sustainable Communities Strategy: Environmental Review., 2008, leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375.

"Transportation." Speed Table, 2019, www.sacdot.com/Pages/NTMP-SpeedTable.aspx.

5-12 cont.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
PLANNING DIVISION
703 B Street, MS-4130
Marysville CA 95901
PHONE (530) 634-7616
www.dot.ca.gov
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Letter 6

Making Conservation a California Way of Life.

November 5, 2019

GTS# 03-SAC-2019-00529

Mr. Clint Holtzen
Planning Manager
Sacramento Area Council of Governments
1415 L Street
Sacramento, CA 95814

Sacramento Area Council of Governments (SACOG) – Draft Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

Dear Mr. Holtzen,

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. Based on the information received, Caltrans provides the following comments: 6-1

Regional Planning

Caltrans would like to commend SACOG for their vivid and creative approach to demonstrating SACOG's 20-year vision for the future. Our review of the MTP/SCS concluded that the plan meets most requirements; however, we would like to offer the comments below for your consideration.

General

- Per Title 23 CFR §450.324(b), the MTP/SCS shall include both long-range and short-range strategies/actions. Chapter 4 of the MTP/SCS identifies near-term actions, however, the long-term actions/strategies are not as clearly stated. SACOG must clearly delineate the long-term strategies from the short-range strategies. 6-2
- Per California Government Code 65080(b)(1), the objectives in the policy element of the MTP/SCS shall be linked to short-range and long-range transportation implementation goals. Chapter 4 does not identify objectives per the policy element requirement. SACOG must clearly state their objectives to ensure that they are consistent with the needs identified in the MTP/SCS and link them to both their short and long-range strategies/actions. 6-3

- The RTP Checklist that was submitted did not identify page numbers for requirement number three. Therefore, it is difficult to determine if SACOG has fully satisfied the requirements of the action element. It appears that Chapter 4 of the MTP/SCS is a combination of both the policy and action element, although this chapter is not organized to separate the two elements. It also appears that SACOG has included components of the action element throughout the MTP/SCS but did not provide separate page numbers to determine if all components of the action element have been addressed. 6-4
    - Per the 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations, the action element is divided into two sections. The first section includes a discussion of the preparatory activities such as identification of existing needs, assumptions, and forecasting and potential alternative actions. The second section addresses the data and conclusions.
- Per Government Code Sections 65080(2)(b) and 65584.04(i)(1), the MTP/SCS must identify a transportation network to service the transportation needs of the region. SACOG identifies their project list in Appendix A; however, we recommend that SACOG include a discussion describing how these projects were selected. They can do this by including a brief summary within their MTP/SCS or in Appendix A. 6-5
- We also recommend that SACOG review their MTP/SCS and provide references to the appendices wherever possible. 6-6

Consultation/Cooperation

- Per Title 23 CFR §450.316(a)(x), the MPO must periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process. SACOG's public participation plan was last updated in 2013. While not a requirement, we recommend that SACOG update their public participation plan. 6-7
- Per Title 23 CFR §450.306(h), the MTP/SCS must be coordinated and consistent with the Public Transit-Human Services Transportation Plan. SACOG must demonstrate that the MTP/SCS is consistent with the Public Transit-Human Services Transportation Plan. 6-8

Modal Discussion

- As part of the mass transportation discussion, SACOG must also include the following information: 6-9
    - Per Title 23 CFR §450.324 (f)(2), the MTP/SCS must address both existing and proposed transportation facilities such as major roadways, transit lines, (both rail and primary bus routes), multimodal and intermodal connector facilities, pedestrian walkways and bicycle facilities.
    - An inventory of bus fleets by fuel type (diesel, natural gas, and other alternative fuels).
    - Provide a summary of the short and long-range transit plans that cover the 20-year period of the MTP/SCS.
    - We also recommend that SACOG provide historical ridership trends.

- Per Title 23 CFR §450.324(f)(12), MPOs are required to include a discussion about the bicycle and pedestrian facilities within the region. SACOG should identify the existing facilities, as well as the planned and future bicycle and pedestrian projects. 6-10
- We recommend that SACOG include a reference to Appendix M in the main document of the MTP/SCS. 6-11

Programming/Operations

- Appendix A identifies the constrained and unconstrained project list. We recommend that SACOG separate constrained projects from the unconstrained projects. 6-12
- The enclosed Excel file contains Caltrans modifications to the MTP/SCS Project List (Appendix A), some of which include changes to lead agency, scope, deletions, etc. 6-13

Financial

- Per Title 40 CFR §93.101, SACOG must identify any regionally significant projects, however, Appendix A does not specifically identify these projects. SACOG should clearly distinguish which projects are regionally significant within their project list. 6-14
- The project list in Appendix A has a column for "budget category" and it assigns a letter to each category. We recommend that SACOG provide a brief description explaining what those categories signify. It would also be helpful to the public if SACOG described how projects were selected. 6-15

Environmental

- Per Title 40 CFR §93.113, the conformity analysis prepared for the MTP shall describe both completed Transportation Control Measures (TCM) and TCMs that are underway. SACOG must also identify any completed TCMs, if applicable. 6-16

Smart Mobility and Climate Change

Provide Access to All Members of The Population

- Environmental Justice Building Block, Page 17: The definition of Environmental Justice (EJ) could be expanded to point out exactly what EJ is and why it is important. 6-17
- Disadvantaged Communities (DACs)
    - Map, Page 18: Air pollution exposure should be included as an important measure in determining a DAC. CalEnviroScreen 3.0 (used to measure air pollution) is mentioned in Appendix H.
    - Larger emphasis could be given to how providing services to Disadvantaged Communities (DACs) can reduce VMT (adding more bike lanes, sidewalks, and transit services), and how they can be incorporated into larger transit networks (interregional travel) to services and employment. 6-18
    - Caltrans recommends mentioning transportation funding sources such as the Caltrans Sustainable Transportation Planning Grant Program that are available to DACs.

Alignment with California Transportation Plan Goals and Objectives – Implementation Highlights

- Improving Freight Efficiency and the Economy
  - Caltrans recommends discussing improvements in freight efficiency.
  - Caltrans recommends discussing multi-modal support for freight (train -> truck).

6-19

- Environmental Justice/Equity
  - Caltrans recommends including strategies for environmental justice and equity.

6-20

Accessibility

- Caltrans recommends stating accessibility goals, strategies, performance measures, and targets, such as improvements to specific transit systems, and data on bike and pedestrian access.

6-21

Travel Demand Management (TDM)

- TDM is mentioned on pages 52 and 53, and in the Plan Performance appendix. Please consider further TDM discussion including an outline of TDM strategies.

6-22

Traffic Operations

In providing candidate projects to the project list (Appendix A), Caltrans used delay and other metrics to select our projects, which is in concurrence with SACOG's performance evaluation metrics. When available, Caltrans requests that SACOG provide policies for Managed Lanes Operations and Toll Collection in the Sacramento region.

Please provide our office with copies of any further actions regarding the Project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Douglas Adams, Intergovernmental Review Coordinator, at (530) 741-4543 or by email at: douglas.adams@dot.ca.gov.

6-23

Sincerely,

Sukhvinder (Sue) Takhar, Acting Deputy Director
Division of Planning, Local Assistance and Sustainability
California Department of Transportation, District 3

Enclosure
(1) Caltrans Modifications to Appendix A: 2020 MTP/SCS Project List

ID	Status (Planned, Programmed or Project Development Only)	County	Lead Agency	Budget Category	Title	Description	Total Project Cost (Current Year Dollars)	Year of Expenditure Cost for planned projects	Completion Timing	Caltrans Comments
CAL21121	Project Development Only	ELD	Caltrans D3	G- System Management, Operations, and ITS	Aux Lane Project: EB Latrobe Road	US-50 EB Latrobe Rd to Silva Valley (T); US 50	$ 1,500,000	NA	Post-2040	
ELD19290	Project Development Only	ELD	Caltrans D3	B- Road & Highway Capacity	Cameron Park Drive to Ponderosa Road	Managed Lane facility - Phase 2B (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 22,637,000	NA	Post-2040	
CAL21300	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	Deck Treatments on 6 Bridges	Deck Treatments on 6 Bridges. EA 1G050	$ 484,000	$ 484,000	2020-2025	DELETE; CCA 10/7/19
CAL21124	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	EB Bass Lake Rd. Diagonal Ramp Meter	EB Bass Lake Rd. Diagonal Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL21125	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	EB Cambridge Rd. Loop Ramp Meter	EB Cambridge Rd. Loop Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL21126	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	EB Cameron Park Dr. Diagonal Ramp Meter	EB Cameron Park Dr. Diagonal Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL21122	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	EB Latrobe Rd. Diagonal Ramp Meter	EB Latrobe Rd. Diagonal Ramp Meter	$ 380,000	$ 440,683	2031-2035	Outside 10 year SHOPP window
CAL21127	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	EB Ponderosa Rd. / S. Shingle Rd. Loop Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL21128	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	EB Shingle Springs Dr. Diagonal Ramp Meter	EB Shingle Springs Dr. Diagonal Ramp Meter	$ 380,000	$ 622,674	2036-2040	
CAL20954	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Apple Hill Pavement Rehab	In and near Placerville, from westbound on-ramp at Schnell School Rd OC (Br#25-63) to 0.1 mile west of Still Meadows Rd; also from 0.5 mile east of Carson Rd to Sawmill UC (Br#25-41) (PM 24.5/R28.8): CAPM and drainage improvements. SHOPP ID 15994	$ 39,050,000	$ 87,337,556	2026-2030	Proposed 2022 SHOPP cycle; Revise description & cost
CAL21009	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Echo Summit Pavement Rehab	In El Dorado County from Sierra-At-Tahoe Road to Pioneer Trail in Meyers. SHOPP ID 18420	$ 35,238,000	$ 35,702,495	2026-2030	Proposed 2024 SHOPP cycle. Revise description & cost. Overlaps into TRPA
CAL21044	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Ice House Rd Pavement Rehab	In El Dorado County on Route 50 from Ice House Rd to Strawberry Lodge: CAPM. SHOPP ID 20489	$ 18,650,000	$ 18,154,203	2026-2030	Proposed 2024 SHOPP cycle; Revise description & cost.
CAL20877	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Kyburz Storm Damage Repair	In El Dorado County on Hwy 50 in the town of Kyburz. Repair Rock wall from culvert damage. Permanent Restoration.	$ 620,000	$ 635,500	2020-2025	DELETE; Project cancelled
CAL21056	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Riverton Drainage Rehab	In El Dorado County on Route 50 approx. 15 miles east of Placerville from Peavine Ridge Rd to 1.0 mile west of Pyramid Creek Bridge (Br#25-9): CAPM & Drainage. SHOPP ID 21931	$ 44,390,000	$ 17,057,641	2026-2030	Proposed 2022 SHOPP cycle; Revise description & cost
CAL21037	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	ED 50 Shingle Springs Pavement Rehab	In El Dorado County on Route 50 from Cambrdge Rd OC (Br#25-0083) to El Dorado Road OC (#25-0076): CAPM. SHOPP ID 20401	$ 15,360,000	$ 18,032,363	2026-2030	Proposed 2024 SHOPP cycle; Revise description & cost.
CAL20927	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	ED 49 Ped/Bike Access	In El Dorado County on Route 49 from Patterson Dr to Commerce Way (PM 10.7/11.1): Widen shoulders to provide pedestrian and bike access along highway. EA 0H830	$ 2,000,000	$ 945,563	2020-2025	Revise Title, Description, and Total Project Cost. Proposed FY 20/21 Minor A project
CAL20999	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay.	In El Dorado County from Kyburz Dr to Strawberry Lodge Dr. CIR w/HMA Overlay. SHOPP ID 17916	$ 6,200,000	$ 7,936,524	2031-2035	Outside 10 year SHOPP window
CAL20857	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity. EA 3H470. US 50, PM 43.69	$ 4,830,000	$ 4,950,750	2020-2025	DELETE; See CAL20807
CAL20880	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity (EA 3H470)	In El Dorado County on Route 50 approx. 0.2 miles west of Alder Creek Road, stabilize the slope to prevent or mitigate further slide activity	$ 4,830,000	$ 4,950,750	2020-2025	DELETE; See CAL20807
CAL20807	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Alder Creek Slide, Near Pollock Pines	On US 50 near Pollock Pines, west of Alder Creek Road (PM 43.6/43.7): Construct surface ditches and debris containment area, replace culvert, and install guardrail. EA 3H470	$ 4,825,000	NA	2020-2025	Programmed at Oct 2018 CTC
CAL21293	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	Caltrans Placerville Equipment Sub Shop	In El Dorado County on Route 50 at the Placerville Maintenance Station (3065 Blairs Lane). Install retaining structure or repair slope and fencing along stream bank. EA 3H960	$ 2,570,000	$ 2,634,250	2020-2025	DELETE; Project cancelled in Dec 2018 and addressed by Maintenance.
CAL21071	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	In El Dorado County on Route 50 from approx. 1.0 mile west of Snow Rd UC (Br#25-56) to Sawmill UC (Br#25-41). CAPM.	$ 3,698,000	$ 4,733,753	2026-2030	DELETE; Project combined with SHOPP ID 15994/CAL20954
CAL20926	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SLT Maintenance Station	Install wash facility	$ 975,000	$ 1,597,651	2036-2040	Switched Title and Description. Is this the same as CAL21302?
CAL21132	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	NB Cameron Park Dr. Loop Ramp Meter	NB Cameron Park Dr. Loop Ramp Meter	$ 380,000	$ 536,930	2031-2035	

** Programmed project information updated as of MTIP amendment 2019-07 .*

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ID	Status (Planned, Programmed or Project Development Only)	County	Lead Agency	Budget Category	Title	Description	Total Project Cost (Current Year Dollars)	Year of Expenditure Cost for planned projects	Completion Timing	Caltrans Comments
CAL21018	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	Placerville MTCE Mechanic shop	Placerville Resident Mechanic SHOPP ID 18466	$ 2,600,000	$ 3,328,220	2036-2040	Outside 10 year SHOPP window
ELD19406	Project Development Only	ELD	Caltrans D3	B- Road & Highway Capacity	Ponderosa Road to Greenstone Road	Managed Lane facility - Phase 3 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 34,730,208	NA	Post-2040	
CAL21032	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	Repair slipout by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx 0.4 miles west of Forest Road/Fresh Pond	Repair slip out by construction of a multi-layered geotextile-reinforced fill ("bridging element") on Route 50 approx. 0.4 miles west of Forest Road/Fresh Pond. PM 33.86-34. EA 3H450	$ 18,410,000	$ 18,410,000	2020-2025	DELETE; See CAL20796
CAL20796	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Fresh Pond Slipout	On US 50, near Pollock Pines, east of Sly Park Road (PM 33.8/34.0): Permanently restore roadway by mitigating the progression of recurring roadway slipout. EA 3H450	$ 18,410,000	NA	2020-2025	Programmed at March 2018 CTC
CAL21131	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	SB Cameron Park Dr. Diagonal Ramp Meter	US-50 WB Cameron Park Dr. Diagonal Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL21235	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	SB Ponderosa Rd. Diagonal Ramp Meter	SB Ponderosa Rd. Diagonal Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL20868	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Cool Pavement Rehabilitation	In El Dorado County on Route 193 from Jct Rte 49 to Pilgram Rd. SHOPP ID 20552	$ 5,700,000	$ 7,118,519	2031-2035	Outside 10 year SHOPP window
CAL20833	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Cutback slope and install slope drainage	Cutback slope and install slope drainage on Route 193 approx 0.2 miles west of the Route 49 Jct to approx 0.4 miles west of the Route 49 Jct.	$ 3,510,000	$ 2,880,000	2020-2025	DELETE; See CAL20803
CAL20803	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	Placerville Slide Repair	Near Placerville, on SR 193, at 0.3 mile west of SR 49 junction (PM 26.7): Stabilize slope by installing drainage system and rock slope protection (RSP) over the landslide area. EA 3H980	$ 3,510,000	NA	2020-2025	New project programmed at June 2018 CTC
CAL21052	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Georgetown Pavement Rehabilitation	In El Dorado County on Route 193 from Greenwood Rd to Jct SR 49/End of County. SHOPP ID 20553	$ 15,400,000	$ 19,232,490	2031-2035	Outside 10 year SHOPP window
CAL20747	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Slope Stabilization	Near Placerville, on SR 193 at 1.1 miles north of the South Fork American River Bridge (PM 22.8/22.9); also at 2.5 miles north of the South Fork American River Bridge (PM 24.2/24.3): Restore embankment slope slip-outs. EA 1H600	$ 9,545,000	NA	2020-2025	Revise Description
CAL21067	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Storm Damage Repair	In El Dorado County on Route 193, 0.31 mile west of the SR49/193 Junction and 0.41 mile west of the SR 49/Coloma Court intersection. Permanent Damage Restoration.	$ 3,510,000	$ 3,597,750	2020-2025	DELETE; See CAL20803
CAL20634	Planned	ELD	Caltrans D3	A- Bike & Ped	SR 49 - Construct Class II Bike Lane	On SR 49, from Southview Ct. in Placerville (south of US 50) to Gold Hill Rd (Approximately 5 miles north of US 50), where feasible Construct Class II Bike Lane	$ 2,880,000	$ 4,275,376	2036-2040	
CAL20936	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Pavement Rehabilitation A	In El Dorado County in and near Diamond Springs from 0.5 miles North of Maisy Lane to Coon Hollow Road. Pavement Rehab. SHOPP ID 13330	$ 32,650,000	$ 35,720,007	2026-2030	Proposed 2024 SHOPP cycle; Revise description & cost.
CAL21043	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Pavement Rehabilitation B	In El Dorado County on Route 49 from approx. 0.1 mile north of Rattlesnake Bar Rd to the county line; also in Placer County on Route 49 from El Dorado County Line to Junction of Route 80 in Auburn (PM 0.0/3.1): CAPM. SHOPP ID 20486	$ 14,200,000	$ 11,775,864	2026-2030	Proposed 2022 SHOPP cycle; Revise description & cost.
CAL20717	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 50 Bridge Rehab at Sawmill UC	Near Pollock Pines, SR 50, at Sawmill Undercrossing #25-0041 (PM R27.9/R29.8); also at Sly Park Road (PM R30.17/R31.3): Replace bridge, restore culverts, and add highway lighting. EA 0H341	$ 11,494,000	NA	2020-2025	Revise Description
CAL18190	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 - Camino Operational / Safety Improvements	Near Placerville and Camino, US 50, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road (PM 21.9/24.5): Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads. [Caltrans is the lead agency for the project. El Dorado County, Community Development Agency, Transportation Division is a participating agency.] HSIP7-03-008. EA 4E620	$ 55,437,620	NA	2020-2025	Revise Description
CAL20718	Programmed	ELD	Caltrans D3	G- System Management, Operations, and ITS	US 50 Advance Warning and ITS	In El Dorado County, US 50, from the Sacramento County line to east of Stateline Ave. (PM 0.0/80.4): Upgrade new Transportation Management System elements. EA 0H520	$ 13,000,000	NA	2020-2025	Revise Description
CAL20734	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Cameron Park Safety	On US 50 in Cameron Park at Cameron Park Drive: Improve sight distance and upgrade curb ramps (PM 6.5). EA 1H440	$ 2,422,000	NA	2020-2025	Revise Description
CAL20948	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	US 50 Crash Cushion Upgrade	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations. Upgrade crash cushions and sand barrel arrays to make more durable.	$ 3,360,000	$ 3,530,100	2020-2025	DELETE; See CAL20780

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CAL20780	Programmed	ELD	Caltrans D3	G- System Management, Operations, and ITS	D3 Crash Cushion and Sand Barrel Upgrades	In El Dorado, Butte, Placer, Sacramento, Sutter, and Yolo Counties, on Routes 50, 65, 70, 80, 89, and 99 at various locations: Upgrade crash cushions and sand barrel arrays to make more durable. EA 0H680	$ 3,360,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL20940	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Drainage Improvements A	In and near Placerville, from west of El Dorado Road to 0.1 mile east of Braeburn Lane. Rehabilitate deteriorated culverts and provide access for wildlife crossing the route.	$ 8,230,000	$ 9,084,380	2020-2025	DELETE; See CAL20802 and CAL20782
CAL20782	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Culvert Rehab	In and near Placerville, on US 50, from west of El Dorado Road to west of Schnell School Road (PM R13.7/18.5): Rehabilitate deteriorated culverts. EA 1H800	$ 5,500,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL20802	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Culvert Rehab and Wildlife Crossing	In and near Placerville, from west of Schnell School Road to east of Braeburn Lane (PM 18.5/22.5): Rehabilitate deteriorated culverts and provide access for wildlife crossing the route. EA 4H370	$ 3,830,000	NA	2020-2025	Project programmed at June 2018 CTC
CAL20939	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Drainage Improvements B	Near Cameron Park and Shingle Springs, from east of Silva Valley Parkway to west of El Dorado Road. Rehabilitate culverts.	$ 6,760,000	$ 7,461,775	2020-2025	DELETE; See CAL20781
CAL20781	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Culvert Rehab	Near Cameron Park and Shingle Springs, US 50, from east of Silva Valley Parkway to west of El Dorado Road (R2.7/R13.8): Rehabilitate culverts. EA 1H040	$ 6,760,000	NA	2020-2024	Project programmed at March 2018 CTC
CAL20716	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Guard Rail Upgrade	In El Dorado County on US 50 from Red Hawk Parkway to 1.9 miles west of Route 89 (PM R11.2/68.7): Upgrade guard rail to current standards. EA 0H500	$ 4,506,000	NA	2020-2025	Revise Description
CAL21061	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Point View Dr Landscape Rehabilitation	In El Dorado County on Route 50 from EB off ramp at Point View Dr to approx. 0.2 mile west of Newtown Rd. Highway Planting Rehab. SHOPP ID 20607	$ 1,040,000	$ 1,331,288	2031-2035	Outside 10 year SHOPP window
CAL20820	Project Development Only	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Reconstruct Shingle Springs interchange	Reconstruct Shingle Springs Interchange	$ 30,000,000	NA	Post-2040	
CAL21062	Planned	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Storm Damage Repair	In El Dorado County on Route 50 approx. 0.6 miles west of Bridal Veil Falls Rd.	$ 7,720,000	$ 7,720,000	2020-2025	DELETE; See CAL20808
CAL20808	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Bridal Veil Slip-out, Near Pollock Pines	On US 50 near Pollock Pines, east of Peavine Ridge Road/Hazel Valley Road (PM 36.0/36.4): Repair recurring roadway slip-out by replacing horizontal drains, placing an underdrain system, replacing culverts, and overlaying pavement. EA 3H970	$ 7,720,000	NA	2020-2025	New project programmed at Oct 2018 CTC
CAL20649	Project Development Only	ELD	Caltrans D3	G- System Management, Operations, and ITS	US 50 WB Auxiliary Lane	In Placerville, from west of Coloma Road offramp to the Placerville Drive offramp, Construct WB Auxiliary Lane (PM 17/19)	$ 20,000,000	NA	Post-2040	
CAL21129	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	WB Bass Lake Rd. Diagonal Ramp Meter	WB Bass Lake Rd. Diagonal Ramp Meter	$ 380,000	$ 440,683	2031-2035	Outside 10 year SHOPP window
CAL21130	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	WB Cambridge Rd. Loop Ramp Meter	WB Cambridge Rd. Loop Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL21133	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	WB Shingle Springs Dr. Diagonal Ramp Meter	WB Shingle Springs Dr. Diagonal Ramp Meter	$ 380,000	$ 536,930	2031-2035	
CAL21262	Planned	ELD	Caltrans D3	G- System Management, Operations, and ITS	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	WB US 50 Placerville Dr/Forni Rd. Diagonal Ramp Meter	$ 380,000	$ 622,674	2036-2040	
CAL21341	Programmed	ELD	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Highway Maintenance	In El Dorado County, on SR 193, near Kelsey, from 0.1 miles north of Garden Valley Road to the South Fork American River Bridge (PM 19.3/24.7): Maintenance asphalt overlay. [HM124 - Pavement Preservation]. EA 1G250	$ 2,774,000	NA	2020-2025	New project programmed at June 2019 CTC
ELD19423	Planned	ELD	City of Placerville	A- Bike & Ped	Broadway Bike Lanes	Broadway in Placerville - add bike facility: Main Street to Blairs Lane	$ 300,000	$ 315,188	2020-2025	
ELD19257	Programmed	ELD	City of Placerville	C- Maintenance & Rehabilitation	Clay St. / Hangtown Creek Bridge	Clay St. over Hangtown Creek, 150' north of Main St.: Replace 1 lane bridge with 2 lane bridge. (Toll Credits for ROW & CON). Toll Credits for ROW, CON	$ 4,308,864	NA	2020-2025	
ELD19418	Project Development Only	ELD	City of Placerville	B- Road & Highway Capacity	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	$ 2,300,000	NA	Post-2040	
ELD19419	Project Development Only	ELD	City of Placerville	B- Road & Highway Capacity	Combellack Road Extension	Road Extension: Combellack Road	$ 3,466,000	NA	Post-2040	
ELD19441	Project Development Only	ELD	City of Placerville	B- Road & Highway Capacity	Immigrant Ravine Road Extension	Construct a new 4,200-foot 2-lane roadway with sidewalk to extend Immigrant Ravine Road from Carson Road to the proposed Clay Street Extension	$ 15,422,000	NA	Post-2040	

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ELD19420	Project Development Only	ELD	City of Placerville	B- Road & Highway Capacity	Main Street Realignment	Construct 700-foot of new 2-lane road. Includes sidewalks to City collector street standards between Broadway and Main Street. New road will extend Main Street down Spanish Ravine Road.	$ 8,121,768	NA	Post-2040	
ELD19443	Planned	ELD	City of Placerville	A- Bike & Ped	Mallard Lane/Green Valley Road Bike Lanes	Install bicycle lanes on Mallard Lane at the intersection of Green Valley Road, and on Green Valley Road from Mallard Lane to Placerville Drive.	$ 1,750,000	$ 1,838,594	2020-2025	
ELD19447	Planned	ELD	City of Placerville	A- Bike & Ped	Middletown Road Bike Lanes	Install bike lanes on Middletown Road from Canal Street to Cold Springs Road.	$ 8,100,000	$ 12,024,496	2036-2040	
ELD19185	Programmed	ELD	City of Placerville	B- Road & Highway Capacity	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	$ 4,935,550	NA	2020-2025	
ELD19509	Programmed	ELD	City of Placerville	A- Bike & Ped	Placerville Drive Bicycle and Pedestrian Facilities	In the City of Placerville along Placerville Drive from west of the US 50 undercrossing to Green Valley road: Construct bicycle facilities and sidewalks; on the west side of Green Valley Road from Placerville Drive to Mallard Lane: construct sidewalk. (Both Class II bike lanes and Class IV bikeways will be evaluated during the preliminary engineering phase.) (CMAQ Emission Reductions in kg/day: ROG 0.08, NOx 0.04, PM10 0.02, PM2.5 0.02). Toll Credits for ENG, ROW	$ 11,100,000	NA	2020-2025	
ELD19409	Project Development Only	ELD	City of Placerville	B- Road & Highway Capacity	Placerville Drive Widening - Fair Lane to Ray Lawyer Drive	Widen Placerville Drive from Fair Lane to Ray Lawyer Drive to accomodate 4 lanes of traffic, a dual left turn lane, sidewalks, and bike lanes on both sides.	$ 3,169,000	NA	Post-2040	
ELD19412	Planned	ELD	City of Placerville	B- Road & Highway Capacity	Ray Lawyer Drive Extension East	Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standard to support future county courthouse joint project with El Dorado County	$ 8,122,000	$ 9,895,868	2026-2030	
ELD19373	Programmed	ELD	City of Placerville	A- Bike & Ped	Upper Broadway Bike Lanes	In Placerville, along Broadway between Schnell School Rd. and Jacquier Rd./Point View Dr.: Construct a Class II bike lane along eastbound Broadway and Class III bike route along westbound Broadway, with minor signing and striping to connect to the El Dorado Trail at each end, and strategically located sidewalks, additional pedestrian improvements, and select transit facilities. (Emission Benefits in kg/day: 0.02 ROG, 0.01 NOx. Toll Credits for PE & ROW) (The project will prepare and process a single CE for NEPA which will cover the overall project which now includes the bike and pedestrian improvements). Toll Credits for ENG	$ 5,869,360	NA	2020-2025	
ELD19417	Planned	ELD	City of Placerville	B- Road & Highway Capacity	US 50 Broadway Eastbound Exit (#47) - Signalization and ramp lengthening	Lengthen eastboud exit ramp of US 50 at Broadway (#47) and install traffic signal.	$ 4,100,000	$ 4,873,612	2026-2030	
ELD19363	Planned	ELD	City of Placerville	B- Road & Highway Capacity	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp and offramps at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange.	$ 23,374,018	$ 38,301,050	2036-2040	
ELD19387	Planned	ELD	City of Placerville	B- Road & Highway Capacity	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb and gutter both sides. A new bridge over Hangtown Creek.	$ 4,728,000	$ 5,620,106	2026-2030	
ELD19182	Planned	ELD	EDCTC	G- System Management, Operations, and ITS	Aux Lane Project: WB Bass Lake	Interchange Improvements: this phase includes detailed study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane between Bass Lake and Silva Valley interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330	$ 1,500,000	$ 2,457,925	2036-2040	
ELD19273	Planned	ELD	EDCTC	G- System Management, Operations, and ITS	Aux Lane Project: WB Latrobe Road / ED Hills Blvd	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	$ 1,500,000	$ 2,457,925	2036-2040	
ELD19215	Planned	ELD	EDCTC	G- System Management, Operations, and ITS	Aux Lane Project: WB Silva Valley	WB Silva Valley to El Dorado Hills Blvd (T)	$ 1,500,000	$ 2,457,925	2036-2040	
ELD19224	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Serrano Parkway to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP66109)	$ 14,257,000	$ 17,370,770	2026-2030	
ELD19337	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Bassi Rd/Granite Creek Bridge Replacement	Bassi Rd, over Granite Creek, 0.3 mi N/W of Lotus Rd. Replace this structurally deficient 1-lane bridge with a new 2-lane bridge. (Toll credits for PE, R/W, & CON.) (CIP77128). Toll Credits for ENG, ROW, CON	$ 4,325,000	NA	2020-2025	
ELD19321	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Bucks Bar Rd/North Fork Cosumnes River Bridge Replacement	Bucks Bar Rd over north fork of Cosumnes River, 1.2 miles north of Mount Aukum Rd: Replace existing 1 lane bridge with new 2 lane bridge, including approaches. (CIP77116)	$ 8,556,940	NA	2020-2025	

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ELD19424	Planned	ELD	El Dorado County	A- Bike & Ped	Cameron Park Drive Bike Lanes	Install bike lanes on entire length of Cameron Park Drive. (CIP72307)	$ 162,000	$ 192,567	2026-2030	
ELD15930	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Cameron Park Drive Widening - Palmer Drive to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Sudbury Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	$ 8,687,000	$ 9,354,949	2020-2025	
ELD19527	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	Camino Agritourism Congestion Relief Project Phase 1	Includes innovative technology-based solutions to address yearly congestion in Camino, as well as ITS, signage, planning studies, etc.	$ 5,000,000	$ 5,384,453	2020-2025	
ELD19425	Planned	ELD	El Dorado County	A- Bike & Ped	Carson Road Bike Lanes	Install bike lanes on Carson Road from Jacquier Road to Larsen Drive (on climbing shoulder).	$ 787,500	$ 1,169,048	2036-2040	
ELD19350	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Clear Creek Rd/Clear Creek (0.25 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 0.25 mi east of Sly Park Rd.: Replace 1-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.) (CIP 77139/36105006). Toll Credits for ENG, ROW, CON	$ 4,457,000	NA	2020-2025	
ELD19351	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Clear Creek Rd/Clear Creek (1.82 mi E of Sly Park Rd) Bridge Replacement	Clear Creek Rd over Clear Creek, 1.82 miles east of Sly Park Rd.: Replace 1-lane bridge with a new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP77138/36105005). Toll Credits for ENG, ROW, CON	$ 4,373,000	NA	2020-2025	
ELD19426	Planned	ELD	El Dorado County	A- Bike & Ped	Coach Lane Bike Lanes	Install bike lanes on entire length of Coach Lane.	$ 131,250	$ 156,015	2026-2030	
ELD19429	Planned	ELD	El Dorado County	A- Bike & Ped	Country Club Drive Bike Lanes	Phase 1: Install bike lanes on Country Club Drive from Bass Lake Road to Cambridge Road	$ 350,000	$ 416,040	2026-2030	
ELD19227	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361)	$ 13,258,000	$ 16,153,586	2026-2030	
ELD19229	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377)	$ 11,451,000	$ 17,859,652	2036-2040	
ELD19228	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter and sidewalk on both sides. (CIP 71362/36105008)	$ 6,930,000	$ 8,443,532	2026-2030	
ELD15990	Programmed	ELD	El Dorado County	B- Road & Highway Capacity	Diamond Springs Pkwy - Phase 1B	Construct new 4-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental clearance, grading and right of way for the ultimate 4-lane road, required improvements to SR-49 and three new signals. See ELD19348/CIP72375 for Phase 1A and ELD19203/CIP72368 for Phase 2. (CIP72334)	$ 28,292,000	NA	2020-2025	
ELD19510	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	El Dorado Hills Boulevard Overlay Project	Roadway overlay, ADA ramp improvements, Class II bike lanes, and bicycle and pedestrian loop detection improvements at all intersections from Saratoga Way/Park Drive to Brittany Place.. Toll Credits for ENG	$ 5,397,285	NA	2020-2025	
ELD19528	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	El Dorado Hills ITS	ITS technology implementation along major signalized corridors in the El Dorado Hills area, including El Dorado Hills Boulevard, Latrobe Road, White Rock Road, and Silva Valley Parkway.	$ 5,000,000	$ 6,092,014	2026-2030	
ELD19380	Programmed	ELD	El Dorado County	A- Bike & Ped	El Dorado Trail - Missouri Flat Road Bike/Pedestrian Overcrossing	Construct a multi-use bike and ped over-crossing structure with a 12 to 14 foot wide concrete deck on the El Dorado Trail over Missouri Flat Road. (Emission benefits in kg/day: 0.07 ROG, 0.04 NOx, 0.02 PM10)(CIP #97015) (Toll Credits for PE, ROW). Toll Credits for ENG, ROW	$ 5,203,000	NA	2020-2025	
ELD19371	Programmed	ELD	El Dorado County	A- Bike & Ped	El Dorado Trail Ext. - Missouri Flat Rd to El Dorado Rd	El Dorado Trail, from Missouri Flat Rd to El Dorado Rd: Construct Class I multi-use bike/ped path, approximately 2.54 miles. Improvements include: 10-foot wide paved path, signage, roadway crossing at Forni/Blanchard Rds, and unpaved nature trail adjacent to the bike path. (Toll credits for PE & ROW) (Emission Benefits in kg/day: 0.05 ROG, 0.03 NOx, 0.01 PM 10). Toll Credits for ENG, ROW	$ 4,394,000	NA	2020-2025	
ELD19433	Planned	ELD	El Dorado County	A- Bike & Ped	Enterprise Drive Bike Route	Install bicycle route signs and markings on entire length of Enterprise Drive.	$ 1,000	$ 1,485	2036-2040	
ELD19536	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Enterprise Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	$ 2,484,000	$ 2,484,000	2020-2025	
ELD19434	Planned	ELD	El Dorado County	A- Bike & Ped	Gold Hill Road Bike Route	Install bicycle route signs and markings on Gold Hill Road from State Route 49 to Lotus Road.	$ 4,000	$ 4,755	2026-2030	
ELD19253	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; inculdes curb gutter and sidewalk. (CIP GP178/36105018)	$ 6,421,000	$ 9,532,011	2036-2040	
ELD19335	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Green Valley Rd/Indian Creek Bridge Replacement	Green Valley Rd, over Indian Creek, 0.9 miles north of Greenstone Rd. Replace existing 2 lane bridge with 2 lane bridge. (CIP 77127/36105014)	$ 5,614,000	NA	2020-2025	
ELD19353	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Green Valley Rd/Mound Springs Creek Bridge Rehabilitation	Green Valley Rd over Mound Springs Creek, 0.8 miles west of Missouri Flat Rd. Replace functionally obsolete 2 lane bridge with 2 lane bridge. No added lane capacity. (CIP 77136/36105015)	$ 5,638,000	NA	2020-2025	

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ELD19354	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Greenstone Rd/Slate Creek Bridge Replacement	Greenstone Rd over Slate Creek, 0.5 miles north of Mother Lode Rd.: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77137/36105019). Toll Credits for ENG, ROW, CON	$ 3,643,000	NA	2020-2025	
ELD19352	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Hanks Exchange Rd/Squaw Hollow Creek Bridge Replacement	Hanks Exchange Rd over Squaw Hollow Creek, 0.4 miles south of Pleasant Valley Rd.: Replace existing 1-lane bridge with new 2-lane bridge. Toll credits for PE, ROW, & CON. (CIP 77135/36105020). Toll Credits for ENG, ROW, CON	$ 4,087,000	NA	2020-2025	
ELD19342	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Hazel Valley Rd/EID Canal Bridge Replacement	Hazel Valley Rd, over E.I.D Canal, 0.8 miles southeast of SR50: Replace functionally obsolete 1 lane bridge with a new 2 lane bridge. Toll credits programmed for PE, ROW, & CON. (CIP 77125/36105021). Toll Credits for ENG, ROW, CON	$ 3,639,000	NA	2020-2025	
ELD19245	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter or sidewalk. (CIP71375)	$ 6,747,000	$ 10,015,959	2036-2040	
ELD19522	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Industrial Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	$ 2,150,000	$ 2,150,000	2020-2025	
ELD19240	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	Intelligent Transportation System (ITS) Improvements (Phase 2)	Minor ITS Improvement: Deployment of various ITS improvements along U.S. 50 and regionally significant corridors in the County. Includes: implementation of ITS projects listed and prioritized in El Dorado County. (See ELD19239 for Phase 1)	$ 5,000,000	$ 8,193,082	2036-2040	
ELD19523	Project Development Only	ELD	El Dorado County	B- Road & Highway Capacity	Intersection Improvements	Intersection Improvements to increase capacity at various locations. Projects could include signalization, channelization, ITS improvements, etc.	$ 37,065,000	NA	Post-2040	
ELD19239	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	ITS Improvements - Phase 1	Identification of various Intelligent Transportation System (ITS) improvements along US 50 and regionally significant corridors in the County; projects may include upgrading all controllers, building the communications infrastructure, adding CCTVs, adding DMS, connecting all the signals. (See ELD19240 for Phase 2)	$ 5,833,200	$ 9,558,377	2036-2040	
ELD19438	Planned	ELD	El Dorado County	A- Bike & Ped	Jacquier Road Bike Lanes	Placerville City limit to Carson Road	$ 175,000	$ 208,020	2026-2030	
ELD19236	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	$ 3,516,000	$ 5,483,760	2036-2040	
ELD19439	Planned	ELD	El Dorado County	A- Bike & Ped	Latrobe Road Bike Lanes	Investment Boulevard to Deer Creek/SPTC	$ 525,000	$ 779,365	2036-2040	
ELD19232	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Latrobe Road Connection	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	$ 747,000	$ 910,147	2026-2030	
ELD19440	Planned	ELD	El Dorado County	A- Bike & Ped	Lotus Road Bike Lanes	Phase 1: Gold Hill Road to SR 49	$ 525,000	$ 624,060	2026-2030	
ELD19444	Planned	ELD	El Dorado County	A- Bike & Ped	Marshall Road Bike Lanes	Class II bike lanes from the top of Prospectors Road to Black Oak Mine Road	$ 525,000	$ 624,060	2026-2030	
ELD19445	Planned	ELD	El Dorado County	A- Bike & Ped	Marshall Road Bike Route	Class III Bike Route on Marshall Road from Black Oak Mine Road to SR 193	$ 20,000	$ 23,774	2026-2030	
ELD19446	Planned	ELD	El Dorado County	A- Bike & Ped	Meder Road Bike Lanes	Phase 1: Cameron Park Drive to Paloran Court	$ 175,000	$ 208,020	2026-2030	
ELD19333	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	Metal Beam Guardrail Installation - Various Locations	Construction/reconstruction of guardrail at various locations throughout the County. Listed locations are those most in need and for which FHWA HSIP grant funds are anticipated to be available. As funding permits, addtional locations will be identified. (CIP OP005/36105026)	$ 672,000	$ 997,588	2036-2040	
ELD19396	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Missouri Flat Rd Widening, Headington Rd to Prospector's Plaza	Add 1 lane in each direction with a raised median (CIP GP 165)	$ 1,299,000	$ 2,128,563	2036-2040	
ELD19448	Planned	ELD	El Dorado County	A- Bike & Ped	Missouri Flat Road Bike Lanes Phase 1	Phase 1: Campus Drive to existing Class II on the south side of US 50	$ 350,000	$ 416,040	2026-2030	
ELD19449	Planned	ELD	El Dorado County	A- Bike & Ped	Missouri Flat Road Bike Lanes Phase 2	Phase 2: Golden Center Drive near Wal-Mart to Pleasant Valley Road	$ 175,000	$ 208,020	2026-2030	
ELD19534	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widing the road to 4 lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	$ 4,175,000	$ 6,511,575	2036-2040	
ELD19340	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Mosquito Rd/South Fork American River Bridge Replacement	Mosquito Rd, over South Fork American River, 5.7 miles north of US 50: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll credits programmed for PE, ROW, & CON. (CIP 77126/36105028). High Cost Project agreement required.. Toll Credits for ENG, ROW, CON	$ 71,814,000	NA	2020-2025	

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ELD19241	Project Development Only	ELD	El Dorado County	B- Road & Highway Capacity	Mother Lode Dr/Pleasant Valley Rd - Signalization	Reconfigure existing "Y" all-way stop to a signalized "T" intersection including turn pockets and shoulder improvements. CIP73307	$ 7,782,300	NA	Post-2040	
ELD19451	Planned	ELD	El Dorado County	A- Bike & Ped	Mother Lode Drive Bike Lanes	Phase 1: Missouri Flat Road to Lindberg Ave	$ 175,000	$ 208,020	2026-2030	
ELD19339	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Mt. Murphy Rd/South Fork American River Bridge Replacement	Mt Murphy Rd, over South Fork American River, 0.1 mile east of SR49. Replace existing 1 lane truss bridge with new 2 lane bridge. Toll credits programmed for PE, ROW, and CON. (CIP 77129/36105029). Toll Credits for ENG, ROW, CON	$ 32,107,000	NA	2020-2025	
ELD19322	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Newtown Rd/South Fork Weber Creek - Bridge Rehab	Newtown Rd., Over S Fork Weber Cr., 0.7Mi W Of Snows Rd. Replace existing 2 lane bridge. (CIP 77122/36105030)	$ 5,658,000	NA	2020-2025	
ELD19355	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Oak Hill Rd/Squaw Hollow Creek Bridge Replacement	Oak Hill Rd over Squaw Hollow Creek, 0.6 miles south of Pleasant Valley Rd: Replace existing 2 lane bridge with new 2 lane bridge. Toll credits for PE, ROW, & CON. (CIP 77134/36105031). Toll Credits for ENG, ROW, CON	$ 4,074,000	NA	2020-2025	
ELD19452	Planned	ELD	El Dorado County	A- Bike & Ped	Old Bass Lake Rd Æ'?? EDH to Bass Lake Connection	Phase 1: EDH to Bass Lake Connection. Between gates, using existing roadway as Class I path from Tong Road to Old Bass Lake Road.	$ 200,000	$ 237,737	2026-2030	
ELD19453	Planned	ELD	El Dorado County	A- Bike & Ped	Palmer Drive Bike Lanes	Add bike lanes along full length of Palmer Drive	$ 87,500	$ 129,894	2036-2040	
ELD19454	Planned	ELD	El Dorado County	A- Bike & Ped	Palmer Drive Bike Path Connection	From Wild Chaparral Drive to Palmer Drive	$ 200,000	$ 210,125	2020-2025	
ELD19458	Planned	ELD	El Dorado County	C- Maintenance & Rehabilitation	Pleasant Valley Road Bike Lanes A	Big Cut Road to Sly Park Road	$ 1,575,000	$ 1,872,180	2026-2030	
ELD19456	Planned	ELD	El Dorado County	A- Bike & Ped	Pleasant Valley Road Bike Lanes Phase 1	Phase 1: Big Cut Road to Missouri Flat Road	$ 350,000	$ 519,577	2036-2040	
ELD19457	Planned	ELD	El Dorado County	A- Bike & Ped	Pleasant Valley Road Bike Lanes Phase 2	Phase 2: Missouri Flat Road to Mother Lode Drive	$ 525,000	$ 779,365	2036-2040	
ELD19459	Planned	ELD	El Dorado County	A- Bike & Ped	Ponderosa Road Bike Lanes	US 50 to Meder Road	$ 131,250	$ 194,841	2036-2040	
ELD19460	Planned	ELD	El Dorado County	A- Bike & Ped	Prospectors Road Class III Bike Route	Class III bike route on the entire length of Prospectors Road	$ 12,500	$ 18,556	2036-2040	
ELD19524	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	Safety Improvements	Safety improvements at various locations throughout the County. Includes intersections, curves, and roadway segments	$ 2,400,000	$ 3,932,679	2036-2040	
ELD19234	Planned	ELD	El Dorado County	B- Road & Highway Capacity	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from the Sacramento County line to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only. Environmental clearance and preliminary engineering will be completed under Phase 1 project CIP#71324.	$ 3,300,000	$ 4,779,384	2031-2035	
ELD19255	Project Development Only	ELD	El Dorado County	G- System Management, Operations, and ITS	Silva Valley Pkwy/Golden Eagle Ln - Signalization	Signalize intersection at Silva Valley Pkwy and Golden Eagle Ln (Silva Valley Elem School). CIP#GP182	$ 768,000	NA	Post-2040	
ELD19338	Programmed	ELD	El Dorado County	C- Maintenance & Rehabilitation	Silver Fork Rd/South Fork American River Bridge Rehab	Silver Fork Rd over South Fork American River , 0.1 miles southeast of US 50: Rehabilitate existing 2 lane bridge. No added lane capacity. 11/2/2010: Toll credits programmed for PE, R/W, & CON. (CIP 77124). Toll Credits for ENG, ROW, CON	$ 3,353,006	NA	2020-2025	
ELD19463	Planned	ELD	El Dorado County	C- Maintenance & Rehabilitation	SPTC/El Dorado Trail B	Class I Bike Path from El Dorado to Mother Lode Drive in Shingle Springs	$ 2,400,000	$ 3,562,813	2036-2040	
ELD19437	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	SR 49 Realignment B	SR 49 Realignment	$ 28,800,000	$ 42,753,762	2036-2040	
ELD19529	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road	This project consists of widening US 50 and adding an auxiliary lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements project (CIP 71330/36104005). (CIP GP148/36104018)	$ 9,404,000	$ 14,667,031	2036-2040	
ELD19521	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Cameron Park Drive to Ponderosa Road	Project provides eastbound continuous auxiliary lane from Cameron Park Drive Interchange to Ponderosa Road Interchange as determined necessary in the US 50/Cameron Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)	$ 8,926,000	$ 13,921,514	2036-2040	
ELD19530	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Eastbound - Sacramento County Line to El Dorado Hills Blvd	Widening US 50 and adding an auxiliary lane to eastbound US 50 from El Dorado Hills Boulevard/Latrobe Road Interchange. This project will eventully connect to the City of Folsom's future Empire Ranch Road Interchange. Timing of construction to be concurrent with El Dorado Hills Blvd Interchange (71323) or Empire Ranch Interchange. The City of Folsom is planning the update to the CEQA/NEPA for the Empire Ranch Interchange Environmental Impact Report.(CIP# 53125)	$ 6,934,000	$ 10,814,674	2036-2040	

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ELD19532	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Cambridge Road Interchange. (CIP 53US50/36104028)	$ 11,900,000	$ 18,559,939	2036-2040	
ELD19531	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Ponderosa Road Interchange. Timing of construction to be concurrent with or after the Ponderosa Road Interchange Improvments project (71333/36104010). (CIP 53128/36104024)	$ 9,543,000	$ 14,883,823	2036-2040	
ELD19397	Project Development Only	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	$ 9,250,000	NA	Post-2040	
ELD19181	Planned	ELD	El Dorado County	B- Road & Highway Capacity	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at eastbound ramp terminal intersection. Also includes preliminary engineering for Phase 2 improvements to Cambridge Interchange. This project shall also be coordinated with the US 50 Eastbound Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018), US 50 Eastbound Auxiliary Lane from Cambridge Road Interchange to Cameron Park Interchange (53126/36104019). (CIP 71332/36104006)	$ 9,173,000	$ 13,617,370	2036-2040	
ELD19177	Planned	ELD	El Dorado County	B- Road & Highway Capacity	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	$ 61,116,000	$ 100,145,682	2036-2040	
ELD19345	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50/El Dorado Hills Blvd Interchange Eastbound Ramps (Phase 2B)	Part of larger project to reconstruct the interchange and widen Latrobe Rd/El Dorado Hills Boulevard. Coplete reconstruction is being phased to align improvement needs, construction staging within US 50 corridor, and available funding. This phase improves on-/off-ramps for eastbound US 50 and widens Latrobe Road/El Dorado Hills Boulevard. Design to be coordinated with US 50 Westbound Auxilliary Lane from El Dorado Hills Blvd. Interchange to the County Line (53115/36104021) and US 50 Eastbound Auxiliary Lane from County Line to El Dorado Hills Blvd. Interchange (53125/36104017). (CIP 71323/36104001)	$ 9,196,000	$ 9,903,086	2020-2025	
ELD19173	Planned	ELD	El Dorado County	A- Bike & Ped	US 50/El Dorado Hills Blvd Pedestrian Overcrossing	Construct ped/bike overcrossing over US 50 just east of El Dorado Hills Blvd Interchange; includes a Class 1 mixed-use path; Construction and ROW acquisition for 10-ft wide sidewalk and adjacent retaining walls, barriers, railings and landscape replacement included with CIP71323/36104001. (CIP71340)	$ 6,783,000	$ 10,069,402	2036-2040	
ELD19178	Planned	ELD	El Dorado County	B- Road & Highway Capacity	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes sinalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	$ 5,488,000	$ 8,146,967	2036-2040	
ELD19272	Project Development Only	ELD	El Dorado County	B- Road & Highway Capacity	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: noth/southbound El Dorado Road, and east/westbound on-/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	$ 11,165,000	NA	Post-2040	
ELD19244	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50/Ponderosa Rd Interchange - Durock Rd Realignment	Realign approx. 1/4 mile of Durock Rd toSouth Shingle Road/Sunset Ln and signalize new intersection. Durock Rd will be two through lanes with turn pockets at the intersection. this project is part of a larger project, US 50/Ponderoas Road/South Shingle Road Interchange (71333/36104010). Preliminary engineering shall be perforned under the interchange project. Work needs to be coordinated with US 50 Ponderosa Road/South Shingle Road Ingerchange (7133/36104010), US 50/Ponderosa Road Interchnage - N. Shingle Road Realingment (project 71339/36104009) andUS 50 Eastbound Auxiliary Lane from Cameron Park Drive Interchange to Ponderosa Road Interchange (53127/36104020). (CIP 71338/36104008)	$ 10,521,000	$ 15,618,484	2036-2040	

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ELD19170	Planned	ELD	El Dorado County	G- System Management, Operations, and ITS	US 50/Ponderosa Rd Interchange - N. Shingle Rd Realignment	Realign approx. 1/4 mile of N. Shingle Rd about 600 ft north at Ponderosa Rd; realign WB off-ramp to align with Wild Chaparral Dr; and signalize the new intersection. Realigned N. Shingle Rd will be two through lanes with turn pockets at the intersection. Part of a loarger Project for the reconstruction of the US50/Ponderosa Road/South Shingle Road interchange (7133/36104010). Preliminary Engineering for this phase shall be performed under the interchange project. Work needs to be coordinated with 7133/36104010, 71338/36104008, and 53128/36104024. (CIP 71339/36104009)	$ 7,385,000	$ 10,963,074	2036-2040	
ELD19180	Programmed	ELD	El Dorado County	B- Road & Highway Capacity	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Project provides capacity improvements to the interchange, includes a detailed study to identify a preferred alternative. This phase of the project includes the widening of the existing US 50 overcrossing to accommodate five lanes and the realignment of the westbound loop on-ramp, ramp widenings, and widening of Ponderosa Road, Mother Lode Drive and South Shingle Road. Preliminary engineering for all phases (projects 71333/36104010, 71338/36104008 and 71339/36104009) shall be performed under the interchange project. This project requires the construction of US 50 /Ponderosa Road - North Shingle Road Realignment (project 71338/36104008) and US 50 / Ponderosa Road Interchange - Durock Road Realignment (project 71339/36104009). This project shall also be coordinated with US 50 Eastbound Auxiliary Lanes - Cameron Park Interchange to Ponderosa Road Interchange (53127/36104020), and US 50 Westbound Auxiliary Lanes - Ponderosa Road Interchange to Cameron Park Drive Interchange (53128/36104024). (CIP 7133/36104010)	$ 24,064,000	NA	2031-2035	
ELD19291	Planned	ELD	El Dorado County	B- Road & Highway Capacity	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accomodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	$ 8,156,000	$ 12,107,628	2036-2040	
ELD19525	Planned	ELD	El Dorado County	B- Road & Highway Capacity	White Rock Road Widening - Windfield Way to Sacramento County Line	Widen White Rock Road between the County line and Windfield Way from two to four-lane divided roadway with curb, gutter and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This roadway is part of the Capital Southeast Connector.(CIP 72381/36105041)	$ 4,404,000	$ 5,365,846	2026-2030	
ELD19461	Planned	ELD	El Dorado County Transit	E- Transit Capital (Major)	Regional Fueling Station	Develop a regional fueling station near the Sacramento/El Dorado County Line.	$ 20,310,000	$ 23,553,373	2026-2030	
VAR56136	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	AVI/AVL For Emergency Vehicles	AVI/AVL For Emergency Vehicles	$ 400,000	$ 593,802	2036-2040	
VAR56143	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Communications Plan	Communications Plan	$ 100,000	$ 105,063	2020-2025	DELETE
VAR56145	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Continued Signal Coordination Improvements 2010-2020	Continued Signal Coordination Improvements	$ 50,000	$ 74,225	2036-2040	
VAR56146	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Critical Intersection Improvements	Critical Intersection Improvements	$ 5,000,000	$ 5,253,125	2031-2035	
VAR56147	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	El Dorado County Integration Project	El Dorado County Integration Project	$ 400,000	$ 593,802	2036-2040	DELETE
VAR56155	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Highway Advisory Radio Deployment and Weather Stations Æ'?? integrate with Caltrans	Highway Advisory Radio Deployment and Weather Stations integrate with Caltrans	$ 6,500,000	$ 6,829,063	2031-2035	This could be a local project with ED County (lead) based on description
VAR56156	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	Install Animal Vehicle Collision Avoidance Systems-Hwy 49 and US 50	$ 150,000	$ 157,594	2031-2035	

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VAR56157	Planned	ELD	El Dorado County, Caltrans District 3	A- Bike & Ped	Install bicycle loop detection at all major intersections B	Install bicycle loop detection at all major intersections	$ 6,000	$ 6,304	2031-2035	
VAR56158	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Communication Phase II	Install Communication Phase II	$ 200,000	$ 210,125	2020-2025	DELETE
VAR56159	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Downhill Speed Warning System on U.S. 50 Near Camino	Install Downhill Speed Warning System on U.S. 50 Near Camino	$ 100,000	$ 105,063	2031-2035	
VAR56160	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Ice Detection and Warning Systems	Install Ice Detection and Warning Systems	$ 200,000	$ 210,125	2031-2035	
VAR56161	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Install Rock/Mudslide and Avalanche Detection and Warning System	Install Rock/Mudslide and Avalanche Detection and Warning System	$ 200,000	$ 210,125	2031-2035	
VAR56162	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Installation of CCTV	Installation of CCTV	$ 390,000	$ 409,744	2020-2025	DELETE; See CAL21286 & CAL21288
VAR56163	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Landslide Sensor Integration Project	Landslide Sensor Integration Project	$ 60,000	$ 71,321	2031-2035	
VAR56164	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Long-Term Priority Corridor Deployment of ITS	Long-Term Priority Corridor Deployment of ITS	$ 900,000	$ 1,069,817	2031-2035	
VAR56165	Planned	ELD	El Dorado County, Caltrans District 3	D- Programs & Planning	Long-Term Regional ITS Plan Update	Long-Term Regional ITS Plan Update	$ 200,000	$ 237,737	2031-2035	
VAR56166	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Lower US 50 Freeway Management	Lower US 50 Freeway Management	$ 500,000	$ 594,343	2026-2030	DELETE
VAR56167	Planned	ELD	El Dorado County, Caltrans District 3	D- Programs & Planning	Medium-Term Regional ITS Plan Update	Medium-Term Regional ITS Plan Update	$ 200,000	$ 237,737	2031-2035	
VAR56168	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Placerville Signal System Technology Advances	Placerville Signal System Technology Advances	$ 800,000	$ 950,949	2031-2035	
VAR56169	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Portable Traffic Management Devices	Portable Traffic Management Devices	$ 350,000	$ 416,040	2026-2030	DELETE
VAR56170	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	Priority Corridor Deployment of ITS Latrobe Road/El Dorado Hills	$ 900,000	$ 1,069,817	2031-2035	
VAR56171	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	Procure and deploy Portable Dynamic Message Signs (DMS) and Trailblazers	$ 90,000	$ 106,982	2026-2030	DELETE
VAR56172	Planned	ELD	El Dorado County, Caltrans District 3	D- Programs & Planning	Remote Traffic Control Workstation	Remote Traffic Control Workstation	$ 8,000	$ 9,509	2036-2040	
VAR56176	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Traffic Control System (TCS) Upgrade	Traffic Control System (TCS) Upgrade	$ 30,000	$ 44,535	2036-2040	
VAR56177	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Traffic Control System Procurement	Traffic Control System Procurement	$ 250,000	$ 371,126	2036-2040	
VAR56178	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	Traveler Information Dissemination Devices at Key Locations	Traveler Information Dissemination Devices at Key Locations	$ 300,000	$ 445,352	2036-2040	
VAR56179	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	US 50 Surveillance	US 50 Surveillance	$ 1,100,000	$ 1,632,956	2036-2040	
VAR56180	Planned	ELD	El Dorado County, Caltrans District 3	G- System Management, Operations, and ITS	US 50 Traveler Information	US 50 Traveler Information	$ 1,500,000	$ 2,226,758	2036-2040	
VAR56181	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	US 50 Winter Traffic Management	US 50 Winter Traffic Management	$ 250,000	$ 262,656	2031-2035	

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VAR56141	Planned	ELD	El Dorado County, Caltrans District 3	C- Maintenance & Rehabilitation	Web Page Development	Web Page Development	$ 100,000	$ 110,381	2020-2025	DELETE
VAR56137	Planned	ELD	El Dorado County, El Dorado Hills CSD	C- Maintenance & Rehabilitation	Bass Lake Road Bike Lanes	Class II Bike Lanes from Green Valley Road to US 50	$ 1,500,000	$ 2,457,925	2036-2040	
VAR56142	Planned	ELD	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	Bike Path Parallel to US 50 on the north side -EDH to Bass Lake Connection	Phase 2: EDH to Bass Lake Connection From Silva Valley Road to El Dorado Hills Village Center Shopping Center	$ 300,000	$ 491,585	2036-2040	
VAR56148	Planned	ELD	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	El Dorado Hills Boulevard Bike Lanes	Phase 1: Saratoga Way to Governor Drive/St. Andrews	$ 297,500	$ 487,488	2036-2040	
VAR56149	Planned	ELD	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	El Dorado Hills Boulevard Bike Path	Phase 2: Utilizing an existing golf cart undercrossing of Serrano Parkway, extend the bike path from the current terminus at Serrano Parkway to Raley?s Center	$ 200,000	$ 327,723	2036-2040	
VAR56151	Planned	ELD	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	El Dorado Hills to Bass Lake Connection (phase 1)	Class III Bike Route on Tong Road, Class III Bike Route on Old Bass Lake Road.	$ 25,000	$ 40,965	2036-2040	
VAR56173	Planned	ELD	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	Silva Valley Road Bike Lanes	From the new connection with White Rock Road to Green Valley Road	$ 700,000	$ 1,147,032	2036-2040	
VAR56174	Planned	ELD	El Dorado County, El Dorado Hills CSD	A- Bike & Ped	SPTC/El Dorado Trail A	Class I Bike Path from Latrobe Road to County Line	$ 2,800,000	$ 4,156,616	2036-2040	
VAR56198	Programmed	ELD	FHWA	C- Maintenance & Rehabilitation	Ice House Road Rehab	Eldorado National Forest, Ice House Road, for 17.5 miles: Rehabilitate road. (CA FLAP ED CR147(2)) (Toll Credits). Toll Credits for CON	$ 5,000,000	NA	2020-2025	
VAR56175	Planned	ELD	Multiple Lead Agencies	G- System Management, Operations, and ITS	STARNET Integration B	STARNET Integration, El Dorado County, Caltrans District 3, SACOG	$ 40,000	$ 47,547	2026-2030	
	Planned	PLA	PCTPA	F- Transit O&M (Bus)	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	$ 475,000,000	$ 778,342,809	2036-2040	
CAL21227	Programmed	PLA	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Safety Improvements	In Placer County near Auburn from 0.3 mile south of Lorenson Road/Florence Lane to 0.3 mile north of Lone Star Road (PM R8.7/R10.6): Construct concrete median barrier between and two roundabouts. EA 4H600	$ 26,340,000	NA	2020-2025	Changed from Project Development Only to Programmed, revise Title, Description, Total Project Cost and Completion. Programmed at Aug 2019 CTC
CAL20928	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Auburn Mtce Station	Install wash facility	$ 975,000	$ 1,597,651	2036-2040	
CAL21280	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems.	Beg of Pla-49 at various locations to End of Pla-49. Install new ITS systems. SHOPP ID 16151	$ 3,960,000	$ 5,069,135	2031-2035	Outside 10 year SHOPP window
CAL20838	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows West Segment 1	In Placer County in the City of Colfax, from SR 174 IC to Long Ravine UP. Construct truck climbing lane (WB). (PM 33.3/35.1) EA 3H620	$ 54,175,000	$ 72,859,352	2031-2035	Outside 10 year SHOPP window
CAL20971	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Colfax Narrows Segment 3	WB Long Ravine UP to Magra OC. Add shoulders in WB direction. Investigate truck descend lane WB. SHOPP ID 16938	$ 50,100,000	$ 57,872,622	2031-2035	Outside 10 year SHOPP window
CAL21115	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	Eastbound I-80 at Auburn Ravine Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21116	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Elm Avenue. Install ramp meters.	Eastbound I-80 at Elm Avenue. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21106	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Newcastle Road. Install ramp meters.	Eastbound I-80 at Newcastle Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21100	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	Eastbound I-80 at northbound Sierra College Blvd. Install ramp meters.	$ 380,000	$ 536,930	2031-2035	
CAL21109	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Ophir Road. Install ramp meters.	Eastbound I-80 at Ophir Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	

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CAL21103	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at Penryn Road. Install ramp meters.	Eastbound I-80 at Penryn Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21108	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at SR 193. Install ramp meters.	Eastbound I-80 at SR 193. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21118	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	Eastbound I-80 at the Bowman undercrossing. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21102	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	Eastbound I-80 Horseshoe Bar Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL20844	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Blue Canyon Truck Climbing	In Placer County on Route 80 at 3 locations from Applegate to EB off-ramp to Nyack (PM R26.5/28.8, 39.5/41.3, 53.0/54.7): Roadway rehabilitation. EA 3H590	$ 113,500,000	$ 66,297,353	2026-2030	2020 SHOPP; program at March 2020 CTC
CAL20845	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Monte Vista Truck Climbing	In Placer County on I-80 from Saw Mill OC to 0.3 mile east of Drum Forebay OC (PM 42.7/49.3): Pavement preservation. EA 3H610	$ 76,860,000	$ 88,238,527	2020-2025	2020 SHOPP; program at March 2020 CTC
CAL21012	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	EB Big Bend (Kingvale Grade Segment 1)	On Placer 80 from Cisco Grove to Hampshire Rocks (PM R64.2/R66.3): Pavement rehab. SHOPP ID 18436	$ 52,000,000	$ 33,755,499	2026-2030	Proposed 2026 SHOPP cycle; Revise description & cost.
CAL21011	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	EB Colfax 174 Grade	On Placer 80 from E. of Illnoistown OC to E. of SR 174 (PM 31.9/33.7): Truck climbing lane. SHOPP ID 18433	$ 13,762,000	$ 22,550,639	2036-2040	Outside 10 year SHOPP window; revise description
CAL21072	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	EB I-80 Applegate offramp chain on improvements	Extend right turn lane of EB Applegate off-ramp to facilitate chain on screening	$ 2,000,000	$ 2,560,169	2026-2030	
CAL20846	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	EB Troy Grade - Kingvale Grade Segment 2	On Placer 80 from South Yuba River (Br # 19-105) to Kingvale (PM 67.7/69.2): Truck climbing lane. SHOPP ID 18438	$ 17,470,000	$ 28,626,629	2036-2040	Outside 10 year SHOPP window; revise description
CAL20822	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 28 Rehab	In Placer County from Junction 89 to State Line (PM 0.085/11.0): Minor pavement rehabilitation. EA 0J010	$ 24,150,000	$ 17,176,405	2020-2025	DELETE; 2020 SHOPP in TRPA area, not SACOG
CAL21054	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements	In Placer County from Sacramento County Line to 0.3 mile west of Gilardi Rd OC.	$ 12,500,000	$ 14,858,572	2026-2030	
CAL20969	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Applegate Pavement Rehabilititation	In Placer County from 0.8 miles west of Auburn Ravine Road OC to Route 174/80 Seperation	$ 53,000,000	$ 63,000,345	2026-2030	
CAL21240	Planned	PLA	Caltrans D3	B- Road & Highway Capacity	I-80 Atlantic On-ramp Widening	Widen existing on-ramp and structure over Miners Ravine to provide a standard 2+1 on-ramp. Work involves earthwork, structures work, roadway work, electrical work.	$ 2,180	$ 2,290	2020-2025	DELETE; See PLA25647
PLA25647	Programmed	PLA	Caltrans D3	B- Road & Highway Capacity	I-80 Atlantic/Eureka W/B On-ramp Widening	On I-80 in Roseville at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.8): Install ramp meters and widen ramp for storage capacity. EA 0H460	$ 11,150,000	NA	2020-2025	City of Roseville no longer the lead agency. Revise Title, Description, and Total Project Cost.
CAL21036	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Auburn Pavement Rehabilititation	In Placer County on Route 80 from Ophir Road to East Auburn OH (Br# 19-0071) (PM 16.9/18.3). SHOPP ID 20400	$ 5,300,000	$ 6,457,535	2026-2030	Proposed 2026 SHOPP cycle; Revise description
CAL20719	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Bridge Rehab	In Placer County on I-80, at various locations (PM 46.3/R63.5): Replace bridges at four locations (#19-0112, #19-0113, #19-0114, #19-0118). EA 2F570	$ 53,235,000	NA	2020-2025	Revise Title, Description, and Total Project Cost
CAL20922	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Cold Plane & RHMA Overlay	In Placer County near Sierra College Blvd. to Penryn Rock Springs UC (PM 7.0/11.4): Cold plane & RHMA overlay. EA 1G270	$ 750,000	$ 750,000	2020-2025	DELETE; CCA 8/16/19
CAL20721	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9): Drainage system rehabilitation. EA 1E050	$ 4,730,000	NA	2020-2025	Revise Description
CAL20720	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5): Drainage system rehabilitation. EA 4F250	$ 4,540,000	NA	2020-2025	Revise Description
CAL21055	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements A	In Placer County from 0.3 mile east of Drum Forebay OC (#19-114) to Troy UC (#19-106L/R): Drainage improvements. SHOPP ID 20567	$ 13,840,000	$ 13,158,751	2026-2030	Proposed 2022 SHOPP cycle; revise description & cost
CAL20869	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Improvements B	In Placer County, approx 0.3 mile west of Gilardi Rd OC to 0.3 mile west of Applegate Rd OC.	$ 15,000,000	$ 18,732,945	2026-2030	
CAL20974	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Drainage Rehabilitation	From East of Gold Run OC to Beg Chain on Area. Drainage Rehab.	$ 4,167,000	$ 4,832,442	2026-2030	
CAL20770	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (SRRA): Rehabilitate drainage systems. EA 1H030	$ 5,386,000	NA	2020-2025	Revise Title and Description
CAL20947	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Guardrail upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Boulevard to 0.2 mile east of Hampshire Rocks Undercrossing. Upgrade guardrail to current standards.	$ 3,750,000	$ 4,038,340	2020-2025	DELETE; See CAL20783
CAL20783	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards. EA 0H720	$ 3,750,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL20963	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Soda Springs Pavement Repair	In Nevada and Placer Counties on Interstate 80 from Troy UC to 0.2 miles east of Soda Springs OC: Pavement resurfacing and rehabilitation. EA 1H990	$ 85,590,000	$ 105,372,572	2020-2025	DELETE; Project will be programmed in Nevada Co (Non-MPO)

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CAL20630	Project Development Only	PLA	Caltrans D3	B- Road & Highway Capacity	I-80 Managed Lanes East of SR65 in both directions	New managed lane facility - one each direction - on I-80 from SR65 east to SR49 in Auburn. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)(PM R4.160-17.374)	$ 200,000,000	NA	Post-2040	
CAL20973	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation A	From Secret Town OC to Mone Vista OC. Pla-80-38.3/41.5. EA 1H030	$ 5,386,000	$ 5,800,133	2020-2025	DELETE; See CAL20770
CAL21007	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilititation	I-80 Pavement Rehabilititation E	Near Loomis from King Road OC to Route 193 Interchange (PM 9.6/14.6). SHOPP ID 18417	$ 18,200,000	$ 23,297,539	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21039	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilititation	I-80 Pavement Rehabilititation F	In Placer County on Route 80 from Drum Forebay OC to approx 0.8 mile west of Yuba Gap. SHOPP ID 20404	$ 22,000,000	$ 36,049,562	2036-2040	Outside 10 year SHOPP window; revise description
CAL21010	Planned	PLA	Caltrans D3	B- Road & Highway Capacity	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs (PM 69.2/69.7): Add truck climbing lane. SHOPP ID 18427	$ 33,423,000	$ 42,784,266	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21229	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	In Placer County at Gold Run at the Gold Run Safety Roadside Rest Area	In Placer County at the Gold Run Safety Roadside Rest Area: Install back up generators. EA 2H480	$ 632,000	$ 414,997	2020-2025	Revise description & cost
CAL21000	Project Development Only	PLA	Caltrans D3	G- System Management, Operations, and ITS	Bell Rd/I-80 Operational Improvements	In Placer County in the city of Auburn, at the Bell Rd/I-80 Interchange. Construct operational improvements to interchange. SHOPP ID 18145	$ 4,850,000	NA	Post-2040	
CAL20837	Project Development Only	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches.	In Placer County on Route 267 at Brockway Road and Pla 267. Add through lanes to mainline, add dedicated left turn phasing and lanes to minor approaches. SHOPP ID 17721	$ 2,160,000	NA	Post-2040	Revise description
CAL20992	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Dry Creek Road intersection. Dual left turn lanes (NB). SHOPP ID 17687	$ 4,700,000	$ 6,016,397	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20991	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB).	In Placer County on Route 49 approaching the Willow Creek Drive intersection. Dual left turn lanes (NB). SHOPP ID 17686	$ 4,700,000	$ 6,016,397	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20989	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes.	In Placer county on route 49 at Bell Road intersections. NB Right Turn lanes. SHOPP ID 17684	$ 2,300,000	$ 1,920,127	2031-2035	Outside 10 year SHOPP window; revise description, cost & completion year
CAL20988	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. Intersection improvements/channelization.	In Placer county on Route 49 at Elm Avenue/Harrison Street intersection. SHOPP ID 17683	$ 5,200,000	$ 6,656,440	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20990	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 49 at the Kemper Road intersection. Kemper Rd channelization to improve SR49 operations.	In Placer County on Route 49 at the Kemper Road intersection. SHOPP ID 17685	$ 1,500,000	$ 1,920,127	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20987	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders.	In Placer County on route 49 from the El Dorado County line to Borland Avenue. Turnouts, pullouts and shoulders. SHOPP ID 17682	$ 5,700,000	$ 7,296,482	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20986	Project Development Only	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave. Improve short weave.	In Placer County on Route 80 in the City of Auburn from Ophir Rd to Elm Ave (PM 16.86/17.75): Improve short weave. SHOPP ID 17681	$ 7,000,000	NA	Post-2040	Revise description
CAL20981	Project Development Only	PLA	Caltrans D3	G- System Management, Operations, and ITS	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street. Intersection Improvements (possible roundabout)	In Placer County, on Route 174 in Colfax, at South Auburn St and Central Street: Turn lane. SHOPP ID 17532	$ 3,000,000	NA	Post-2040	Revise description and cost
CAL21094	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	Northbound SR 65 at Blue Oaks Blvd. Install ramp meters.	$ 380,000	$ 440,683	2026-2030	
CAL21093	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	Northbound SR 65 at Pleasant Grove Blvd. Install ramp meters.	$ 900,000	$ 1,043,724	2026-2030	
CAL21097	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Northbound SR 65 at Twelve Bridges Drive. Install ramp meters.	$ 900,000	$ 1,474,755	2036-2040	
CAL21284	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Overhead Sign Structure Replacement	On Routes 20 and 49 in Nevada County and on Route 80 in Placer County at various locations. Overhead sign structure replacement. EA 1H250	$ 2,555,000	$ 2,963,017	2031-2035	Outside 10 year SHOPP window; revise completion year
CAL20821	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	PLA 80 Colfax WB Acceleration Lane Improvement	Improve accelreation lane from 0.3 mile south of WB SR 174 on-ramp to WB SR 174 on-ramp (PM 32.7/33.0) (4H660)	$ 2,146,000	$ 2,199,650	2020-2025	DELETE; See CAL21342
CAL21342	Programmed	PLA	Caltrans D3	G- System Management, Operations, and ITS	Colfax Acceleration Lane	In Placer County on I-80 in the City of Colfax at the westbound on-ramp from SR 174 (PM 32.7/33.0): Construct acceleration lane. (FY 19/20 Minor A) EA 4H660	$ 2,210,000	NA	2020-2025	Project programmed at June 2019 CTC
CAL20609	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties. Rocklin Rd., SB and NB Sierra College Blvd.	$ 4,800,000	$ 7,865,359	2036-2040	
CAL21230	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Roseville Mtce Station	Rebuild crewrooms, offices and EQ barn	$ 999,000	$ 1,636,978	2036-2040	

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CAL20633	Project Development Only	PLA	Caltrans D3	B- Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	$ 55,000,000	NA	Post-2040	
CAL21098	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	Southbound SR 65 at eastbound Ferrari Ranch Road. Install ramp meters.	$ 900,000	$ 1,474,755	2036-2040	
CAL21095	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	Southbound SR 65 at Twelve Bridges Drive. Install ramp meters.	$ 900,000	$ 1,474,755	2036-2040	
CAL20937	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Widen Shoulders and Overlay	In Placer County on SR 193 betwen 3.5 miles east of Lincoln and 0.1 miles east of Clark Tunnel Road (PM 4.1/4.6): Widen shoulders and overlay. EA 1H830	$ 7,708,000	$ 8,938,917	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21045	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 Pavement Rehabilitation	In Placer County on Route 267 from approx. 0.4 mile east of Northstar Dr to Jct St 28 (PM 4.1/9.9). SHOPP ID 20497	$ 8,905,000	$ 10,849,878	2026-2030	Proposed 2022 SHOPP cycle; revise description
CAL20638	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	SR 267 SB Truck Climbing Lane	In Placer County on Rte 267 from Northstar Drive to Brockway Summit: Extend SB Truck climbing lane (PM 3.76/PM 6.67). SHOPP ID 17533	$ 19,500,000	$ 28,947,860	2036-2040	Revise description
CAL20541	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Pavement Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road (PM 3.1/7.5): Rehabilitate pavement. EA 2F340	$ 40,255,000	NA	2020-2025	Revise Description and cost
CAL20728	Programmed	PLA	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Realignment	In Auburn on SR 49 from 0.2 mile south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. EA 1H240	$ 8,919,000	NA	2020-2025	Revise Title, Description, and Total Project Cost
CAL20849	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Resident Mechanic Shop	Auburn Resident Mechanic SHOPP ID 18468	$ 2,600,000	$ 3,328,220	2036-2040	Outside 10 year SHOPP window
CAL20768	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Coon Creek Conservation Ranch Habitat Mitigation	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch: Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters. EA 1H530	$ 2,639,000	NA	2026-2030	Revise Title and Description
CAL20729	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter	On SR 65 in Roseville at Galleria Blvd/Stanford Ranch Road (PM R5.9): Install ramp meter. The 80/65 Interchange Phase 1 project (0H26U) combines SR 65 Galleria Blvd/Stanford Ranch Road Ramp Meter (OF352/CAL20729), 80/65 Aux Lane (OH260), and SR 65 NB Ramps at Galleria/Stanford Ranch (0H560) for construction. EA 0F352	$ 4,903,000	NA	2020-2025	Revise Title, Description, and Total Project Cost
CAL20823	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	SR 65 ICM	Implement ICM strategies on the SR 65 corridor (Non-capacity)	$ 45,000,000	$ 66,802,753	2036-2040	
CAL21070	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage A	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	$ 1,200,000	$ 1,260,750	2020-2025	DELETE; See CAL21278.
CAL21278	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 South Ingram Slough Slide Repair	In Lincoln on SR 65 at South Ingram Slough Bridge (PM R13.0/R13.1): Permanent restoration to repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. EA 4H560	$ 1,725,000	NA	2020-2025	Project programmed at March 2019 CTC
CAL21079	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Ingram Slough Storm Damage B	In Placer County on Route 65 at the South Ingram Slough Bridge (Br# 19-0188 L/R). Permanent Restoration.	$ 1,200,000	$ 1,260,750	2020-2025	DELETE; See CAL21278
CAL20756	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 17/18 FY Minor A). EA 0F030	$ 1,422,000	NA	2020-2025	DELETE; Project will be completed in 2019
CAL21285	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	SR-267 North Lake Tahoe. Install ped signal.	SR-267 North Lake Tahoe. Install ped signal.	$ 3,600,000	$ 4,608,304	2026-2030	
CAL20637	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County. (PM 3.2/11.372)	$ 4,000,000	$ 5,938,022	2036-2040	
CAL21231	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Tahoe City Mtce Station	Install wash facility	$ 975,000	$ 1,597,651	2036-2040	
CAL20879	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment A	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	$ 2,390,000	$ 2,449,750	2020-2025	DELETE; See CAL21277
CAL21078	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Var Location Safety surface treatment B	In Placer County on Route 65 from Blue Oaks Blvd to Twelve Bridges; also in Sac County on Routes 5 and 51; and Nevada County on Route 174. Place HFST and OGAC.	$ 2,390,000	$ 2,449,750	2020-2025	DELETE; See CAL21277

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CAL21277	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 65/I-5/SR 51/SR 174 High Friction Surface Treatment	In Placer, Sacramento, and Nevada Counties on SR 65, I-5, SR 51, and SR 174 at various locations: Apply High Friction Surface Treatment (HFST) and Open Grade Asphalt Concrete (OGAC) at various ramp locations. EA 4H550	$ 3,145,000	NA	2020-2025	Project programmed at March 2019 CTC
CAL21013	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	WB Eagle Lake Grade	On Placer 80 from East of SR 20 to Yuba Pass Summit (PM 58.2/60.8): Pavement rehab. SHOPP ID 18437	$ 31,350,000	$ 41,563,506	2026-2030	Proposed 2024 SHOPP cycle; revise description, cost & completion year
CAL21114	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	Westbound I-80 at Auburn Ravine Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21119	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Bell Road. Install ramp meters.	Westbound I-80 at Bell Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21112	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Elm Avenue. Install ramp meters.	Westbound I-80 at Elm Avenue. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21101	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	Westbound I-80 at Horseshoe Bar Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21110	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Nevada St. Install ramp meters.	Westbound I-80 at Nevada St. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21105	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Newcastle Road. Install ramp meters.	Westbound I-80 at Newcastle Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21104	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Penryn Road. Install ramp meters.	Westbound I-80 at Penryn Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21113	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at Russel Road. Install ramp meters.	Westbound I-80 at Russel Road. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21107	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 193. Install ramp meters.	Westbound I-80 at SR 193. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21111	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 49. Install ramp meters.	Westbound I-80 at SR 49. Install ramp meters.	$ 380,000	$ 486,432	2031-2035	Outside 10 year SHOPP window
CAL21099	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at SR 65. Install connector meter	Westbound I-80 at SR 65. Install connector meter	$ 1,940,000	$ 2,741,169	2031-2035	
CAL21117	Planned	PLA	Caltrans D3	G- System Management, Operations, and ITS	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	Westbound I-80 at the Bowman undercrossing. Install ramp meters.	$ 380,000	$ 622,674	2036-2040	
CAL21215	Planned	PLA	Caltrans D3	C- Maintenance & Rehabilitation	Whitmore Sand house	Repair sand house	$ 1,600,000	$ 1,600,000	2026-2030	Revise completion year
CAL21344	Programmed	PLA	Caltrans D3	C- Maintenance & Rehabilitation	SR 28 Repair Drainage Infrastructure	In Placer County on the north side of SR 28 from Chipmunk St to Beaver St (PM 10.2): Install storm drain. (FY 19-20 Minor A project)	$ 568,000	NA	2020-2025	Project programmed at June CTC
CAL20639	Planned	PLA	Caltrans Division of Rail	E- Transit Capital (Major)	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	$ 86,000,000	$ 140,921,014	2036-2040	
CAL20640	Project Development Only	PLA	Caltrans Division of Rail	E- Transit Capital (Major)	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	$ 30,000,000	NA	Post-2040	
VAR56134	Planned	PLA	Capitol Corridor JPA	F- Transit O&M (Rail)	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: $728,000,000)	$ 58,181,760	$ 95,337,588	2036-2040	
VAR56135	Project Development Only	PLA	Capitol Corridor JPA	E- Transit Capital (Minor)	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: $120,720,000)	$ 9,647,942	NA	Post-2040	
PLA25353	Programmed	PLA	City of Auburn	C- Maintenance & Rehabilitation	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of-way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	$ 1,416,480	NA	2020-2025	
PLA25821	Planned	PLA	City of Auburn	C- Maintenance & Rehabilitation	Street & Road Maintenance, Auburn	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 500,000 annually)	$ 10,000,000	$ 16,386,164	2036-2040	

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PLA25146	Planned	PLA	City of Colfax	G- System Management, Operations, and ITS	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn)to west side (Main)	$ 14,700,000	$ 24,087,662	2036-2040	
PLA20420	Planned	PLA	City of Colfax	C- Maintenance & Rehabilitation	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	$ 600,000	$ 695,816	2026-2030	
PLA25591	Planned	PLA	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Interchange Improvements (Construction funds)	Reconstruct I-80/SR 174 Interchange	$ 25,000,000	$ 40,965,411	2036-2040	
PLA25490	Planned	PLA	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include new signal and intersection widening with sidewalks and curb ramps	$ 550,000	$ 577,844	2020-2025	
PLA25466	Planned	PLA	City of Colfax	G- System Management, Operations, and ITS	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	$ 450,000	$ 534,909	2026-2030	
PLA25237	Planned	PLA	City of Colfax	A- Bike & Ped	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	$ 50,000	$ 52,531	2020-2025	
PLA25676	Programmed	PLA	City of Colfax	C- Maintenance & Rehabilitation	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	$ 2,600,000	NA	2020-2025	
PLA25235	Planned	PLA	City of Colfax	C- Maintenance & Rehabilitation	S. Auburn/Central/Hwy.174 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	$ 700,000	$ 811,785	2026-2030	
PLA25822	Planned	PLA	City of Colfax	C- Maintenance & Rehabilitation	Street & Road Maintenance, Colfax	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 135,000 annually)	$ 2,700,000	$ 4,424,264	2036-2040	
PLA18650	Project Development Only	PLA	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd. Extension north of Venture	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	$ 3,150,192	NA	Post-2040	
PLA18760	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	$ 10,000,000	$ 11,038,129	2020-2025	
PLA18810	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening A	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	$ 7,800,000	$ 8,194,875	2020-2025	
PLA18790	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	$ 8,992,396	$ 10,689,133	2026-2030	
PLA25771	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	$ 2,519,661	$ 2,922,034	2026-2030	
PLA25747	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	$ 1,961,358	$ 2,164,972	2020-2025	
PLA25746	Planned	PLA	City of Lincoln	G- System Management, Operations, and ITS	Ferrari Ranch Rd Phase II Interchange	Ferrari Ranch Road interchange improvements	$ 4,241,250	$ 5,167,551	2026-2030	
PLA25739	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	$ 3,625,000	$ 4,001,322	2020-2025	
PLA25169	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road	Widen Ferrari Ranch Road from 2 to 4 lanes from 0.2 miles west of Ingram Pkwy to 0.1 miles north of SR-193	$ 5,412,211	$ 5,686,204	2020-2025	
PLA25467	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from Caledon Circle West to Moore Road (Village 7 boundary).	$ 3,255,522	$ 3,420,333	2020-2025	
PLA25769	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Fiddyment Road Expansion	Widen Fiddyment Road to 6 lanes from Moore Road to Athens Ave	$ 24,990,495	$ 36,193,688	2031-2035	
PLA25736	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Fiddyment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddyment Road across Orchard Creek	$ 4,350,000	$ 5,044,666	2026-2030	
PLA25668	Programmed	PLA	City of Lincoln	C- Maintenance & Rehabilitation	Joiner Parkway Repaving Project	In Lincoln; from Moore Road to Venture Drive on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	$ 3,071,654	NA	2020-2025	
PLA25164	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	$ 7,001,921	$ 11,473,463	2036-2040	

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PLA25677	Programmed	PLA	City of Lincoln	C- Maintenance & Rehabilitation	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.. Toll Credits for ENG, CON	$ 1,566,000	NA	2020-2025	
PLA25775	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	$ 9,880,000	$ 12,037,821	2026-2030	
PLA18710	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	$ 4,233,719	$ 6,284,980	2036-2040	
PLA25645	Programmed	PLA	City of Lincoln	A- Bike & Ped	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	$ 1,469,458	NA	2020-2025	
PLA25732	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	$ 2,809,772	$ 4,069,388	2031-2035	
PLA25733	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	$ 7,954,197	$ 8,779,945	2020-2025	
PLA25705	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	$ 9,249,021	$ 9,717,253	2020-2025	
PLA25714	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	$ 5,729,091	$ 6,980,341	2026-2030	
PLA25745	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	$ 2,296,256	$ 3,325,663	2031-2035	
PLA25540	Programmed	PLA	City of Lincoln	C- Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	$ 14,472,000	NA	2020-2025	
PLA25652	Programmed	PLA	City of Lincoln	B- Road & Highway Capacity	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 4-lane bridge, including the McBean Park Bridge at Auburn Ravine.	$ 11,818,131	NA	2020-2025	
PLA25737	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddyment Road to 0.5 miles east of existing Nelson Lane	$ 4,493,949	$ 7,363,859	2036-2040	
PLA25768	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	$ 8,700,000	$ 10,089,333	2026-2030	
PLA25595	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	$ 12,114,449	$ 13,372,085	2020-2025	
PLA25734	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	$ 40,600,000	$ 51,971,432	2026-2030	
PLA25735	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	$ 6,772,102	$ 9,808,023	2031-2035	
PLA15970	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	$ 3,999,142	$ 5,791,950	2031-2035	
PLA25305	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension	Construct New Road: Oak Tree Lane, 4 lanes between McBean Park Dr. and Ferrari Ranch Road.	$ 8,471,567	$ 8,900,440	2020-2025	
PLA25743	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	$ 1,332,543	$ 1,978,168	2036-2040	
PLA25742	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	$ 7,975,000	$ 9,716,763	2026-2030	
PLA25773	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Oak Tree Lane Southern Widening	Widen 1 lane on Oak Tree Ln. from McBean Park Dr. to 0.35 miles south of McBean Park Dr	$ 754,835	$ 754,835	2020-2025	
PLA25823	Planned	PLA	City of Lincoln	C- Maintenance & Rehabilitation	Street & Road Maintenance, Lincoln	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 1,400,000 annually)	$ 28,000,000	$ 45,881,260	2036-2040	
PLA25646	Programmed	PLA	City of Lincoln	C- Maintenance & Rehabilitation	Street Resurfacing	On 1st (First) Street between Lincoln Boulevard and R Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	$ 1,671,954	NA	2020-2025	

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PLA19020	Planned	PLA	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr.from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	$ 1,981,120	$ 2,354,929	2026-2030	
PLA20760	Planned	PLA	City of Lincoln	C- Maintenance & Rehabilitation	Venture Drive Rehabilitation	Rehabilitate Venture Drive from McClain Drive to Aviation Blvd.	$ 1,430,909	$ 1,579,456	2020-2025	
PLA19260	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	$ 11,000,000	$ 16,329,562	2036-2040	
PLA25722	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Monument Springs	2-lane extension and 2-lane bridge	$ 2,147,226	$ 2,255,929	2020-2025	
PLA25635	Programmed	PLA	City of Rocklin	C- Maintenance & Rehabilitation	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout : (Toll Credits for PE, ROW, CON).(Emission Benefits kg/day: ROG 0.26; NOx 0.21; PM2.5 0.01).. Toll Credits for ENG, ROW, CON	$ 2,707,607	NA	2020-2025	
PLA25272	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	$ 240,000	$ 347,592	2031-2035	
PLA25718	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	$ 5,251,927	$ 8,605,894	2036-2040	
PLA25712	Planned	PLA	City of Rocklin	G- System Management, Operations, and ITS	Rocklin Rd. & Pacific Ave.	On Rocklin Rd. & Pacific Avenue construct ITS Master Plan downtown improvements.	$ 4,000,000	$ 4,202,500	2020-2025	
PLA25273	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	$ 372,266	$ 421,185	2020-2025	
PLA19401	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening A	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on-ramps to Sierra College Blvd: widen from 4 to 6 lanes.	$ 1,534,000	$ 2,221,689	2031-2035	
PLA25345	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	$ 26,150,000	$ 29,586,325	2020-2025	
PLA15400	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguliar Tributary.	$ 3,800,000	$ 5,503,533	2031-2035	
PLA20460	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	$ 2,750,000	$ 3,982,820	2031-2035	
PLA25721	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	$ 3,565,550	$ 5,163,980	2031-2035	
PLA25824	Planned	PLA	City of Rocklin	C- Maintenance & Rehabilitation	Street & Road Maintenance, Rocklin	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 5,400,000 annually)	$ 108,000,000	$ 176,970,576	2036-2040	
PLA17820	Planned	PLA	City of Rocklin	G- System Management, Operations, and ITS	Sunset Blvd. & Sierra College Blvd.	On Sunset Blvd. & Sierra College Blvd. construct ITS Master Plan improvements.	$ 4,000,000	$ 4,000,000	2020-2025	
PLA25156	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	$ 1,100,000	$ 1,593,128	2031-2035	
PLA15620	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Standford Ranch Road to Pacific Street, inlcuding Bridge of UPRR.	$ 4,177,406	$ 6,845,166	2036-2040	
PLA25151	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	$ 3,500,000	$ 3,677,188	2020-2025	
PLA19290	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blvd. to Whitney Oaks Dr.	$ 12,428,000	$ 14,772,987	2026-2030	
PLA25751	Planned	PLA	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to East of Wildcat Blvd.	$ 3,083,809	$ 3,489,047	2020-2025	
PLA19810	Project Development Only	PLA	City of Roseville	B- Road & Highway Capacity	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	$ 7,000,000	NA	Post-2040	
PLA25763	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	$ 4,000,000	$ 4,307,563	2020-2025	
PLA15660	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddyment Road: widen from 3 to 4 lanes.	$ 6,106,889	NA	2020-2025	
PLA15100	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddyment Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	$ 7,852,055	NA	2020-2025	
PLA25758	Planned	PLA	City of Roseville	A- Bike & Ped	Bicycle Master Plan Class I Trail Buildout	Construct trails as described in the City of Roseville Bicycle Master Plan and Specific Plan Bicycle Master Plans	$ 45,000,000	$ 73,737,740	2036-2040	
PLA25528	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westbrook Dr ., Including south half of a 6-lane bridge over Kaseberg Creek.	$ 6,000,000	NA	2020-2025	
PLA25539	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	$ 6,350,000	NA	2026-2030	

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PLA25752	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	$ 23,000,000	$ 25,387,696	2020-2025	
PLA25707	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	$ 5,700,000	$ 7,296,482	2026-2030	
PLA25753	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	$ 1,600,000	$ 2,048,135	2026-2030	
PLA25754	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Westpark to Fiddyment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddyment Rd.	$ 3,000,000	$ 3,840,254	2026-2030	
PLA25710	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Blue Oaks west widening, Woodcreek Oaks to Foothills	North of Pleasant Grove Blvd., construct 1 additional westbound lane to widen Blue Oaks to a construct 8 Lane Roadway from Woodcreek Oaks Blvd to Foothills Blvd	$ 500,000	$ 640,042	2026-2030	
PLA19910	Programmed	PLA	City of Roseville	A- Bike & Ped	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	$ 11,790,629	NA	2020-2025	
PLA25318	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	$ 4,000,000	$ 4,873,612	2026-2030	
PLA25666	Programmed	PLA	City of Roseville	C- Maintenance & Rehabilitation	Fleet Rehabilitation	Rehabilitation of ten (10) buses to extend the useful life of the vehicles. (Transportation Development Credits/Toll Credits for CON). Toll Credits for CON	$ 3,000,000	NA	2020-2025	
PLA25716	Planned	PLA	City of Roseville	A- Bike & Ped	Mahany Park Trail	Construct approximately 1 .1 miles of Class I trail through Open Space behind Mahany Park to Fiddyment Road.	$ 2,000,000	$ 2,153,781	2020-2025	
PLA25527	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	$ 5,300,000	NA	2020-2025	
PLA15760	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, from Foothills Blvd to Wood Creek Oaks, widen Pleasant Grove Blvd from 4 to 6 lanes.	$ 4,200,000	$ 4,751,914	2020-2025	
PLA25713	Planned	PLA	City of Roseville	E- Transit Capital (Minor)	Purchase 3 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	$ 450,000	$ 450,000	2020-2025	
PLA25756	Planned	PLA	City of Roseville	E- Transit Capital (Minor)	Purchase 3 Local Fixed Route Buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 3 buses to replace existing buses used on our local fixed route transit system.	$ 2,000,000	$ 2,000,000	2020-2025	
PLA25715	Planned	PLA	City of Roseville	C- Maintenance & Rehabilitation	Purchase 8 dial-a-ride buses	In Roseville, consistent with the City of Roseville 2011 Short Range Transit Plan, purchase 8 dial-a-ride buses to replace existing buses on our local dial-a-ride fleet.	$ 1,200,000	$ 1,230,000	2020-2025	
PLA25711	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd. The segment will include a bridge over Industrial Blvd. and the UPRR tracks.	$ 22,500,000	$ 25,456,685	2020-2025	
PLA25762	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Roseville Parkway Widening at Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	$ 8,000,000	$ 8,615,125	2020-2025	
PLA15850	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	$ 2,500,000	NA	2020-2025	
PLA15600	Project Development Only	PLA	City of Roseville	B- Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	$ 5,000,000	NA	Post-2040	
PLA25825	Planned	PLA	City of Roseville	C- Maintenance & Rehabilitation	Street & Road Maintenance, Roseville	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 14,400,000 annually)	$ 288,000,000	$ 471,921,535	2036-2040	
PLA15911	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Taylor Rd. Operational Improvments B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	$ 17,200,000	$ 25,533,497	2036-2040	
PLA25538	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial A	In Roseville, from just west of Upland Dr., to Westbrook Blvd, construct new 4-lane arterial.	$ 2,500,000	NA	2020-2025	
PLA25820	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Sierra Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	$ 5,500,000	$ 6,222,745	2020-2025	
PLA25673	Programmed	PLA	City of Roseville	C- Maintenance & Rehabilitation	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	$ 2,438,000	NA	2020-2025	

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PLA25501	Programmed	PLA	City of Roseville	B- Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	$ 32,612,000	NA	2020-2025	
PLA25483	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddyment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	$ 7,500,000	$ 8,485,562	2020-2025	
PLA25481	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. B	Construct New Road: west of Fiddyment and north of Blue Oaks in proposed new Creekview Specific Plan.	$ 6,000,000	$ 8,907,034	2036-2040	
PLA25755	Planned	PLA	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd. between Blue Oaks and Pleasant Grove.	Construct 4 lane of ultimate 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd.	$ 4,500,000	$ 4,500,000	2020-2025	
PLA25626	Planned	PLA	PCTPA	G- System Management, Operations, and ITS	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quiet zones throughout County	$ 500,000,000	$ 819,308,220	2036-2040	
PLA25588	Planned	PLA	PCTPA	A- Bike & Ped	Bicycle Facilities	Construct various bicycle facilities to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	$ 40,000,000	$ 65,544,658	2036-2040	
PLA25632	Planned	PLA	PCTPA	E- Transit Capital (Vehicles)	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	$ 63,153,000	$ 103,483,544	2036-2040	
PLA25587	Planned	PLA	PCTPA	A- Bike & Ped	Complete Street & Safe Routes to School Improvements	Enhance pedestrian/bicycle and landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.	$ 52,000,000	$ 85,208,055	2036-2040	
PLA25586	Planned	PLA	PCTPA	G- System Management, Operations, and ITS	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	$ 20,000,000	$ 32,772,329	2036-2040	
PLA25670	Programmed	PLA	PCTPA	A- Bike & Ped	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations (Emissions Benefit in kg/day: ROG 0.06, NOx 0.04, PM2.5 0.01). Toll Credits for PE and ROW.. Toll Credits for ENG, ROW	$ 13,800,000	NA	2020-2025	Oversight project. EA 3H830
PLA25576	Programmed	PLA	PCTPA	G- System Management, Operations, and ITS	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (Toll credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	$ 18,655,000	NA	2020-2025	
PLA25440	Programmed	PLA	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits). SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.	$ 53,283,200	NA	2020-2025	
PLA25649	Programmed	PLA	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	$ 250,000,000	NA	2026-2030	
PLA25602	Planned	PLA	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	$ 100,000,000	$ 144,829,817	2031-2035	
PLA25603	Planned	PLA	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	$ 95,000,000	$ 155,668,562	2036-2040	

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	Planned	PLA	PCTPA	F- Transit O&M (Bus)	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance costs and bus purchase and replacement.	$ 475,000,000	$ 778,342,809	2036-2040	
PLA25634	Planned	PLA	PCTPA	E- Transit Capital (Major)	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1-CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	$ 82,526,000	$ 135,228,460	2036-2040	
PLA25585	Planned	PLA	PCTPA	F- Transit O&M (BRT & Express)	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs ($5,704,000) specifically for a three route BRT system for Fiscal years 2023-2040 for a TBD transit operator.	$ 142,600,001	$ 233,666,706	2036-2040	
PLA25468	Programmed	PLA	PCTPA	C- Maintenance & Rehabilitation	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	$ 1,256,813	NA	2020-2025	
PLA25543	Programmed	PLA	PCTPA	C- Maintenance & Rehabilitation	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 5.62; NOx 2.25; PM2.5 0.34)	$ 2,703,927	NA	2020-2025	
PLA25631	Planned	PLA	PCTPA	F- Transit O&M (Bus)	Placer County Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	$ 224,910,000	$ 368,541,224	2036-2040	
PLA25413	Programmed	PLA	PCTPA	C- Maintenance & Rehabilitation	Planning, Programming, Monitoring 2011-2019	PCTPA plan, program, monitor (PPM) for RTPA related activities.	$ 1,455,000	NA	2020-2025	
PLA25529	Programmed	PLA	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp, (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	$ 12,750,000	NA	2020-2025	
PLA25637	Planned	PLA	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	$ 35,250,000	$ 39,882,140	2020-2025	
PLA25637	Planned	PLA	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	$ 35,250,000	$ 39,882,140	2020-2025	
PLA25637	Planned	PLA	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	$ 35,250,000	$ 39,882,140	2020-2025	
PLA25637	Planned	PLA	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	$ 35,250,000	$ 39,882,140	2020-2025	

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PLA25638	Planned	PLA	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	$ 12,000,000	$ 15,361,015	2026-2030	
PLA25719	Project Development Only	PLA	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.	$ 55,000,000	NA	Post-2040	
PLA25826	Planned	PLA	PCTPA	C- Maintenance & Rehabilitation	Street & Road Maintenance, PCTPA	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($52,000,000 annually)	$ 1,040,000,000	$ 1,704,161,098	2036-2040	
PLA15070	Project Development Only	PLA	Placer County	B- Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	$ 60,000,000	NA	Post-2040	
PLA25127	Project Development Only	PLA	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	$ 22,000,000	NA	Post-2040	
PLA15105	Programmed	PLA	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	$ 19,200,000	NA	2020-2025	
PLA25463	Programmed	PLA	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	$ 29,000,000	NA	2020-2025	
PLA25671	Programmed	PLA	Placer County	G- System Management, Operations, and ITS	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	$ 8,000,000	NA	2026-2030	
PLA25448	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge, north of 19C-61	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	$ 3,637,018	NA	2020-2025	
PLA25447	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge, south of 19C-62	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes. (Toll credits for CON). Toll Credits for CON	$ 3,248,002	NA	2020-2025	
PLA25536	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 5,000,000	NA	2020-2025	
PLA25663	Programmed	PLA	Placer County	A- Bike & Ped	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010). Toll Credits for CON	$ 249,700	NA	2020-2025	
PLA25449	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON). Toll Credits for ROW, CON	$ 10,900,000	NA	2020-2025	
PLA25474	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.). Toll Credits for CON	$ 6,050,000	NA	2020-2025	
PLA18390	Planned	PLA	Placer County	B- Road & Highway Capacity	Dyer Lane Extension	Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddyment Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan.	$ 10,025,700	$ 11,343,159	2020-2025	
PLA25757	Project Development Only	PLA	Placer County	B- Road & Highway Capacity	Dyer Lane Widening	Widen Dyer Lane from Baseline Rd at Brewer Rd to Baseline Road near Fiddyment from 2 to 4 lanes in accordance with the Placer Vineyards Specific Plan.	$ 10,025,700	NA	Post-2040	
PLA25725	Planned	PLA	Placer County	B- Road & Highway Capacity	Education Street	Construct 2 lane roadway and signal modifications - east of SR 49 to Quartz Drive	$ 3,835,900	$ 4,234,116	2020-2025	
PLA25130	Planned	PLA	Placer County	B- Road & Highway Capacity	Fiddyment Road Widening	Widen Fiddyment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	$ 11,550,000	$ 14,784,976	2026-2030	
PLA15220	Planned	PLA	Placer County	B- Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	$ 8,452,200	$ 10,819,531	2026-2030	
PLA25541	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 6,672,600	NA	2020-2025	
PLA25661	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 6,200,000	NA	2020-2025	
PLA25479	Planned	PLA	Placer County	B- Road & Highway Capacity	New Road: 16th St.	Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd.	$ 7,118,300	$ 8,053,703	2020-2025	

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PLA15270	Planned	PLA	Placer County	B- Road & Highway Capacity	North Antelope Rd.	North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	$ 1,704,300	$ 2,792,694	2036-2040	
PLA15300	Planned	PLA	Placer County	B- Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	$ 12,244,300	$ 15,673,739	2026-2030	
PLA20690	Project Development Only	PLA	Placer County	B- Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	$ 2,434,000	NA	Post-2040	
PLA18490	Programmed	PLA	Placer County	B- Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	$ 13,085,000	NA	2020-2025	
PLA25759	Planned	PLA	Placer County	F- Transit O&M (Bus)	Placer County Transit	Operations and Preventive Maintenance in Urbanized Area	$ 6,000,000	$ 6,788,449	2020-2025	
PLA25761	Planned	PLA	Placer County	F- Transit O&M (Bus)	Placer County Transit/Tahoe Truckee Area Regional Transit, Bus Replacement	Bus Replacement Program	$ 2,500,000	$ 2,828,521	2020-2025	
PLA25760	Planned	PLA	Placer County	F- Transit O&M (Bus)	Placer County Transit/Tahoe Truckee Area Regional Transit, Non Urbanized Ops	Operations in Non-Urbanized areas of Placer County	$ 4,000,000	$ 4,525,633	2020-2025	
PLA25299	Programmed	PLA	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	$ 70,000,000	NA	2020-2025	
PLA25337	Planned	PLA	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddyment Road. Includes signalized intersections at Fiddyment Rd.	$ 14,500,000	$ 17,235,943	2026-2030	
PLA20350	Planned	PLA	Placer County	B- Road & Highway Capacity	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	$ 6,902,600	$ 11,310,714	2036-2040	
PLA25726	Planned	PLA	Placer County	B- Road & Highway Capacity	Richardson Drive	Construct 2 lane roadway - connection between Dry Creek Road and Bell Road	$ 6,243,200	$ 7,063,608	2020-2025	
PLA25650	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009 (Toll Credits for CON)	$ 2,694,200	NA	2020-2025	
PLA15390	Planned	PLA	Placer County	B- Road & Highway Capacity	Sierra College Blvd. Widening A	Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits.	$ 15,400,000	$ 17,423,686	2020-2025	
PLA25598	Planned	PLA	Placer County	B- Road & Highway Capacity	SR 49 Widening A	Widen from 4 lanes to 6 lanes Bell Road to Locksley Lane	$ 8,350,650	$ 9,447,994	2020-2025	
PLA25724	Project Development Only	PLA	Placer County	B- Road & Highway Capacity	SR 49 Widening B	Widen from 4 lanes to 6 lanes Locksley Lane to Dry Creek Road	$ 8,350,650	NA	Post-2040	
PLA25628	Planned	PLA	Placer County	B- Road & Highway Capacity	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	$ 9,595,600	$ 13,897,290	2031-2035	
PLA25630	Planned	PLA	Placer County	G- System Management, Operations, and ITS	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	$ 5,705,100	$ 8,469,253	2036-2040	
PLA25827	Planned	PLA	Placer County	C- Maintenance & Rehabilitation	Street & Road Maintenance, Placer	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 19,000,000 annually)	$ 380,000,000	$ 622,674,247	2036-2040	
PLA25170	Programmed	PLA	Placer County	B- Road & Highway Capacity	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddyment Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	$ 6,365,000	NA	2020-2025	
PLA25044	Programmed	PLA	Placer County	B- Road & Highway Capacity	Sunset Blvd. Widening A	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	$ 37,500,000	NA	2020-2025	
PLA25584	Planned	PLA	Placer County	A- Bike & Ped	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail . (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	$ 8,000,000	$ 9,051,266	2020-2025	
PLA25506	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	$ 45,247,021	NA	2020-2025	
PLA15420	Programmed	PLA	Placer County	B- Road & Highway Capacity	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	$ 13,781,700	NA	2020-2025	
PLA25535	Programmed	PLA	Placer County	B- Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	$ 19,892,750	NA	2020-2025	
PLA20700	Planned	PLA	Placer County	B- Road & Highway Capacity	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.	$ 14,582,700	$ 16,498,987	2020-2025	

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PLA25513	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.. Toll Credits for CON	$ 4,876,390	NA	2020-2025	
PLA25505	Programmed	PLA	Placer County	C- Maintenance & Rehabilitation	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	$ 23,938,000	NA	2020-2025	
PCT10511	Programmed	PLA	Placer County Transit	F- Transit O&M (Bus)	Preventive Maintenance and Operation Assistance, 2019	Operating assistance and preventive maintenance for urban transit services within Placer CountyFFY 2019 - Operating Assistance $1,287,480FFY 2019 - Preventive Maintenance $433,093	$ 1,720,573	NA	2020-2025	
PLA20721	Project Development Only	PLA	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	$ 295,000,000	NA	Post-2040	
PLA25592	Planned	PLA	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddyment Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	$ 85,000,000	$ 126,182,978	2036-2040	
PLA25264	Planned	PLA	Town of Loomis	A- Bike & Ped	Antelope Creek Bikeway	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	$ 50,000	$ 74,225	2036-2040	
PLA25277	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	$ 50,000	$ 74,225	2036-2040	
PLA25708	Project Development Only	PLA	Town of Loomis	B- Road & Highway Capacity	Brace Rd. Phase 2	Widen from I-80 Overpass to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	$ 100,000	NA	Post-2040	
PLA15290	Planned	PLA	Town of Loomis	B- Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	$ 200,000	$ 205,000	2020-2025	
PLA25261	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	I-80/Brace Road Overcrossing Improvements	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	$ 1,000,000	$ 1,484,506	2036-2040	
PLA25262	Planned	PLA	Town of Loomis	G- System Management, Operations, and ITS	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	$ 500,000	$ 742,253	2036-2040	
PLA25279	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	King Rd. Ops Improvements	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	$ 10,000	$ 14,845	2036-2040	
PLA25278	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	Operational Improvements on Antelope Creek	Roadway Operational Improvements: Expand/ replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	$ 60,000	$ 63,038	2020-2025	
PLA15350	Project Development Only	PLA	Town of Loomis	B- Road & Highway Capacity	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	$ 1,200,000	NA	Post-2040	
PLA25274	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	$ 40,000	$ 47,547	2026-2030	
PLA25263	Planned	PLA	Town of Loomis	A- Bike & Ped	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	$ 60,000	$ 71,321	2026-2030	
PLA20510	Project Development Only	PLA	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	$ 3,000,000	NA	Post-2040	
PLA25280	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	Sierra College Blvd. Widening B	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	$ 40,000	$ 47,547	2026-2030	
PLA20890	Planned	PLA	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Widening C	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and landscaped median.	$ 5,899,180	$ 9,666,493	2036-2040	
PLA20960	Planned	PLA	Town of Loomis	B- Road & Highway Capacity	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	$ 3,600,000	$ 3,600,000	2020-2025	
PLA25828	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. ($ 634,000 annually)	$ 12,680,000	$ 20,777,656	2036-2040	

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PLA25269	Planned	PLA	Town of Loomis	C- Maintenance & Rehabilitation	Taylor Rd. Operational Improvments A	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, $800,000.	$ 230,000	$ 241,644	2020-2025	
PLA25594	Planned	PLA	Western Placer Consolidated Transportation Service Agency	E- Transit Capital (Major)	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	$ 55,490,317	$ 90,927,346	2036-2040	
PLA25593	Planned	PLA	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Demand Response)	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	$ 28,233,907	$ 46,264,544	2036-2040	
CAL20932	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	5th St.	US-50 In Sacramento County on diagonal ramp at 5th St. Install ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL21020	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP.	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP. SHOPP ID 18472	$ 10,610,000	$ 13,581,697	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21286	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras.	At various locations on Sac, Ed, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89 and 99. Upgrade existing CCTV cameras. SHOPP ID 17691	$ 2,376,000	$ 3,041,481	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21287	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED.	At various locations on Sac, ED, Yol, Pla, Nev and Sut counties on Routes 5,50,51,65,80,89,99,160 and 267. Upgrade existing CMS signs with LED. SHOPP ID 17692	$ 4,224,000	$ 5,407,077	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL20949	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Bridge Rail Upgrades on 4 bridges along I-80 and SR 51	Bridge rail upgrades at Br #24-0291L (PM SR51_8.46); BR #24-0293R (PM SR51_8.52); BR #24-0203 (PM I-80_M6.6); BR #24-0205 (PM I-80_M8.67). EA 1H910	$ 29,210,000	$ 32,242,375	2020-2025	DELETE; See CAL20789
CAL20789	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Sacramento Bridge Rail Upgrade - Various Locations	In and near the City of Sacramento on I-80 from west of Rio Linda Blvd. UC #24-0203 to east of Winters St. UC #24-0205 (PM M6.5/M8.8); also on SR 51 from south of SR 51/244/I-80 Separation #24-0291L to north of SR 51/244/I-80 Connector #24-0293R (PM 8.2/8.6): Upgrade bridge rails at four (4) structures and widen for standard shoulders. EA 1H910	$ 29,210,000	NA	2026-2030	Project was programmed and now un-programmed for a future SHOPP cycle for re-programming
CAL20625	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Caltrans District 3 Traffic Management Center (TMC)	Upgrade Caltrans District 3 TMC to manage US 50, I-80 and other ITS Deployments	$ 1,500,000	$ 1,783,029	2026-2030	
CAL20642	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	Capital City Freeway (SR 51) widening over the American River	Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a managed lane facility in both directions. New Class I bike path next to the freeway. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 131,000,000	$ 155,717,834	2026-2030	Not sure if same as 3F070/CAL20691?
CAL20908	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Connector Ramp Meter NB 99 to EB 50	SR 99 In Sacramento County on connector ramp at NB 99 to EB 50 Install connector ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL21197	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Connector Ramp Meter NB 99 to WB 50	SR 99 In Sacramento County on connector ramp at NB 99 to WB 50 Install connector ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL20818	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Connector Ramps at I-5/SR99 and SR51/SR160	Installation of connector ramp meters at I-5/SR99 and SR51/SR160 seperations.	$ 5,040,000	$ 5,166,000	2020-2025	DELETE; See CAL20773
CAL20773	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	Sac Ramp Meters on Various Routes	In the City of Sacramento, at various locations and routes at the I-5/SR 99 interchange connector ramps and the eastbound SR 51/SR 160 interchange connector ramp: Install connector ramp meters. EA 1H850	$ 5,040,000	NA	2020-2025	Project programmed at Oct 2017 CTC
CAL21023	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	EB El Camino to NB 51. Change config to 1+1, add aux.	EB El Camino to NB 51. Change config to 1+1, add accel. SHOPP ID 17698	$ 3,102,000	NA	Post-2040	Revise description and cost
CAL20850	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	EB El Camino to SB Sac-51. Change config from 1 to 1+1.	EB El Camino to SB Sac-51. Change config from 1 to 1+1. SHOPP ID 18473	$ 1,370,000	$ 1,753,716	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21019	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	EB Expo to SB 51. Change config from 1 to 2+1.	EB Expo to SB 51. Change config from 1 to 2+1. SHOPP ID 18471	$ 2,030,000	$ 2,598,572	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL20848	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, Main HQ Shop	Main HQ Shop (32101)	$ 78,000,000	$ 127,812,082	2036-2040	
CAL21017	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, Main HQ Shop North Warehouse	Main HQ Shop North Warehouse	$ 19,500,000	$ 31,953,021	2036-2040	
CAL21016	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, Transportation Laboratory Equipment Sub Shop	Transportation Laboratory Equipment Sub Shop	$ 10,400,000	$ 17,041,611	2036-2040	

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CAL20853	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	Fulton to NB 51. Extend all existing 2+1 lanes and extend aux lane.	Fulton to NB 51. Extend all existing 2+1 lanes and extend accel lane. SHOPP ID 18481	$ 4,010,000	NA	Post-2040	Add SHOPP ID
CAL20851	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	Fulton to SB-51. Change config to 1+1, add aux.	Fulton to SB-51. Change config to 1+1, add accel. SR-51 SHOPP ID 18475	$ 2,690,000	NA	Post-2040	Add SHOPP ID
CAL21083	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Hazel Ave to Folsom Blvd (T)	US-50 In EB direction from Hazel Ave to Folsom Blvd (T) install auxiliary lane	$ 1,500,000	$ 1,697,112	2020-2025	
CAL21025	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Howe to NB 51. Lengthen aux lane.	Howe to NB 51. Lengthen aux lane. SHOPP ID 18480	$ 2,690,000	$ 3,443,427	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21024	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	Howe to NB-51. Reconstruct I/C, hook ramp	Howe to NB-51. Reconstruct I/C, hook ramp, can't meter. SHOPP ID 18479	$ 19,850,000	NA	Post-2040	Add SHOPP ID
CAL20591	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I- 5 / SR 99 Interchange	I-5/SR 99 Interchange Reconstruction: includes: managed lane facility freeway to freeway connectors.	$ 200,000,000	NA	Post-2040	
CAL21281	Planned	SAC	Caltrans D3	A- Bike & Ped	I-5 ADA Improvements	ADA Design-Build at various locations in District 3 and in District 4 in Solano County. EA 0H320	$ 50,000,000	$ 55,190,645	2031-2035	Outside 10 year SHOPP window; revise completion year
CAL18410	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 and I-80 Managed Lane Connectors and Lanes to Downtown	Reconstruct I-5/I-80 Interchange, including lmanaged lane facility connectors, and construction of managed lane facility from the I-5/I-80 Interchange to downtown Sacramento (PM 26.7/27.0) [EFIS ID 0300000313] (Emission Benefits in kg/day 1.0 ROG) (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 300,000,000	$ 445,351,686	2036-2040	
CAL20771	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 at West End Viaduct (SHOPP Long Lead)	In the city of Sacramento, at West End Viaduct #24-0069R/L (PM 23.6/24.3): Improve to standard truck capacity (SHOPP Long Lead). EA 1H610	$ 51,434,000	NA	2026-2030	ok
CAL20417	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Aux Lanes, Florin to Pocket	On I-5, in the City and County of Sacramento, from Florin Road to Pocket Road Southbound - Operational improvements, lane extension (PM 16.1/17.2) [EFIS ID 0300001102]	$ 1,500,000	$ 1,575,938	2020-2025	DELETE; Included with I-5 corridor project (0H10U)
CAL21270	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 auxiliary (or transition lane) from Cosumnes River Blvd to Pocket Road	In the City of Sacramento construct auxilary (or transition) lanes from Cosumnes River Blvd to Pocket Road in both directions	$ 1,500,000	$ 1,739,540	2026-2030	
CAL21272	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary Lane (NB) from Del Paso Road to SR 99 NB connector ramp	In Sacramento County construct auxiliary lanes on I-5 from Del Paso Road off ramp to SR 99 NB connector ramp (PM 28.817-29.772)	$ 4,770,000	$ 6,739,885	2031-2035	
CAL21252	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary Lane (NB) from Elk Grove Blvd to Laguna Blvd	In the City of Elk Grove construct an auxiliary lane on I-5 between Elk Grove Blvd to Laguna Blvd (NB direction) (PM 10.822-11.896)	$ 5,370,000	$ 7,587,669	2031-2035	DELETE; Included with I-5 corridor project (0H10U)
CAL20809	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary Lane (NB) from SR 99 NB connector off ramp to SR 99 SB connector on ramp	In the City of Sacramento at the I-5/SR 99 interchange from SR 99 NB connector off ramp to SR 99 SB connector on ramp extend acceleration lanes (NB) on I-5	$ 2,520,000	NA	Post-2040	
CAL21253	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary Lane (SB) from Laguna Blvd to Elk Grove Blvd	In the City of Elk Grove on I-5 from Laguna Blvd to Elk Grove Blvd (SB) construct an auxiliary lane (PM 12.130/10.822)	$ 6,540,000	NA	Post-2040	DELETE; Included with I-5 corridor project (0H10U)
CAL21256	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Auxiliary lane from Arena Blvd off ramp to Arena Blvd on ramp (SB)	In the City of Sacramento at the I-5/Arena Blvd interchange construction an auxiliary lane between the SB off and on ramps (PM 27.757/28.320)	$ 1,500,000	$ 2,119,461	2031-2035	
CAL20975	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Bridge Improvements B	West End Viaduct Bridge No. 24-0069R/L	$ 156,800,000	$ 181,839,928	2026-2030	1H610/CAL20771 not sure if same?
CAL21074	Planned	Sac	Caltrans D3	C- Maintenance & Rehabilitation	I-5 CAPM Strategy from American River Bridge to Yolo County Line (PM 25.40 to 34.60)	In Sacramento County from American River Bridge (#24-0068) to Yolo County line: CAPM. EA 1H170	$ 49,590,000	$ 51,106,537	2026-2030	Proposed 2022 SHOPP cycle; Revise description, cost, & completion year
CAL20589	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 Connector Ramp Extension	I-5: Extend Southbound connector ramp from U.S. 50 connector-ramp to the Sutterville Rd. off-ramp (PM 20.726 to 21.55).	$ 4,746,000	$ 5,503,905	2026-2030	
CAL20875	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Detection	In Sac, Yol, Col, & Gle Counties on Route 5 at various locations. Inductive Loop Replacement. SHOPP ID 20775	$ 2,000,000	$ 3,277,233	2036-2040	Add SHOPP ID
CAL20697	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Elkhorn SRRA Water and Waste Water Rehab	Near the City of Sacramento, at the Elkhorn Safety Roadside Rest Area (SRRA) (PM 33.7): Upgrade potable water and wastewater systems. EA 4F580	$ 4,614,000	NA	2020-2025	Revise Description

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CAL20693	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Fiber Optics	In Sacramento, on I-5, from 1.1 miles south of Elk Grove Boulevard to US 50 (PM 9.7/22.7): Install fiber optic cable. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes-Phase 1 (3C001/CAL20466), I-5 HOV Lanes-Phase 2 (3C002/CAL20467), I-5 Road Rehab (0H100/CAL20700), I-5 Elk Grove Aux Lane (3H570/CAL20777), and the I-5 Fiber Optics (4F450/CAL20693) for construction. EA 4F450	$ 10,580,000	NA	2020-2025	Revise Description
CAL20777	Programmed	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 Elk Grove Aux Lane	Near Elk Grove, from Elk Grove Boulevard Overcrossing to 0.4 mile south of Laguna Boulevard Overcrossing (PM 10.8/11.6): Extend Elk Grove Boulevard onramp merge lane in the northbound direction. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes - Phase 1 (03-3C001/CAL20466), I-5 HOV Lanes - Phase 2 (03-3C002/CAL20467), I-5 Road Rehab (03-0H100/CAL20700), I-5 Elk Grove Aux Lane (03-3H570/CAL20777), and the I-5 Fiber Optics (03-4F450/CAL20693) for construction. EA 3H570	$ 1,240,000	NA	2020-2025	Add project. Not listed on MTP and part of the I-5 Corridor Enhancement project
CAL20466	Programmed	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 HOV Lanes - Phase 1	In Sacramento County on I-5, from US 50 to Morrison Creek (PM 12.9/22.5): Construct High Occupancy Vehicle (HOV) lanes and soundwalls in both directions. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes-Phase 1 (3C001/CAL20466), I-5 HOV Lanes-Phase 2 (3C002/CAL20467), I-5 Road Rehab (0H100/CAL20700), I-5 Elk Grove Aux Lane (3H570/CAL20777), and the I-5 Fiber Optics (4F450/CAL20693) for construction. See 3C000/CAL17840 for PA&ED. (Emission Benefits in kg/day: 52.9 NOx, 50.4 ROG, 10.5 PM10) EA 3C001	$ 41,485,000	NA	2020-2025	Revise Description and Total Project Cost
CAL20467	Programmed	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 HOV Lanes - Phase 2	In Sacramento County on I-5, from just north of Morrison Creek to 1.1 mile south of Elk Grove Blvd (PM 9.7/13.1): Add High Occupancy Vehicle (HOV) lanes. The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes-Phase 1 (3C001/CAL20466), I-5 HOV Lanes-Phase 2 (3C002/CAL20467), I-5 Road Rehab (0H100/CAL20700), I-5 Elk Grove Aux Lane (3H570/CAL20777), and the I-5 Fiber Optics (4F450/CAL20693) for construction. See 3C000/CAL17840 for PA&ED. EA 3C002	$ 15,000,000	NA	2020-2025	Revise Description
CAL20824	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 ICM	Implement ICM strategies on the I-5 Corridor (Non-capacity)	$ 45,000,000	$ 66,802,753	2036-2040	
CAL20645	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 ITS - Fiber Optic - 5	In Sacramento County on I-5 from Pocket Road to Jct I-80	$ 2,800,000	$ 3,247,142	2026-2030	Need to revise description. Elk Grove Blvd to Broadway included with I-5 corridor (0H10U). Garden Hwy to Yolo County Line will be included with CAL21074. Sac Co line to Elk Grove Blvd and Broadway to Garden Hwy not currently on any project scope.
CAL21261	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Loop Ramp Meter at the I-5/Twin Cities Rd. interchange (SB)	In the Sacramento County at the I-5/Twin Cities Road interchange (SB I-5) install a loop ramp meter (1+1 configuraiton) (PM 19.929)	$ 900,000	$ 1,474,755	2036-2040	
CAL20586	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 Managed Lanes A	Managed Lanes: US 50 to Junction I-80 in both directions, including a new Class I bike path over the American River (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 116,000,000	NA	Post-2040	
CAL18790	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 Managed Lanes B	Managed Lanes: Junction I-80 to Sacramento International Airport in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 100,000,000	NA	Post-2040	
CAL21260	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 Managed Lanes C	I-5 Managed Lanes: Hood Franklin (1.1 mile south) to Elk Grove Boulevard	$ 35,000,000	NA	Post-2040	
CAL21275	Programmed	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 Managed Lanes from Sutterville Road to Yolo County Line	In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and Intelligent Transportation System (ITS) elements. EA 4H580	$ 406,000,000	NA	2026-2030	Revise Total Project Cost
CAL21234	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB add auxiliary lane from Hood Frankin slip on-ramp to Elk Grove Blvd off-ramp	In Sacramento County at the I-5/Hood Franklin interchange, add truck-only lane in both directions from Hood Frankin Blvd slip on-ramp to Elk Grove Blvd off-ramp	$ 900,000	NA	Post-2040	
CAL20816	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Connector ramp meter at the I-5/I-80 Interchange (EB 80 to NB 5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.72), install a connector ramp meter from EB I-80 to NB I-5. Future configuration is a 2+1.	$ 1,940,000	$ 2,741,169	2031-2035	

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CAL20817	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Connector ramp meter at the I-5/I-80 Interchange (WB 80 to NB 5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.96), install a connector ramp meter from WB I-80 to NB I-5. Future configuration is a 2+1.	$ 1,940,000	$ 2,741,169	2031-2035	
CAL21269	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Connector ramp meter at the I-5/US 50 Interchange (EB 50 to NB 5)	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from EB US 50 to NB I-5 (PM 22.646)	$ 1,940,000	$ 3,178,916	2036-2040	
CAL20910	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 NB Connector ramp meter at the I-5/US 50 Interchange (WB 50 to NB 5)	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from WB US 50 to NB I-5 (PM 23.79)	$ 1,940,000	$ 2,249,805	2026-2030	
CAL20819	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Loop Ramp Meter at the I-5/Airpord Blvd. interchange	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.69) install a loop ramp meter at the NB ramp	$ 380,000	$ 536,930	2031-2035	
CAL21238	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 NB Ramp Meter at Twin Cities Road	Near Galt, at the Twin Cities Road/SR 99 interchange (PM 2.33), install a NB ramp meter (diagonal)	$ 380,000	$ 622,674	2036-2040	
CAL20962	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Pavement Rehabilitation A	In Sacramento County from American River Bridge (Br#24-0068) to Yolo County line. Pavement Rehab/CAPM. EA 1H170	$ 46,303,000	$ 55,039,716	2026-2030	DELETE; See CAL21074
CAL21035	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Pavement Rehabilitation B	In Sacramento County on Route 5 from the San Joaquin County Line to approx 0.2 miles north of Twin Cities Rd. (PM 0.0/2.5) SHOPP ID 20398	$ 22,700,000	$ 26,983,167	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20774	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Permit Load Mobility Improvement	In the city of Sacramento (PM 22.1/26.7), from 0.5 mile south of SR 50 to I-80 at South Connector Undercrossing #24-0267 (PM 22.42) and at American River Viaduct #24-0068R/L (PM 24.82): Improve to standard truck capacity. EA 3H390	$ 247,230,000	$ 286,711,004	2026-2030	Project changed from Planned to Programmed. Revise Description
CAL20700	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Road Rehab	In and near the City of Sacramento, from Beach Lake Bridge at Morrison Creek to the American River Bridge (#24-0068) (PM 13.0/24.9): Roadway rehabilitation The I-5 Corridor Enhancement project (03-0H10U) combines the I-5 HOV Lanes-Phase 1 (3C001/CAL20466), I-5 HOV Lanes-Phase 2 (3C002/CAL20467), I-5 Road Rehab (0H100/CAL20700), I-5 Elk Grove Aux Lane (3H570/CAL20777), and the I-5 Fiber Optics (4F450/CAL20693) for construction. EA 0H100	$ 267,400,000	NA	2020-2025	Revise Description
CAL20965	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Roadside Planting Rehabilitation A	In the city of Sacramento, from south of Broadway to 0.12 mile south of R Street. Highway planting rehabilitation.	$ 3,770,000	$ 3,960,856	2020-2025	DELETE; See CAL20792
CAL20792	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Highway Planting Rehab	In the City of Sacramento, on I-5, from south of Broadway to 0.12 mile south of R Street (PM 22.0/22.9): Highway planting rehabilitation. EA 2H130	$ 3,770,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL21060	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Roadside Planting Rehabilitation B	In Sacramento County on Route 5 from approx. 0.2 mile north of I St to Richards Blvd. Highway Planting Rehab. SHOPP ID 20605	$ 1,300,000	$ 1,545,291	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21247	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp Meter at the I-5/Florin Road interchange (EB)	In Sacramento county at the I-5/Florin Road interchange install a loop ramp meter. Future configuration is a 1+1. (EB Florin Road to SB I-5) (PM 17.26)(EA 0H100)	$ 380,000	$ 409,218	2020-2025	DELETE; Included with I-5 corridor project (0H10U)
CAL21267	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp Meter at the I-5/Florin Road interchange (WB)	In the City of Sacramento at the I-5/Florin Road interchange install a loop ramp meter. Future configuration is a 1+1. (WB Florin Road to SB I-5) (PM 17.26)(EA 0H100)	$ 380,000	$ 409,218	2020-2025	DELETE; Included with I-5 corridor project (0H10U)
CAL21259	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB add auxiliary lane from Elk Grove Blvd on-ramp toHood Frankin slip off-ramp	In Sacramento County at the I-5/Hood Franklin interchange, install a NB ramp meter (loop) for the EB direction (PM 8.44). Future configuration 1+1. This project is part of EA 4F240.	$ 900,000	$ 1,474,755	2036-2040	Per Jess Avila (Project Manager for 4F240) the scope from SEConnector JPA does not include this scope. Not part of 4F240
CAL20815	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Connector Ramp Meter at the I-5/I-80 interchange (EB I-80 to SB I-5)	In the City of Sacramento at the I-5/I-80 interchange (PM 26.55) install a connector ramp meter at the SB ramp from EB I-80 to SB I-5	$ 1,940,000	$ 2,741,169	2031-2035	
CAL21251	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Connector Ramp Meter at the I-5/US 50 interchange	In the City of Sacramento at the I-5/US 50 interchange, install a connector ramp meter from EB US 50 to SB I-5 (PM 22.347)	$ 1,940,000	$ 3,178,916	2036-2040	
CAL20899	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Diagonal Ramp Meter at the I-5 rest stop	In Sacramento County, approximately one mile east of the Sac/Yolo County line, install a SB diagonal ramp meter at the rest stop south of I-5	$ 380,000	$ 622,674	2036-2040	
CAL21248	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Diagonal Ramp Meter at the I-5/Seamas Ave. interchange	In Sacramento county at the I-5/Seamas Ave. interchange (SB direction) install a diagonal ramp meter. Future configuration is a 1+1. (PM 19.186)(EA 0H100)	$ 380,000	$ 409,218	2020-2025	DELETE; Included with I-5 corridor project (0H10U)
CAL21249	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Diagonal Ramp Meter at the I-5/Sutterville Rd. interchange	In the City of Sacramento at the I-5/Sutterville Road interchange (SB direction) install a diagonal ramp meter. Future configuration is a 1+1. (PM 20.388) (EA 0H100)	$ 380,000	$ 409,218	2020-2025	DELETE; Included with I-5 corridor project (0H10U)
CAL21080	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp Meter at the I-5/Airpord Blvd. interchange	In Sacramento County at the I-5/Airport Blvd interchange (PM 32.87) install a loop ramp meter at the SB ramp	$ 380,000	$ 536,930	2031-2035	DELETE; See CAL21343
CAL21343	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Airport Blvd Ramp Meter	In Sacramento County on I-5 at the Airport Blvd loop on-ramp to southbound I-5 (PM 32.8): Install ramp metering. (FY 19-20 Minor A) EA 0J220	$ 685,000	NA	2020-2025	Project programmed at June 2019 CTC

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CAL21242	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp meter at the I-5/Elk Grove Blvd interchange	In the City of Elk Grove at the I-5/Elk Grove Blvd interchange install a loop ramp meter. Future configuration is a 1+1. (PM 10.882)	$ 900,000	$ 1,271,676	2031-2035	
CAL21264	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp Meter at the I-5/Laguna Blvd interchange	In the City of Elk Grove at the I-5/Laguna Blvd interchange install a loop ramp meter. Future configuration a 1+1. (PM 12.188)	$ 380,000	$ 536,930	2031-2035	
CAL21246	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp Meter at the I-5/Pocket Road interchange (EB)	In Sacramento county at the I-5/Pocket Road interchange install a loop ramp meter. Future configuration is a 1+1. (EB Pocket Road to SB I-5) (PM 16.025) (EA 0H100)	$ 380,000	$ 409,218	2020-2025	DELETE; Included with I-5 corridor project (0H10U)
CAL21266	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 SB Loop Ramp Meter at the I-5/Pocket Road interchange (WB)	In the City of Sacramento at the I-5/Pocket Road interchange install a loop ramp meter. Future configuration is a 1+1. (WB Pocket Road to SB I-5) (PM 16.201) (EA 0H100)	$ 380,000	$ 409,218	2020-2025	DELETE; Included with I-5 corridor project (0H10U)
CAL20587	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Transition Lane	In Sacramento, WB Garden Hwy to SB I-5 on ramp at Garden Hwy IC: Operational improvements and Ramp meter. EA 0H430	$ 5,580,000	$ 4,638,774	2035-2040	Outside 10 year SHOPP window; Revise description, cost, & completion year
CAL21082	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 transition lane (SB) at rest area 1 mile east of Sac/Yol county line	In Sacramento County, about one mile east of the Sac/Yolo county line, construct a SB transition lane at the rest area off ramp to rest area on-ramp (PM 34.008/33.716)	$ 1,500,000	NA	Post-2040	
CAL21258	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 transition lane (SB) Del Paso off ramp to Del Paso loop on ramp (T), if SR-99 added lane	In the City of Sacramento (SB) construct transition lane from Del Paso off ramp to Del Paso loop on ramp (T), if SR-99 added lane (PM 29.226/29.084)	$ 6,070,000	NA	Post-2040	
CAL21001	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Transition Lane (SB) from Airport Blvd on ramp to SR 99 NB Connector A	In Sacramento County near the city of Sacramento, at SB I-5 at the Airport Loop on-ramp. Extend accel lane & add storage lane. SHOPP ID 18155	$ 3,102,000	NA	Post-2040	DELETE see CAL21073
CAL21073	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 Transition Lane (SB) from Airport Blvd on ramp to SR 99 NB Connector B	In Sacramento County near the city of Sacramento, at SB I-5 at the Airport Loop on-ramp. Extend aux lane & add storage lane. SHOPP ID 18155	$ 3,000,000	$ 4,915,849	2036-2040	
CAL21273	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 transition lane (SB) from the SR-99 SB connector to Del Paso off ramp, if SR-99 adds a lane	In the City of Sacramento (SB) construct I-5 transition lanes from the SR-99 SB connector to Del Paso off ramp, if SR-99 adds a lane (PM 23.535/29.226)	$ 1,500,000	NA	Post-2040	
CAL20810	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-5 transition lane at the Air Port Blvd slip on ramp to County Road 22 off ramp (NB)	In Sacramento County construct a NB accel. lane at the Airport Blvd slip on ramp to County Road 22 off ramp (PM 32.874/0.469)	$ 1,500,000	NA	Post-2040	
CAL21257	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5 transiton lane (SB) Del Paso loop on ramp to Del Paso slip on ramp (T), if SR-99 added lane	In the City of Sacramento (SB) construct I-5 transition lanes from the Del Paso loop on ramp to Del Paso slip on ramp (T), if SR-99 added lane (PM 29.084/28.882)	$ 1,500,000	NA	Post-2040	
CAL18801	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	I-5/US 50 Riverfront Interchange Reconstruction	Reconstruct I-5/US 50 Riverfront Interchange, including managed lane connectors (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 100,000,000	NA	Post-2040	
CAL20707	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-80 Antelope Truck Scales	In Citrus Heights, I-80, from east of Elkhorn Blvd/Greenback Lane to west of Riverside Ave. (PM 15.0/17.2): Upgrade weigh-in-motion (WIM) station and widen the westbound auxiliary lane to the Antelope Truck Scales. EA 0H530	$ 5,540,000	NA	2020-2025	Revise Description and Total Project Cost
CAL20858	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Bridge Improvements	In Sacramento County in Sacramento from Northgate Blvd OC to Natomas East Canal OH (PM 4.9/5.4): Rehab 2 structures (Br#24-0217, 24-0218). SHOPP ID 19966	$ 1,535,000	$ 1,824,633	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21301	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-80 Dig outs/Overlay, Ramps/Connectors	I-80 Dig outs/Overlay, Ramps/Connectors (1G500)	$ 438,000	$ 438,000	2020-2025	DELETE; CCA 8/9/19
CAL20825	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-80 ICM A	Implement ICM strategies on the I-80 Corridor (Non-capacity)	$ 45,000,000	$ 66,802,753	2036-2040	
CAL20764	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehab	Near the City of Sacramento, on I-80, from 0.2 mile east of Longview Drive to 0.4 mile east of Madison Avenue (PM M9.6/12.9): Pavement rehabilitation. EA 1H190	$ 18,230,000	NA	2020-2025	OK
CAL20861	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation D	In Sacramento County on Route 80 from 0.5 mile east of Madison Ave OC (Br#24-127) to Placer County Line: CAPM. SHOPP ID 20444	$ 25,675,000	$ 13,113,061	2026-2030	Proposed 2026 SHOPP cycle; Revise description & cost.
CAL20702	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Rehab Connection Ramp Pavement at Various Locations	In and near the City of Sacramento, I-80, from west of West El Camino Avenue to east of Route 244 (PM M1.2/R11.3): Pavement rehabilitation. EA 0H470	$ 14,305,000	NA	2020-2025	ok
CAL20946	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Worker Safety Improvements A	In Sacramento County in the city of Sacramento on Route 80 from the Del Paso Park Sep OH to 0.4 mi north of the 80/244 Sep (Br#24-292). (PM M9.1-R11.4). EA 03-2H150	$ 5,580,000	$ 5,862,488	2020-2025	DELETE; See CAL20786

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ID	Status (Planned, Programmed or Project Development Only)	County	Lead Agency	Budget Category	Title	Description	Total Project Cost (Current Year Dollars)	Year of Expenditure Cost for planned projects	Completion Timing	Caltrans Comments
CAL20786	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Roadside Safety on Various Routes Near Saramento	In and near the City of Sacramento, from Del Paso Park Separation to 0.4 mile north of I-80/SR 244 Separation (PM M9.1/R11.4); also on SR 51 from PM 8.3 to 8.6, and on SR 244 from PM 0.0 to 0.9 - Pave areas behind the gore and at narrow and miscellaneous locations, place vegetation control, and construct maintenance vehicle pullouts to reduce maintenance and improve highway worker safety. EA 2H150	$ 5,580,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL20942	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Worker Safety Improvements B	In Sacramento County in the city of Sacramento on Route 80 from 0.4 mi north of the 80/244 Sep (Br#24-292) to the Placer County Line. (PM R11.4-18.0). EA 03-2H120	$ 4,270,000	$ 4,598,323	2020-2025	DELETE; See CAL20787
CAL20787	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	I-80 Roadside Safety	In and near Citrus Heights, from 0.4 mile north of the I-80/SR 244 Separation to the Placer County line (PM R11.4/18.0): Pave areas behind the gore and at narrow and miscellaneous locations, place vegetation control, and construct maintenance vehicle pullouts to reduce maintenance and improve highway worker safety. EA 2H120	$ 4,270,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL21029	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements.	In Sac and Sut Counties on Route 99; Sac 99 PM 0.0/36.9; Sut 99 PM 0.0/7.27. Ramp Meter/Aux Improvements. SHOPP ID 18501	$ 380,000	$ 486,432	2031-3035	Outside 10 year SHOPP window; revise description & completion year
CAL20997	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 Fiber Optics	In Sac County on Route 51 from the 50/99/51 SEP to Jct 80. Replace existing comm. lines with fiber optics. SHOPP ID 17697	$ 4,356,000	$ 5,576,048	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21015	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sac Cty on Rte 51 from 0.1 mi south of Tribute Rd UC to 51/244 Connector. Ramp meters.	In Sac Cty on Rte 51 from 0.1 mi south of Tribute Rd UC to 51/244 Connector: Ramp meters. SHOPP ID 18452	$ 55,000,000	$ 70,404,650	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21028	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sac, Yol, and ED Counties on Route 50; Sac 50 PM L0.0/23.2; Yol 50 PM 0.0/3.2; ED 50 PM 0.0/13.0. Ramp Meter/Aux Improvements.	In Sac, Yol, and ED Counties on Route 50; Sac 50 PM L0.0/23.2; Yol 50 PM 0.0/3.2; ED 50 PM 0.0/13.0. Ramp Meter/Aux Improvements. SHOPP ID 18499	$ 380,000	$ 486,432	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20855	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sac, Yol, and Pla Counties on Route 80; Sac 80 PM M0.0/18.0; Yol 80 PM 0.0/R11.7; Pla 80 PM 0.0/12.3. Ramp Meter/Aux Improvements.	In Sac, Yol, and Pla Counties on Route 80; Sac 80 PM M0.0/18.0; Yol 80 PM 0.0/R11.7; Pla 80 PM 0.0/12.3. Ramp Meter/Aux Improvements. SHOPP ID 18500	$ 380,000	$ 486,432	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21006	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County at SB Sac-99 to NB I-5. Implement connector metering and extend aux lane.	In Sacramento County at SB Sac-99 to NB I-5. Implement connector metering and extend accel. lane. (PM R32.2)	$ 700,000	NA	Post-2040	
CAL21289	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector CMS.	In Sacramento County at various locations from freeway to freeway. Install 6 Master Traffic Monitoring Stations to capture all major interchanges Ramps detection. Fwy to fwy connector TMS. SHOPP ID 18157	$ 4,200,000	$ 5,376,355	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21004	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge. Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. Sac 99 Fiber/ITS	In Sacramento County in the City of Galt from the county line to Cosumnes River Bridge: Install new Fiber Optics, upgrade existing ITS, and install new ITS elements. SHOPP ID 18167	$ 6,300,000	$ 8,064,533	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20840	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County in the City of Sacramento from county line to ED County Line. Ramp metering, extend aux lanes. US 50 ICM-Segment 2: Comm Detection, ITS Elements, Ramp meter upgrades	In Sacramento County in the City of Sacramento from county line to ED County Line. Upgrade 22 ramp metering systems. Widen Ramps at WB Sac-50 SB Bradshaw, SB Mather and NB Mather and extend accel. lanes. US 50 ICM-Segment 2: Comm Detection, ITS Elements, RM upgrades. SHOPP ID 18166	$ 9,700,000	$ 10,445,839	2031-2035	Outside 10 year SHOPP window; revise completion year
CAL20841	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99	In Sacramento County near the City of Sacramento at NB On-ramp at EB Florin Road. Add HOV Ramp Meter Lane. EB Florin to NB 99. SHOPP ID 18172	$ 2,350,000	$ 3,008,199	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21292	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County on I-5 NB just north of Elk Grove Blvd, construct 650 foot acceleration lane to close the gap and provide a continuous three lane facility	In Sacramento County on I-5 NB just north of Elk Grove Blvd, construct 650 foot acceleration lane to close the gap and provide a continuous three lane facility	$ 1,240,000	NA	Post-2040	DELETE; See CAL20777
CAL21291	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County on Route 5. Ramp Meter/Aux Improvements.	In Sacramento County on Route 5. Ramp Meter/Aux Improvements. SHOPP ID 18498	$ 380,000	NA	Post-2040	Add SHOPP ID
CAL21031	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab.	In Sacramento County on Route 50 from Watt Ave to 0.5 miles east of Folsom Blvd. Pavement Rehab. SHOPP ID 18816	$ 86,500,000	$ 110,727,313	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21232	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on Route 50 in Sacramento from Folsom Blvd UC to Occidental Dr OC	Roadside Restoration	$ 1,250,000	$ 2,048,271	2036-2040	
CAL21003	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento County on Route 80 at various locations from county line to county line. Sac 80 Fiber	In Sacramento County on Route 80 at various locations from county line to county line. SHOPP ID 18160	$ 13,400,000	$ 17,153,133	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL21219	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot.	In Sacramento County on Route 99 at Elkhorn Park & Ride Lot. Replace AC surfacing. EA 1G230	$ 369,000	$ 175,000	2020-2025	DELETE; CCA 10/9/19
CAL20956	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct auxiliary lanes.	In Sacramento from the E Street UC (Br#24-192 R/L) to the American River Bridge (Br#24-3). Construct accel lanes. SHOPP 16134	$ 3,960,000	NA	Post-2040	Add SHOPP ID

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CAL20972	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	In Sacramento, from Elk Grove Blvd to US 50, From Arden to Marconi, at Antelope Interchange and from I-80 to Pioneer Bridge. Install ramp meters.	In Sacramento, from Elk Grove Blvd to US 50, From Arden to Marconi, at Antelope Interchange and from I-80 to Pioneer Bridge. Install ramp meters. SHOPP 16939	$ 16,025,000	$ 20,513,355	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21194	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install connector ramp meter SB 51 to EB 50	SR 51 In Sacramento County on connector ramp at SB 51 to EB 50 Install connector ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL21196	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install connector ramp meter SB 51 to WB 50	SR 51 In Sacramento County on connector ramp at SB 51 to WB 50 Install connector ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL21193	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Connector Ramp Meter - SB 5 to EB 50	I-5 In Sacramento County on connector ramp at SB 5 to EB 50 Install connector ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL21195	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Connector Ramp Meter - SB 5 to WB 50	I-5 In Sacramento County on connector ramp at SB 5 to WB 50 Install connector ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL21174	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB 5 to EB 80 EB	Install Meter - NB 5 to EB 80 EB	$ 1,940,000	$ 2,741,169	2031-2035	
CAL20897	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB 5 to EB 80 EB	Install Meter - SB 5 to EB 80 EB	$ 1,940,000	$ 2,741,169	2031-2035	
CAL21175	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - EB Watt Ave RT Station	Install Meter - EB Watt Ave RT Station	$ 300,000	$ 491,585	2036-2040	
CAL21268	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - EB West El Camino Rd WB	Install Meter - EB West El Camino Rd WB	$ 300,000	$ 423,892	2031-2035	
CAL21176	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB I5 to WB 80 WB	Install Meter - NB I5 to WB 80 WB	$ 1,940,000	$ 2,741,169	2031-2035	
CAL20898	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB I5 to WB 80 WB	Install Meter - SB I5 to WB 80 WB	$ 1,940,000	$ 2,741,169	2031-2035	
CAL21250	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - WB West El Camino Rd WB	Install Meter - WB West El Camino Rd WB	$ 3,000,000	$ 4,238,921	2031-2035	
CAL21233	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Install Ramp Meters at various location in Sacramento, Placer and Yolo counties	I-5 (SB) Diagonal Ramp Meter in Sac County - I Street (PM 23.64) I-80 (EB) Diagonal Ramp Meter in Yolo County - Richards Blvd (PM 0.451) SR 51 (SB) Loop Ramp Meter in Sac County - Arden Way (PM 4.068) SR 99 (SB) Diagonal Ramp Meter in Sac County - EB Elkhorn Blvd (PM 33.18) SR 99 (SB) Loop Ramp Meter in Sac County - WB Elkhorn Blvd (PM33.41) SR 65 (NB) Loop Ramp Meter in PLA county - Pleasant Grove Blvd (PM R7.14)	$ 380,000	$ 622,674	2036-2040	
CAL21021	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	Marconi to SB-51. Add meter, change config from 1 to 2+1, add aux.	Marconi to SB-51. Add meter, change config from 1 to 2+1, add aux. SHOPP ID 18474	$ 4,010,000	NA	Post-2040	Revise description
CAL21027	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	NB Watt to NB 51. Change config to 2+1, add aux.	NB Watt to NB 51. Change config to 2+1, add aux. SHOPP ID 18483	$ 4,010,000	NA	Post-2040	Revise description
CAL21216	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Repair steel structural components, 4 bridges, in Sac County on SR 160	In Sacramento County near Rio Vista at the Three Mile Slough Br 24-0121, Sacramento River (Isleton) Br 24-0051, Steamboat Slough Br 24-0052, and the Sacramento River (Paintersville) Br 24-0053, replace truss bridge lift system electrical and mechanical equipment, construct sidewalks at Three Mile Slough bridge to provide access from roadway shoulder onto bridge and upgrade MBGR, install TMS count stations, communication, camera, and bridge instrumentation; provide MVPs for bridge operators. SHOPP ID 17676	$ 4,710,000	$ 5,198,959	2020-2025	DELETE; project combined with CAL21218
CAL20856	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	TMC Rehab	In Sacramento County at the Regional Transportation Management Center (RTMC): Install new roof and energy efficient HVAC system. EA 4H970	$ 6,380,000	$ 2,103,167	2020-2025	2020 SHOPP; program at March 2020 CTC
CAL20943	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	Sac 005 Operational Improvements	Extend Accel Lanes from SB Garden Hwy onramp and add carpool/transit preferential lane at ramp meter. EA 0H430	$ 5,580,000	NA	Post-2040	DELETE; see CAL20587

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CAL20669	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SAC 05/80 Bridge Deck Rehab and Rail Upgrade	I-5, Florin Road OC (Br #24-0264) and on I-80 Del Paso OH Bridges R/L (Br #24-0193R/L) - Perform deck maintenance and rehab of three bridges	$ 10,230,000	$ 15,186,492	2036-2040	
CAL20696	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Sac County MBGR Upgrade	In Sacramento County on Routes 5, 80 and 99 at various locations (PM 0.1/34.6): Upgrade guard rail to current standards. EA 4F640	$ 3,605,000	NA	2020-2025	Revise Category, Title and Description
CAL20471	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Sacramento Seismic Retrofit on Various Bridges	In the City of Sacramento, on SR 160, at Sacramento River Bridge #24-0053 and North Sacramento Undercrossing #24-0111L; also in San Joaquin County, at Mokelumne River Bridge #29-0197R/L: Seismic retrofit (PM 20.9). EA 3F090	$ 38,681,000	NA	2020-2025	Revise Description
CAL20699	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Sac-Var Seismic Retrofit Two Structures	In the City of Sacramento, at Southbound Route 99/5 Connector Overcrossing #24-0241F (PM R32.1); also on Route 80 at Longview Ramp Overcrossing #24-0281K (PM M9.15): Seismic retrofit two structures. EA 4F100	$ 3,689,000	NA	2020-2025	Revise Description
CAL21026	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	SB Watt to NB 51. Change config to 1+1, add aux.	SB Watt to NB 51. Change config to 1+1, add aux. SHOPP ID 18482	$ 2,690,000	NA	Post-2040	Add SHOPP ID
CAL21022	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	SB Watt to SB-51. Change config to 1+1, add aux.	SB Watt to SB-51. Change config to 1+1, add aux. SHOPP ID 18476	$ 2,690,000	NA	Post-2040	Add SHOPP ID
CAL21221	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 104 Culvert Repairs	In Sacramento County from 0.9 mile east of Ivie Road to 2.5 miles west of Rancho Secco Road.	$ 325,000	$ 325,000	2020-2025	DELETE; CCA 10/8/19
CAL20867	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 104 Pavement Rehabilitation	In Sacramento County on Route 104 from 104/99 Junction to the county line. SHOPP ID 20549	$ 16,940,000	$ 21,155,739	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20507	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 12 Bridge Rehab Near Rio Vista	In Sacramento and Solano counties, near Rio Vista, at Sacramento River Bridge #23-0024: Clean and repaint steel surfaces (PM 0.0/0.4). EA 3F570	$ 37,057,000	NA	2020-2025	Revise Description
CAL20427	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 12 Operational Improvements	SR 12 Roadway Operational and Safety Improvements: Rio Vista to San Joaquin County line. Improvements will be coordinated with San Joaquin and Solano counties and anticipated corridor improvements.	$ 10,000,000	$ 11,596,934	2026-2030	
CAL21282	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 12 Pavement Rehabilitation	In Sacramento County, near Rio Vista from the Sacramento River Bridge #23-24 to the Mokelumne River Bridge #29-43 (PM 0.3/6.1). EA 2F800	$ 40,000,000	$ 4,652,015	2036-2040	Outside 10 year SHOPP window; revise cost & completion year
CAL21283	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 12 Rio Vista Bridge Improvements	In Sacramento County at the Sacramento River Bridge (Br#23-0024)	$ 22,860,000	$ 24,017,288	2020-2025	DELETE; See CAL20788
CAL20788	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	Rio Vista Bridge Operation Overhaul	In and near Rio Vista, at the Sacramento River Bridge #23-0024 (PM 0.0/0.4); also in Solano County, from PM 26.3 to 26.4 - Rehabilitate movable bridge electrical and mechanical systems and upgrade ADA facilities. EA 1H130	$ 22,860,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL20759	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 12/160 Intersection Improvements	Near Rio Vista at the SR 12/160 intersection (PM 0.4/1.0): Intersection improvements. EA 2H640	$ 7,630,000	NA	2020-2025	Project programmed at June 2017 CTC
CAL21075	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 16 Relinquishment A	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	$ 2,100,000	$ 2,152,500	2020-2025	DELETE; See CAL21303
CAL20878	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Relinquishment B	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish Roadway.	$ 2,100,000	$ 2,318,007	2020-2025	DELETE; See CAL21303
CAL21303	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	SR 16 Relinquishment Phase 2	In Sacramento County and City of Rancho Cordova, from South Watt Ave to East of Grant line Road. Relinquish roadway (PM 4.16/12.74). EA 1H410	$ 2,100,000	NA	2020-2025	Revise description & status
CAL21218	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Electrical & Mechnical Repairs	In Sacramento County at four bridges, Paintersville Bridge (Br# 24-0053), Isleton Bridge (Br# 24-0051), Steamboat Slough (Br# 24-0052), and Three Mile Slough (Br #24-121): Repair and modernize electromechanical bridge systems and incidental work. EA 4H950	$ 20,460,000	$ 652,823	2020-2025	
CAL21030	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Mitigation	Giant Garter Snake mitigation south Sacramento County, east of Sacramento River. EA 4H770	$ 1,700,000	$ 1,876,482	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20862	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Pavement Rehabiliation A	In Sacramento County on Rte 160 from Walker Landing Rd to approx 0.1 mile south of River Road (PM 9.6/35.0).	$ 23,900,000	$ 28,409,590	2026-2030	
CAL21047	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Pavement Rehabiliation B	In Sacramento County in Route 160 from Jct Rte 12 to approx 0.1 mile north of Poverty Road. CAPM. (PM R0.0/6.0) SHOPP ID 20539	$ 3,760,000	$ 4,695,725	2031-3035	Outside 10 year SHOPP window; revise description & completion year
CAL21046	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Pavement Rehabiliation C	In Sacramento County on Route 160 from the county line to Jct Rte 12. (PM L0.0/L10.8) SHOPP ID 20529	$ 13,500,000	$ 22,121,322	2036-2040	Add SHOPP ID
CAL20873	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 160 Roadside Planting Improvement	In Sacramento County on Route 160 from Del Paso to Tribute Rd. Highway Planting Rehab. SHOPP ID 20606	$ 1,300,000	$ 2,130,201	2036-2040	Add SHOPP ID
CAL21059	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 220 Pavement Rehabiliation	In Sacramento County on Route 220 from county line to Jct 160.	$ 3,000,000	$ 3,566,057	2026-2030	
CAL20597	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	SR 51 Transition Lane	Construct a SB transition lane on SR 51 SB from Exposition Blvd. slip off-ramp to Exposition Blvd. loop on-ramp.	$ 12,500,000	NA	Post-2040	

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CAL21263	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (NB) Hook Ramp Meter at the Howe Ave interchange	In the City of Sacramento construct a hook ramp meter at the SR 51/Howe Ave interchnage (NB) (PM 5.945)	$ 380,000	$ 622,674	2036-2040	
CAL20909	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (NB) transition lane from El Camino Ave slip on ramp to Marconi Ave	In the City of Sacramento construct SR 51 (NB) transition lane from El Camino Ave slip on ramp to Marconi Ave	$ 1,500,000	$ 2,119,461	2031-2035	
CAL21239	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (SB) Diagonal Ramp Meter at Marconi Avenue	In the City of Sacramento construct a diagonal ramp meter at the SR 51/Marconi Avenue interchange (SB) (PM 5.374) Future configuration is a 2+1. SHOPP ID 18474	$ 4,010,000	$ 440,683	2031-2035	Outside 10 year SHOPP window; revise description, cost & completion year
CAL21135	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (SB) transition lane from E Street to J Street	In the City of Sacramento construct SR 51 (SB) transition lane from E Street to J Street (PM 1.674/1.288)	$ 1,500,000	$ 2,172,447	2031-2035	
CAL21154	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (SB) transition lane from P Street to N Street	In the City of Sacramento construct SR 51 (SB) transition lane from P Street to N Street (PM 0.808/0.523)	$ 1,500,000	$ 2,172,447	2031-2035	
CAL20906	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 (SB) Transition Lane from SB Watt Ave slip on ramp to Auburn Blvd slip on ramp	In the City of Sacramento construct SB transition lane from SB Watt Ave slip on ramp to Auburn Blvd slip on ramp (PM 7.886/7.521)	$ 1,500,000	$ 2,119,461	2031-2035	
CAL20691	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Bridge Deck Replacement (G13 Contingency Project)	In the City of Sacramento at the American River Bridge #24-0003, from north of B Street Underpass to north of Exposition Boulevard Overcrossing (PM 2.0/3.5): Widen and replace bridge deck (G13 Contingency Project). EA 3F070	$ 163,940,000	NA	2026-2030	ok
CAL21123	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	SR 51 Bus/Carpool Lanes: Arden to I-80	Managed Lane Facility: Arden to I-80 in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 265,000,000	NA	Post-2040	
CAL20977	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Drainage Improvements	In Sacramento County, approximately 0.1 mile North of Marconi Ave, 24-31W, 24-117W, 24-123W.	$ 1,816,000	$ 2,158,653	2026-2030	
CAL20826	Planned	Sac	Caltrans D3	G- System Management, Operations, and ITS	SR 51 ICM	Implement ICM strategies on the SR 51 Corridor (Non-capacity)	$ 45,000,000	$ 66,802,753	2036-2040	
CAL21053	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Marconi Curve Barrier	In Sacramento County between Marconi Ave OC and Howe Ave (PM 5.6/5.9): Install outer separation barrier in the NB direction and replace MBGR with outer separation in the SB direction. EA 3H730	$ 4,880,000	$ 5,368,300	2020-2025	2020 SHOPP; program at March 2020 CTC
CAL21038	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Pavement Rehab	In Sacramento County on Route 51 from the County Line to approx. 0.4 mile north of Arden Way. SHOPP ID 20403	$ 10,247,000	$ 16,790,903	2036-2040	Add SHOPP ID
CAL20924	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Roadside Restoration A	In Sacramento County on Route 51 in Sacramento from the 50/99/51 Seperation to E Street	$ 1,250,000	$ 2,048,271	2036-2040	
CAL21223	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 51 Roadside Restoration B	In Sacramento County on Route 51 in Sacramento from arden Way to marconi Ave	$ 1,250,000	$ 2,048,271	2036-2040	
CAL20596	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 Transition Lanes	SR 51 Transition Lanes: NB from Marconi Ave. to Fulton Ave.and SB from Fulton Ave. to Watt Ave.	$ 84,700,000	$ 88,987,938	2020-2025	
CAL20933	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	SR 51 Worker Safety Improvements	In Sacramento County in the city of Sacramento on Route 51 from 0.1 mi south of B street UP (Br#24-23) to 0.4 mi north of Arden Way. 2H110	$ 5,990,000	$ 6,293,244	2020-2025	DELETE; See CAL20785
CAL20785	Programmed	SAC	Caltrans D3	B- Road & Highway Capacity	SR 51 Roadside Safety	In the City of Sacramento, SR 51 (Capital City Freeway, Business 80), from 0.1 mile south of B St. Underpass to 0.4 mile north of Arden Way (PM 1.6/4.4): Pave areas behind the gore and at narrow and miscellaneous locations, place vegetation control, and construct maintenance vehicle pullouts to reduce maintenance and improve highway worker safety. EA 2H110	$ 5,990,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL20594	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51/Arden Way Interchange	SR 51: Widen structure over Arden Way to 8 lanes plus 2 managed lanes, one in each direction, to accommodate the two managed lanes and a third NB general purpose lane from Exposition Boulevard to Arden Way. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Express Toll Lanes, High Occupancy Toll Lanes, HOV lanes). Sac-51-3.2/6.6. Part of EA 0H931.	$ 46,000,000	$ 48,328,750	2026-2030	EA 0H931/CAL20689 completion year is 2026-2030
CAL20600	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Auxiliary Lane A	SR 99 auxiliary lane: NB from WB Florin Rd. slip on ramp to EB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	$ 3,000,000	$ 4,453,517	2036-2040	
CAL21084	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Auxiliary Lane B	SR 99 auxiliary lane: SB from 47th Ave slip on ramp to Florin Rd slip off ramp	$ 3,040,000	NA	Post-2040	
CAL21081	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (NB) auxiliary lane from the WB Mack Road slip on ramp to the EB Florin Road slip off ramp	In the City of Sacramento construct SR 99 (NB) auxiliary lane from the WB Mack Road slip on ramp to the EB Florin Road slip off ramp (PM 19.747-20.628)	$ 7,560,000	$ 10,682,082	2031-2035	

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CAL21177	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (NB) diagonal ramp meter at the SR 99/Elkhorn Blvd interchange	In the City of Elk Grove construct a diagonal ramp meter at the SR 99/Elkhorn Blvd westbound (WB) on ramp (PM 33.55)	$ 380,000	$ 536,930	2031-2035	
CAL21136	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (NB) loop ramp meter at the SR 99/Elkhorn Blvd interchange	In the City of Elk Grove construction a loop ramp meter at the SR 99/Elkhorn Blvd eastbound (EB) on ramp (PM 33.32)	$ 380,000	$ 536,930	2031-2035	
CAL20883	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (SB) auxiliary lane from the Florin Rd slip on ramp to Mack Rd slip off ramp	In the City of Sacramento construct SR 99 (SB) auxiliary lane from the Florin Rd slip on ramp to Mack Rd slip off ramp (PM 19.479-17.939)	$ 7,700,000	NA	Post-2040	
CAL21243	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (SB) diagonal ramp meter at the SR 99/Elk Grove Blvd interchange	In the City of Elk Grove construct a connector ramp meter at the SR 99/Elk Grove Blvd interchange (SB) (PM 12.612)	$ 1,940,000	$ 2,741,169	2031-2035	
CAL21244	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (SB) diagonal ramp meter at the SR 99/Laguna Blvd interchange	In the City of Elk Grove construct a diagonal ramp meter on the EB onramp at the SR 99/Laguna Blvd interchange. Future configuration is a 1+1 (PM 13.661)	$ 380,000	$ 536,930	2031-2035	
CAL21245	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (SB) diagonal ramp meter at the SR 99/Sheldon Road interchange	In the City of Elk Grove construct a diagonal ramp meter at the SR 99/Sheldon Road interchange (PM 14.72)	$ 380,000	$ 536,930	2031-2035	
CAL21265	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 (SB) loop ramp meter at the SR 99/Laguna Blvd interchange	In the City of Elk Grove construct a loop ramp meter on the WB onramp at the SR 99/Laguna Blvd interchange. (PM 13.891)	$ 380,000	$ 536,930	2031-2035	
CAL20601	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Auxiliary Lane	SR 99 Auxiliary Lane extension: SB, from Martin Luther King Blvd on ramp. to WB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	$ 3,000,000	$ 4,453,517	2036-2040	
CAL20572	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Auxiliary Lanes	Construct auxiliary lanes on SR 99: NB from Cosumnes River Blvd/Calvine Road to Sheldon Road, SB from Laguna Blvd/Bond Road to Elk Grove Blvd, NB from Elk Grove Blvd to Laguna Blvd/Bond Road, NB from Laguna Blvd/Bond Road to Sheldon Road/Center Parkway, and NB from Sheldon Road/Center Parkway to Cosumnes River Blvd/Calvine Road. SHOPP ID 16936	$ 12,000,000	NA	Post-2040	Removed SB 99 from Calvine Rd to Sheldon Rd and SB 99 from Laguna Blvd to Elk Grove Blvd (see 1H630/CAL21349
CAL21349	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Auxiliary Lanes & Ramp Meters	In Sacramento County near Laguna Blvd at various locations from Elk Grove Blvd OC to Calvine Road OC. Construct two auxiliary lanes and upgrade four ramp meters. EA 1H630	$ 23,030,000		2020-2025	2020 SHOPP; program at March 2020 CTC
CAL20968	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Bridge Rail Upgrade	In Sacramento County on Route 99 from Stockton Blvd OC (Br#23-0134) to 12th Ave OC (Br# 24-0161). Bridge Rail Upgrade. SHOPP ID 16866	$ 17,500,000	$ 23,103,965	2031-3035	Outside 10 year SHOPP window; Revise description, cost, & completion year
CAL20766	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Bridge Rehab at 21st Avenue UC	In the City of Sacramento, SR 99, at 21st Avenue Undercrossing #24-0154 (PM 21.9/23.6): Replace bridge deck. EA 0H342	$ 5,843,000	NA	2020-2025	Revise Description
CAL20876	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Detection	In Sac, Sut, & But Counties on Route 99 at various locations. Inductive Loop Replacement.	$ 2,000,000	$ 2,436,806	2026-2030	
CAL20871	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements A	In Sacramento County from Amador Ave OC to just south of 12th Ave OC, PP 24-139W (Amador Ave OC), 24-144W (Rte 104/99 SEP), 24-146W (41st Ave OC), 24-231W (Oak Park SEP). Also on Sac 51 PM 0.0/8.9. Upgrade Pump Plants. SHOPP ID 20572	$ 13,720,000	$ 2,158,653	2026-2030	Proposed 2022 SHOPP cycle; revise description & cost
CAL20976	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements B	In Sacramento County, approximately 0.1 mile North of McConnell UP (Br# 24-48L), 24-48W. Pump Plant Upgrade. SHOPP ID 17063	$ 3,395,000	$ 643,317	2031-2035	Outside 10 year SHOPP window; revise description, cost & completion year
CAL20762	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Fiber Optics	In and near the cities of Elk Grove and Sacramento, on SR 99, from Grant Line Road to SR 50 (PM 10.0/R24.3); also on SR 51 from SR 50 to 0.1 mile south of the Fort Sutter Viaduct (PM 0.0/0.1): Install fiber optic cable. EA 0H670	$ 12,150,000	NA	2020-2025	Revise Description
CAL20827	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 ICM	Implement ICM strategies on the SR 99 Corridor (Non-capacity)	$ 45,000,000	$ 66,802,753	2036-2040	
CAL20602	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Interchange Improvements	Interchange Improvements: Mack Road, Florin Road, 47th Ave., 12th Ave.	$ 40,000,000	$ 59,380,225	2036-2040	
CAL20945	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 ITS	From Elk Grove Blvd Over Crossing to City of Sacramento Jnct 50/51 Rte Break. EA 0H670	$ 12,150,000	$ 13,411,327	2020-2025	DELETE; See CAL20762
CAL20929	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	SR 99 Managed lane extension	SR 99 Managed Lane facility extension - San Joaquin/Sac County Line to Kammerer/Grant Line Road (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ 35,000,000	NA	Post-2040	
CAL20647	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	SR 99 Managed Lanes	Managed Lane Facility and auxiliary lanes in both directions from Elk Grove Boulevard to Kammerer Road/Grant Line Road.	$ 36,000,000	$ 53,442,202	2036-2040	

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CAL20828	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Managed Lanes from Elk Grove Boulevard to J Street Underpass	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	$ -	NA	Post-2040	
CAL20859	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation B	In Sacramento County on Route 99 from MLK Blvd OC to approx 0.1 mile north of Jct 50/51. CAPM. SHOPP ID 20399	$ 38,010,000	$ 14,742,675	2026-2030	Proposed 2022 SHOPP cycle; revise description & cost
CAL20843	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation D	In Sacramento from Route 5 Interchange to Sutter County Line. SHOPP ID 18419	$ 9,550,000	$ 15,648,787	2036-2040	Add SHOPP ID
CAL20703	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 RHMA Overlay	In Galt, from the San Joaquin County Line to Simmerhorn Road (PM 0.2/1.6); also in the cities of Elk Grove and Sacramento, SR 99, from 0.7 mile south of Elk Grove Blvd to Martin Luther King Jr Blvd (PM 11.9/21.5): Pavement rehabilitation. EA 0H480	$ 45,012,000	NA	2020-2025	Revise Title and Description
CAL20470	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Seismic Retrofit and Bridge Rail Upgrade - Cosumnes Bridge Project (G13 Contingency)	In and near Elk Grove on SR 99 from 0.3 mile south of Dillard Road OC to 0.6 mile south of Grant Line Road (replace Cosumnes River Bridge #24-0020L/R and Cosumnes River Overflow Bridge #24-0021L/R; upgrade bridge rails at Dillard Road OC #24-0163; construct new McConnell OH #24-0048L): Bridge seismic retrofit, bridge scour retrofit, bridge rail replacement and bridge replacement (PM 7.1/9.4). EA 0F280	$ 166,845,000	NA	2020-2025	Revise Title, Description, and Total Project Cost
CAL21346	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 McConnell Overhead Fill - Cosumnes Bridge Project	In and near Elk Grove on SR 99 from 0.3 mile south of Dillard Road OC to 0.6 mile south of Grant Line Road (PM 7.1/9.4): Import earthwork material and construct embankment for McConnell Overhead #24-0048L. EA 0F281	$ 11,887,000	NA	2020-2025	Child project of CAL20470
CAL21347	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Temp River Bridges Foundations - Cosumnes Bridge Project	In and near Elk Grove on SR 99 from 0.3 mile south of Dillard Road OC to 0.6 mile south of Grant Line Road (PM 7.1/9.4): Construct foundations for temporary bridges over Cosumnes River Overflow Bridge. EA 0F282	$ 33,970,000	NA	2020-2025	Child project of CAL20470
CAL21348	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 McConnell OH Precast Girders - Cosumnes Bridge Project	In and near Elk Grove on SR 99 from 0.3 mile south of Dillard Road OC to 0.6 mile south of Grant Line Road (PM 7.1/9.4): Fabricate precast concrete girders for McConnell Overhead #24-0048L. EA 0F283	$ 1,871,000	NA	2020-2025	Child project of CAL20470
CAL20599	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Transition Lane	SR 99 Transition Lane: NB, from WB 47th Ave. slip on ramp to EB Fruitridge Rd. slip on ramp, and from WB Fruitridge Rd. loop off ramp to WB Fruitridge Rd. slip on ramp. Right-of-way aquisition required. Soundwall relocation required.	$ 3,000,000	$ 4,344,894	2031-2035	
CAL20508	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	SR 99/160 Scour Mitigation for Four (4) Bridges	In Sacramento County, on SR 99, at South Lagoon Creek Bridge #24-0028L (PM 4.9), Lagoon Creek Bridge #24-0045L (PM 5.0) and North Lagoon Creek Bridge #24-0027L (PM 5.1); also on SR 160 (PM 44.5) at American River Bridge #24-0001L: Scour mitigation and bridge replacement. EA 3F540	$ 26,792,000	NA	2020-2025	Revise Description
CAL21290	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	SR-99 Improvements	SR-99 In Sacramento County from Laguna Blvd to Bond Rd. Add GP and HOV lanes at each location. Ramp Meter Improvements.	$ 6,100,000	NA	Post-2040	
CAL20689	Programmed	SAC	Caltrans D3	B- Road & Highway Capacity	SR 51 (Capital City) Corridor Improvements: J St to Arden	On SR 51 between J Street to Arden Way: Extend bus/carpool lanes, widen the American River Bridge to 10 lanes (4 lanes NB and SB plus bus/carpool lane in both directions) and add new Class IV bike path adjacent to NB lanes, new SB auxiliary lane from Exposition Blvd to E St, NB transition lane from Elvas UP to Exposition Blvd, SB transition lane from Exposition Blvd slip off-ramp to loop on-ramp, replace B St UP, A St OC, and Elvas UP, and widen Tribute Rd UC. EA 0H931	$ 438,900,000	NA	2026-2030	Revise Description and Total Project Cost
CAL20884	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Sunrise Blvd to Hazel Ave (T) Aux Lanes	US-50 In EB direction from Sunrise Blvd to Hazel Ave (T) install auxiliary lane	$ 1,500,000	$ 1,697,112	2031-2035	Outside 10 year SHOPP window
CAL20598	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on SR 51 between U.S. 50 and I-80	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure.	$ 3,000,000	$ 3,151,875	2020-2025	
CAL20967	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	TransLab Upgrades	In Sacramento at the TransLab on 59th Street	$ 13,000,000	$ 21,302,014	2036-2040	
CAL20574	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Traveler Information System	110 locations throughout Sacramento County. Travel time detection and notification systems.	$ 1,939,200	$ 2,878,753	2036-2040	
CAL21217	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	Treat 5 bridge decks in Sac County at various routes	In Sacramento County on Routes 5,50, & 80 on 5 structures (Br#24-0175, 24-0203, 24-0218, 24-0263, and 24-0281K)	$ 524,000	$ 524,000	2020-2025	DELETE; See CAL20789
CAL20606	Project Development Only	SAC	Caltrans D3	B- Road & Highway Capacity	U.S. 50 / SR 99 / SR 51 Oak Park Interchange Reconstruction	Managed Lane Facility freeway to freeway connectors.	$ 10,000,000	NA	Post-2040	
SAC24220	Programmed	SAC	City of Rancho Cordova	B- Road & Highway Capacity	US 50 / Rancho Cordova Parkway Interchange	About 7 miles east of Sacramento between Sunrise Boulevard overcrossing and Hazel/Nimbus overcrossing-Construct new interchange.	$ 99,162,000	NA	2026-2030	Local project. City of Rancho Cordova is the lead agency. EA 1E270

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CAL20705	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	US 50 65th St. to Howe Ave. Auxiliary Lane	In the City of Sacramento, US 50, from 65th Street to east of Howe Avenue (PM R2.6/R3.8): Construct westbound auxiliary lane [project proposes to add/extend US 50 auxiliary lane, which currently begins with the Howe Ave slip entrance, and will be extended to the east to receive traffic from the Howe Ave loop entrance ramp]. EA 1F190	$ 3,930,000	NA	2020-2025	Revise Description
CAL20379	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	US 50 Auxiliary Lanes, Bradshaw to Mather	In and near Rancho Cordova on US 50 from Bradshaw Road to Mather Field Road (PM R7.7/R9.5): Operational improvements that construct auxiliary lanes in both WB & EB directions. EA 1F150	$ 9,498,000	NA	2020-2025	Revise Description
CAL20951	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Bridge Improvements	In Sacramento on Rte 50 at eastern end Sacramento River Viaduct (Pioneer Bridge). Bridge painting. EA 1H100	$ 21,030,000	$ 21,555,750	2020-2025	DELETE; See CAL20790
CAL20790	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	US 50 / I-5 Paint Bridge Girders	In the City of Sacramento, US 50, from the Sacramento River Viaduct (Pioneer Bridge) to 4th Street (PM L0.0/L0.5); also on I-5, from 0.2 mile south of Broadway to S Street (PM 22.15/22.91): Clean and paint steel bridge girders within I-5/US 50 interchange. EA 1H100	$ 21,030,000	NA	2020-2025	Project programmed at March 2018 CTC
CAL20870	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Drainage Improvements C	In Sacramento County near Oak Park Seperation, PP 24-231W	$ 528,000	$ 627,626	2026-2030	DELETE; See CAL20871
CAL20961	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	US 50 Fiber Optics	In Sac and ED counties on US 50 from Sunrise Blvd to Sly Park Rd. Install fiber optics network. 1H820	$ 7,021,000	$ 7,560,849	2020-2025	DELETE; See CAL20772
CAL18838	Programmed	SAC	Caltrans D3	B- Road & Highway Capacity	US 50 HOV Lanes (I-5 to Watt Ave.)	In Sacramento County on US 50 from I-5 to 0.8 mile east of Watt Ave (PM L0.2/R6.1): Construct High Occupancy Vehicle (HOV) lanes. The US 50 Multimodal Corridor Enhancement project (0H08U) combines US 50 HOV lanes (3F360/CAL18838) and US 50 Pavement Rehab (0H080/CAL20761) for construction. EA 3F360	$ 118,400,000	NA	2020-2025	Revised Description
CAL20829	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	US 50 Managed Lanes from Watt Avenue to Cameron Drive	Convert existing HOV lanes between Watt Avenue and Cameron Park Drive to a Toll Lane or possibly install a reversible lane	$ -	NA	Post-2040	
CAL20938	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Pavement Rehab	US 50 pavement rehab In Sacramento from South Park Viaduct (Br#24-243) to Watt Ave OC (Br#24-34). Approximately 51 Lane miles, 7 structures - increase vertical clearance, 6 structures - outside widening. EA 0H080	$ 278,300,000	$ 278,300,000	2020-2025	DELETE; See CAL20761
CAL20860	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Pavement Rehabilitation	In Sacramento County on Route 50 from Sunrise Blvd to approx 0.7 mile west of Prairie City Rd OC.	$ 24,720,000	$ 30,118,920	2026-2030	
CAL20761	Programmed	SAC	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Pavement Rehab	In the City of Sacramento on US 50 from I-5 to Watt Ave (PM L0.6/R5.3): Roadway rehabilitation. The US 50 Multimodal Corridor Enhancement project (0H08U) combines US 50 HOV lanes (3F360/CAL18838) and US 50 Pavement Rehab (0H080/CAL20761) for construction. EA 0H080	$ 323,900,000	NA	2020-2025	Revise Title, Description, and Total Project Cost
CAL21033	Planned	SAC	Caltrans D3	C- Maintenance & Rehabilitation	US 50 Pump Plant	In Sacramento County approx. 0.1 miles West of Mather Field OC (Br#24-0175). Upgrade Pump Plant. SHOPP ID 19270	$ 2,975,000	$ 659,400	2026-2030	Proposed 2026 SHOPP cycle; Revise description & cost.
CAL20648	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	US 50 Transition and Auxiliary Lane	In Sacramento County on US 50, construct an eastbound transition lane from the Folsom Blvd slip off ramp to the Prairie City Rd slip off ramp, and construct an auxiliary lane from the Prairie City Rd slip on ramp to the Folsom Blvd slip off ramp	$ 5,000,000	NA	Post-2040	
CAL20641	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	US 50 Transition Lane	US 50 Westbound Transition Lane from Stockton Blvd off-ramp to Rt-51 connector on-ramp. Realign and add acceleration taper to Stockton loop off ramp	$ 15,000,000	$ 21,724,472	2031-2035	
CAL20941	Planned	SAC	Caltrans D3	B- Road & Highway Capacity	US 50 Worker Safety Improvements	In Sacramento from Stockton Blvd to Folsom Blvd UC (Br#24-288 L/R)	$ 5,220,000	$ 5,350,500	2020-2025	DELETE; US 50 pavement rehab (0H080/CAL20761) elminated the need for this project and work will be incorporated into the rehab project.
CAL20912	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	US-50 In WB direction from SR-51 off ramp to SR-99 off ramp install auxiliary lane	US-50 In WB direction from SR-51 off ramp to SR-99 off ramp install auxiliary lane	$ 1,500,000	NA	Post-2040	
CAL20931	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	US-50 (EB) In Sacramento County on diagonal ramp at NB Prairie City Rd. Install ramp meter	US-50 (EB) In Sacramento County on diagonal ramp at NB Prairie City Rd. Install ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL20930	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	US-50 (WB) In Sacramento County on loop ramp at NB Prairie City Rd. Install ramp meter	US-50 (WB) In Sacramento County on loop ramp at NB Prairie City Rd. Install ramp meter	$ 900,000	$ 1,474,755	2036-2040	
CAL21288	Planned	SAC	Caltrans D3	G- System Management, Operations, and ITS	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems.	Various locations in Sac, ED, Yol, Pla and Nev counties on Routes 5,50,51,65,80,89,and 99. Install new CCTV and CMS systems. SHOPP ID 17693	$ 8,184,000	$ 10,476,212	2031-2035	Outside 10 year SHOPP window; Revise description & completion year
CAL20852	Project Development Only	SAC	Caltrans D3	G- System Management, Operations, and ITS	WB El Camino to NB 51. Change config to 1+1, add aux.	WB El Camino to NB 51. Change config to 1+1, add accel. SR-51	$ 3,102,000	NA	Post-2040	

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CAL20502	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	SR 51 and SR 99 Install Ramp Meters at Various Locations	In Sacramento County, on SR 51 and SR 99, at various locations: Install ramp meters. EA 0F351	$ 31,317,000	NA	2020-2025	Project split from 0F350 and programmed at Oct 2016 CTC
CAL20706	Programmed	SAC	Caltrans D3	G- System Management, Operations, and ITS	Hornet Drive Off-Ramp Improvements	In the City of Sacramento, at Hornet Drive eastbound off-ramp (PM R3.5): Widen ramp, add signal and right-turn lane. EA 0H580	$ 2,720,000	NA	2020-2025	Project programmed at April 2016 CTC
SAC25049	Programmed	SAC	Capital Southeast Connector JPA	D- Programs & Planning	Capital SouthEast Connector - C - PE Only	In Elk Grove: Grant Line Rd from Bond Rd to Calvine Rd; Widen from 2 to 4 lanes. PE Only (Total Project Cost is $32,600,000)	$ 2,000,000	NA	2036-2040	
VAR56128	Programmed	SAC	Capital Southeast Connector JPA	D- Programs & Planning	Capital Southeast Connector - D2 - PE Only	In Rancho Cordova: Grant Line Road from Jackson Rd to White Rock Rd: Widen from 2 lanes to a 4-lane expressway. Work does not include construction within the MTP/SCS horizon year. Prepare the project approval and environmental document (PA/ED) and secure right of way (ROW) for Segment D2 of the Capital Southeast Connector. Work includes a Class I multi-modal trail.	$ 6,259,121	NA	2026-2030	
SAC24250	Programmed	SAC	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - D3a (CON)	In Folsom: Between Prairie City Rd and Carson Crossing Rd; Construct 4 lanes (Expressway). (To be constructed with Capital SouthEast Connector - E1, ELD19468).	$ 27,265,000	NA	2020-2025	
SAC24920	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Antelope Road Complete Streets - Phase 2	Design, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 15,000,000	$ 22,267,584	2036-2040	
SAC24921	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Antelope Road Complete Streets - Phase 3	Design, ROW, construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 10,500,000	$ 12,481,200	2026-2030	
SAC24923	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Auburn Blvd Complete Streets - Phase 3	Design, ROW acquisition and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 32,000,000	$ 52,435,726	2036-2040	
SAC24924	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Auburn Blvd Complete Streets - Phase 4	Design and construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 20,000,000	$ 23,773,715	2026-2030	
SAC24925	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Auburn Blvd Complete Streets - Phase 5	Design, ROW, and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 28,000,000	$ 41,566,157	2036-2040	
SAC24732	Programmed	SAC	City of Citrus Heights	A- Bike & Ped	Auburn Blvd. Complete Streets - Phase 2 (Rusch Park to Whyte Avenue intersection)	Rebuild and revitalize Auburn Blvd. from the northern city limits, including Whyte Ave intersection in City of Roseville, to as far south as Rusch Park by upgrading infrastructure to support mixed land uses and improving bicycle and pedestrian safety. (Emission Benefits in kg/day: 0.03 ROG, 0.02 NOx, 0.01 PM10)	$ 26,000,000	NA	2020-2025	
SAC25089	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Citrus Heights ITS Phase I	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	$ 2,405,495	$ 2,465,632	2020-2025	
SAC25090	Planned	SAC	City of Citrus Heights	G- System Management, Operations, and ITS	Citrus Heights ITS Phase II	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	$ 1,434,025	$ 1,506,623	2020-2025	
SAC25091	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Citrus Heights ITS Phase III	Installation of new conduit and fiber for City owned/maintained traffic signal communications innterconnect.	$ 2,156,500	$ 2,322,315	2020-2025	
SAC25064	Programmed	SAC	City of Citrus Heights	A- Bike & Ped	Electric Greenway (Class I Multi-Use Trail)	In Citrus Heights: Between Arcade Creek Park Preserve and Wachtel Way; Construct a 2.9 mile long Class I Multi-Use Trail.	$ 7,015,000	NA	2020-2025	
SAC24929	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Fair Oaks Blvd Complete Streets Phase 1	Design and construction; ADA, Pedestrian and Bicycle improvements, LED street light conversion, road resurfacing.	$ 2,700,000	$ 4,008,165	2036-2040	
SAC24930	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Fair Oaks Blvd Complete Streets Phase 2	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, LED street light conversion, road resurfacing.	$ 3,200,000	$ 4,750,418	2036-2040	
SAC24919	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Greenback Lane Complete Streets	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal modifications, full road reconstruction, LED street light conversion.	$ 4,200,000	$ 4,412,625	2020-2025	
SAC25065	Programmed	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Mariposa Safe Routes to School (Phase IV)	In Citrus Heights: Mariposa Ave. between Northeast Circle and Madison Ave: Construct Class II bike lanes, infill sidewalk, street lights, pedestrian safety improvements, and signal improvements.	$ 2,603,000	NA	2020-2025	
SAC24932	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Oak Avenue Complete Streets Phase 1	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	$ 3,800,000	$ 5,641,121	2036-2040	
SAC24933	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Oak Avenue Complete Streets Phase 2	Design and construction; ADA and Pedestrian improvements including sidewalk infill, Bicycle improvements, installation of new LED street lights, road resurfacing.	$ 3,500,000	$ 4,058,927	2026-2030	

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SAC24927	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Old Auburn Road Complete Streets Phase 1	Design, ROW and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction.	$ 15,000,000	$ 24,579,247	2036-2040	
SAC24928	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	Old Auburn Road Complete Streets Phase 2	Design and construction; ADA, Pedestrian and Bicycle improvements (major sw infill for accessibility), traffic signal upgrades, installation of new LED street lights, full road reconstruction.	$ 12,000,000	$ 13,916,321	2026-2030	
SAC24926	Planned	SAC	City of Citrus Heights	C- Maintenance & Rehabilitation	San Juan Ave Complete Streets	Design, ROW and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 22,000,000	$ 32,659,124	2036-2040	
SAC24934	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Saybrook/Misty Creek I-80 Pedestrian/bicycle overpass	Design and construction; ADA compliant Pedestrian and Bicycle bridge/overpass connecting west side at Saybrook with east side at Misty Creek.	$ 15,000,000	$ 22,267,584	2036-2040	
SAC24917	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Sunrise Blvd Complete Streets - Phase 2	construction; ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 6,000,000	$ 6,461,344	2020-2025	
SAC24918	Planned	SAC	City of Citrus Heights	A- Bike & Ped	Sunrise Blvd Complete Streets - Phase 3	construction; ADA, Pedestrian, Bicycle and Transit Improvements on east side of road including installation of new sw/c&g, LED street light conversion, full road reconstruction, hardscape and landscape.	$ 5,002,000	$ 5,800,786	2026-2030	
SAC25131	Planned	SAC	City of Elk Grove	G- System Management, Operations, and ITS	Big Horn Blvd. & Bilby Rd. Intersection	Install a trafic signal at the Big Horn Blvd. & Bilby Rd. Intersection	$ 500,000	$ 551,906	2020-2025	
SAC25098	Planned	SAC	City of Elk Grove	G- System Management, Operations, and ITS	Big Horn Blvd. & Poppy Ridge Rd. Intersection	Install a trafic signal at the Big Horn Blvd. & Poppy Ridge Rd. Intersection	$ 500,000	$ 551,906	2020-2025	
SAC25102	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Big Horn Blvd. Extension to Eschinger	Big Horn Blvd. from Kammerer Rd. to Eschinger Rd., Construct 2 lane road.	$ 20,800,000	NA	Post-2040	
SAC24982	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Big Horn Blvd. Extension to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Construct new 2-lane roadway	$ 5,669,500	$ 6,258,067	2020-2025	
SAC25138	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Big Horn Blvd. Widening	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Widen to 4-lane roadway	$ 4,600,000	$ 7,537,636	2036-2040	
SAC25103	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Bilby Rd. extension past Big Horn	In Elk Grove, Bilby Road Extension from Bruceville Road to 2,000 feet past McMillan Road/Big Horn Extension, Widen to 4-lane roadway	$ 16,000,000	$ 17,661,006	2020-2025	
SAC24972	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Bilby Rd. extension to Lotz Pkwy	Construct New Road: 4 lanes from McMillan Rd./Future Big Horn Blvd. extension to Lotz Pkwy.	$ 3,495,600	$ 3,858,488	2020-2025	
SAC24073	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Bradshaw Rd. Widening B	Widen: 4 lanes from Sheldon Rd. to Calvine Rd.	$ 6,200,200	$ 8,760,720	2031-2035	
SAC24103	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bradshaw Rd. Widening C	In Elk Grove, from Grant Line Road to Bond Road, widen from 2 to 4 lanes.	$ 1,043,550	NA	Post-2040	
SAC24102	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bradshaw Rd. Widening D	In Elk Grove, between Bond Road and Sheldon Road: Widen from 2 to 4 lanes.	$ 696,120	NA	Post-2040	
SAC24076	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bradshaw Rd. Widening E	Widen: 4 to 6 lanes from Grant Line Rd. to Bond Rd.	$ 6,200,000	NA	Post-2040	
SAC24074	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bradshaw Rd. Widening F	Widen: 4 to 6 lanes from Sheldon Rd. to Calvine Rd.	$ 3,800,000	NA	Post-2040	
SAC24075	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bradshaw Rd. Widening G	Widen: 4 to 6 lanes from Bond Rd. to Sheldon Rd.	$ 3,700,000	NA	Post-2040	
SAC24792	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Bruceville Rd. and Poppy Ridge/Quail Run Intersection	Install a trafic signal at the Bruceville Rd. and Poppy Ridge/Quail Run intersection.	$ 338,100	$ 338,100	2020-2025	
SAC25139	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening A	Widen: 6 lanes from Sheldon Rd. to Big Horn Blvd.	$ 5,400,000	$ 5,960,590	2020-2025	
SAC19010	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening B	In Elk Grove, from Whitelock Parkway to Bilby Road: Widen from 2 to 4 lanes.	$ 3,719,000	$ 5,254,850	2031-2035	
SAC24105	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening C	In Elk Grove, Bruceville Road from Bilby Road to Kammerer Road: Widen from 2 to 4 lanes.	$ 2,200,000	$ 3,604,956	2036-2040	
SAC24949	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening D	Widen from 4 to 6 lanes from Elk Grove Blvd. to Whitelock Parkway	$ 1,683,600	NA	Post-2040	
SAC24082	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening E	Widen: 6 lanes from Bilby Rd. to Kammerer Rd.	$ 1,834,200	NA	Post-2040	

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SAC24081	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Bruceville Rd. Widening F	Widen: 6 lanes from Whitelock Pkwy. to Bilby Rd.	$ 1,845,900	NA	Post-2040	
SAC24084	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Calvine Road Widening A	Widen Calvine Road from Vineyard Road to Grant Line Road from 2 to 4 lanes	$ 14,000,000	NA	Post-2040	
SAC25140	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Calvine Road Widening B	Widen Calvine Road from Elk Grove Florin Rd to Waterman Rd. from 4 to 6 lanes	$ 4,000,000	NA	Post-2040	
SAC25104	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Calvine Road Widening C	Widen Calvine Road from Cliffcrest Dr. to Elk Grove Florin Rd. from 4 to 6 lanes	$ 7,000,000	$ 8,528,820	2026-2030	
SAC24700	Programmed	SAC	City of Elk Grove	B- Road & Highway Capacity	Capital SouthEast Connector - B2 - CON	In Elk Grove, Grant Line Road; from Mosher Road to Bradshaw: Widen from 2 to 4 lanes.	$ 8,349,000	NA	2020-2025	
SAC25048	Programmed	SAC	City of Elk Grove	D- Programs & Planning	Capital SouthEast Connector - B3 - PE Only	In Elk Grove: Grant Line Rd from Bradshaw Rd to Bond Rd; Widen from 2 to 4 lanes (thoroughfare). PE Only. (Total Project Cost is $23,100,000.)	$ 2,000,000	NA	2036-2040	
SAC25105	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	East Stockton Blvd & Valley Oak Ln. Intersection Improvements	Install a trafic signal at East Stockton Blvd & Valley Oak Ln.	$ 500,000	$ 551,906	2020-2025	
SAC25093	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Blvd & Grant Line Road	Install a traffic signal at Elk Grove Blvd & Grant Line Road.	$ 500,000	$ 551,906	2020-2025	
SAC24951	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Elk Grove Blvd Center Turn Lane and Shoulders	Widen to provide a two way left turn lane and adequate shoulder/bike lanes. from Bradshaw Rd. to Grant Line Rd.	$ 2,661,500	$ 2,661,500	2020-2025	
SAC25092	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Blvd Operational Improvements	Traffic Signal communication upgrade (new fiber) Elk Grove Boulevard from Elk Grove Florin to Franklin	$ 1,100,000	$ 1,214,194	2020-2025	
SAC24966	Planned	SAC	City of Elk Grove	G- System Management, Operations, and ITS	Elk Grove Blvd Right Turn Pockets	Right Turn pocket from EB Elk Grove Blvd to SB SR99	$ 875,000	$ 965,836	2020-2025	
SAC25132	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Blvd. and Bradshaw Rd.	Install a traffic signal or roundabout at Elk Grove Blvd. and Bradshaw Rd.	$ 4,000,000	$ 4,415,252	2020-2025	
SAC25094	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Florin Rd. and La Haya Way Signal	Install Signal at Elk Grove Florin Rd. and La Haya Way	$ 500,000	$ 551,906	2020-2025	
SAC25074	Programmed	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove Florin Road Sidewalk Infill SRTS	In Elk Grove: On Elk Grove Florin Road, between Valley Oak Lane and East Stockton Blvd, eliminate sidewalk gaps and improve ADA access, bus stop access, bicycle and pedestrian crossings, and overall safety in the corridor. Provide walking and biking education for three school communities: Florence Markofer Elementary, Joseph Kerr Middle School, and Elk Grove High School.	$ 1,101,000	NA	2020-2025	
SAC25095	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Elk Grove-Florin Road ITS Improvements	Traffic signal communications upgrade and coordination along Elk Grove Florin from Bond Road to Valley Oak Lane, hook up to existing fiber optic and upgrade controllers	$ 280,000	$ 309,068	2020-2025	
SAC24086	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Elk Grove-Florin Road Widening A	Widen Elk Grove-Florin Road from 4 to 6 lanes from Calvine Road to Sheldon	$ 9,540,000	NA	Post-2040	
SAC24952	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Excelsior Rd	Full 2 lane Improvement from Sheldon Rd. to Calvine Rd.	$ 5,000,000	$ 8,193,082	2036-2040	
SAC25157	Programmed	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Gaurdrail Upgrade	At four locations, Bruceville Road at Laguna Creek Bridge, Sheldon Road at Laguna Creek Bridge, Waterman Road at Laguna Creek Bridge, and Grant Line Road at Deer Creek Tributary Bridge: Upgrade outdated guardrail. (H9-03-006)	$ 329,200	NA	2020-2025	
SAC20510	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Grant Line Road	Grant Line Road from Bond Road to Calvine Road: alignment study.	$ 800,000	$ 800,000	2020-2025	
SAC24795	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Grant Line Road Sheldon Area Operational Improvements Phase 1	Widen Grant Line Road, between Bond Road and Calvine Road, to accommodate Signals/Roundabouts and left and right turn lanes at intersections.	$ 5,200,000	$ 5,330,000	2020-2025	
SAC24962	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Hi Bus from CRC to Elk Grove	This project is to develop an enhanced bus corridor 8.5 miles along Bruceville Rd to Big Horn to Kammerer to 99 between Cosumnes River College and Elk Grove.	$ 37,813,160	$ 42,782,120	2020-2025	
SAC24788	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Hi Bus from I-5 to Bradshaw Rd	Develop an East-West enhanced bus corridor in Elk Grove along Elk Grove Blvd. from I-5 to Bradshaw Road.	$ 1,000,000	NA	Post-2040	
SAC25170	Programmed	SAC	City of Elk Grove	G- System Management, Operations, and ITS	ITS 5A - Signal and Intersection Modifications	In Elk Grove, from Franklin Blvd to Big Horn Blvd. and at the intersections of Elk Grove Blvd. and Florin Road, Bond Road and Florin Road: Install new city fiber and copper signal interconnect. Connect existing city fiber and copper signal interconnect.	$ 906,000	NA	2020-2025	

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SAC24094	Programmed	SAC	City of Elk Grove	B- Road & Highway Capacity	Kammerer Rd Extension (Connector Segment A)	In Elk Grove, Kammerer Rd. from existing Kammerer Road, from Bruceville Rd. to Big Horn Boulevard: Reconstruct road at 2 lanes with shoulders, and Kammerer Rd., from Bruceville Rd. to Interstate 5/Hood Franklin Interchange: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings.	$ 50,737,000	NA	2026-2030	
SAC25097	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Kammerer Rd Extension (Connector Segment)	Extend Kammerer Road, between Bruceville Rd. and Hood Franklin with seperated median, 2 lanes, and Class 3 bike lanes. Would inlcude a railroad grade seperation and connections to a two lane Willard. Could include minor midifications to Hood Franklin & I-5 interchange.	$ 50,000,000	$ 55,190,645	2020-2025	
SAC25135	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Kammerer Rd Reconstruction (Connector Segment)	Reconstruct Kammerer Road, between Lent Ranch Pkwy. and Bruceville Road, with seperated median, 2 lanes, and Class 2 bike lanes.	$ 24,000,000	$ 26,491,509	2020-2025	
SAC24114	Programmed	SAC	City of Elk Grove	B- Road & Highway Capacity	Kammerer Road Widening (Connector Segment)	In Elk Grove, from approximately 6000' west of SR 99 to Bruceville Road: Widen from 2 to 4 lanes. This Project is included in the Environmental Studies (NEPA and CEQA) for SAC24094, Kammerer Road Extension.	$ 20,400,000	NA	2026-2030	
SAC25136	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Laguna Boulevard/Bond Road Operational Improvements	Traffic Signal communication upgrade (new fiber) Laguna from Big Horn to Franklin. In Addition, Traffic signal communication upgrade along Bond/Laguna/Bighorn from Bond at Waterman to Big Horn at Civic Center Drive	$ 1,100,000	$ 1,214,194	2020-2025	
SAC25019	Programmed	SAC	City of Elk Grove	A- Bike & Ped	Laguna Creek Trail and Bruceville Rd Sidewalks	In Elk Grove, Laguna Creek Trail, from Lewis Stein Rd. to Bruceville Rd undercrossing. Laguna Creek Trail, from south of Center Pkwy to Big Horn Blvd.; Laguna Creek Trail at Center Parkway; Sidewalk on west side of Bruceville, from Big Horn Boulevard to south of Center Parkway and on a section north of Laguna Blvd. (Emission Benefits in kg/day: ROG 0.08, NOx	$ 2,309,000	NA	2020-2025	
SAC25099	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Lotz Parkway Extension	Lotz Parkway from Kammerer road to Eschinger Rd: extend 2 lane road	$ 20,800,000	NA	Post-2040	
SAC24980	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Lotz Parkway Widening A	In Elk Grove, from Laguna Springs Drive to Whitelock Parkway: widen to 4-lanes.	$ 3,500,000	$ 3,863,345	2020-2025	
SAC24987	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Lotz Parkway Widening B	In Elk Grove, Lotz Pkwy. from Whitelock Pkwy to Kammerer Rd: widen to 4-lanes	$ 10,000,000	$ 12,800,845	2026-2030	
SAC24169	Programmed	SAC	City of Elk Grove	A- Bike & Ped	Old Town Elk Grove Streetscape Phase 2	In Elk Grove, Elk Grove Boulevard, from School St. to Waterman Rd.: Street frontage improvements, including: expanded decorative sidewalks & landscape strips, corner bulb-outs,landscaped median islands at intersections/pedestrian crossings, crosswalks, bike lanes/routes, signs and striping, bus shelters, related frontage improvement features and potential utility undergrounding. Project may include bike and bus improvements at the City proposed Railroad Avenue Plaza. The Plaza improvements would be along Elk Grove Boulevard near Railroad Avenue, just east of the UPRR Railroad Tracks in Old Town Elk Grove. (Emission Benefits in kg/day: .0.04 ROG, 0.03 NOx, 0.01 PM10, 0.01 PM2.5).	$ 5,957,000	NA	2020-2025	
SAC25096	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Reconstruct Hood Franklin/ I-5 interchange	Reconstruct Interchange at Hood Franklin/ I-5 interchange	$ 7,000,000	NA	Post-2040	
SAC25189	Programmed	SAC	City of Elk Grove	A- Bike & Ped	Sheldon Road Bike Lanes and Turn Lanes	Sheldon Road between Elk Grove Florin Road and Waterman Road, add bike lanes and turn lanes.. Toll Credits for ENG, ROW	$ 1,160,000	NA	2020-2025	
SAC19160	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Sheldon Road Widening A	Widen Sheldon Road from Elk Grove-Florin Road to Waterman Road: widen from 2 to 4 lanes.	$ 7,651,500	$ 8,445,824	2020-2025	
SAC25100	Planned	SAC	City of Elk Grove	C- Maintenance & Rehabilitation	Sheldon/Bader Rd. Intersection Improvements	Install a trafic signal or roundabout at Sheldon Rd. and Bader Rd.	$ 4,000,000	$ 4,415,252	2020-2025	
SAC24968	Planned	SAC	City of Elk Grove	G- System Management, Operations, and ITS	State Route 99	Southbound Auxiliary Lane from Elk Grove Blvd. to Laguna Blvd.	$ 6,400,000	$ 8,192,541	2026-2030	
SAC25137	Planned	SAC	City of Elk Grove	G- System Management, Operations, and ITS	State Route 99 Auxillary Lanes A	Northbound Auxilary Lane on SR99 from Northbound On Ramp to SR99	$ 4,900,000	$ 5,408,683	2020-2025	
SAC25101	Planned	SAC	City of Elk Grove	G- System Management, Operations, and ITS	State Route 99 Auxillary Lanes C	Northbound Auxilary Lane on SR99 from Northbound On Ramp to SR99	$ 6,500,000	$ 10,651,007	2036-2040	

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SAC25158	Programmed	SAC	City of Elk Grove	A- Bike & Ped	Trail Crossing Safety	At four (4) existing trail crossings of public roads, Laguna Park Drive, Adobe Springs Way, Bertwin Way, and Stonebroook Drive: Install crosswalks, advance yield signs, Rapid Rectangular Flashing Beacons (RRFBs) and, associated advanced warning signs. (H9-03-007)	$ 411,600	NA	2020-2025	
SAC24097	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Waterman Rd.	Widen: 4 lanes from Elk Grove Blvd. to Bond Rd.	$ 4,800,000	$ 5,298,302	2020-2025	
SAC24112	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Waterman Road Widening A	In Elk Grove, from Elk Grove Blvd to Grant Line Road: Widen from 2 to 4 lanes.	$ 7,500,000	$ 8,915,143	2026-2030	
SAC24096	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Waterman Road Widening C	Widen Waterman Road from Sheldon Road to Bond Road from 2 to 4 lanes.	$ 357,540	$ 585,871	2036-2040	
SAC24960	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	West Stockton Blvd	On West Stockton north of Promenade to Whitelock Pkwy, construct full 2 lane improvements and realign road to intersect with Lotz Pkwy south of Whitelock. Rename to Promenade.	$ 1,583,039	$ 2,236,793	2031-2035	
SAC20320	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Whitelock Parkway Widening	In Elk Grove, from Big Horn Blvd to West Stockton Blvd: Widen to 4 lane roadway and add signals.	$ 520,280	$ 546,619	2020-2025	
SAC24098	Programmed	SAC	City of Elk Grove	B- Road & Highway Capacity	Whitelock Parkway/SR99 Interchange Project	In Elk Grove, Whitelock Parkway and SR 99, Construct new Interchange with new pedestrian bridge over SR99 to Elk Grove Regional Park and High School. (Total Project cost = $72,200,000)	$ 17,500,000	NA	2026-2030	
SAC24954	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Willard Parkway D	Widen from 4 to 6 lanes from Whitelock Pkwy. to South Bilby Rd.	$ 1,854,100	$ 3,038,159	2036-2040	
SAC20340	Project Development Only	SAC	City of Elk Grove	B- Road & Highway Capacity	Willard Parkway Extension	In Elk Grove, Willard Parkway from Bilby Road to Kammerer Road, Widen to four lane roadway.	$ 15,000,000	NA	Post-2040	
SAC24961	Planned	SAC	City of Elk Grove	B- Road & Highway Capacity	Wilton Rd	Full 2 lane improvements from Grant Line Rd. to City Limit	$ 7,789,900	$ 8,598,592	2020-2025	
SAC24331	Planned	SAC	City of Folsom	B- Road & Highway Capacity	Alder Creek Parkway	Construct New Road: 4 lanes from Prairie City Rd. to Empire Ranch Rd. Extension south of U.S. 50.	$ 45,000,000	$ 66,802,753	2036-2040	
SAC22060	Planned	SAC	City of Folsom	B- Road & Highway Capacity	East Natoma Street Widening	In Folsom, East Natoma St from Fargo Way to Folsom Lake Crossing: widen from 2 to 4 lanes and construct bicycle trail undercrossing.	$ 3,150,000	$ 3,477,011	2020-2025	
SAC24327	Planned	SAC	City of Folsom	B- Road & Highway Capacity	Empire Ranch Rd.	Road Extension: 4 lanes from U.S. 50 to White Rock Rd.	$ 18,000,000	$ 26,721,101	2036-2040	
SAC24400	Planned	SAC	City of Folsom	C- Maintenance & Rehabilitation	Folsom Blvd. Bike/Ped Grade Separation	In Folsom, at Folsom Blvd. and Humbug-Willow Creek Parkway, construct a bicycle and pedestrian grade-separated crossing of Folsom Blvd. Includes connections to existing trails on both sides of Folsom Blvd.	$ 2,500,000	$ 2,562,500	2020-2025	
SAC24324	Planned	SAC	City of Folsom	C- Maintenance & Rehabilitation	Folsom Lake Trail	In Folsom, along the Folsom Lake Trail corridor from the Folsom Lake Crossing Bike/Pedestrian overcrossing to Green Valley Road, construct approx 2-miles of class 1 bike trail.	$ 2,500,000	$ 2,828,521	2020-2025	
SAC22930	Planned	SAC	City of Folsom	B- Road & Highway Capacity	Folsom-Auburn Rd.	Add Turn Lanes: Folsom-Auburn Rd. / Oak Ave. Includes: left and right turn lanes and intersection signal modifications.	$ 2,000,000	$ 2,207,626	2020-2025	
SAC21280	Programmed	SAC	City of Folsom	B- Road & Highway Capacity	Green Valley Road Widening	On Green Valley Road, from East Natoma Street to Sophia Parkway: widen from 2 lanes to 4 lanes and provide Class II bicycle paths. (Toll Credits for PE and CON.) . Toll Credits for ENG, CON	$ 6,183,934	NA	2020-2025	
SAC24506	Planned	SAC	City of Folsom	C- Maintenance & Rehabilitation	Greenback Lane Bridge Rehabilitation	Greenback Lane, over the American River, 0.2 miles east of Folsom-Auburn Rd.: Structural rehabilitation of the 2 lane bridge.	$ 8,644,000	$ 10,275,000	2026-2030	
SAC21210	Planned	SAC	City of Folsom	B- Road & Highway Capacity	Iron Point Rd.	Widen: 6 lanes from Black Diamond Dr. to Prairie City and Outcropping to Broadstone Pkwy.	$ 5,000,000	$ 8,193,082	2036-2040	
SAC19890	Programmed	SAC	City of Folsom	B- Road & Highway Capacity	US 50 at Empire Ranch Road	US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road (formerly Russell Ranch Road). HPP #337 (Toll Credits for PE). Toll Credits for ENG	$ 58,885,000	NA	2031-2035	
SAC24463	Planned	SAC	City of Folsom	B- Road & Highway Capacity	US 50 at Scott Road	Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50.	$ 3,180,000	$ 3,780,021	2026-2030	
SAC24888	Planned	SAC	City of Folsom	G- System Management, Operations, and ITS	US 50 Auxilary Lane Prairie City to Oak Avenue	EB Auxiliary lane from Prairie City Road to Oak Avenue	$ 3,000,000	$ 4,453,517	2036-2040	
SAC24891	Planned	SAC	City of Folsom	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Empire Ranch to Latrobe Road	EB Auxiliary lane from Empire Ranch to Latrobe Road	$ 3,000,000	$ 3,394,225	2020-2025	
SAC24889	Planned	SAC	City of Folsom	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Oak Avenue to Scott Road	EB Auxiliary lane from Oak Avenue to Scott Road	$ 3,000,000	$ 3,311,439	2020-2025	
SAC24890	Planned	SAC	City of Folsom	G- System Management, Operations, and ITS	US 50 Auxiliary Lane Scott Road to Empire Ranch	EB Auxiliary lane from Scott Road to Empire Ranch	$ 3,000,000	$ 3,566,057	2026-2030	
SAC24970	Planned	SAC	City of Folsom	B- Road & Highway Capacity	US50 Rowberry Overcrossing	Construct New Overcrossing: 2 lanes between Iron Point Road and Alder Creek Parkway over US50	$ 3,000,000	$ 3,840,254	2026-2030	

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SAC24337	Planned	SAC	City of Galt	B- Road & Highway Capacity	Carillion Extension	new 4 lane road from Simmerhorn to A Street / Boessow	$ 2,500,000	$ 4,096,541	2036-2040	
SAC24341	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Highway 99 / Ayers Ln.	On/Off Ramp Improvement: widen 1,280 linear feet of Hwy. 99 on/off ramps at Ayers Lane.	$ 500,000	NA	Post-2040	
SAC24829	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Marengo Extension	new 4 lane road (Simmerhorn to A Street at Crystal)	$ 2,500,000	NA	Post-2040	
SAC24830	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Mingo I/C	new interchange at Mingo Road on / off ramps	$ 20,000,000	NA	Post-2040	
SAC24831	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	New Road A	New 4 Lane Road (Mingo I/C to Twin Cities at Carillion)	$ 15,300,000	NA	Post-2040	
SAC24832	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	New Road B	New 4 Lane Road (Mingo I/C to Twin Cities [west sr99])	$ 8,500,000	NA	Post-2040	
SAC24165	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Simmerhorn Road Overcrossing Replacement	In Galt: Simmerhorn Road overcrossing of SR 99; Construct realigned overcrossing.	$ 4,450,000	NA	Post-2040	
SAC24837	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Twin Cities I/C	new interchange at Twin Cities Road	$ 15,300,000	NA	Post-2040	
SAC20590	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Twin Cities Rd.	Twin Cities Rd. Interchange on Hwy. 99: widen 4 lanes. Includes: bicycle lanes.	$ 5,105,100	NA	Post-2040	
SAC24833	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Twin Cities Widening A	widening 2 to 4 lanes (Carillion to Cherokee)	$ 10,000,000	NA	Post-2040	
SAC24834	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Twin Cities Widening B	widening 4 to 6 lanes (Carillion to Marengo)	$ 5,000,000	NA	Post-2040	
SAC24835	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Twin Cities Widening C	widening 2 to 4 lanes (Fermoy to Carillion)	$ 3,000,000	NA	Post-2040	
SAC24836	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Twin Cities Widening D	widening 4 to 6 lanes (Fermoy to Carillion)	$ 2,000,000	NA	Post-2040	
SAC24288	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Walnut Ave. / Highway 99	Construct New Interchange: Project Development for eventual Hwy 99 / Walnut Ave. Includes full access freeway interchange and overcrossing.	$ 3,649,000	NA	Post-2040	
SAC24838	Project Development Only	SAC	City of Galt	B- Road & Highway Capacity	Walnut I/C	new interchange at Walnut Avenue on / off ramps	$ 25,200,000	NA	Post-2040	
SAC24375	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Americanos Road, Phase I	New 4 lane roadway from Chrysanthy to North of Douglas Road. (Phase 1)	$ 3,052,000	$ 3,368,837	2020-2025	
SAC25146	Planned	SAC	City of Rancho Cordova	E- Transit Capital (Vehicles)	Autonomous Shuttle	Autonomous Shuttle	$ 750,000	$ 960,063	2026-2030	
SAC24971	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Centennial Drive	New 2 lane road off International Drive South connecting to Grant Line Road including intersection improvements at International, Americanos and Grant Line Rd.	$ 10,348,000	NA	Post-2040	
SAC24988	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Chrysanthy Blvd	Construct New Road: new 4 lanes from Americanos to Grant Line Rd. Includes: intersection improvements at Americanos, and Grant Line Rd.	$ 10,431,000	$ 12,709,161	2026-2030	
SAC24996	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Class I Bike Trails	Add new Class I bike trails consistent with the City Bike Master Plan	$ 5,000,000	$ 5,253,125	2020-2025	
SAC25114	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Class IV installation	Installation of new class IV facilities along existing roadways.	$ 400,000	$ 441,525	2020-2025	
SAC24824	Planned	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Complete Streets Rehabilitation - Sunrise Blvd	Rehabilitate Sunrise Blvd. from Folsom Blvd. to Douglas Rd. And construct bicycle and pedestrian improvements.	$ 35,000,000	$ 36,771,875	2020-2025	
SAC25115	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Connected Vehicle Infrastructure	Connected Vehicle Infrastructure	$ 1,000,000	$ 1,280,085	2026-2030	

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SAC25075	Programmed	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Cordova Park Safe Routes to School	In Rancho Cordova: On Coloma Road, Dolecetto Drive, Ellenbrook Drive, and Malaga Way in the Cordova Park neighborhood, construct 7900 feet of curbs, gutters and sidewalks to close gaps in existing pedestrian network, and install curb ramps and crosswalks. A bulbout, Rectangular Rapid Flashing Beacons (RRFB), crosswalks, signage, pedestrian lighting and shade trees will also be added along Coloma Road.	$ 2,346,000	NA	2020-2025	
SAC24473	Programmed	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Douglas Rd. Widening	Widen Douglas Rd. from 2 to 4 lanes from Sunrise Blvd. to the West City Limit. Includes the addition of a new bridge over the Folsom South Canal adjacent to the existing bridge. (See SAC20240)	$ 13,000,000	NA	2020-2025	
SAC24183	Programmed	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Easton Valley Pkwy Phase 1	Construct Easton Valley Parkway as a new 4-lane road from Rancho Cordova Parkway to the City Limits including intersection improvements at Rancho Cordova Parkway.	$ 10,192,000	NA	2026-2030	
SAC24372	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Easton Valley Pkwy. Widening B	Widen: from 4 to 6 lanes from Rancho Cordova Pkwy. to Hazel Ave. with enhanced intersection improvements at Rancho Cordova Pkwy. and Hazel Ave. (Phase II)	$ 47,090,000	NA	Post-2040	
SAC24993	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Folsom South Canal Bike Trail Amenities	Amenities including, but not limited ot, way finding signs, bike repair stations, shade strictures, striping, and other amenities as appropriate	$ 640,000	$ 706,440	2020-2025	
SAC24243	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Grade Separate RT Gold Line At Bradshaw Road	Rail Crossing Project: at Bradshaw Road, plan and construct a rail grade seperation for RT s Gold line.	$ 12,500,000	$ 20,482,706	2036-2040	
SAC24245	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Grade Separate RT Gold Line At Mather Field Road	Rail Crossing Project: at Mather Field Road, plan and Construct a Rail Grade Seperation for RT s Gold line.	$ 25,000,000	$ 40,965,411	2036-2040	
SAC24244	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Grade Separate RT Gold Line At Routier Road	Rail Crossing Project: at Routier Road, plan and Construct a Rail Grade Seperation for RT s Gold line.	$ 25,000,000	$ 40,965,411	2036-2040	
SAC24247	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Grade Separate RT Gold Line At Zinfandel Drive	Rail Crossing Project: at Zinfandel Drive plan and Construct a Rail Grade Seperation for RT s Gold line.	$ 25,000,000	$ 40,965,411	2036-2040	
SAC25113	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Highway 50 ICM	Deployment of various ITS improvements along U.S. 50 and the City of Rancho Cordova, and regionally significant corridors in the County and the City of Folsom for incident management (non-capacity increasing)	$ 5,000,000	$ 5,519,064	2020-2025	
SAC25112	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Install bicycle loop detection at all major intersections A	Install bicycle loop detection at all major intersections	$ 200,000	$ 220,763	2020-2025	
SAC25143	Planned	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Interesection safety and operations, cameras and signs	Install CCTVs and CMS at various intersections and major corridors within the City	$ 600,000	$ 662,288	2020-2025	
SAC25110	Planned	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Interesection safety and operations, Communications	Fill the gaps in field communication infrastructure, including use of fiberoptics, wireless or radio technlogy	$ 2,000,000	$ 2,207,626	2020-2025	
SAC24471	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	International Dr. A	Construct New Road: 4-lanes from Luyung Drive (western Rio Del Oro Specific Plan Boundary) to White Rock Rd. Includes: intersection improvements at Rancho Cordova Parkway, and White Rock Road.	$ 4,219,700	$ 5,141,295	2026-2030	
SAC24276	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	International Dr. B	Construct New Road: 4 lanes from Sunrise Blvd. to Rancho Cordova Parkway Includes: intersection improvements at Sunrise Blvd.	$ 37,230,800	NA	Post-2040	
SAC24989	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	International Dr. C	Construct New Road: International Drive northern 4-lane loop from White Rock Road back to Rancho Cordova Parkway. Includes: intersection improvements at Rancho Cordova Parkway.	$ 5,250,600	NA	Post-2040	
SAC25142	Planned	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Intersection Safety	At various signalized intersections in the City of Rancho Cordova: Upgrade all existing 8" and combination vehicle signal indications to 12" indications. Retrofit all pedestrian signal heads to "count-down", battery back up systems and pedestrian APS push buttons.	$ 550,000	$ 607,097	2020-2025	
SAC24707	Programmed	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Kiefer Blvd Extension	In Rancho Cordova, extend Kiefer Blvd from Rancho Cordova Pkwy to Grant Line as 4 lane road. Includes intersection improvements at Americanos and Grant Line. Developer will deliver project	$ 5,621,000	NA	2026-2030	
SAC24374	Programmed	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Kiefer Boulevard, Phase 2	Widen Kiefer Blvd. from 2-4 lanes from Sunrise Blvd. to Rancho Cordova Parkway.	$ 3,510,000	NA	2020-2025	
SAC24201	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Kilgore Rd.	Widen to 2-4 lanes from International Dr. to White Rock Rd.	$ 693,000	$ 1,135,561	2036-2040	
SAC24202	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Mather Blvd.	Construct New Road:4 lanes from Rockingham Rd. to Zinfandel Dr. Includes: widening existing roadway to 4 lanes.	$ 17,266,000	$ 28,292,351	2036-2040	
SAC24204	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Mather Field Rd.	Widen: 6 lanes from Rockingham Rd. to Folsom Blvd. Includes: intersection improvements at Rockingham Rd.	$ 2,514,000	NA	Post-2040	

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SAC24990	Planned	SAC	City of Rancho Cordova	G- System Management, Operations, and ITS	Mather Field Rd./U.S. 50 Interchange A	Construct intersection modification at Mather Field Road., modify on and off ramp configuration and turn pockets, and improve pedestrian connectivity	$ 2,000,000	$ 2,436,806	2026-2030	
SAC24219	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Mather Field Rd./U.S. 50 Interchange B	Interchange Modification: at U.S. 50/Mather Field Rd.	$ 20,000,000	NA	Post-2040	
SAC24550	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Old Placerville Rd.:International Drive Widening A	Widen to 4 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. & Mather Blvd.	$ 9,389,000	$ 15,384,970	2036-2040	
SAC24991	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Old Placerville Rd.:International Drive Widening B	Widen to 6 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. & Mather Blvd.	$ 30,886,000	NA	Post-2040	
SAC24317	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Pedestrian Facilities and Sidewalk Gap program	Pedestrian Improvements: Throughout Rancho Cordova, construct new pedestrian facilities based on Pedestrian Master Plan. Continue Sidewalk Gap project delivery. Includes: grade separations at key locations.	$ 12,200,000	$ 19,991,121	2036-2040	
SAC24997	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Pedestrian Overcrossing at Folsom Lake College	Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the Mather Field/Mills SACRT Lght Rail Station to the Bicycle and pedestrian overcrossing of Folsom Bouleard connecting the new Folsom Lake College campus to the Mather Field/Mills SACRT Lght Rail Station to the new	$ 4,000,000	$ 6,554,466	2036-2040	
SAC24180	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Pedestrian Promenade	Bicycle and pedestrian overcrossing of U.S. 50 connecting Olsen Drive to Prospect Park Drive as defined in The Promenade: Connecting and Revitalizing Rancho Cordova Planning Study (reference SAC24157).	$ 8,500,000	$ 10,356,425	2026-2030	
SAC24586	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Peter A. McCuen Blvd.	Widen to 4 lanes from Mather Blvd. to International Dr. (including Femoyer St). Includes: intersection improvements at Mather Boulevard, Mather Field Road, Femoyer Street/Air Park Dr. and International Dr.	$ 17,571,000	$ 28,792,129	2036-2040	
SAC24185	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Phase 1: Americanos Rd.	Construct New Road: 2 lanes from Kiefer Blvd. to Chrysanthy Blvd. Includes: intersection improvements at Keifer Blvd. and Chrysanthy Blvd.	$ 3,423,000	NA	Post-2040	
SAC24376	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Phase 2: Americanos Rd.	Construct New Road: 2 lanes from Douglas Rd. to International Dr. Includes: intersection improvements at International Dr. and Villagio (Phase III)	$ 9,247,000	NA	Post-2040	
SAC24826	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Promenade Stage 2, Transit Bridges	This project consists of constructing two Bridge structures directly adjacent to the bike/ped Bridge (Pedestrian Promenade). Each of these new Bridge structures will accommodate a transit way (rubber tired or fixed guideway streetcar) in addition to bike and pedestrian movements if desired. The project would provide directl transit linkage between the town center and the employment and residential areas south of Hwy 50.	$ 21,600,000	NA	Post-2040	
SAC24239	Planned	SAC	City of Rancho Cordova	E- Transit Capital (Vehicles)	Purchase or Lease 23 Shuttles	Replace contracted shuttle fleet with city owned or leased fleet, including three back-up vehicles (23 shuttles total)	$ 5,750,000	$ 9,422,045	2036-2040	
SAC24316	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Rancho Cordova ADA Transition Plan	In Rancho Cordova: Continue ADA Transition Plan project delivery including reconstructing curb ramps, repairing sidewalks, installing new curb ramps and new sidewalks, sidewalk bus pad modifications, removal of walkway barriers and traffic signal retrofits.	$ 2,500,000	$ 4,096,541	2036-2040	
SAC25109	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Parkway - Rio Del Oro Parkway to Douglas Road	Construct Rancho Cordova Parkway as a six lane roadway from Rio Del Oro Parkway to Villago and a 4 lane roadway from Villagio to Douglas Road, including intersection improvements at Villagio and further improvements at White Rock Road.	$ 11,050,000	$ 13,463,352	2026-2030	
SAC22980	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Parkway - White Rock to Rio Del Oro Parkway	Construct Rancho Cordova Parkway as a six lane roadway from White Rock to Rio Del Oro Parkway, including intersection improvements at White Rock Road.	$ 6,750,000	$ 7,450,737	2020-2025	
SAC24630	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Parkway, Chrysanthy Blvd to Kiefer Road	Rancho Cordova Parkway: Widen existing road 2-4 lanes from Chrysanthy Blvd to Kiefer Road	$ 3,654,348	$ 4,033,716	2020-2025	
SAC24295	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Rancho Cordova Pkwy, Grant Line to Kiefer	Construct New Road: 4 lanes from Grant Line Rd. to Kiefer Blvd. Includes intersection improvement at Grant Line Rd.	$ 3,876,000	$ 6,351,277	2036-2040	
SAC25190	Programmed	SAC	City of Rancho Cordova	A- Bike & Ped	Rancho Cordova School Zone Improvement Project	This project will improve safety around six schools in Rancho Cordova by installing high-visibility crosswalks, ADA-compliant curb ramps, and pedestrian-activated flashing beacons. The project location is adjacent to six elementary schools in north Rancho Cordova; Abraham Lincoln, Cordova Gardens, Cordova Meadows, Cordova Villa, Rancho Cordova and White Rock.	$ 1,282,000	NA	2020-2025	
SAC24992	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Rio Del Oro Pkwy A	Rio Del Oro Parkway: New 4 lane roadway from Sunrise Boulevard to Rancho Cordova Parkway. Includes intersection improvement at Sunrise (CP09-2070)	$ 3,413,000	$ 4,368,929	2026-2030	

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SAC24181	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Rio Del Oro Pkwy B	Rio Del Oro Parkway: New 2 lane road from Rancho Cordova Parkway to White Rock Road including intersection improvements at Rancho Cordova Parkway, Americanos Blvd., and White Rock Road (CP09-2070)	$ 8,611,000	NA	Post-2040	
SAC24371	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Rio Del Oro Pkwy.	Widen: from 2 to 4 lanes from Rancho Cordova Pkwy. to White Rock Rd. (Phase III)	$ 3,000,000	NA	Post-2040	
SAC24995	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Rod Beaudry Cycle Track Improvements	Projects includes a raised barrier to protec t cyclists from traffic, painted bike lane or other identifier	$ 250,000	$ 262,656	2020-2025	
SAC24221	Planned	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Routier Rd.	Widen: from Old Placerville Rd. to Folsom Blvd. including structure over U.S. Hwy. 50.	$ 8,743,000	$ 14,326,424	2036-2040	
SAC24994	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Routier Road Cycle Track Improvements	Projects includes a raised barrier to protect cyclists from traffic, painted bike lane or other identifier	$ 500,000	$ 594,343	2026-2030	
SAC25145	Planned	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Signal Coordination Improvements	Signal Coordination Improvements along significant corridors within the City of Rancho Cordova	$ 250,000	$ 275,953	2020-2025	
SAC25144	Planned	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	STARNET Integration A	STARNET Integration with City of Rancho Cordova system	$ 40,000	$ 44,153	2020-2025	
SAC24468	Programmed	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Sunrise Blvd - Kiefer Blvd to SR16	Widen Sunrise Boulevard: 2 to 4-lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard over Laguna Creek. (The $5,227,000 of local agency funds is Sac County funding. City will advance costs and enter into MOU with County for reimbursement for County share.)	$ 10,000,000	NA	2020-2025	
SAC24210	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Sunrise Complex Improvements	On Sunrise Blvd, construction intersection modifications and pedestrian improvements and include road widening along Sunrise or capacity increasing improvements and modifications at US 50.	$ 50,000,000	NA	Post-2040	
SAC25111	Planned	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Traffic Signal Installation	Install traffic signal at warranted locations within the City of Rancho Cordova	$ 750,000	$ 827,860	2020-2025	
SAC24182	Project Development Only	SAC	City of Rancho Cordova	B- Road & Highway Capacity	Villagio	Construct New Road: 2 lanes from Douglas Rd. to White Rock Rd. Includes: intersection improvements at Douglas Rd., Rancho Cordova Pkwy., International Dr., Americanos Rd., and White Rock Rd.	$ 2,608,000	NA	Post-2040	
SAC24470	Programmed	SAC	City of Rancho Cordova	B- Road & Highway Capacity	White Rock Rd. - Construct Sunrise Blvd. to City Limits; Environmental Sunrise to Grant Line	Environmental will be for both this project and the County of Sacramento project SAC24249. Environmental completed for White Rock Road Sunrise Blvd to Grant Line Road. Construction will include: On existing 6-lane White Rock Rd., from Sunrise Blvd. to Luyung Dr.: construct improvements, including Class II bikeway. On White Rock Rd from Luyung Dr. to eastern City Limits: widen and reconstruct from 2 to 4 lanes and construct Class II bikeway. (CMAQ funds only to be used for new bicycle facilities.) (Emission Benefits in kg/day: 0.03 ROG, 0.03 NOx, 0.02 PM10). Additional construction will be completed under the Sacramento County project SAC24662.	$ 18,366,000	NA	2020-2025	
SAC24703	Programmed	SAC	City of Rancho Cordova	C- Maintenance & Rehabilitation	Zinfandel Complex Improvements	On Zinfandel Dr., from westbound US 50 off-ramp to White Rock Rd. widen southbound travel lanes from 2 to 3 lanes. On the eastbound US 50 off-ramp at Zinfandel, from Zinfandel Dr. intersection to US 50, widen from 4 to 6 lanes. On westbound US 50 off-ramp at Zinfandel, from Zinfandel Dr. intersection to US 50, widen from 3 to 4 lanes. On Gold Center Dr. at Zinfandel Dr intersection, widen by 6 feet for 300 feet. On Zinfandel Dr., from White Rock Dr to the WB US 50 off-ramp, add bicycle lanes. at the WB US 50 off ramp, EB 50 on ramp/on ramp and Gold Center Dr at the Zinfandel Dr intersections: build pedestrian refuge islands. On the NB to WB US 50 on-ramp, reduce from 2 lanes to 1 lane to accommodate pedestrian refuge island and reduce crossing width. Adding overhead signage.	$ 7,101,500	NA	2020-2025	
SAC24828	Planned	SAC	City of Rancho Cordova	A- Bike & Ped	Zinfandel Complex Improvements - Phase2	Construct intersection and pedestrian improvements on Zinfandel Drive between White Rock Road and Folsom Blvd, including modifications at US 50/Zinfandel to improve safety and ease congestion along the corridor, including bridge widenings, ramp and intersection reconstruction and reconstruction of intersections.	$ 45,968,000	$ 75,323,921	2036-2040	
SAC24610	Programmed	SAC	City of Sacramento	B- Road & Highway Capacity	14th Ave. Extension Phase 1	Sacramento. Extension of 14th Avenue from Power Inn Rd to Florin-Perkins. Phase I includes environmental/PE for four lane roadway and construction of two-lane roadway with class II bicycle lanes and landscape planter/sidewalks on the south side of the roadway. Also includes new water and drainage facilities, new streetlights, new traffic signal at 14th Ave/Florin Perkins Rd, and modification to existing traffic signal. (Phase 2 SAC24656, Phase 3 SAC24657)	$ 12,000,000	NA	2020-2025	

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SAC24656	Project Development Only	SAC	City of Sacramento	B- Road & Highway Capacity	14th Ave. Extension Phase 2	Sacramento. 14th Ave., from Power Inn Road to Florin Perkins, widen from 2 to 4 lanes. Construction includes bike lanes, landscaped center median, landscaping and sidewalk on north side of street. Retaining wall along north side of project. (PE/ENV included in Phase 1, SAC24610)	$ 10,000,000	NA	Post-2040	
SAC24657	Project Development Only	SAC	City of Sacramento	B- Road & Highway Capacity	14th Ave. Extension Phase 3	Sacramento. 14th Avenue from Florin-Perkins Rd to Watt Ave: extend as a four lane road.	$ 16,000,000	NA	Post-2040	
SAC24623	Programmed	SAC	City of Sacramento	A- Bike & Ped	16th Street Streetscape	On 16th Street from S Street to N Street, pedestrian improvements including bulb-outs, landscaping and trees, banners, pavement treatments, bike racks, and street furniture,and street lights.	$ 2,680,000	NA	2031-2035	
SAC25017	Programmed	SAC	City of Sacramento	A- Bike & Ped	16th Street Streetscape - H st. to Richards Blvd.	North 16th St./Lincoln Highway, from H St. to Richards Blvd.: Streetscape improvements, including restriping travel lanes to 11 feet, on street parking on both sides, curbs, six foot separated sidewalk, and pedestrian lighting.	$ 8,000,000	NA	2020-2025	
SAC25246	Planned	Sac	City of Sacramento	C- Maintenance & Rehabilitation	65th Area Plan Projects	ITS, Roadway, Bike, and pedstrian improvements to implement the 65th Street Transit Station Area Specific Plan, including 67th Street Extenstion from Folosm Boulevard to Elvas Avenue	$ 12,000,000	$ 17,814,067	2036-2040	
SAC23630	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	65th St.	Widen: 5 lanes from Hwy. 50 to Broadway.	$ 8,000,000	$ 11,586,385	2031-2035	
SAC25255	Planned	Sac	City of Sacramento	C- Maintenance & Rehabilitation	ADA Improvements	Accessibilty improvements to meet current accessibilty requirements	$ 60,000,000	$ 89,070,337	2036-2040	
SAC24693	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	Auburn Blvd. Bridge Replacement	Auburn Blvd. over Arcade Creek, at Winding Way: Replace existing five lane bridge with a new five lane bridge	$ 10,126,504	NA	2020-2025	
SAC24633	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program B	Various Locations in the City of Sacramento: rehabilitate bridges. For locations and detail, see Caltrans Local Assistance HBP website.	$ 4,200,000	NA	2020-2025	
SAC22530	Programmed	SAC	City of Sacramento	A- Bike & Ped	Bridging I-5/Riverfront Reconnection Phase 3	Environmental clearance/PE for Riverfront Reconnection. Construct connection over I-5 between approximately Capitol Ave. to "O" St. (T15998100) Phase 1 constructed under SAC24705	$ 9,432,709	NA	2020-2025	
SAC25051	Programmed	SAC	City of Sacramento	B- Road & Highway Capacity	Broadway Complete Street Phase I & 2	Phase I: In Sacramento, Broadway from 3rd St to 24th St, convert four lane arterial to two lane arterial with buffered bike lanes, median improvements, sidewalk improvements and streetscape enhancements. Create surface street (29th St.) from X St. to Hwy 99 South. PA&ED will be completed for the entire 2-mile corridor.	$ 8,000,000	NA	2020-2025	
SAC24557	Planned	SAC	City of Sacramento	A- Bike & Ped	Central City Specific Plan Multi-modal improvements.	Two-way conversions, three to two lane conversions, freeway ramps, buffered bike lanes, Ped, Transit, and Bike Projects (see Table A-3 from Central City Specific Plan)	$ 165,000,000	$ 211,213,950	2026-2030	
SAC24719	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	Complete Streets Rehabilitation - Bell Ave.	Bell Ave. from Bollenbacher Ave. to Astoria St.,: rehabilitate pavement, fill in sidewalk gaps, add new bicycle lanes, add two-way left turn lanes, and add bus pullouts. (Toll Credits for PE and CON). Toll Credits for ENG, CON	$ 5,759,968	NA	2020-2025	
SAC24722	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	Complete Streets Rehabilitation and Road Diet - Fruitridge Rd.	Fruitridge Rd., from Power Inn Rd to Stockton Boulevard.,: Reduce from four lanes to two lanes. rehabilitate sidewalks up to standard, and add bicycle lanes, actuated crosswalks, and new crosswalks. (Toll Credits for PE and CON). T15036300. Toll Credits for ENG, CON	$ 5,000,000	NA	2020-2025	
SAC25026	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	Corridor Street Lighting	Three corridors: On Freeport Bl from Meadowview Rd to Florin Rd, on Rio Linda Bl from North Ave to Claire Ave, and on Meadowview from Amherst to 24th St.: Install street lighting. (Toll Credits) HSIP7-03-014. Toll Credits for CON	$ 5,000,000	NA	2020-2025	
SAC25248	Planned	SAC	City of Sacramento	G- System Management, Operations, and ITS	Cosumnes River Boulevard	Improve safety and operations of CRB and three intersections at Franklin Boulevard, Center Parkway, and Bruceville Road	$ 15,000,000	$ 22,267,584	2036-2040	
SAC25000	Programmed	SAC	City of Sacramento	A- Bike & Ped	D W Babcock School Access Improvements	City of Sacramento: Woolley Way from Albatross to DW Babcock School; Cormorant Way from DW Babcock School to Babcock Park: Construct sidewalks, install a signalized intersection with accessibility compliant crosswalks at the intersection of Albatross Way and El Camino Avenue., curb ramps, and other access improvements for students who attend D.W. Babcock School.	$ 1,124,700	NA	2020-2025	
SAC24139	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Del Paso Rd	In Sacramento,from I-5 N/B offramp to East Commerce (north side only), widen Del Paso Road.	$ 516,000	$ 542,123	2020-2025	
SAC24999	Programmed	SAC	City of Sacramento	A- Bike & Ped	Del Rio Trail	Along unused rail corridor near Freeport Blvd from Sutterville Road to south of Meadowview/Pocket Road (4.5 miles): Build rails to trails project. (Emission Benefits in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM 10)	$ 15,000,000	NA	2020-2025	
SAC24499	Planned	SAC	City of Sacramento	A- Bike & Ped	Docks Riverfront Promenade	In Sacramento, extend pedestrian/bicycle riverfront promenade from R St to Pioneer Bridge. Relocation and reconstruction of main rail line. Pedestrian/bicycle paths, benches, lighting, interpretative signs, rail crossings, and on-street bicycle lanes.	$ 20,000,000	$ 29,690,112	2036-2040	

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SAC25013	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Downtown Controller and Communications Upgrade Phase 2	Phase 2, in Downtown Sacramento: On 15th St., 16th St., 19th St, 21st St. and J St: Replace 246 existing end of life controllers, install fiber cables in existing conduits, install fiber switches, and replace some cabinets and CCTVs.	$ 3,243,000	NA	2020-2025	
SAC24497	Programmed	SAC	City of Sacramento	D- Programs & Planning	Downtown Sacramento Transportation Study: East Broadway	Downtown Sacramento, bounded by Broadway extending into the Oak Park neighborhood, Sacramento River, American River, and Alhambra Blvd.	$ 1,200,000	NA	2020-2025	
SAC25025	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Downtown Signal Improvements	Various downtown corridors bounded by I-5, Broadway, Alhambra Blvd., and C St., including the intersections of North 16th St/Sproule St-Basler St and North 16th St/North B St: Install pedestrian countdown signal heads; replace 8" with 12" vehicle signal heads; install emergency vehicle preemption equipment. (Toll credits) (HSIP7-03-013). Toll Credits for CON	$ 3,142,600	NA	2020-2025	
SAC25160	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Duckhorn Dr. Safety	Duckhorn Drive from Arena Boulevard to Far Niente Way: Install curve warning signs and install raised medians. (H9-03-016)	$ 841,600	NA	2020-2025	
SAC18460	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	East Commerce Way A	In Sacramento, East Commerce Way from Club Center Drive to Del Paso Rd, extend as a 6-lane facility.	$ 8,142,225	$ 8,554,425	2020-2025	
SAC18570	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	East Commerce Way B	In Sacramento, extend East Commerce Way from Arena Blvd. to Natomas Crossing Drive, as a 6 lane road.	$ 3,329,000	$ 5,454,954	2036-2040	
SAC18580	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	East Commerce Way C	Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	$ 4,000,000	$ 5,938,022	2036-2040	
SAC18740	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	El Centro Rd.	New Overcrossing: El Centro Rd. overcrossing.	$ 11,000,000	$ 16,329,562	2036-2040	
SAC23680	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Elder Creek Rd.	Widen: 4 lanes from Florin Perkins Rd. to South Watt Ave.	$ 7,000,000	$ 8,320,800	2026-2030	
SAC18510	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Elkhorn Boulevard	In Sacramento, Elkhorn Boulevard from SR 99 to east city limits: widen from 2 to 6 lanes.	$ 14,000,000	$ 20,783,079	2036-2040	
SAC25162	Programmed	SAC	City of Sacramento	A- Bike & Ped	Florin Rd. Safety	Various segments along Florin Road: Install raised median, install pedestrian hybrid beacons, and add pedestrian fencing to encourage crossings at protected crossing locations. (H9-03-018)	$ 1,414,200	NA	2020-2025	
SAC24402	Planned	SAC	City of Sacramento	A- Bike & Ped	Folsom Blvd Operations and Maintenance	Folsom Blvd. from Power Inn Road to Watt Avenue; streetscape project including pedestrian and bicycle improvements, a raised landscaped median, landscaped planters, improvements to signal operations, frontage landscaping, and enhanced connections to transit facilities.	$ 19,500,000	$ 22,062,460	2020-2025	
SAC24535	Planned	SAC	City of Sacramento	A- Bike & Ped	Folsom Blvd.	Streetscape Project: Folsom Blvd from Power Inn. to Ramona.	$ 6,000,000	$ 6,788,449	2020-2025	
SAC25009	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Franklin Boulevard Streetscape	In the City of Sacramento, on Franklin Blvd., from Sutterville Rd./12th Ave. to the Sacramento County Line: Reduce travel lanes from four to two lanes, add bicycle lanes, install landscaping and landscaped medians, and provide on-street parking.	$ 12,000,000	NA	2020-2025	
SAC25021	Programmed	SAC	City of Sacramento	A- Bike & Ped	Franklin Cycle Track	On Franklin Blvd. between Cosumnes River Blvd. and the southern city limit near Francesca St.: Construct one-way Class IV bikeways. (Emission Benefits in kg/day: 0.02 ROG, 0.01 NOx, 0.01 PM10. 0.01 PM2.5)	$ 1,100,000	NA	2020-2025	
SAC23810	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Highway 99 Meister Way Overcrossing	New Overcrossing: Meister Wy. / Hwy. 99.	$ 8,000,000	$ 9,051,266	2020-2025	
SAC24683	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	I St. Bridge Replacement	I Street Bridge, over Sacramento River and complex of bridge approach structures. Replace existing 2 lane bridge with a 2 lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.	$ 172,000,000	NA	2020-2025	
SAC18660	Planned	SAC	City of Sacramento	G- System Management, Operations, and ITS	I-5	Add Auxiliary Lane: NB from Del Paso Rd. to Hwy. 99.	$ 857,000	$ 1,272,221	2036-2040	
SAC18670	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	I-5 / Highway 99	On/Off Ramp Improvement: Add 2nd on-ramp at I-5 / Hwy. 99 Interchange.	$ 216,000	$ 256,756	2026-2030	
SAC18170	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	I-5 at Richards Blvd. Interchange	Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15165100)	$ 80,000,000	NA	2026-2030	
SAC18650	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	I-80 at West El Camino Interchange	Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps.	$ 30,000,000	$ 43,448,945	2031-2035	
SAC25024	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Intersection Dilemma Zone Loops	Six locations throughout the City of Sacramento: Install advanced dilemma zone loops for the high speed approaches at six existing signalized intersections. (Toll Credits for all phases) HSIP7-03-012. Toll Credits for CON	$ 415,300	NA	2020-2025	

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SAC25163	Programmed	SAC	City of Sacramento	A- Bike & Ped	Lampasas Blvd. at Rio Linda Ave. Intersection Safety	Intersection of Lampasas Boulevard and Rio Linda Avenue: Restripe and realign approaches to improve sight distance, install pedestrian refuge island on uncontrolled pedestrian crossing, and install enhanced pedestrian crossings across all legs. (H9-03-019)	$ 1,286,800	NA	2020-2025	
SAC24539	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Lower American River Crossing	New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilties. Scale and features to be determined through need and purpose study anticipated to begin in 2012.	$ 150,000,000	$ 217,244,725	2031-2035	
SAC24536	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Main Ave. A	Road Extension: 2 lanes from Rio Linda Blvd. to Marysville Blvd.	$ 3,000,000	$ 4,453,517	2036-2040	
SAC23440	Planned	SAC	City of Sacramento	A- Bike & Ped	Mangan Park	Bikeway Facilities: 0.6 mile in City of Sacramento Mangen Park from 24th St. to Freeport Blvd. Bike trail south in Executive Airport right-of-way.	$ 800,000	$ 840,500	2020-2025	
SAC24742	Programmed	SAC	City of Sacramento	A- Bike & Ped	Meadowview Rd. Streetscape Project - Phase 2	Meadowview Rd. from the light rail station to I-5 and along 24th St from Meadowview Rd. to Florin Rd. including medians, sidewalk treatments, and crosswalks. Planning and environmental review for entire segment. Phase 1 construction in SAC25010.	$ 3,119,395	NA	2020-2025	
SAC24998	Programmed	SAC	City of Sacramento	A- Bike & Ped	North 12th Complete Street Phase 2	In Sacramento, on N. 12th Street from American River to H Street, including Sunbeam Street and one block of Richards Blvd.: Convert westernmost travel lane between Richards and H Street into two-way cycle track and improve connection from Two Rivers Bike Trail to Richards Blvd. Install streetscape and safety improvements, including intersection improvements, traffic control devices, striping, signage, pedestrian islands, dedicated turn lanes, on-street parking, and related streetscape, landscape, and adjacent improvements.	$ 4,467,000	NA	2020-2025	
SAC18700	Planned	SAC	City of Sacramento	G- System Management, Operations, and ITS	Northgate Blvd.	On/Off Ramp Improvement: Extend existing I-80 WB off-ramp at Northgate Blvd. / I-80 Interchange. Includes: auxiliary lane to WB on-ramp.	$ 15,000,000	$ 22,267,584	2036-2040	
SAC25063	Programmed	SAC	City of Sacramento	A- Bike & Ped	Northwood School and Transit Access Improvements	Northern Sacramento City near the Northwood Elementary School and Swanston Light Rail Station: Construct curbs, gutters, sidewalks, crosswalks, and curb ramps on Frienza Ave, Clay St., Lexington St., and El Camino Ave.. Toll Credits for ENG	$ 2,541,000	NA	2020-2025	
SAC25247	Planned	Sac	City of Sacramento	B- Road & Highway Capacity	Panhandle Roadways	Transportation improvements to implement Panhandle annexation and development	$ 10,000,000	$ 14,845,056	2036-2040	
SAC25056	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	Pedestrian and Signal Safety Improvements	At various locations in Sacramento: Replace pedestrian signal heads with countdown signal heads, install 12" vehicle heads, install emergency vehicle preemption equipment, and replace median island signals with mast arm signals. (H8-03-012). Toll Credits for CON	$ 5,292,800	NA	2020-2025	
SAC25251	Planned	Sac	City of Sacramento	A- Bike & Ped	Pedestrian Crossing Improvement Implementation	Crossing improvements at uncontrolled crossings	$ 40,000,000	$ 46,387,737	2026-2030	
SAC25058	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Pedestrian Signal Safety Improvements, Florin Area	Florin Road between Greenhaven Drive and Luther Drive.: Convert from pedestal mounted to mast arms at 7 intersections; Install advanced detection at Florin Rd/24th St, and Florin Rd/Freeport Blvd; Install communications fiber; Install Countdown Ped Heads; and Replace 8" with 12" LED 3 Section Heads.(H8-03-014). Toll Credits for CON	$ 2,555,400	NA	2020-2025	
SAC25059	Programmed	SAC	City of Sacramento	C- Maintenance & Rehabilitation	Pedestrian Signal Safety Improvements, Natomas and South Sacramento Area	Various intersections in the Natomas and South Sacramento Area: Replace pedestrian signal heads with countdown pedestrian heads. (H8-03-015). Toll Credits for CON	$ 247,700	NA	2020-2025	
SAC25027	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Pedestrian Signals	At 9 locations throughout the City of Sacramento: Install 8 Pedestrian Hybrid Beacons and 1 Pedestrian Signal(HAWK) at uncontrolled crosswalks. (Toll Credits) HSIP7-03-015. Toll Credits for CON	$ 1,751,300	NA	2020-2025	
SAC16070	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Power Inn Rd.	Widen: 6 lanes from Fruitridge Rd. to 14th.	$ 30,000,000	$ 44,535,169	2036-2040	
SAC24537	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Railyards Streets	Construct New Road/Bike/Ped Improvements to implement Railyards Specific Plan	$ 163,000,000	$ 208,653,781	2026-2030	
SAC19550	Project Development Only	SAC	City of Sacramento	B- Road & Highway Capacity	Raley Blvd.	Widen: 4 lanes from Santa Ana Ave. to Ascot Ave.	$ 2,000,000	NA	Post-2040	
SAC24654	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	Ramona Avenue Phase II	Ramona Avenue: Widen and add new frontage improvements from Cucamonga to Brighton. Environmental review completed under SAC22610. (No new travel lanes.)	$ 5,000,000	$ 5,798,467	2026-2030	
SAC25245	Planned	Sac	City of Sacramento	A- Bike & Ped	River District Transportation Improvements	Roadway, bikeway, and pedestrian improvements to implement the River District Specific Plan.	$ 120,000,000	$ 178,140,674	2036-2040	

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SAC25254	Planned	Sac	City of Sacramento	C- Maintenance & Rehabilitation	Roadway Pavement Maintenance Backlog	To maintain current PCI	$ 400,000,000	$ 655,446,576	2036-2040	
SAC24898	Planned	SAC	City of Sacramento	E- Transit Capital (Major)	Sacramento Intermodal Transportation Facility - Phase 3	Intermodal Facility Phase 3 project is the creation of a larger multi-modal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve relocating the existing LRT station to a north-south alignment; expansion of the terminal facilities including passenger amenities and spaces, transportation operations areas, site and circulation improvements and joint development	$ 225,000,000	$ 334,013,765	2036-2040	
SAC25249	Planned	Sac	City of Sacramento	A- Bike & Ped	Short-term Bikeway Project Implementaiton	Priority projects identified in the Bicycle Master Plan	$ 52,000,000	$ 60,304,058	2026-2030	
SAC18710	Planned	SAC	City of Sacramento	A- Bike & Ped	Snowy Egret Wy.	New bike/ped overcrossing: for the planned Snowy Egret Wy. that will run east-west from El Centro Rd. to Commerce Wy. crossing over I-5.	$ 10,000,000	$ 12,184,029	2026-2030	
SAC24745	Programmed	SAC	City of Sacramento	A- Bike & Ped	South Sacramento Parkway Trail - West	Adjacent to I-5, south of Pocket Road/Meadowview Road and Freeport Boulevard, build Class I bike trail connecting the Freeport Shores Bike Trail to the existing North Delta Shores Bike Trail. (Emission Benefits in kg/day: 0.12 ROG, 0.07 NOx, 0.02 PM 2.5, 0.02 PM10)	$ 914,000	NA	2020-2025	
SAC18690	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	SR 99 Elkhorn Boulevard Interchange	In Sacramento County :Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	$ 15,000,000	$ 24,579,247	2036-2040	
SacCity1	Planned	SAC	City of Sacramento	G- System Management, Operations, and ITS	SR 99 Mack Road Interchange	Sacramento. Construct improvements at the State Route 99/Mack Road interchange to improve operations and relieve congestion. The project will also construct improvements along Mack Road and Stockton Boulevard in close proximity to the interchange.	$ 20,000,000	$ 29,690,112	2036-2040	
SAC25252	Planned	Sac	City of Sacramento	C- Maintenance & Rehabilitation	Street maintenance	Street maintenance	$ 240,000,000	$ 356,281,349	2036-2040	
SAC25253	Planned	Sac	City of Sacramento	G- System Management, Operations, and ITS	Traffic Signal Grid	Traffic signal list	$ 8,500,000	$ 9,857,394	2026-2030	
SAC25028	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Traffic Signal Replacement	Five signalized locations throughout the City of Sacramento: Install mast arm traffic signals to replace traffic signal heads mounted on pedestals in median. (Toll credits) HSIP7-03-016. Toll Credits for CON	$ 1,346,500	NA	2020-2025	
SAC24755	Planned	SAC	City of Sacramento	A- Bike & Ped	Two Rivers Trail Phase 3	On the American River Parkway, construct a new Class I Western segment between Sutter's Landing and the California State University of Sacramento (CSUS) campus. PE for Phase 2 and 3 was completed as part of SAC24486.	$ 3,000,000	$ 3,655,209	2026-2030	
SAC24486	Programmed	SAC	City of Sacramento	A- Bike & Ped	Two Rivers Trail Phase II	Study and design bike/ped connections between the Northern Bicycle Trail and Sutter's Landing Park (Phase 2 and 3). Build Phase 2, construct the eastern segment of the multi-use path, connecting the American River Parkway at H St. in East Sacramento to the trail at Sutter's Landing Park in Midtown. Additional study future bicycle trial connections across the American River, Crossing the Capitol City Freeway, and extending east along the American River towards California State University at Sacramento. Phase 3 construction scope shown in SAC24755. (Emission Benefits in kg/day: 0.02 ROG, 0.02 NOx, 0.02 PM10) K15125000. Toll Credits for ENG	$ 6,398,422	NA	2020-2025	
SAC25161	Programmed	SAC	City of Sacramento	G- System Management, Operations, and ITS	Valley Hi Drive/La Mancha Way Safety	Valley Hi Drive/La Mancha Way between Creek Centre Court and Wyndham Drive: Install raised median to reduce access conflicts, install traffic signal, and add pedestrian fencing. (H9-03-017)	$ 1,706,600	NA	2020-2025	
SAC25250	Planned	Sac	City of Sacramento	G- System Management, Operations, and ITS	Vision Zero Traffic Safety Implementation	Traffic safety improvements along the High Injury Network	$ 107,000,000	$ 124,087,196	2026-2030	
SAC16130	Planned	SAC	City of Sacramento	B- Road & Highway Capacity	W. El Camino Ave.	Widen: 6 lanes West El Camino Interchange. Includes: bike lanes at I-80 / Natomas Main Drainage Canal.	$ 24,000,000	$ 39,326,795	2036-2040	
REG18055	Programmed	SAC	RT	E- Transit Capital (Minor)	El Dorado County Transit Authority-Bus Washer Retrofit	Retrofit Bus Washer Facility. Will allow use of original bay and foundation with replacement washer unit. Current unit installed in 1997. Replacement parts difficult to find.	$ 110,000	NA	2020-2025	
REG18053	Programmed	SAC	RT	E- Transit Capital (Minor)	Fare Vending Machines	Purchase fare vending machines for light rail stations and support equipment for FVM monitoring	$ 223,723	NA	2020-2025	
REG18047	Programmed	SAC	RT	E- Transit Capital (Major)	Folsom Gold Line Service Enhancements	Construct side tracking needed to increase Gold Line frequencies from 30 minutes to 15 minutes on the segment between Sunrise Station in Rancho Cordova and Historic Folsom station in Folsom.. Toll Credits for ROW	$ 48,400,000	NA	2020-2025	

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REG18049	Programmed	SAC	RT	E- Transit Capital (Vehicles)	Sacramento Airport Zero Emission Bus Service	Ten (10) Zero Emission Buses (ZEBs) and associated chargers and electric charging infrastructure to be used in new public transit service between Downtown Sacramento and Sacramento International Airport.	$ 10,918,130	NA	2020-2025	
SAC25062	Programmed	SAC	Sacramento County	A- Bike & Ped	47th Ave Pedestrian and Bicycle Improvement	47th Ave., between the City of Sacramento/Sacramento County border and light rail tracks (western limit) to Stockton Boulevard (eastern limit): Construct continuous 2-mile Class II bicycle and pedestrian facility.	$ 4,235,000	NA	2020-2025	
SAC24839	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Aerojet Rd	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	$ 10,000,000	$ 10,768,906	2020-2025	
SAC24280	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Alta Florin Rd.	Construct New Road: 4 lanes from Power Inn Rd. to Florin-Perkins Rd. (Runs parallel and north of Florin Rd.) Includes: Railroad grade separation.	$ 30,000,000	NA	Post-2040	
SAC24618	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Alta Mesa Rd Bridge Replacement	Alta Mesa Rd over Laguna Creek, 0.4 mi north of SR 104: Replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.	$ 9,765,975	NA	2020-2025	
SAC22020	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Antelope North Road Widening	In Sacramento County, Antelope North Road, from Poker Ln. to Olive Ave.: Realign and widen to 4 lanes.	$ 3,020,000	$ 4,948,622	2036-2040	
SAC24264	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Antelope Rd.	Widen Antelope Road to 4 lanes from Watt Ave. to Elverta Rd	$ 9,307,473	$ 13,479,996	2031-2035	
SAC19790	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Antelope Road Widening	Antelope Road from Watt Avenue to Roseville Road: widen from 4 to 6 lanes.	$ 735,000	NA	Post-2040	
SAC25029	Programmed	SAC	Sacramento County	A- Bike & Ped	Bike and Ped Safety Improvements	On Auburn Blvd., beginning 200' west of Annadale Ln., continuing eastward to Winding Wy.: Construct sidewalk infill, Class II bike lanes, and install a pedestrian Hawk type signal, located near the intersection of Auburn Blvd. and Annadale Ln. HSIP7-03-017. Toll Credits for CON	$ 2,044,000	NA	2020-2025	
SAC19840	Planned	SAC	Sacramento County	A- Bike & Ped	Bike/Ped Improvements	Bikeway Facilities: In various Sacramento County locations. Includes: 2010 Bikeway Master Plan Implementation.	$ 50,000,000	$ 81,930,822	2036-2040	
SAC24840	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Birkmont Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	$ 10,000,000	$ 10,768,906	2020-2025	
SAC24224	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Bradshaw Rd. Widening A	Widen: 6 lanes between Old Placerville Rd. and Florin.	$ 37,500,000	$ 45,690,109	2026-2030	
SAC24844	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd	New 4 lane roadway on Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd with median, landscaping, sidewalks, 1 traffic signals at Town Center Blvd	$ 2,160,000	$ 3,539,412	2036-2040	
SAC24841	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, North Loop Road	New 4 lane roadway on North Loop Road from Grant Line Road to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks, 4 traffic signals at Town Center Blvd, Street "D" and Primary Residential Street between Street "D" and Street "F" and Street "F", roundabout at Street "A"	$ 20,990,000	$ 34,394,559	2036-2040	
SAC24847	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.)	New 2 lane roadway from Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.) with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	$ 5,800,000	$ 8,610,133	2036-2040	
SAC24848	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" to Street "C"	New 2 lane roadway from Street "A" to Street "C" with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	$ 1,160,000	$ 1,722,027	2036-2040	
SAC24845	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" to Street "F"	New 2 lane roadway from Street "A" to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks	$ 7,651,000	$ 8,239,290	2020-2025	
SAC24850	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "A" to University Ave	New 2 lane roadway from Street "A" to University Ave with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	$ 3,480,000	$ 4,136,626	2026-2030	
SAC24846	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street "E" to North Loop Rd	New 2 lane roadway from Street "E" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, traffic signal at Street "B" and 1 roundabout at Street "D"	$ 7,334,000	$ 8,717,821	2026-2030	
SAC24849	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, Street A to North Loop Rd	New 2 lane roadway from Street "A" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, and 2 roundabouts at Street "A" and University Blvd	$ 8,167,500	$ 9,708,591	2026-2030	
SAC24851	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, University Ave to North Loop Rd	New 2 lane roadway from University Ave to North Loop Rd with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	$ 2,320,000	$ 2,498,386	2020-2025	
SAC24842	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, University Blvd	New 4 lane roadway on University Blvd from Grant Line Road to Street "A" with NEV/Bike lanes, median, landscaping, sidewalks, 3 traffic signals (at Town Center Blvd, and 2 between Town Center Blvd and Street "A"), roundabout at Street "A"	$ 12,056,000	$ 19,755,160	2036-2040	
SAC24843	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Cordova Hills, University Blvd to North Loop Rd	New 2 lane roadway from University Blvd to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, 3 traffic signals and 2 roundabouts	$ 6,875,000	$ 10,205,976	2036-2040	

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SAC25128	Planned	SAC	Sacramento County	G- System Management, Operations, and ITS	Countywide Intelligent Transportation Systems Enhancements	The Sacramento County Transportation Development Fee Program has identified twenty-seven(27) roadway segments throughout the County that will require ITS enhancements. This work includes upgrades to the signal controllers, communication to the Traffic Operations Center (TOC) network, Changeable Message Signs (CMS), and traffic data collection facilities. It will also provide for expansion of the TOC facilities to accommodate future network growth as well as incident management and traveler information systems.	$ 95,000,000	$ 141,028,034	2036-2040	
SAC19610	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Cypress Ave.	Widen: 4 lanes from Pasadena Ave. to Manzanita Ave.	$ 10,441,000	NA	Post-2040	
SAC24520	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Dillard Rd. Bridge Scour Countermeasures	Dillard Rd., over Cosumnes river, 0.2 miles south of S.R. 16: Install scour countermeasures on scour critical bridge.	$ 1,278,751	NA	2020-2025	
SAC25241	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Don Julio Blvd. - Elverta Rd. to N. Loop Blvd.	In Sacramento County, Don Julio Boulevard from Elverta Road to N. Loop Boulevard; Widen from 2-4 lanes with raised landscaped median, curb, gutter and sidewalk, improvements also includes a traffic signal modification at Don Julio/Titan Drive&Poker Lane and Don Julio/Antelope Road.	$ 2,400,000	NA	Post-2040	
SAC24663	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Douglas Rd. - Zinfandel Dr. to Rancho Cordova City Limit	Widen Douglas Road, from Zinfandel Drive to Rancho Cordova west City Limits, from 2 to 4 lanes.	$ 2,400,000	$ 2,924,167	2026-2030	
SAC22410	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Douglas Road Extension	In Sacramento County, Douglas Road from Zinfandel Drive to Kiefer Boulevard; new 4 lane roadway with raised landscaped median, curb, gutter and sidewalk, improvements also include installation of traffic signals at Douglas/Kiefer and Douglas/Excelsior Road.	$ 19,837,200	$ 24,169,702	2026-2030	
SAC24529	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Easton Valley Pkwy. Widening A	Construct New Road: 4 lanes from Hazel Ave. to Prairie City Rd.	$ 36,000,000	$ 38,768,063	2020-2025	
SAC24973	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	El Centro Rd. Widening	4 lanes from I-80 to Arena Blvd (City of Sacramento Limits)	$ 8,500,000	NA	Post-2040	
SAC24943	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Elder Creek Rd. Widening C	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	$ 21,000,000	$ 25,586,461	2026-2030	
SAC24527	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Extension	Construct New Road: 2 lanes from Airport Blvd. / Crossfield Dr. to Power Line Rd. Includes: landscaped medians.	$ 8,200,000	$ 9,990,904	2026-2030	
SAC15230	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Widening	In Sacramento County, Elkhorn Blvd. from Watt Ave. to Don Julio Blvd.: widen from 4 to 6 lanes.	$ 14,284,000	$ 17,403,667	2026-2030	
SAC24525	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Widening A	Widen: 4 lanes from Lone Tree Rd. to Hwy. 99.	$ 10,000,000	NA	Post-2040	
SAC24938	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Widening B	Widen: 6 Lanes from Metro Air Parkway to Lone Tree Rd	$ 6,400,000	NA	Post-2040	
SAC24974	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Widening C	4 lanes from Airport Blvd. / Crossfield Dr. to Lone Tree Rd	$ 14,800,000	NA	Post-2040	
SAC24526	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Elkhorn Blvd. Widening D	Widen: 6 lanes from Lone Tree Rd. to Hwy. 99.	$ 110,000	NA	Post-2040	
SAC15180	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Elkhorn Boulevard Widening	In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing and bike/ped facilities.	$ 14,000,000	$ 17,057,641	2026-2030	
SAC22300	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Elverta Rd. Widening A	Widen: 4 lanes from Rio Linda Blvd. to connection to north side of the Sacramento International Airport. Includes: bicycle and pedestrian facilities.	$ 2,600,000	NA	Post-2040	
SAC24533	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Elverta Rd. Widening B	Widen: 6 lanes from Watt Ave. to Dutch Haven Ave.	$ 750,000	NA	Post-2040	
SAC19620	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Elverta Road & Dry Creek Bridge Widening	Widen Elverta Rd. from Dutch Haven Blvd. to Watt Ave. from 2 to 4 lanes. North Channel Dry Creek Bridge, between 28th St. and Gibson Ranch Park Rd.: replace 2 lane bridge with 6 lane bridge.	$ 9,622,612	NA	2020-2025	
SAC24248	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Elverta Road Extension	In Northern Sacramento County: Extension of Elverta Road from just south east of Sand City Drive to Don Julio Boulevard; new 6 lane roadway extension to Don Julio Boulevard with a traffic signal modification at the intersection of Elverta Road and Don Julio Boulevard and a possible realignment of Antelope Road to Elverta Road.	$ 7,500,000	$ 7,879,688	2020-2025	

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SAC19621	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Elverta Road Widening	Widen Elverta Rd. from Rio Linda Blvd. to Dutch Haven Blvd. from 2 to 4 lanes including landscaped median, ADA improvements, transit access and bike/pedestrian facilities.	$ 14,797,000	$ 16,741,447	2020-2025	
SAC25240	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Excelsior Rd. Widening A	Widen: 4 lanes from Hwy. 16 to Elder Creek Rd. Includes: landscaped median, bicycle and pedestrian improvements, new traffic signal, traffic signal modification(s), and ADA compliant improvements.	$ 4,500,000	NA	Post-2040	
SAC24391	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Excelsior Rd. Widening B	Widen: 4 lanes from Hwy. 16 to Calvine Rd. Includes: landscaped median, bicycle and pedestrian improvements, new traffic signal(s), traffic signal modification(s), and ADA compliant improvements.	$ 22,500,000	NA	Post-2040	
SAC24263	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Excelsior Road Widening	In Sacramento County: Between Kiefer Boulevard/Douglas Road Extension and Jackson Road (SR16); construct and widen to 4 lanes with raised landscaped median and curb and gutter. Improvements also include the construction of a pit pump station.	$ 12,000,000	$ 15,361,015	2026-2030	
SAC24799	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Fair Oaks Blvd Widening	Widen 2 to 4 Lanes from Sunset Ave to Madison Ave	$ 4,000,000	NA	Post-2040	
SAC25086	Programmed	SAC	Sacramento County	A- Bike & Ped	Fair Oaks Blvd. Bicycle and Pedestrian Mobility Project, Phase 2	Fair Oaks Boulevard between Howe Avenue and Munroe Street: Create a smart growth corridor with barrier-separated bicycle lanes, widening and/or separating sidewalks, and installing landscaping, shade trees, and street lighting. The project will also include two new traffic signals at University Avenue and Fulton Avenue and signal modifications at Sierra Boulevard to improve safety, enhance circulation for bicycle and vehicles, and provide ADA accessibility for pedestrians.(PE Only. See Fair Oaks Boulevard. Bicycle and Pedestrian Mobility Project Phase 1, SAC24749.)	$ 987,002	NA	2020-2025	
SAC24748	Programmed	SAC	Sacramento County	A- Bike & Ped	Fair Oaks Boulevard Improvements, Phase 3	In Sacramento County and Community of Carmichael: on Fair Oaks Boulevard from 500 feet north of Marconi Avenue to 400 feet south of Landis Avenue; construct roadway and pedestrian improvements including rehabilitation of the roadway, landscaping and streetscape, medians, ADA compliant improvements, transit access, bike and pedestrian facilities, traffic signal modifications at Stanley Avenue, and a new signal at Robertson Avenue. (Emission Benefits in kg/day: 0.05 ROG, 0.04 NOx, 0.02 PM 10, 0.02 PM 2.5)	$ 9,493,971	NA	2020-2025	
SAC25041	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	FFY 2017-2023 Operating Assistance for Sacramento County Rural Transit Program	Operating assistance for rural transit services within Sacramento County. Outside the Sacramento Urbanized Area.	$ 4,760,000	NA	2020-2025	
SAC24281	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Florin Rd. Widening A	Widen: 4 lanes from Elk Grove-Florin Rd. to Vineyard Rd. Includes: a traffic signal modification at Bradshaw and a couple of new traffic signals at Hedge Ave. and Waterman Rd.	$ 23,700,000	$ 38,835,210	2036-2040	
SAC24282	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Florin Rd. Widening B	Widen: 4 lanes from Vineyard Rd. to Sunrise Blvd. Includes: 3 new traffic signals at the intersections of Excelsior Rd., Eagles Nest Rd. and Sunrise Blvd.	$ 1,850,000	NA	Post-2040	
SAC24578	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Florin Rd. Widening C	Widen: 6 lanes from Florin Perkins to Elk Grove-Florin	$ 500,000	NA	Post-2040	
SAC25060	Programmed	SAC	Sacramento County	A- Bike & Ped	Florin Road Safety Improvements	Florin Rd between Franklin Blvd and Power Inn Rd (excluding the segment at the SR-99 interchange): Install bicycle lanes, upgrade traffic signals to accommodate bicycles at all intersections, construct ADA improvements, install roadway lighting for a segment of Florin Rd. (H8-03-016)	$ 3,637,400	NA	2020-2025	
SAC25072	Programmed	SAC	Sacramento County	A- Bike & Ped	Folsom Boulevard Complete Street Improvements, Phase 1	In Sacramento County: On Folsom Boulevard between Mayhew Road and Bradshaw Road; Construct safe and unobstructed sidewalks, pedestrian safety lighting, functional landscaping, accessible curb ramps and pedestrian signal improvements. Existing utility poles will be relocated at the expense of the utility providers to provide space for these much needed safety improvements to encourage active modes of travel along this important corridor.	$ 5,001,000	NA	2020-2025	
SAC24941	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Fruitridge Rd	Widen: 4 Lanes from S. Watt Ave to Bradshaw	$ 6,000,000	$ 9,831,699	2036-2040	
SAC24800	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Garfield Ave	4 Lanes from Cypress Ave to Winding Way	$ 2,300,000	NA	Post-2040	
SAC24942	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Gerber Road	Widen: 4 lanes from Vineyard Rd. to Excelsior Rd.	$ 4,500,000	NA	Post-2040	
SAC24035	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Gerber Road Widening A	Widen Gerber Road between Elk Grove-Florin Road and Bradshaw Road from 3 to 4 lanes. (This road is already 3 lanes (two westbound and one eastbound)from Elk Grove-Florin Road to about 1/4-mile west of Bradshaw Road.)	$ 3,854,000	NA	2020-2025	

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SAC19690	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Gerber Road Widening B	In Sacramento County, Gerber Road from Bradshaw Road to Vineyard Road: widen from 2 to 4 lanes.	$ 6,688,000	$ 7,202,245	2020-2025	
SAC24852	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Glenborough Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	$ 26,000,000	$ 27,999,156	2020-2025	
SAC19090	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Greenback Lane Widening	Widen Greenback Lane from Fair Oaks Blvd to Hazel Ave from 4 to 6 lanes.	$ 41,716,000	NA	Post-2040	
SAC24255	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Hazel Ave - U.S. 50 to Folsom Blvd	In Sacramento County, Hazel Avenue, between Folsom Boulevard and US Highway 50: multi-modal corridor improvements, interchange improvements; widen from 4 lanes to 6 lanes of Hazel Avenue between Folsom Boulevard and US Highway 50.	$ 82,563,000	NA	2020-2025	
SAC24626	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Hazel Ave Widening Phase 3	Sacramento County, Hazel Avenue, from Sunset Ave. to Madison Ave.: Widen from 4 to 6 lanes. New traffic signals at Roediger Lane and Phoenix Avenue. Improve existing and projected traffic congestion; enhance pedestrian and bicycle mobility in the corridor, address safety concerns, and improve the aesthetics of the corridor.	$ 14,649,000	NA	2020-2025	
SAC23160	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Hazel Ave. extension	Construct New Road: 4 lane limited access Rd. through Aerojet s property between Easton Valley Pkwy. and Grant Line Rd./White Rock Rd.	$ 18,000,051	NA	Post-2040	
SAC24268	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Hazel Ave. Improvements	In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6-lane expressway with special treatment.	$ 15,000,000	NA	2020-2025	
SAC23080	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Hazel Avenue	In Sacramento County, Hazel Avenue from Madison to Sacramento/Placer County line: Widen from 4 to 6 lanes.	$ 105,000,000	NA	Post-2040	
SAC25076	Programmed	SAC	Sacramento County	A- Bike & Ped	Howe Avenue Bicycle and Pedestrian Improvements	In Sacramento County: On Howe Avenue from Cottage Way to El Camino Avenue, construct 0.6 miles of Class 2 bike lanes, 850 lineal feet of new sidewalk, 675 feet of separated lighted pedestrian walkway, a road diet from 4 to 2 lanes, the modification of two intersections and traffic signals for bike lanes, accessibility, bike detection, and safety enhancements.	$ 2,152,000	NA	2020-2025	
SAC22290	Planned	SAC	Sacramento County	A- Bike & Ped	I-80 Bicycle / Pedestrian Crossing	In Sacramento County, conduct studies, and environmental work for a bicycle/pedestrian crossing of I-80 west of Madison Avenue.	$ 550,000	$ 816,478	2036-2040	
SAC24884	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Jackson Hwy (SR 16) at Watt Ave.	Construct a new roadway grade separation interchange at the intersection of Jackson Hwy and Watt Ave.	$ 25,000,000	NA	Post-2040	
SAC24940	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Jackson Hwy. (SR 16) C	Widen: 4 Lanes from Grant Line Rd. to Murrieta Parkway	$ 30,000,000	NA	Post-2040	
CAL15410	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Jackson Hwy. (SR 16) A	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	$ 100,000,000	$ 118,868,575	2026-2030	
SAC24287	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Jackson Hwy. (SR 16) D	Widen: 6 lanes from South Watt Ave. to Excelsior Rd.	$ 40,000,000	NA	Post-2040	
SAC24801	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Kenneth Avenue	4 Lanes from Madison Ave to Oak Ave	$ 10,300,000	NA	Post-2040	
SAC24769	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Kiefer Blvd over Deer Creek	Kiefer Blvd over Deer Creek, 0.7 Mi NW State Rte 16. Replace the existing functionally obsolete one lane structure with a new two lane bridge. (Toll Credits for PE & CON). Toll Credits for ENG, CON	$ 1,820,000	NA	2026-2030	
SAC22320	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Kiefer Blvd. A	Construct New Road: 4 lanes from Bradshaw Rd. to Sunrise Blvd. Includes: bicycle and pedestrian facilities.	$ 51,200,000	NA	Post-2040	
SAC15200	Planned	SAC	Sacramento County	C- Maintenance & Rehabilitation	Left Turn Lanes	In Sacramento County, various locations, installation of left turn lanes.	$ 705,000	$ 759,208	2020-2025	
SAC24570	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Lone Tree Rd.	Widen: 4 lanes from Meister Wy. to Elverta Rd.	$ 9,125,000	NA	Post-2040	
SAC24257	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Madison Ave Widening	This project will widen Madison aver from 4 to 6 lanes between Hazel Ave and Greenback Lane in the Fair Oaks area. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.	$ 22,361,626	NA	Post-2040	
SAC16500	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Madison Avenue Widening	Madison Avenue from Fair Oaks Blvd. to Hazel Ave.: Widen from 4 to 6 lanes.	$ 29,045,000	NA	2020-2025	

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SAC25186	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Madison Avenue Widening, Phase 1	In Sacramento County: Madison Avenue from Sunrise Boulevard to Hazel Avenue; Widen from 4 to 5 lanes between Fair Oaks Boulevard to 150' east of Kenneth Avenue. Add bifurcated sidewalks, continuous bike lanes, drainage facilities, landscaped median, rubberized asphalt overlay, traffic signal modifications, and new signal interconnect on Madison Avenue between Sunrise Boulevard and Hazel Avenue. (CMAQ funds for new sidewalks and new bike lanes only.)	$ 29,047,000	NA	2020-2025	
SAC24802	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Main Avenue	4 Lanes from Madison Ave to Oak Ave	$ 7,900,000	NA	Post-2040	
SAC24571	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Manzanita Ave.	Implement "Smart Growth Street" improvements from Fair Oaks Blvd. to Cypress Ave; and Streetscape improvements from Cypress Ave. to Madison Ave.	$ 1,600,000	NA	Post-2040	
SAC24573	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Meister Way	Construct New Road: 4 lane Rd. from Metro Air Pkwy. to Lone Tree Rd.	$ 2,500,000	$ 3,046,007	2026-2030	
SAC18150	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Metro Air Parkway Interchange at I-5	In Sacramento County, I-5 at Metro Air Parkway near Sacramento International Airport: Construct the first phase of a five-lane partial clover Type L-9 interchange for Metro Air Parkway at Interstate 5 (I-5). Construct a three lane overcrossing facility with a median, bike lanes and a sidewalk on the west side. Metro Air Parkway will connect on the north of the interchange and terminate south of I-5 with a cul-de-sac. South Bayou Rd will realigned to provide the r/w for partial completion of two-quadrant partial cloverleaf interchange. Project also includes a one-lane northbound I-5 exit ramp and diagonal entrance ramp, one-lane southbound I-5 exit ramp, a two-lane southbound I-5 loop entrance ramp with auxiliary lane, street lighting, striping, signs, relocation of an existing drainage ditch on the south side of the freeway, construction of drainage improvements with the interchange, and relocation of utilities.	$ 24,139,000	NA	2020-2025	
SAC24512	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Metro Air Parkway Widening A	In Sacramento County, Metro Air Parkway from north of I-5 to Elverta Road: Widen roadway from 2 to 4 lanes.	$ 5,320,000	NA	2020-2025	
SAC24937	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Metro Air Parkway Widening B	Widen: from 4 to 6 Lanes from I-5 to Elverta Rd	$ 2,350,800	NA	Post-2040	
SAC24609	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Michigan Bar Rd/Cosumnes River Bridge Replacement	Michigan Bar Rd, over Cosumnes River, 1.2 mi north of SR 16. Replace the existing one lane structurally deficient bridge with a new one lane bridge. (Toll credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	$ 13,783,000	NA	2020-2025	
SAC24620	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	New Hope Rd Bridge Replacement	New Hope Rd over Grizzley Slough, 0.5 mi north of San Joaquin/Sacramento County Line: replace existing structurally deficient 2-lane bridge with a new 2-lane bridge.	$ 5,683,403	NA	2020-2025	
SAC24251	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Oak Ave.	Widen: 4 lanes from Hazel Ave. to Folsom City Limits.	$ 16,400,000	NA	Post-2040	
SAC25061	Programmed	SAC	Sacramento County	A- Bike & Ped	Power Inn Rd Bike & Ped Safety Improvements	Power Inn Road from Elsie Avenue to about 400 feet north of Macfadden Drive: Install curb, gutter, sidewalk infill and curb ramps; widen substandard bike lanes.(H8-03-017)	$ 3,505,400	NA	2020-2025	
SAC25035	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Power Inn Rd. Improvement Project	Power Inn Road, from Florin Rd. to 52nd Ave.: Widen from three to four lanes, and from 450 feet south of Loucreta Dr. to 52nd Ave.: Install curb, gutter, sidewalk infills, ADA ramps, bike lane improvements, and landscape medians. (Scope included in MTP/SCS project SAC24274. Related ATP project is SAC25022)	$ 4,522,000	NA	2020-2025	
SAC25022	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Power Inn Road Sidewalk Improvements	In Sacramento County, on Power Inn Road from approximately 450 feet south of Loucreta Drive to Florin Road: Construct continuous sidewalks and bike lanes. At Florin Rd. and Power Inn Rd.: Modify intersection.	$ 2,374,000	NA	2020-2025	
SAC24803	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Power Line Road A	4 Lanes from Road A to Elverta Road	$ 7,200,000	NA	Post-2040	
SAC25129	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Power Line Road B	4 lanes from Elverta Road to Sutter County line	$ 7,000,000	NA	Post-2040	
SAC24330	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Prairie City Road Widening	Widen Prairie City Road from 2 to 4 lanes between US 50 and White Rock Road.	$ 11,000,000	$ 12,445,490	2020-2025	

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SAC24805	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Rio Linda Blvd Widening A	4 Lanes from Elkhorn Blvd to Elverta Rd	$ 8,250,000	NA	Post-2040	
SAC24935	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Rio Linda Blvd Widening B	Widen: 4 Lanes from Ascot Ave to Elkhorn Blvd	$ 4,338,000	NA	Post-2040	
SAC24804	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Rio Linda Blvd Widening C	(Elverta Specific Plan Mitigation) 4 Lanes from Elverta Rd to Sorento Rd	$ 8,500,000	NA	Post-2040	
SAC24806	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Road A	4 Lanes from Power Line Road to Lone Tree Rd	$ 4,000,000	NA	Post-2040	
SAC19680	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Roseville Rd. Widening B	Widen: 4 lanes from Watt Ave. to Walerga Rd.	$ 38,422,000	$ 55,646,512	2031-2035	
SAC24575	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Roseville Rd. Widening C	Widen: 4 lanes from Antelope Rd. to Placer County line.	$ 6,750,000	NA	Post-2040	
SAC24584	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Routier Road Extension A	Road Extension: 4 lanes from Old Placerville Rd. to Kiefer Blvd.	$ 13,000,000	NA	Post-2040	
SAC24581	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Routier Road Extension B	Road Extension: 4 lanes from Kiefer Blvd. to Jackson Rd (Rte 16)	$ 15,000,000	NA	Post-2040	
SAC23860	Planned	SAC	Sacramento County	B- Road & Highway Capacity	S. Watt Ave.	Widen: 6 lanes from Jackson Road (SR16) to Kiefer Blvd.	$ 10,000,000	$ 12,800,845	2026-2030	
SAC24259	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	S. Watt Ave. / Elk Grove-Florin Rd.	Widen: 6 lanes from Jackson Rd. to Calvine Rd.	$ 3,250,000	NA	Post-2040	
SAC21530	Planned	SAC	Sacramento County	A- Bike & Ped	Sacramento County ADA Transition Plan	Facilities Plan: In Sacramento County, various locations, construct ADA compliant improvements in accordance with the county DOTs ADA Transition Plan.	$ 15,000,000	$ 24,579,247	2036-2040	
SAC24807	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Sorento Rd	Widen: 4 Lanes from Elverta Rd to Placer County Line	$ 6,000,000	NA	Post-2040	
SAC19290	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	South Watt Avenue Widening	In Sacramento County: South Watt Avenue from: Florin Road to Jackson Road (Route 16); widen from 2 to 4 lanes.	$ 29,210,000	NA	2031-2035	
SAC19700	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Stockton Blvd.	Widen: 6 lanes from 65th Ave. to Hwy. 99.	$ 23,800,000	NA	Post-2040	
SAC19710	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Sunrise Blvd. Widening A	In Sacramento County: Sunrise Blvd. between Jackson Highway and Grant Line Road; Widen from 2 to 4 lanes	$ 12,000,000	NA	2020-2025	
SAC24261	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Sunrise Blvd. Widening B	From Madison Ave. to Gold Country Blvd.: Implement ITS Strategies and partial grade separation at Fair Oaks Blvd and transit enhancements	$ 6,162,807	NA	Post-2040	
SAC24808	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Sunset Ave	4 Lanes from San Juan Avenue to Fair Oaks Blvd	$ 6,100,000	NA	Post-2040	
SAC24522	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Twin Cities Rd Bridge Replacement	Twin Cities Rd, over Snodgrass Slough: Replace the existing 2 lane structurally deficient structure with a new 2 lane structure.	$ 18,114,002	NA	2020-2025	
SAC24283	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Vineyard Rd.	Construct New Road: Enhanced 2 lanes from Gerber Rd. to Jackson Hwy.	$ 2,900,000	NA	Post-2040	
SAC24809	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	W. 6th Street - Rio Linda	4 Lanes from Elkhorn Blvd to Elverta Rd	$ 1,000,000	NA	Post-2040	
SAC24687	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Walnut Grove Bridge Rehab	In Walnut Grove, Walnut Grove crossing, over Sacramento River: Rehabilitate existing bridge. No added lane capacity.	$ 2,769,375	NA	2020-2025	
SAC25130	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Waterman Road Extension	Extend Waterman Road from Gerber Road to Florin Road with an at-grade railroad crossing.	$ 20,000,000	NA	Post-2040	
SAC24285	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Waterman Road Widening D	Between Vintage Park Drive and Gerber Road; widen existing roadway to 4 lanes	$ 20,000,000	$ 24,368,058	2026-2030	
SAC24885	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Waterman Road Widening E	Between Florin Rd. to Jackson Rd.; construct roadway to 4 lanes	$ 16,500,000	$ 21,121,395	2026-2030	
SAC24939	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Watt Ave	Widen: 6 Lanes from Antelope Rd to Placer County Line	$ 327,000	NA	Post-2040	

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SAC24352	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Watt Ave.	Construct New Interchange: Watt Ave. / Folsom Blvd.	$ 7,500,000	NA	Post-2040	
SAC25187	Programmed	SAC	Sacramento County	A- Bike & Ped	Watt Avenue Complete Street Improvements, Phase 1	In Sacramento County: Watt Avenue from Orange Grove Avenue to Roseville Rd.: Construct buffered bike lanes, separated sidewalks and landscape medians and improve signalized intersections. The project also extends bike lane and sidewalk improvements south from Orange Grove Avenue to I-80 westbound ramps.	$ 3,800,000	NA	2020-2025	
SAC15750	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Watt Avenue Couplet	In Sacramento County, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on 34th St; smart growth st. with proposed BRT/HI Bus - exclusive lanes.	$ 7,800,000	$ 9,984,659	2026-2030	
SAC15720	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Watt Avenue Widening	In Sacramento County, Watt Ave.: Between Elkhorn Blvd and Antelope Rd widen from 4 to 6 lanes	$ 9,641,800	$ 14,313,306	2036-2040	
SAC24662	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	White Rock Road - Grant Line Rd. to Rancho Cordova City Limits	Widen White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits, from 2 to 4 lanes. Environmental to be cleared as part of SAC24470.	$ 10,000,000	NA	2020-2025	
SAC24389	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Widen 16th St.	Widen: 4 lanes from Ascot Blvd. to Sacramento/Placer County Line.	$ 44,500,000	$ 54,218,929	2026-2030	
SAC24936	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Winding Way	Widen: 4 Lanes from Auburn Blvd to San Juan Ave	$ 1,432,500	NA	Post-2040	
SAC24619	Programmed	SAC	Sacramento County	C- Maintenance & Rehabilitation	Winding Way Bridge Replacement	Winding Way over Chicago Creek, 0.1 mi west of Chicago Ave: Replace existing functionally obsolete 2-lane bridge with a new 2-lane bridge.	$ 3,763,100	NA	2020-2025	
SAC24622	Programmed	SAC	Sacramento County	B- Road & Highway Capacity	Zinfandel Drive Extension & Realignment	In Sacramento County: Zinfandel Drive, from Douglas Rd. to 7,100 ft south of Douglas Rd.: reconstruct Zinfandel Drive as a two lane road. From 7,100 ft south of Douglas Rd. to Kiefer Blvd.: extend Zinfandel Dr. as a two lane road on a slightly different alignment than the existing dirt road. Construct concrete box culvert over creek just north of Kiefer Blvd.	$ 5,848,000	NA	2020-2025	
SAC22430	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Zinfandel Drive Widening A	In Sacramento County, Eagles Nest Road Zinfandel Drive from Kiefer Boulevard to Douglas Road, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median; improvements also include the installation of a box culvert and traffic signal at Eagles Nest Road/Kiefer Boulevard.	$ 11,800,000	$ 14,377,154	2026-2030	
SAC24975	Project Development Only	SAC	Sacramento County	B- Road & Highway Capacity	Zinfandel Drive Widening B	In Sacramento County, Zinfandel Drive from Jackson Road (State Route 16) to Kiefer Boulevard, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median and traffic signal modification at Jackson Road (State Route 16).	$ 4,800,000	NA	Post-2040	
SAC20240	Planned	SAC	Sacramento County	B- Road & Highway Capacity	Zinfandel Road Widening	Zinfandel Drive, from Southern boundary of the Villages of Zinfandel to Douglas Road: Widen from 2 to 4 lanes with a raised landscaped median. (For other phases see SAC24473 and SAC24467)	$ 10,500,000	$ 11,307,352	2020-2025	
SAC24222	Planned	SAC	Sacramento County and City of Rancho Cordova	D- Programs & Planning	Jackson Hwy. (SR 16) from Excelsior to Grant Line Road: Project Development and Operational Improvements	Complete project analysis efforts, as needed, to identify and implement operational improvements to improve safety and traffic flow along the corridor in the near-term. Improvements to study may include intersection improvements, access management strategies, and traffic signalization enhancements that benefit travel for automobiles and commercial vehicles. The project listing also allows other project development activities to advance so the corridor segment can eventually become a four lane facility in a manner that is consistent with the City and County's design guidelines. Rancho Cordova would contribute to portions of work between Sunrise and Grant Line within the city's limits.	$ 6,235,000	$ 10,216,774	2036-2040	
SAC25242	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	2800 Series 40' CNG Bus Replacement (FY20-FY22)	2800 Series 40' CNG Bus Replacement (FY20-FY22)	$ 70,920,000	$ 74,510,325	2020-2025	
SAC24869	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Automatic Passenger Counters	Purchase and install Automatic Passenger Counters (APC) on SacRT's light rail vehicles.	$ 500,000	$ 819,308	2036-2040	
SAC25154	Project Development Only	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Blue Line Light Rail Extension to Elk Grove	Extension of Blue Line from Cosumnes River College station to Elk Grove.	$ 690,000,000	NA	Post-2040	
REG18037	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	BMF1 CNG Facility Equipment Replacement	At RT's Bus Maintenance Facility #1 (BMF1): Replace and upgrade aging compressor equipment, the flow devices for the CNG dispensers, the HMI fueling control monitors and the control systems.	$ 1,824,450	NA	2020-2025	

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SAC25243	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Bus Fleet Replacement (FY23-FY35)	Bus Fleet Replacement (FY23-FY35)	$ 180,087,000	$ 260,819,672	2031-2035	
SAC24874	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Bus Maintenance Facility #1 Rehabilitation	Rehabilitate the District's existing Bus Maintenance Facility.	$ 10,000,000	$ 16,386,164	2036-2040	
SAC25147	Planned	SAC	Sacramento Regional Transit District	F- Transit O&M (Light Rail)	CAF Fleet Mid-Life Component Overhaul	Overhaul major subsystems/components on the CAF fleet (40 vehicles)	$ 120,000,000	$ 196,633,973	2036-2040	
SAC25119	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	CAF Series Fleet Replacement (40)	CAF Series Fleet Replacement (40)	$ 228,000,000	$ 373,604,548	2036-2040	
REG18031	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Center for Public Interest Design (CPID) Study, station conversion concepts	Design station conversion concepts to accommodate future low-floor vehicles. First phase of study is the Center for Public Interest Design (CPID) initial study. (Toll credits for the $350K RSTP for CPID initial study.). Toll Credits for CON	$ 350,000	NA	2020-2025	
SAC25117	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Circulator Bus/Microtransit Expansion Vehicles	Circulator Bus/Microtransit Expansion Vehicles	$ 9,885,353	$ 16,198,302	2036-2040	
SAC25121	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	CNG Bus Expansion	CNG Bus Expansion	$ 221,179,000	$ 362,427,546	2036-2040	
REG18023	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Dos Rios Light Rail Station	On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station. The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10)	$ 23,100,000	NA	2020-2025	
SAC25238	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Electric Bus Charging Infrastructure	Add new electric bus charging infrastructure to be used to charge both fixed route and microtransit zero emission vehicles.	$ 7,000,000	$ 11,470,315	2036-2040	
REG18042	Programmed	SAC	Sacramento Regional Transit District	F- Transit O&M (General)	Enhanced Employee Protection Warning System	This project will first deploy an Enhanced Employee Protection Warning System (EEPWS) that will alert both the train operator of an upcoming work zone and the workers in that zone of the approaching train. This system consists of two elements. The first element is vehicle mounted equipment; the second component is a wearable warning device used by track workers. It will also develop and demonstrate a state of the art dispatcher work crew/lone worker software system.	$ 1,103,400	NA	2020-2025	
SAC25239	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	General Facilities Maintenance and Improvements	General maintenance of facilities throughtou the district, including LR maintenance faciliites, Bus maintenance facilities, administrative buidlings, Customer Service building, etc.	$ 3,625,000	$ 5,939,985	2036-2040	
SAC25152	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Gold Line Frequency and Service Enhancements	Modifications and enhancements to the Gold Line to enable more frequent service and/or limited stop express service between Folsom and downtown Sacramento including 10 Expansioin LRVs, Side Track, Signal and Crossing Upgrades, LR facility and yard expansions.	$ 194,800,000	$ 319,202,483	2036-2040	

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REG17943	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Green Line (DNA) Light Rail - Planning	This project will redefine a Minimum Operable Segment (MOS) 2 and a MOS 3. REG17935 includes the Final Design and Construction for the project (excluding MOS-1).This phase of the Green Line to the Airport (DNA) Light Rail Project will consist of two discreet, yet connected efforts. For the segment of the Green Line near and adjacent to the Sacramento Intermodal Transfer Center (SITF), the effort will entail the preparation of Draft EIS (and EIR), its circulation for public review and comment, addressing the comments and will culminate with a Final EIS (and EIR). The segment of the project adjacent to the SITF will be coordinated with on-going Sacramento Streetcar planning, environmental review, and design development. For the remainder of the 13-mile corridor, the effort will entail the preparation of a Draft EIS (and EIR) only and its circulation for public review and comments. An MOS will also be identified for this segment. The effort will also evaluate low-floor LRT vehicles and their integration into the RT system, evaluate LRT vehicle maintenance locations for the Green Line, evaluate downtown Sacramento rail/traffic effects of the proposed service, prepare the necessary technical information and for a New Starts evaluation under MAP-21, and involve the community and stakeholders in an outreach program for both efforts. Advanced conceptual engineering and preliminary engineering in key areas with potential for environmental impacts that may require mitigation strategies for the EIS will be completed.	$ 14,310,336	NA	2020-2025	
SAC25235	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Green Line: MOS2 Township 9 to North Natomas Town Center (CON)	Extend rail from Township 9 to North Natomas Town Center	$ 390,000,000	$ 499,232,972	2026-2030	
SAC25236	Project Development Only	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Green Line: MOS3 North Natomas Town Center to Airport (CON)	Extend rail from North Natomas Town Center to Airport	$ 700,000,000	NA	Post-2040	
SAC25148	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Hi-Bus Expansion Vehicles	Hi Bus Vehicles for five BRT lines and 20 Enhanced Bus Lines	$ 168,877,000	$ 276,724,629	2036-2040	
SAC25151	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Hi-Bus Infrastructure	Hi Bus Infrastructure for five BRT lines and 20 Enhanced Bus Lines	$ 368,317,000	$ 603,530,291	2036-2040	
REG18024	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Horn Light Rail Station	On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery Pl, construct new light rail station. (Emission Benefits in kg/day: 0.27 ROG, 0.26 NOx, 0.15 PM10)	$ 4,600,000	NA	2020-2025	
SAC25149	Planned	SAC	Sacramento Regional Transit District	G- System Management, Operations, and ITS	InformationTechnology Enhancements	Various Information Technology (IT) enhancement projects including transit ops & maintenance software; Connect Card technology; computer, network and telephone upgrades; etc.	$ 3,965,399	$ 6,497,768	2036-2040	
REG17999	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Light Rail Crossing Enhancements	Transit Capital/Operations: Purchase and install, as needed, a variety of components in the grade crossing mechanisms.	$ 3,500,000	$ 5,735,158	2036-2040	
SAC25237	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Light Rail Low Floor Station Conversions - Blue & Green Lines	For the 19 light rail stations along the Blue and Green Lines that are not already low-floor compatibble, design and construct improvements to convert stations to accommodate future low-floor vehicles.	$ 36,150,000	$ 59,235,984	2036-2040	
REG18048	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Light Rail Low Floor Station Conversions - Gold Line	For the 29 light rail stations along the Gold Line, design and construct improvements to convert stations to accommodate future low-floor vehicles.	$ 50,100,000	NA	2026-2030	
REG17966	Planned	SAC	Sacramento Regional Transit District	A- Bike & Ped	Light Rail Station Pedestrian Improvements	Pedestrian Improvements: At the Fruitridge, Cosumnes River College, and City College light rail stations, improve pedestrian access.	$ 11,950,000	$ 19,581,466	2036-2040	
REG18008	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Light Rail Station Shelter Improvement Program	Passenger Amenities: Add and improve light rail station shelters.	$ 2,581,436	$ 4,229,983	2036-2040	
SAC24783	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Metro Light Rail Yard Expansion	Modify, reconfigure and expand the Metro light rail yard (or other terminal yards). Add storage yard tracks at Academy Way site	$ 13,700,000	$ 22,449,045	2036-2040	
SAC24881	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Neighborhood Ride Vehicle Replacement	Neighborhood Ride Vehicle Replacement	$ 4,400,000	$ 7,209,912	2036-2040	
SAC24864	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	New Light Rail Stations	Project is to build stations previously deferred during construction of the light rail system: such as T St, Mineshaft or others.	$ 9,025,000	$ 14,788,513	2036-2040	

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REG17959	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Noise Attenuation Soundwalls	Transit Capital/Operations: construct soundwalls at various locations along the light rail system.	$ 4,290,000	$ 7,029,665	2036-2040	
REG16470	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	Northeast Corridor Enhancements	Double track existing single track sections and improve alignment of Northeast Corridor LRT, upgrade the traction power system and signaling to provide limited-stop service, make enhancements to yard track and maintenance facility, and installation of communications infrastructure. (Local Agency Funds are from selling a parcel of land.)	$ 40,000,000	NA	2020-2025	
SAC25123	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Paratransit Vehicle Expansion	Paratransit Vehicle Expansion	$ 27,057,661	$ 44,337,128	2036-2040	
SAC25122	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Paratransit Vehicle Replacement A	Paratransit Vehicle Replacement A	$ 81,543,153	$ 133,617,951	2036-2040	
REG18010	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Paratransit Vehicle Replacement FY10/11 to FY13/14	Purchase replacement and some expansion vehicles and communication equipment to be used by Paratransit, Inc to provide complementary ADA paratransit service on behalf of RT.	$ 7,297,205	NA	2020-2025	
REG18035	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Rail Yards Boulevard Station	In Sacramento, on the Green Line, at Rail Yards Boulevard: Design and construct light rail station . (Environmental covered by REG17943.)	$ 2,367,200	NA	2020-2025	
REG18033	Programmed	SAC	Sacramento Regional Transit District	F- Transit O&M (Bus)	RT ADA Operations	ADA operations for transit services within the RT District Paratransit Area. Sacramento Urbanized Area.FFY2017: $3,840,489FFY2018: $5,190,489 ($3,840,489 pgm'd in FFY18; $1,350,000 pgm'd in FFY19)FFY2019: $5,190,489FFY2020: $3,840,489	$ 32,178,666	NA	2020-2025	
REG18034	Programmed	SAC	Sacramento Regional Transit District	F- Transit O&M (Bus)	RT Preventive Maintenance	Provide for operating expenses for scheduled and unscheduled maintenance for bus and light rail revenue vehicles, facility maintenance, rail repair, and infrastructure replacement to maintain a state of good repair and prevent impacts to operations.FFY2017: $15,361,980FFY2018: $15,531,265 ($15,190,363 pgm'd in FFY18; $340,902 pgm'd in FFY19)FFY2019: $15,776,120FFY2020: $15,601,180FTA 5337FFY2017: $11,580,302FFY2018: $13,804,359 ($11,580,302 pgm'd in FFY18; $2,224,057 pgm'd in FFY19)FFY2019: $13,064,129FFY2020: $11,810,979	$ 209,409,156	NA	2020-2025	
SAC25116	Planned	SAC	Sacramento Regional Transit District	D- Programs & Planning	SacRT Plans and Studies	SacRT Plans and Studies including Long Range Plan Update, TOD-Related Professional Services, and Miscellaneous Planning/Studies	$ 1,450,000	$ 2,375,994	2036-2040	
SAC24871	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Shop Equipment - Bus	Purchase a variety of equipment as needed for vehicle and shop maintenance.	$ 307,739	$ 504,266	2036-2040	
SAC25120	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Siemens 2nd Series Fleet Replacement	Siemens 2nd Series Fleet Replacement	$ 65,100,000	$ 106,673,930	2036-2040	
REG18032	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	Siemens Light Rail Vehicle (LRV) Replacement	Purchase 6 replacement and 7 expansion light rail vehicles. (CMAQ funds are eligible for design and construction to expand the fleet. Emission Benefits in kg/day: 2 ROG, 1 NOx, 1 PM2.5)	$ 78,579,987	NA	2026-2030	
REG17300	Programmed	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	SRTD Satellite Bus Maintenance Facility #2 Phase 1	In Sacramento: Acquire land and construct a new bus maintenance facility in McClellan Park. Plans for this facility include two fueling stations, one land bus wash, and a revenue collection center. Also includes site work for parking and building modifications to support 125 buses. A Phase 2 will follow.	$ 81,010,860	NA	2026-2030	
SAC25150	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Major)	State of Good Repair - Transit Infrastructure	Various projects to maintain the state of good repair of SacRT's light rail system	$ 47,565,273	$ 77,941,238	2036-2040	
REG17979	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Minor)	Transit Station and Stop Enhancements	Light Rail Station and Stop Enhancements (Ped/Bike Access, Lighting, Wayfinding, Shelters, etc.)	$ 25,000,000	$ 40,965,411	2036-2040	
SAC25124	Planned	SAC	Sacramento Regional Transit District	E- Transit Capital (Vehicles)	UTDC Fleet Replacement	UTDC Fleet Replacement	$ 119,700,000	$ 196,142,388	2036-2040	

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CAL21337	Planned	SAC	San Joaquin Regional Rail Commission	E- Transit Capital (Major)	Valley Rail Program – Phase 1	On the UPRR Sacramento Subdivision approximately 39.5 miles from Natomas (W. Elkhorn Blvd.) to San Joaquin County Line: Construct track improvements and additional track, upgrade existing track, construct new stations, and required signaling and layover/maintenance facility. Project improvements will enable two San Joaquins round trips and up to five Altamont Corridor Express (ACE) round trips between Sacramento and the San Joaquin Valley (with one ACE round trip also to the Bay Area). Project includes new equipment for expanded San Joaquins and ACE services and funding for operations to extend ACE to Sacramento.	$ 425,582,000	$ 697,365,662	2036-2040	
VAR56006	Programmed	SAC	SMAQMD	D- Programs & Planning	Spare the Air Phase 2	Sacramento Federal Non-attainment Area: Spare The Air Voluntary Driving Curtailment Program. [Continued from SAC21080, Larger MTP project is VAR56022] (Emission Benefits in kg/day: ROG 0.2, NOx 0.2)	$ 8,807,521	NA	2020-2025	
SAC25244	Planned	Sac	City of Sacramento	G- System Management, Operations, and ITS	Stockon Blvd Moblity Project	Improve safety, transit, and moblity on Stockton Blvd from Alhambra to 47th Street. Reduce number of lanes from four to two to accommodate BRT or Bike/Ped	$ 100,000,000	$ 115,969,342	2026-2030	
CAL20934	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to Queens Ave OC (PM 29.67/31.31). ADA Improvements. (EA 2F090)	In and near Yuba City on SR 20 from Sycamore Canal to the Yuba Co Line (PM 12.13/17.06) and on SR 99 from south of Franklin Road to Queens Ave OC (PM 29.67/31.31). ADA Improvements. EA 2F090	$ 4,500,000	$ 5,760,380	2031-2035	Outside 10 year SHOPP window; revise completion year
CAL21014	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements.	In Sut & Yub Co, on Rte 20, 70 & 99; Sut 20 PM 12/16.7, Sut 99 PM 26/R31.7, Yub 20 PM 0/0.2, Yub 70 PM 14/15.5. Upgrade traffic signals, install video detection and CCTV, transit vehicle & adaptive signal control, and ADA improvements. SHOPP ID 18449	$ 9,100,000	$ 11,648,769	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20865	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd. CAPM.	In Sutter County from 0.6 mile north of Jct Rte 70 to Marcuse Rd (PM 8.7/16.2): CAPM. SHOPP ID 20533	$ 6,240,000	$ 7,264,480	2031-2035	Outside 10 year SHOPP window; revise description, cost & completion year
CAL21304	Planned	SUT	Caltrans D3	A- Bike & Ped	Live Oak Street Scape	Streetscape Enhancement and widen to 4 lanes. EA 3F990	$ 10,460,000	$ 10,721,500	2020-2025	DELETE; See SUT18865. City of Live Oak lead agency.
CAL20429	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Lomo Railroad Crossing	In Sutter County on Route 99 from approx 0.1 mile sout of Encinal Road to approx 0.2 mile north of Kent Ave (PM T35.8/36.5): Safety improvements. EA 0J910	$ 8,320,000	$ 19,996,036	2020-2025	Proposed 2018 SHOPP amendment; possible program at March 2020 CTC
CAL15780	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 20 / SR 99 Interchange ROW Acquisition	ROW Acquisition: for urban interchange at existing SR 20 / SR 99 intersection. EA 1H770	$ 30,507,000	$ 49,989,272	2036-2040	
CAL15770	Planned	SUT	Caltrans D3	B- Road & Highway Capacity	SR 20 Improvements	Widen: SR 20 to six (6) lanes from Walton Rd. to Rocca Wy.	$ 2,000,000	$ 3,277,233	2036-2040	
CAL21042	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Pavement Rehabilitation A	In Sutter County on Route 20 from S. Butte Rd to the county line.	$ 6,900,000	$ 8,201,932	2026-2030	
CAL21048	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Pavement Rehabilitation B	In Sutter County on Route 70 from Jct 70/99 to end of county (PM R0.0/8.3): Pavement rehab. SHOPP ID 20540	$ 5,675,000	$ 6,745,792	2031-2035	Outside 10 year SHOPP window; revise description
CAL20569	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Class II Bike Lane	On SR 99, construct bike lane from Bogue Road to SR 20 Jct.	$ 1,440,000	$ 2,359,608	2036-2040	
CAL20731	Programmed	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 City of Live Oak Safety Improvements	In the City of Live Oak, on SR 99, at Elm Street and Pennington Road: Intersection safety improvements (PM 40.0/40.5) EA 2H230	$ 6,310,000	NA	2020-2025	Revise Description
CAL20888	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Diagonal Ramp Meter at the SR 99/Howsley Road interchange	In Sutter County at SR 99/Howsley Road Interchange a Diagonal ramp meter. Future Configuration is 1+1. (Howsley Road to SB SR 99) (PM 5.401)	$ 900,000	$ 1,474,755	2036-2040	
CAL20885	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at SR 99/Riego Road Interchange Repair a Diagonal ramp meter. Future Configuration is 2+1. (EB Riego Road to SB SR 99) (PM 1.015)	$ 1,120,000	$ 1,835,250	2036-2040	
CAL21087	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Diagonal Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at NB SR 99/Riego Road Interchange a Diagonal ramp meter. Future Configuration is 2+1. (WB Riego Road to NB SR 99) (PM 0.895)	$ 1,120,000	$ 1,835,250	2036-2040	
CAL21066	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements C	In Sutter County on Route 99 at the Howsley Rd UC (Pump Plant #18-0045W): Upgrade pump plant. SHOPP ID 20780	$ 3,675,000	$ 886,693	2026-2030	Proposed 2024 SHOPP cycle; Revise description & cost.
CAL20872	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Drainage Improvements D	In Sutter County at Queens Ave OC, Pump Plant #18-34W. SHOPP ID 20577	$ 2,975,000	$ 659,400	2031-2035	Outside 10 year SHOPP window; revise description, cost & completion year
CAL20763	Programmed	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Live Oak Rehab	In Live Oak, on SR 99, from 0.1 mile north of Coleman Avenue to 0.2 mile north of Ramsdell Drive (PM 39.4/41.0): Roadway rehabilitation. EA 1H150	$ 20,050,000	NA	2020-2025	Revise Description and Cost
CAL21088	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (EB)	In Sutter County at NB SR 99/Riego Road Interchange a Loop ramp meter. Future Configuration is 2+1. (EB Riego Road to NB SR 99) (PM 1.169)	$ 1,120,000	$ 1,835,250	2036-2040	
CAL21085	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Loop Ramp Meter at the SR 99/Riego Road interchange (WB)	In Sutter County at SR 99/Riego Road Interchange Repair a Loop ramp meter. Future Configuration is 1+1. (WB Riego Road to SB SR 99) (PM 0.79)	$ 900,000	$ 1,474,755	2036-2040	

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CAL20767	Programmed	SUT	Caltrans D3	C- Maintenance & Rehabilitation	D3 Habitat Mitigation at Various Locations	In Glenn, Colusa, Sutter, Yuba, Placer, Yolo & Sac Counties at various locations: Advanced mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species. EA 1H520	$ 1,510,000	NA	2020-2025	Revise Category, Title and Description
CAL20607	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Passing Lanes	Passing Lanes: Yuba City to Butte County Line.	$ 24,406,000	$ 39,992,073	2036-2040	
CAL20952	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation A	In and near Live Oak from Coleman Ave to Ramsdall Dr (PM 39.4/40.9). SHOPP ID 15881	$ 20,050,000	$ 21,065,031	2020-2025	DELETE; See CAL20763
CAL21041	Planned	SUT	Caltrans D3	C- Maintenance & Rehabilitation	SR 99 Pavement Rehabilitation C	In Sutter County on Route 99 approx 0.1 mile south of Messick Road to Jct of Rte 20. (PM 24.1/30.6) SHOPP ID 20447	$ 10,850,000	$ 6,306,758	2026-2030	Proposed 2026 SHOPP cycle; Revise description & cost.
CAL20887	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Ramp Meter at the SR 99/Sankey Road	In Sutter County at SB SR 99/Sankey Road ramp meter. (PM 3.04)	$ 380,000	$ 622,674	2036-2040	
CAL21296	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. Future Configuration is 1+1. (EB Sutter Bay Blvd. to NB SR 99)	$ 900,000	$ 1,474,755	2036-2040	
CAL21297	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (EB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (EB Sutter Bay Blvd. to SB SR 99)	$ 380,000	$ 622,674	2036-2040	
CAL21295	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to NB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to NB SR 99)	$ 380,000	$ 622,674	2036-2040	
CAL21298	Planned	SUT	Caltrans D3	G- System Management, Operations, and ITS	SR 99 Ramp Meter at the SR 99/Sutter Bay Blvd. Road interchange (WB to SB)	In Sutter County at SR 99/Sutter Bay Blvd. Road Interchange ramp meter. (WB Sutter Bay Blvd. to SB SR 99)	$ 380,000	$ 622,674	2036-2040	
CAL20522	Programmed	SUT	Caltrans D3	C- Maintenance & Rehabilitation	Sutter Bypass Rehab and Widening	Near Yuba City on SR 20, from east end of Sutter Bypass to Lytle Road - Rehabilitate roadway, widen shoulders and replace Wadsworth Canal Bridge #18-0003 (PM 5.0/11.3). EA 1A920	$ 30,765,000	NA	2020-2025	Revise Description and Total Project Cost
SUT18914	Planned	SUT	City of Live Oak	B- Road & Highway Capacity	Apricot St. Extension	Construct New Road: 2 lane collector from Samuel St. to Richard Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	$ 1,716,000	$ 1,941,496	2020-2025	
SUT17011	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Apricot St. Rehab	Pavement Rehabilitation: in Live Oak from N St. to Samuel St. Includes: resurface existing pavement.	$ 360,000	$ 397,373	2020-2025	
SUT17009	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Archer Ave. Phase 2	Pavement Rehabilitation: from L St. to K St. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	$ 486,000	$ 549,864	2020-2025	
SUT17025	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Archer Ave. Phase 3	Pavement Rehabilitation: from K St. to City Limit. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase III)	$ 480,000	$ 556,653	2026-2030	
SUT18915	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Bishop Ave.	Road Reconstruction: from SR 99 to Planning Area Limits Includes drainage, curb, gutter, sidewalk, and bike lanes.	$ 1,047,000	$ 1,340,249	2026-2030	
SUT18916	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Broadway St. and Elm St.	Road Reconstruction from Apricot St. to the Elm St./SR 99 intersection. Includes: drainage improvements, curb, gutter and sidewalk and bike lanes	$ 650,000	$ 753,801	2026-2030	
SUT17007	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Broadway St. Reconstruction	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	$ 810,000	$ 939,352	2026-2030	
LiveOak2	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	California St.	Road Reconstruction: from Pennington Rd. to Elm St. Includes: sidewalk, bike lanes, drainage improvements.	$ 900,000	$ 1,096,563	2026-2030	
SUT17023	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Center St.	Pavement Rehabilitation: from Pennington Rd. to Elm St. Includes: drainage improvements.	$ 800,000	$ 927,755	2026-2030	
SUT18907	Planned	SUT	City of Live Oak	A- Bike & Ped	Class I Bikeways	Construct New Class I Bikeways off-street and along various new and existing City streets	$ 3,405,000	$ 4,931,455	2031-2035	
SUT18918	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Coleman Rd. Reconstruction and Bike Lanes	Road Reconstruction: from SR 99 to Sinnard Ave. Includes drainage, curb, gutter, sidewalk, and bike lanes.	$ 2,110,000	$ 3,055,909	2031-2035	
LiveOak1	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Coleman Rd. Reconstruction and Realignment	Road Reconstruction: from Larkin Rd. to SR 99. Includes realignment of Coleman Rd., new at-grade crossing of UPRR, drainage, curb, gutter, sidewalk, and bike lanes.	$ 6,515,000	$ 10,675,586	2036-2040	
SUT17020	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Elm St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, bike lanes, and drainage improvements.	$ 567,000	$ 690,834	2026-2030	
SUT17024	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Elm Street Reconstruction	In Live Oak: Elm Street from Larkin Road to L Street; reconstruct, install curb, gutter, sidewalks, drainage improvements.	$ 580,000	$ 742,449	2026-2030	
SUT17021	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Fir St.	Road Reconstruction: from Broadway to N Street. Includes: curb and gutter, and new sidewalk from California St. to N Street.	$ 486,000	$ 592,144	2026-2030	
SUT17022	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Gum St.	Road Reconstruction: from Broadway to N St. Includes: curb, gutter, sidewalks, and drainage improvements.	$ 425,000	$ 517,821	2026-2030	
SUT17018	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Ivy St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalks, and drainage improvements.	$ 480,000	$ 629,802	2031-2035	
SUT17001	Planned	SUT	City of Live Oak	A- Bike & Ped	Kola Street Sidewalks	In Live Oak; Kola Street from State Route 99 to Larkin Road; reconstruct street, install curb, gutters, sidewalks, drainage improvements, new cross walk striping and pedestrian crossing warning lights.	$ 800,000	$ 999,090	2026-2030	

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SUT17005	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	L Street Reconstruction A	In Live Oak: L Street from Pennington Road to Elm Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	$ 770,000	$ 985,665	2026-2030	
SUT18921	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	L Street Reconstruction B	In Live Oak: L Street from Elm St. to Ash Street, reconstruct, install curb, gutter, sidewalks, drainage improvements.	$ 1,013,000	$ 1,362,372	2031-2035	
SUT18922	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road and Elm Street	In Live Oak on Larkin Road from Archer Ave. to the Elm St./SR 99 intersection. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	$ 581,000	$ 707,892	2026-2030	
SUT18882	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road Reconstruction A	In Live Oak on Larkin Road from Apricot St. to current City Limit. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	$ 2,450,000	$ 3,059,714	2026-2030	
SUT16984	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road Reconstruction B	In Live Oak on Larkin Road from Nevada Street to Riviera Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	$ 9,350,000	$ 13,211,305	2031-2035	
SUT18880	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Larkin Road Reconstruction C	In Live Oak on Larkin Road from current City Limit to Paseo Ave. reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	$ 4,510,000	$ 7,209,912	2036-2040	
SUT18865	Programmed	SUT	City of Live Oak	B- Road & Highway Capacity	Live Oak Collaborative Highway 99 Streetscape Improvements	In Live Oak, SR 99, from Ash Street to Ramsdell Drive: widen from 2 to 4 lanes and build streetscape improvements. (Toll credits for PE, ROW, and CON) (See project phases in MTP: SUT18872, SUT17014, SUT18865, SUT18906, SUT17013, SUT17015, and SUT17016.). Toll Credits for ENG, ROW, CON	$ 22,090,938	NA	2020-2025	EA 3F990
SUT18917	Planned	SUT	City of Live Oak	A- Bike & Ped	Live Oak Community Trail	Construct New Class I Bikeway along the abandon Sacramento Northern Railroad right-of-way from Elm St. to the Pennington Rd./O St. Intx. (Phase 2)	$ 885,000	$ 953,048	2020-2025	
SUT16987	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Luther Rd.	Road Reconstruction: from the current existing city boundary to Riviera Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	$ 5,887,000	$ 8,526,131	2031-2035	
SUT18884	Project Development Only	SUT	City of Live Oak	B- Road & Highway Capacity	N St.	Construct New Road: 2 lane collector from current City Limit to Paseo Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	$ 6,786,000	NA	Post-2040	
SUT18883	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	N St. Reconstruction A	Road Reconstruction: from Pennington Road to Elm St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	$ 935,000	$ 1,084,313	2026-2030	
SUT17017	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	N St. Reconstruction B	Road Reconstruction: from Kola St. to Epperson Way. Includes: curb, gutters, sidewalks, drainage improvements, and bike lanes.	$ 1,256,000	$ 1,530,314	2026-2030	
SUT18885	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	N St. Reconstruction C	Road Reconstruction: from Fir St. to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	$ 1,418,000	$ 1,815,160	2026-2030	
SUT17019	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Nevada St.	Road Reconstruction: from Hwy. 99 to Larkin Rd. Includes: curb, gutter, sidewalk, and drainage improvements.	$ 600,000	$ 787,252	2031-2035	
SUT18890	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	P St. Reconstruction A	Road Reconstruction: from Pennington Road to Apricot St. Includes drainage, curb and gutter, sidewalk, and bike lanes.	$ 1,870,000	$ 2,514,942	2031-2035	
SUT18889	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	P St. Reconstruction B	Road Reconstruction: from Park St. to Pennington Road Includes drainage, curb and gutter, sidewalk, and bike lanes.	$ 567,000	$ 801,156	2031-2035	
SUT18891	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Paseo Ave.	Reconstruct roadway from Hwy. 99 to Township Road, realign west 0.5 mi. Includes: drainage improvements, curb, gutter, sidewalk, and bike lanes.	$ 11,150,000	$ 18,270,573	2036-2040	
SUT17012	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction A	Road Reconstruction from Hwy. 99 to Larkin Rd. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	$ 500,000	$ 594,343	2026-2030	
SUT18892	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction B	Road Reconstruction from Orchard Way to Sinnard Ave. Includes: curb and gutter, sidewalk, drainage improvements, bike lanes and underground utilities.	$ 1,800,000	$ 2,193,125	2026-2030	
SUT17004	Project Development Only	SUT	City of Live Oak	B- Road & Highway Capacity	Pennington Rd. Reconstruction C	Widen and Reconstruct: add 2 traffic lanes from Hwy. 99 to N Street. Includes: center median with turn pockets, drainage improvements, bike lanes, and underground utilities.	$ 1,500,000	NA	Post-2040	
SUT17010	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction D	Road Reconstruction from Connecticut Ave. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	$ 1,370,000	$ 1,935,774	2031-2035	
SUT16997	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction E	Road Reconstruction: from Sinnard Ave. to Sheldon Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	$ 1,079,000	$ 1,641,826	2036-2040	
SUT16985	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Pennington Rd. Reconstruction F	Road Reconstruction: from Township Rd. to Luther Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	$ 3,973,000	$ 6,196,524	2036-2040	
SUT16990	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Riviera Rd.	Road Reconstruction: from Township Rd. to Larkin Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes. (Phase II)	$ 7,332,000	$ 12,014,336	2036-2040	
SUT16983	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Riviera Road	In Live Oak, Riviera Road from SR99 to Larkin Road reconstruct road and install drainage, curb and gutter, sidewalk, and bike lanes.	$ 4,518,000	$ 6,543,411	2031-2035	
SUT18898	Project Development Only	SUT	City of Live Oak	B- Road & Highway Capacity	Road 9	Construct New Road: 2 lane collector from Richard Ave. to Linda St. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	$ 2,808,000	NA	Post-2040	

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SUT18900	Planned	SUT	City of Live Oak	B- Road & Highway Capacity	Road E	Construct New Road: 2 lane collector from SR 99 to Riviera Rd. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	$ 3,822,000	$ 6,262,792	2036-2040	
SUT18902	Planned	SUT	City of Live Oak	B- Road & Highway Capacity	Sean Drive	Construct New Road: 2 lane collector from Luther Rd. to Road C. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	$ 2,028,000	$ 3,323,114	2036-2040	
SUT16991	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Sinnard Ave.	Road Reconstruction: from Fir St. to Pennington Rd. Includes: drainage, curb and gutter, sidewalk, and bike lanes.	$ 542,700	$ 645,100	2026-2030	
SUT16981	Project Development Only	SUT	City of Live Oak	B- Road & Highway Capacity	South Loop Road	In Live Oak, phase-1 Township to Sinnard, construct South Loop Road, a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes	$ 1,581,650	NA	Post-2040	
SUT17014	Planned	SUT	City of Live Oak	B- Road & Highway Capacity	SR 99 Widening A	Widen: Add 2 travel lanes from Ramsdell Dr. to Riviera Rd. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	$ 8,313,000	$ 13,621,818	2036-2040	
SUT17016	Planned	SUT	City of Live Oak	B- Road & Highway Capacity	SR 99 Widening C	Widen: Add 2 travel lanes from Elm St. to Coleman Rd. Includes: sidewalks and drainage improvements. (Phase III)	$ 6,120,000	$ 10,028,333	2036-2040	
SUT18906	Project Development Only	SUT	City of Live Oak	B- Road & Highway Capacity	SR 99 Widening D	Widen: Add 2 travel lanes from Coleman Rd. to Paseo Ave. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase V)	$ 734,400	NA	Post-2040	
SUT16989	Planned	SUT	City of Live Oak	C- Maintenance & Rehabilitation	Township Rd.	Road Reconstruction: from Pennington Road to Riviera Road. Includes drainage, curb, gutter, sidewalk, and bike lanes.	$ 9,436,000	$ 15,461,985	2036-2040	
SUT16988	Project Development Only	SUT	City of Live Oak	B- Road & Highway Capacity	Township Road	In Live Oak, Phase-1 from Paseo Road to Pennington Road construct Township Road a new 4 lane connector including drainage, curb and gutter, sidewalk, and bike lanes.	$ 17,083,000	NA	Post-2040	
SUT16956	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Bogue Rd. Widening Phase 1	Widen: 4 lanes from Harter Pkwy to Hwy 99	$ 17,526,000	NA	Post-2040	
SUT16976	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Bogue Rd. Widening Phase 2	Widen: 4 lanes from Township Rd. to George Washington Blvd.	$ 4,041,000	NA	Post-2040	
SUT16957	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Bogue Rd. Widening Phase 3	Widen: 4 lanes from George Washington Blvd. to Harter Pkwy.	$ 2,372,000	NA	Post-2040	
SUT18999	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Bridge St. - A	Widen: 4 lanes from El Margarita Rd. to Walton Ave.	$ 5,000,000	$ 6,400,423	2026-2030	
SUT19000	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Bridge St. - B	Widen: 4 lanes from Geo. Washington Blvd. to El Margarita Rd.	$ 5,000,000	$ 7,241,491	2031-2035	
SUT19001	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Bridge St. - C	Widen: 4 lanes from Western Pkwy. to Geo. Washington Blvd.	$ 5,000,000	$ 8,193,082	2036-2040	
SUT10250	Programmed	SUT	City of Yuba City	B- Road & Highway Capacity	Bridge Street Widening	In Yuba City, Widen Bridge Street from Cooper Street to Gray Avenue: widen to 4 lanes.	$ 9,393,543	NA	2020-2025	
SUT16961	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Butte House Rd.	Widen: 4 lanes from Township Rd. to Tharp Rd.	$ 18,361,000	NA	Post-2040	
SUT16963	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Clark Ave.	Roadway Operational Improvements: from Richland Rd. to Franklin Ave. add a continuous left-turn lane and bike lanes.	$ 6,016,405	NA	Post-2040	
SUT16969	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	El Margarita Rd.	Roadway Operational Improvements: from Hwy. 20 to Franklin Rd. add a continuous left turn lane and bike lanes.	$ 5,189,000	$ 6,642,359	2026-2030	
SUT10828	Programmed	SUT	City of Yuba City	B- Road & Highway Capacity	Feather River Bridge at 5th St	5th St/Bridge St crossing over the Feather River/2nd St, between Marysville and Yuba City: Replace two-lane bridge with 4-lane bridge. (HPP# 3631) (Toll Credits for ROW and CON) (Local Agency funds for CON are non-participating.). Toll Credits for ROW, CON	$ 89,102,631	NA	2020-2025	
SUT16977	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Franklin Ave.	Widen: 4 lanes from Plumas Blvd. to Garden Hwy.	$ 4,944,000	NA	Post-2040	
SUT10530	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Franklin Avenue	Widen Franklin Avenue from 2 to 4 lanes from Route 99 to Clark Avenue.	$ 5,224,500	$ 5,224,500	2020-2025	
SUT16954	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Franklin Rd.	Widen: 4 lanes from Township Rd. to Hwy. 99.	$ 18,515,000	NA	Post-2040	
SUT16970	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	George Washington Blvd. Widening A	Widen: 4 lanes from Hwy. 20 to Bogue Rd.	$ 21,614,000	NA	Post-2040	
SUT16971	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	George Washington Blvd. Widening B	Construct New Road: 4 lanes from Pease Rd. to Hwy. 20.	$ 16,486,000	$ 24,473,560	2036-2040	
SUT18932	Programmed	SUT	City of Yuba City	A- Bike & Ped	Harter Parkway and Sutter Bike Path Gap Closure	In Yuba City: From Hooper Road to Harter Parkway on the north side of Jefferson Avenue and on Harter Parkway from Butte House Road to Spirit Way, extend the existing 4.6-mile-long Sutter Bicycle Path from Hooper Road to Harter Parkway and build a Class I shared use path on Harter Parkway from Butte House Road to State Route 20.	$ 2,241,000	NA	2020-2025	

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SUT10260	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Harter Road	In Yuba City, construct 4 lanes, Harter Road between Lassen Boulevard and Bridge Street.	$ 2,236,000	NA	Post-2040	
SUT16955	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Lincoln Rd. Widening D	Widen: 4 lanes from Township Rd. to Garden Hwy.	$ 29,975,000	NA	Post-2040	
SUT16974	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Pease Rd. New Interchange	Construct New Interchange: 4 lanes at Pease Rd. / Hwy 99. Includes: overcrossing and connecting ramps at Hwy 99.	$ 57,880,554	$ 85,924,008	2036-2040	
SUT16962	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Pease Rd. Widening	Widen: 4 lanes from Township Rd. to Hwy. 99	$ 18,972,000	NA	Post-2040	
SUT16975	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Percy Ave.	Widen: 4 lanes from Franklin Ave. to Garden Hwy. Includes: landscaped medians.	$ 6,632,500	$ 10,868,124	2036-2040	
SUT16964	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	SR 99 Widening B	Widen: 6 lanes from Hwy. 20 to Bogue Rd.	$ 31,434,000	NA	Post-2040	
SUT16960	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	State Route 20 - Stabler Lane to State Route 99	Widen State Route 20 from 4 to 6 lanes from Stabler Lane to State Route 99	$ 7,453,000	NA	Post-2040	
SUT16966	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Tharp Rd.	Widen: 4 lanes from Hwy. 20 to Butte House Rd.	$ 4,109,000	$ 4,648,956	2020-2025	
SUT10241	Planned	SUT	City of Yuba City	B- Road & Highway Capacity	Walton Avenue Widening A	Widen Walton Ave from Lincoln Rd. to Franklin Rd. from 2-3 lanes to 5 lanes including upgrades to bike lanes, sidewalks, curbs, gutters, and drainage.	$ 13,762,794	$ 14,459,535	2020-2025	
SUT16965	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Walton Avenue Widening B	Widen Walton Avenue to 4-lanes from Bogue Road to Augusta Lane	$ 9,879,408	NA	Post-2040	
SUT10813	Project Development Only	SUT	City of Yuba City	B- Road & Highway Capacity	Western Parkway	Construct Western Parkway (4 lanes) from State Route 20 to Butte House Road	$ 10,000,000	NA	Post-2040	
SUT18925	Programmed	SUT	Sutter County	C- Maintenance & Rehabilitation	Bridge Replacement On Howsley Rd Over Pleasant Grove Creek Canal	Howsley Rd Over Pleasant Grove Creek Canal at Natomas Rd. Replace 2 lane bridge with 2 lane bridge. No added capacity.	$ 7,937,000	NA	2020-2025	
SUT18876	Project Development Only	SUT	Sutter County	B- Road & Highway Capacity	Howsley Rd Widening	Widen Howsley Rd between Pleasant Grove Rd and Natomas Rd	$ 3,960,000	NA	Post-2040	
SUT18875	Programmed	SUT	Sutter County	C- Maintenance & Rehabilitation	Kent Road Bridge at Sutter Butte Canal.	Kent Road over Sutter Butte Canal, 0.2 Mi South of McDonald Ave.: Replace two lane bridge with two lane bridge. (Toll credits for PE, ROW & CON.). Toll Credits for ENG, ROW, CON	$ 2,760,000	NA	2020-2025	
SUT18856	Programmed	SUT	Sutter County	C- Maintenance & Rehabilitation	Larkin Rd. Bridge Replacement	Larkin Rd. over South Birch Sutter-Butte Canal, 0.2 miles north of Encinal Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge.	$ 1,158,000	NA	2020-2025	
SUT10370	Project Development Only	SUT	Sutter County	B- Road & Highway Capacity	Lincoln Rd. Widening C	Widen: 2 lanes from Jones Rd. to Walton Rd. Includes: center lane.	$ 3,000,000	NA	Post-2040	
SUT18855	Programmed	SUT	Sutter County	C- Maintenance & Rehabilitation	Nicolaus Ave. Bridge Replacement	Nicolaus Ave., over Coon Creek, 1 mile west of Pleasant Grove Rd.: Replace the existing 2-lane bridge with a new 2-lane bridge	$ 1,422,000	NA	2020-2025	
SUT18936	Planned	SUT	Sutter County	C- Maintenance & Rehabilitation	Nuestro Road Bridge over Snake River	On Nuestro Road, 0.7 miles east of East Butte Road, Replace the existing structurally deficient bridge and the approach 300 feet east and west of the bridge for a total length of 640 feet. The width of the project site will be within the County right-of-way.	$ 1,339,550	$ 1,339,550	2020-2025	
SUT10340	Planned	SUT	Sutter County	B- Road & Highway Capacity	Riego Rd Widening	Widen Riego Rd to 4 lanes, Route 99 to Placer Co.	$ 3,142,000	$ 4,550,553	2031-2035	
CAL18590	Project Development Only	SUT	Sutter County	B- Road & Highway Capacity	Route 99, New Interchange	Sutter County, north of Sacramento: along Route 99 between Riego Road and Sankey Road, construct new interchange	$ 22,000,000	NA	Post-2040	
SUT18937	Planned	SUT	Sutter County	C- Maintenance & Rehabilitation	Sanders Road Bridge over Sutter Butte Canal	On Sanders Road, 1.2 miles west of Broadway, Replace the existing structurally deficient bridge and the approach 300 feet east and west of the bridge for a total length of 640 feet. The width of the project site will be within the County right-of-way.	$ 1,338,220	$ 1,338,220	2020-2025	
SUT10500	Project Development Only	SUT	Sutter County	B- Road & Highway Capacity	Sankey Rd.	Widen: 4 lanes from Pleasant Grove Blvd. to Hwy. 99 / Hwy. 70.	$ 2,500,000	NA	Post-2040	
SUT18830	Planned	SUT	Sutter County	G- System Management, Operations, and ITS	SR 99 Intersection Improvements	Intersection improvements to add turn lanes, address drainage issues and sound attenuation as needed along both sides of State Route 99 at Bogue Rd, Lincoln Rd, Richland Rd and Franklin Rd.	$ 3,800,000	$ 3,800,000	2020-2025	

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SUT18873	Programmed	SUT	Sutter County	C- Maintenance & Rehabilitation	Tisdale Rd, Over Westside Canal-Sutter County	Tisdale Rd., over Westside Canal, 100 E Cranmore Rd.: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge, (Toll Credits programmed for PE, R/W, & CON.). Toll Credits for ENG, ROW, CON	$ 2,221,250	NA	2020-2025	
CAL20713	Programmed	VAR	Caltrans D3	G- System Management, Operations, and ITS	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3: Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations. EA 0H410	$ 13,570,000	NA	2020-2025	Revise Description
CAL20722	Programmed	VAR	Caltrans D3	G- System Management, Operations, and ITS	District 3 LED Upgrades	In various counties on various routes at various locations within District 3: Upgrade Extinguishable Message Signs (EMS) to LED. EA 0H400	$ 2,565,000	NA	2020-2025	Revise Description and Total Project Cost
CAL20650	Planned	VAR	Caltrans D3	G- System Management, Operations, and ITS	I-5 Install Vehicle Detection Stations	In Sacramento and Yolo Counties I-5 Install Vehicle Detection Stations on I-5 at 9 locations	$ 1,000,000	$ 1,050,625	2020-2025	
CAL20758	Programmed	VAR	Caltrans D3	G- System Management, Operations, and ITS	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80): Repair or replace damaged inductive loop vehicle detection elements. EA 2H570	$ 1,629,000	NA	2020-2025	Revise Description
CAL20760	Programmed	VAR	Caltrans D3	G- System Management, Operations, and ITS	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements. EA 2H700	$ 2,344,000	NA	2020-2025	Revise Description
CAL20652	Planned	VAR	Caltrans D3	G- System Management, Operations, and ITS	Sac/Yolo Ramp Meters	In Sacramento and Placer Counties, on Routes 51, 65 and 99 at various locations. Install ramp meters.	$ 28,530,000	$ 46,749,727	2036-2040	
CAL17380	Programmed	VAR	Caltrans D3	C- Maintenance & Rehabilitation	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	$ 400,000	NA	2020-2025	
CAL20615	Planned	VAR	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	$ 860,000,000	$ 1,409,210,139	2036-2040	
CAL20616	Planned	VAR	Caltrans D3	G- System Management, Operations, and ITS	SHOPP - Collision Reduction	SHOPP - Collision Reduction	$ 505,000,000	$ 827,501,302	2036-2040	
CAL20617	Planned	VAR	Caltrans D3	G- System Management, Operations, and ITS	SHOPP - Emergency Response	SHOPP - Emergency Response	$ 10,000,000	$ 16,386,164	2036-2040	
CAL20584	Planned	VAR	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	$ 20,000,000	$ 32,772,329	2036-2040	
CAL20618	Planned	VAR	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	$ 9,500,000	$ 15,566,856	2036-2040	
CAL20622	Planned	VAR	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	$ 200,000,000	$ 327,723,288	2036-2040	
CAL20619	Planned	VAR	Caltrans D3	A- Bike & Ped	SHOPP - Mobility	SHOPP - Mobility	$ 105,500,000	$ 172,874,034	2036-2040	
CAL20620	Planned	VAR	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	$ 15,000,000	$ 24,579,247	2036-2040	
CAL20621	Planned	VAR	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	$ 570,000,000	$ 934,011,371	2036-2040	
CAL18808	Project Development Only	VAR	Caltrans D3	B- Road & Highway Capacity	SR 99 Managed Lanes in both directions	Managed Lane Facility in both directions from I-5 to the SR 99/ SR 70 Wye junction in Sacramento and Sutter Counties. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes and reversible lanes)	$ 10,000,000	NA	Post-2040	
CAL20614	Planned	VAR	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on U.S. 50 between I-80 and Cedar Grove	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in El Dorado and Sacramento Counties.	$ 4,000,000	$ 4,754,743	2026-2030	
CAL20611	Planned	VAR	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on I-5 between the San Joaquin County Line and SR113	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.	$ 5,000,000	$ 7,422,528	2036-2040	
CAL20610	Planned	VAR	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System On I-80 between SR113 and Bell Road and on Rt-51	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer, Sacramento and Yolo Counties.	$ 5,000,000	$ 7,422,528	2036-2040	
CAL20772	Programmed	VAR	Caltrans D3	C- Maintenance & Rehabilitation	US 50 in Sacramento and El Dorado Counties ITS	On US in and near Rancho Cordova and Folsom, from Hazel Ave to the county line (PM 15.7/23.1); also in El Dorado County near El Dorado Hills, from the county line to 0.1 mile east of White Rock Road (PM 0.0/R1.9): Install fiber optic cable and wireless communication systems. EA 1H820	$ 7,005,000	NA	2020-2025	Revise Description and Total Project Cost

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???	Planned	VAR	Caltrans D3	A- Bike & Ped	SR 99 & 113 Bike ADA Safety Improvements	In Sacramento on SR 99 at 12th Ave and Florin Road (PM 23.309 & 19.71/19.808); also in Yolo County on SR 113 at County Road 31 and Russell Ave (PM 1.896/2.299 & 0.92/0.99): Provide improvements for bicycles and pedestrians by enhancing crosswalk markings, bike lane delineation, signs and signals. Upgrade pushbuttons to ADA accessible pushbuttons. EA 1J010	$ 3,700,000		2020-2025	Proposed 2022 SHOPP cycle; not in SACTrak
CAL20779	Programmed	VAR	Caltrans D3	G- System Management, Operations, and ITS	Yol/Sac/ED US 50 MBGR Upgrade	In Yolo, Sacramento and El Dorado counties, in and near the cities of West Sacramento, Sacramento, Rancho Cordova, Folsom and Placerville, on US 50, from I-80 to SR 89, at various locations (PM 0.0/70.6): Upgrade guardrail to make standard. EA 1H870	$ 3,436,000	NA	2020-2025	Project programmed at March 2018 CTC
SAC25141	Project Development Only	VAR	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - C - CON	Segment C: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bond Road to Calvine Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	$ 34,800,000	NA	Post-2040	
SAC25107	Project Development Only	VAR	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - D1 - CON	Segment D1: Construct 4 lanes (Expressway), from Calvine Road to SR 16 (Jackson Hwy). Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	$ 47,200,000	NA	Post-2040	
VAR56133	Planned	VAR	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - D2 - CON From Douglas Road to White Rock Road.	Construction of Segment D2: Construct 4 lanes (Expressway), from Douglas to White Rock Road.	$ 24,847,500	$ 35,986,589	2031-2035	
VAR56131	Planned	VAR	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - D3 - CON Prairie City Road to Sacramento/El Dorado County Line	Segment D3: Construct 4 lanes (Expressway), from Prairie City Road to the Sacramento County Line.	$ 48,000,000	$ 55,665,284	2026-2030	
ELD19468	Programmed	VAR	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - E1 - CON From Sacramento/El Dorado County Line to Latrobe Road	Segment E1: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from the Sacramento-El Dorado County line to Latrobe Road.	$ 4,500,000	NA	2026-2030	
ELD19469	Planned	VAR	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector - E2 - CON From Latrobe Road to the US 50/Silva Valley Pkwy Interchange	Segment E2: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from Latrobe Road to the US 50/Silva Valley Parkway Interchange.	$ 6,000,000	$ 8,689,789	2031-2035	
VAR56132	Project Development Only	VAR	Capital Southeast Connector JPA	B- Road & Highway Capacity	Capital SouthEast Connector- Phase 2	Capital SouthEast Connector Phase 2 will include adding HOV lanes as needed and constructing interchanges at various locations.	$ 209,300,000	NA	Post-2040	
CAL18320	Programmed	VAR	Capitol Corridor JPA	C- Maintenance & Rehabilitation	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	$ 82,276,000	NA	2020-2025	
VAR56199	Programmed	VAR	Capitol Corridor JPA	E- Transit Capital (Major)	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	$ 195,000,000	NA	2020-2025	

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SAC25106	Project Development Only	VAR	City of Elk Grove	B- Road & Highway Capacity	Capital SouthEast Connector - B3 - CON	Segment B3: Widen Grant Line Road from 2 to 4 lanes (thoroughfare), from Bradshaw Road to Bond Road. Complete project development efforts, as needed, to identify and implement improvements along the corridor segment in the near-term, as needed. Improvements may include intersection improvements and frontage improvements that benefit travel for automobiles and commercial vehicles. The project listing also allows for other near-term planned project development activities to advance, including environmental clearance, so the corridor segment can eventually become a four lane facility in a manner that is consistent with the Project Design Guidelines for the corridor.	$ 23,600,000	NA	Post-2040	
YOL19328	Programmed	VAR	City of West Sacramento	B- Road & Highway Capacity	Broadway Bridge	From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)	$ 254,500,000	NA	2026-2030	
VAR56273	Planned	VAR	Multiple Lead Agencies	C- Maintenance & Rehabilitation	Local Streets and Roads Maintenance	Lump-sum for annual local streets and roads maintenance	$ 2,200,000,000	$ 3,604,956,169	2036-2040	
SAC24420	Planned	VAR	Multiple Lead Agencies	B- Road & Highway Capacity	Sacramento River Crossing	New Northern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: Auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Richards Blvd or C Street, but final alignment options will be studied in subsequent planning efforts.	$ 150,000,000	$ 173,954,013	2026-2030	
VAR56272	Planned	VAR	Multiple Lead Agencies	F- Transit O&M (General)	Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2023-2040; does not account for expansion of service	$ 5,400,000,000	$ 8,848,528,778	2036-2040	
YCT18199	Planned	VAR	Multiple Lead Agencies	E- Transit Capital (Major)	West Sacramento/Sacramento Streetcar (Phase 2)	Construction Phase 2 Downtown/Riverfront Streetcar: South to R Street and Broadway corridors	$ 45,000,000	$ 65,173,417	2031-2035	
VAR56207	Programmed	VAR	RT	E- Transit Capital (Minor)	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region.. Toll Credits for CON	$ 247,575	NA	2020-2025	
REG18046	Programmed	VAR	RT	E- Transit Capital (Vehicles)	El Dorado County Transit Authority- Bus Replacement	Replace one 32- foot gasoline 2012 International Bus and three 35 ft Bluebird Diesel buses with four 35-foot Gillig diesel buses.	$ 1,750,202	NA	2020-2025	
REG18052	Programmed	VAR	RT	F- Transit O&M (Bus)	Operating Assistance for the UC Davis Medical Center Shuttle Service	Between UC Davis and UC Davis Medical Center with limited stops in between: Operating assistance for three years. Operations would take place weekdays, approximately between 5:30 AM and 8:30 PM.	$ 6,000,000	NA	2020-2025	
VAR56208	Programmed	VAR	SACOG	E- Transit Capital (Minor)	Connect Card Implementation	Implementation and operational activities associated with Connect Card. Connect Card is an electronic transit fare collection system for the transit agencies in the Sacramento Region. (See VAR56207.). Toll Credits for CON	$ 198,089	NA	2020-2025	
VAR56271	Planned	VAR	SACOG	D- Programs & Planning	Green-Means-Go	Green Means Go is a multi-year pilot program to lower greenhouse gas emissions in the six-county Sacramento region by accelerating infill development, reducing vehicle trips, and electrifying remaining trips.	$ 400,000,000	$ 655,446,576	2036-2040	
VAR56197	Programmed	VAR	SACOG	D- Programs & Planning	Planning Programming and Monitoring (RSTP) Phase 3	Conduct necessary planning, state and federal programming, and monitoring activities, including updates to the MTP, revisions to the MTIP and STIP, ensuring timely delivery of projects using state and federal funds, coordination with FHWA, FTA, Caltrans, CTC, transit operators, and local project sponsors. Ongoing. (See VAR56008, VAR56101) (Toll Credits). Toll Credits for CON	$ 641,267	NA	2020-2025	
VAR56196	Programmed	VAR	SACOG	D- Programs & Planning	PPM Sacramento, Sutter, Yolo, Yuba Counties	For SACOG staff to plan, program and monitor (non-construction) for the counties of Sacramento, Sutter, Yolo, and Yuba. (Previous phases: SAC21710, SUT10450, YOL17010, YUB15630)	$ 5,892,000	NA	2020-2025	
VAR56125	Programmed	VAR	SACOG	D- Programs & Planning	Regional Bicycle and Pedestrian Data Collection	In the SACOG Region: develop regional standards for evaluating bicycle/pedestrian projects, procure automated bicycle/pedestrian counters, and develop a smartphone application for collecting user?s bicycle/pedestrian travel data (Toll Credits for CON). (CycleSac). Toll Credits for CON	$ 559,510	NA	2020-2025	
VAR56195	Programmed	VAR	SMAQMD	D- Programs & Planning	SECAT Program Phase 3	Phase 3 of Sacramento Emergency Clean Air Transportation Program (SECAT), Heavy-Duty NOx control strategies. (Phase 1 SAC22090, Phase 2 VAR56037) (Emission Benefits in kg/day: 236 NOx, 21 PM10, 9 ROG. And in kg/day for each $3m increment: 835 NOx, 109 ROG) (Toll Credits). Toll Credits for CON	$ 11,175,428	NA	2020-2025	
YOL19346	Programmed	VAR	Yolo County	C- Maintenance & Rehabilitation	CR 96 Bridge Replacement, Union School Slough	County Road 96, over Union School Slough, 1.38 Mi South of CR 27: Replace two lane bridge with two lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	$ 1,741,779	NA	2020-2025	
CAL21302	Planned	Various: ELD, NEV	Caltrans D3	C- Maintenance & Rehabilitation	SLT & Truckee Maintenance Facilities	Build pre-wash facilities	$ 800,000	$ 1,310,893	2036-2040	Switched Title and Description

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CAL20571	Planned	Various: ELD, PLA, SAC, SUT, YUB, YOL	Caltrans D3	A- Bike & Ped	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	$ 50,000,000	$ 52,531,250	2020-2025	
CAL20831	Project Development Only	Various: NEV, PLA	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Safety Corridor Improvements	Route 49 Safety Corridor Improvements (Grass Valley to Auburn). '4E170	$ -	NA	Post-2040	DELETE; 4E170 programmed Non-MPO, not SACOG
CAL21294	Planned	Various: PLA , SAC, YOL, SAC, GLE, SAC, PLA, SAC, SAC, YOL, PLA	Caltrans D3	G- System Management, Operations, and ITS	Install various safety improvements at multiple locations	Install various safety improvements at multiple locations (EA 4H020). Various routes	$ 4,000,000	$ 4,000,000	2020-2025	DELETE; See CAL20778
CAL20778	Programmed	VAR	Caltrans D3	G- System Management, Operations, and ITS	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards. EA 4H020	$ 4,115,000	NA	2020-2025	Project programmed at Jan 2018 CTC
CAL21068	Planned	Various: PLA, NEV	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC A	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC	$ 7,000,000	$ 7,000,000	2020-2025	DELETE; See CAL20806
CAL20881	Planned	Various: PLA, NEV	Caltrans D3	C- Maintenance & Rehabilitation	Repair shoulder damage and install concrete gutter in Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC B	In Placer County on Route 80 from 0.3 miles east of the South Yuba River Bridge to Nevada County on Route 80 at the Soda Springs OC. Repair shoulder damage and install concrete gutter. EA4H110	$ 10,900,000	$ 11,451,813	2020-2025	DELETE; See CAL20806
CAL20806	Programmed	Various: PLA, NEV	Caltrans D3	C- Maintenance & Rehabilitation	Kingvale to Soda Springs Shoulder Repair	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line (PM R62.9/69.7); also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0): Install concrete gutter to repair shoulder damage at various locations. EA 4H110	$ 10,890,000	NA	2020-2025	Project programmed at Aug 2018 CTC
CAL20612	Planned	Various: PLA, YUB	Caltrans D3	C- Maintenance & Rehabilitation	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	$ 4,000,000	$ 4,754,743	2026-2030	
CAL20708	Programmed	Various: SAC, PLA	Caltrans D3	G- System Management, Operations, and ITS	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM M0.1/18.0); also in Placer County in the City of Roseville I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7): Install fiber optics communication lines. EA 0H540	$ 16,750,000	NA	2020-2025	Revise Category, Description, and Total Project Cost
CAL20830	Project Development Only	Various: SAC, PLA	Caltrans D3	G- System Management, Operations, and ITS	I-80 Managed Lanes from Yolo/Sac County line to the I-80/SR65 IC	Convert existing HOV lanes to toll lanes or possibly install a reversible lane	$ -	NA	Post-2040	
CAL21299	Planned	Various: SAC, PLA	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento and Placer Counties on Route 80 at various locations - Infill planting to preserve landscape freeway status	Infill planting to preserve landscape freeway status	$ 1,250,000	$ 2,048,271	2036-2040	
CAL20613	Planned	Various: SAC, SUT	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on SR99 between the San Joaquin County Line and SR20	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Sacramento and Sutter Counties.	$ 5,000,000	$ 7,422,528	2036-2040	
CAL21096	Planned	Various: SAC, YOL, ELD	Caltrans D3	G- System Management, Operations, and ITS	US 50 Integrated Corridor Management Projects	ICM projects on US 50 between Enterprise Blvd in West Sacramento and Cameron Park Drive in El Dorado County (Non-capacity)	$ 45,530,000	$ 49,030,830	2020-2025	DELETE; See CAL20791
CAL20791	Programmed	VAR	Caltrans D3	G- System Management, Operations, and ITS	Sac/Yol Counties TMS Field Elements	In and near the cities of Sacramento, Rancho Cordova and Folsom, US 50, from Yolo County line to Folsom Blvd. (L0.0/17.5); also in Yolo County, in West Sacramento, from I-80 to Sacramento County line (PM 0.0/3.156), and on I-80 from Enterprise Blvd. to US 50 (PM 9.2/R9.552) - Install Transportation Management System (TMS) field elements. EA 3H330	$ 46,660,000	NA	2020-2025	Project programmed at March 2018 CTC

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CAL21276	Programmed	Various: SOL, YOL, SAC	Caltrans D3	B- Road & Highway Capacity	Yolo I-80 and US 50 Managed Lanes	On I-80 just west of Davis from the Kidwell Road IC in Solano County (D4) to the West El Camino interchange in Sacramento County; also from the I-80/US 50 interchange to the US 50/I-5 interchange: Construct improvements consisting of managed lanes in each direction, pedestrian/bicycle facilities and Intelligent Transportation System (ITS) elements. EA 3H900	$ 586,000,000	NA	2026-2030	Revise Title, Description, and Total Project Cost
CAL20775	Programmed	Various: YOL /COL	Caltrans D3	G- System Management, Operations, and ITS	I-5 Vertical Clearance Improvements in Yolo and Colusa Counties	Near Woodland, at County Road 96 OC #22-0155 (PM R14.27), County Road 95 OC #22-0156 (PM R15.85), and Zamora OC #22-0157 (PM R17.62); also in Colusa County, in and near Williams at E Street OC #15-0067 (PM R17.98) and Lurline Ave OC #15-0075 (PM R22.74): Establish standard vertical clearance. Toll Credits for PE. EA 3H391	$ 22,490,000	NA	2020-2025	Revise Description and Total Project Cost
CAL21220	Planned	Various: YOL/SAC	Caltrans D3	C- Maintenance & Rehabilitation	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations.	In Sacramento County restripe 6" striping on Routes 50 and 51 at various locations: EA 1G370 Sac US 50 (PM L0.00 - L2.400) Sac US 50 (PM R0.00 - 12.300) Sac SR 51 (PM 0.00 - 8.860)	$ 4,500,000	$ 4,500,000	2020-2025	DELETE CCA 10/7/19
CAL20874	Planned	Various: YUB, BUT	Caltrans D3	C- Maintenance & Rehabilitation	Route 70 near Honcut Bridges, guardrails and two-way left turn lanes	On Route 70 south of Lower Honcut Bridge to East Gridley Road, upgrade existing guardrail from BUT/YUB county line north, construct a 2 - 4 foot soft buffer from immediately south of the county line across the South, Middle, and North Honcut Creek Bridges (PM 0.00/ 0.20), transition soft buffer to a two-way left-turn lane (TWLTL) beginning at the first driveway (PM 0.50) and extend the TWLTL to conform to the existing TWLTL that begins at PM 3.76	$ 44,070,000	$ 45,171,750	2020-2025	DELETE; Hwy 70 Seg 3 included with BCAG
YST10532	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Commuter Bus Replacement B	Replace 5 Commuter Buses	$ 3,125,000	$ 3,535,651	2020-2025	
YST10534	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Commuter Bus Replacement C	Replace 5 Commuter Buses	$ 3,125,000	$ 3,807,509	2026-2030	
YST10523	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Commuter Bus Replacement D	Replace 11 Commuter Buses	$ 6,875,000	$ 9,246,111	2031-2035	
YST10527	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Commuter Bus Replacement E	Replace 5 Commuter Buses	$ 3,125,000	$ 5,120,676	2036-2040	
YST10528	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Fixed Route Bus Replacement A	Replace 11 Fixed Route Buses	$ 5,500,000	$ 5,500,000	2020-2025	
YST10530	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Fixed Route Bus Replacement B	Replace 11 Fixed Route Buses	$ 6,500,000	$ 7,538,007	2026-2030	
YST10522	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Fixed Route Bus Replacement C	Replace 15 Fixed Route Buses	$ 7,500,000	$ 10,086,666	2031-2035	
YST10525	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Fixed Route Bus Replacement D	Replace 13 Fixed Route Buses	$ 6,500,000	$ 10,137,782	2036-2040	
YST10529	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Paratransit Vehicle Replacement C	Replace 7 Paratransit Vehicles	$ 1,050,000	$ 1,159,004	2020-2025	
YST10531	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Paratransit Vehicle Replacement D	Replace 10 Paratransit Vehicles	$ 1,500,000	$ 1,739,540	2026-2030	
YST10521	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Paratransit Vehicle Replacement E	Replace 10 Paratransit Vehicles	$ 150,000	$ 187,329	2026-2030	
YST10524	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Paratransit Vehicle Replacement F	Replace 10 Paratransit Vehicles	$ 1,500,000	$ 2,067,767	2031-2035	
YST10526	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Vehicles)	Paratransit Vehicle Replacement G	Replace 10 Paratransit Vehicles	$ 1,500,000	$ 2,457,925	2036-2040	
YST10533	Planned	Various: YUB, SUT	Yuba Sutter Transit	E- Transit Capital (Major)	Replace Bus Facility #10424	Replace Current Bus Facility	$ 25,000,000	$ 36,207,454	2031-2035	
CAL21181	Project Development Only	YOL	Caltrans D3	G- System Management, Operations, and ITS	Add Aux Lane- New SR-113 NB to I-5 SB Connector (T)	I-5 - Add Aux Lane- New SR-113 NB to I-5 SB Connector (T)	$ 66,310,000	NA	Post-2040	
CAL20900	Project Development Only	YOL	Caltrans D3	G- System Management, Operations, and ITS	Add Aux Lane- SR-275 on ramp to Harbor Blvd off ramp	Add Aux Lane- SR-275 on ramp to Harbor Blvd off ramp	$ 5,440,000	NA	Post-2040	
CAL21241	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Esparto Maintenance Facility - Build crew room, rest rooms & office	Build crew room, rest rooms & office	$ 450,000	$ 737,377	2036-2040	Revise category
CAL20847	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Facilities, West Sac Maintenance Station - Crew Room	West Sac Maintenance Station - Crew Room. EA 1F510	$ 4,420,000	$ 5,253,991	2031-2035	why include MAINT facility on the MTP? Outside 10 year SHOPP window
CAL15881	Programmed	YOL	Caltrans D3	B- Road & Highway Capacity	I-5 / 113 Connector Phase 2	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection. EA 374220	$ 111,285,137	NA	2031-2035	Revise Description and Cost
CAL15882	Project Development Only	YOL	Caltrans D3	B- Road & Highway Capacity	I-5 / SR 113 Interchange	Construct New Interchange: NB SR 113 to SB I-5 freeway to freeway connection. Phase 3.	$ 66,000,000	NA	Post-2040	
CAL20944	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Bridge Improvements A	In Yolo Cty near Woodland from Wye Line Rd OC (Br#22-158) to Cty Line Rd OC (Br#22-139) and in Colusa Cty at Cty Line Rd OC. EA 0F760	$ 18,315,000	$ 19,242,197	2020-2025	DELETE; See CAL20769

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ID	Status (Planned, Programmed or Project Development Only)	County	Lead Agency	Budget Category	Title	Description	Total Project Cost (Current Year Dollars)	Year of Expenditure Cost for planned projects	Completion Timing	Caltrans Comments
CAL20769	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Standard Vehicle Clearance on I-5 in Yolo County	Near Woodland, at Wye Line Road OC #22-0158 (PM 4.49), County Road 6 OC #22-0138 (PM R25.57) and County Line Road OC #22-0139 (R28.92): Establish standard vertical clearance. EA 0F760	$ 18,315,000	NA	2020-2025	Project programmed at Oct 2017 CTC
CAL20812	Project Development Only	YOL	Caltrans D3	B- Road & Highway Capacity	I-5 Managed Lanes: Sacramento International Airport to SR 16	I-5 Managed Lanes: Yolo County Line to SR 16 (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	$ -	NA	Post-2040	
CAL20709	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-5 Roadside Safety	In and near Woodland, I-5, from the Sacramento County line to the Colusa County line (PM 0.4/R28.9): Improvements to reduce maintenance worker exposure [includes roadside paving, paving areas beyond gore, and access gates and roads, vehicle pullouts]. Toll Credits for PE. EA 4F830	$ 3,030,000	NA	2020-2025	Revise Category, Description and Total Project Cost
CAL20978	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-505 Bridge Improvements	Putah Creek Bridges (Br#22-0072 R/L) on I505, 0.4 miles south of Jct 128 and 505 in Winters.	$ 19,904,000	$ 20,911,640	2020-2025	DELETE; See CAL20793
CAL20793	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Putah Creek Seismic Restoration	Near Winters on SR 505 at Putah Creek Bridge #22-0072L/R from Solano County line to 0.4 mile south of SR 128 (PM 0.0/0.2); also in Solano County from 0.3 mile south to the Yolo County line (PM R10.3/R10.6): Seismic retrofit of two parallel bridges. EA 2H450	$ 19,904,000	NA	2031-2035	Was programmed, now un-programmed and moved outside 10 year SHOPP cycle
CAL21065	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	I-80 Detection	In Yol, Sac, Pla, & Nev Counties on Route 80 at various locations. Inductive Loop Replacement.	$ 2,000,000	$ 2,436,806	2026-2030	
CAL20832	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	I-80 ICM B	Implement ICM strategies on the I-80 Corridor in Yolo County (Non-capacity)	$ 45,000,000	$ 66,802,753	2036-2040	
CAL20964	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation B	In Yolo County in West Sacramento on Route 80 from 0.5 miles east of Mace Blvd Interchange to Sacramento River Bridge (Bryte Bend) and on Route 50 from Route 80 Junction to Jefferson Blvd UC (Br#22-0106 L/R).	$ 343,305,000	$ 408,081,763	2026-2030	DELETE; See CAL20794
CAL20794	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-80/US 50 Roadway Preservation in Yolo County (SHOPP Long Lead)	In and near West Sacramento on I-80, from east of Mace Blvd. to Sacramento River Bridge (PM 4.3/R11.4); also on US 50, from I-80 to Jefferson Blvd. OC (PM 0.0/2.5): Rehabilitate pavement by placing continuous reinforced concrete and asphalt pavement, rehabilitate bridge decks, median widening at three locations, and upgrade bridge railings. (SHOPP Long Lead) EA 4F650	$ 294,563,000	NA	2026-2030	Project programmed at March 2018 CTC
CAL20935	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Pavement Rehabilititation C	In and near Davis from Solano County Line to Yolo Causeway (Br#22-45). SHOPP ID 11365	$ 34,027,000	$ 41,182,018	2026-2030	Proposed 2026 SHOPP cycle; Revise description & cost.
CAL21063	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Roadside Improvements	Install new pump plant that includes mechanical work (pump, piping, valves, pipe supports, etc.), electrical work (electrical cabinets, conductors, breakers, etc.) on Route 80 near Davis at Webster Road UC 22-0043	$ 3,850,000	$ 4,249,680	2020-2025	DELETE
CAL20712	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Sacramento River BOH (Bryte Bend)	In West Sacramento, I-80, at the Sacramento River Bridge and Overhead #22-0026L/R (PM R11.3): Rehabilitate Bridge. EA 0F250	$ 39,497,000	NA	2020-2025	Revise Title and Description
CAL20984	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	In Yolo County from Cache Crrek Bridge (Br#22-0019) to County Road 46. CAPM.	In Yolo County from Cache Crrek Bridge (Br#22-0019) to County Road 46. CAPM. SHOPP ID 17656	$ 4,440,000	$ 5,683,575	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20993	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	In Yolo County on Route 5 from SB off-ramp to Route 505 to County Road 8 OC (#22-30): Auxiliary lane. SHOPP ID 17689	$ 6,800,000	$ 8,704,575	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21002	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	In Yolo County on Route 80, EB on ramp from Webster/Chiles Rd. Add storage lane and metering. Yol 80 EB Chiles Rd On-ramp.	In Yolo County on Route 80, EB on ramp from Webster/Chiles Rd. Add storage lane and metering. Yol 80 EB Chiles Rd On-ramp. SHOPP ID 18159	$ 8,600,000	$ 11,008,727	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21146	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB S River Rd.	Install Meter - EB S River Rd.	$ 380,000	$ 440,683	2026-2030	
CAL21162	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - EB E Gibson Rd. NB	Install Meter - EB E Gibson Rd. NB	$ 300,000	$ 491,585	2036-2040	
CAL20893	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - EB E Gibson Rd. SB	Install Meter - EB E Gibson Rd. SB	$ 300,000	$ 491,585	2036-2040	
CAL21156	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install meter - EB Hutchinison Drive on SR 113	Install Meter - EB Hutchinson Drive NB	$ 300,000	$ 491,585	2036-2040	
CAL21173	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - EB Hutchinson Drive SB	Install Meter - EB Hutchinson Drive SB	$ 300,000	$ 491,585	2036-2040	
CAL21145	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - EB Jefferson Blvd	Install Meter - EB Jefferson Blvd	$ 380,000	$ 440,683	2026-2030	

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CAL20907	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - EB Richards Blvd	Install Meter - EB Richards Blvd	$ 300,000	$ 491,585	2036-2040	
CAL21172	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - EB Russell Blvd SB	Install Meter - EB Russell Blvd SB	$ 300,000	$ 491,585	2036-2040	
CAL21139	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB County Rd. 102	Install Meter - NB County Rd. 102	$ 380,000	$ 622,674	2036-2040	
CAL20892	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB E Main Street	Install Meter - NB E Main Street	$ 300,000	$ 491,585	2036-2040	
CAL21141	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB N East St.	Install Meter - NB N East St.	$ 380,000	$ 622,674	2036-2040	
CAL21137	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB Old River Rd.	Install Meter - Old River Rd.	$ 380,000	$ 622,674	2036-2040	
CAL21150	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install meter - NB Richard Blvd WB	Install meter - NB Richard Blvd WB	$ 300,000	$ 423,892	2031-2035	
CAL20890	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB Route 25A	Install Meter - NB Route 25A	$ 300,000	$ 491,585	2036-2040	
CAL21161	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB Route 27	Install Meter - NB Route 27	$ 300,000	$ 491,585	2036-2040	
CAL21160	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB Route 29	Install Meter - NB Route 29	$ 300,000	$ 491,585	2036-2040	
CAL21158	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB Russell Blvd	Install Meter - NB Russell Blvd	$ 300,000	$ 491,585	2036-2040	
CAL21140	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB SR-113	Install Meter - SR-113 Connector	$ 1,940,000	$ 3,178,916	2036-2040	
CAL21159	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - NB W Covell Blvd	Install Meter - NB W Covell Blvd	$ 300,000	$ 491,585	2036-2040	
CAL21165	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB 5 to SB 113	Install Meter - SB 5 to SB 113	$ 1,940,000	$ 3,178,916	2036-2040	
CAL21138	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB County Rd. 102	Install Meter - SB County Rd. 102	$ 380,000	$ 622,674	2036-2040	
CAL21143	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB E Main St.	Install Meter - SB E Main St.	$ 380,000	$ 622,674	2036-2040	
CAL21142	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB N East St.	Install Meter - SB N East St.	$ 380,000	$ 622,674	2036-2040	
CAL21144	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB Old River Rd.	Install Meter - SB Old River Rd.	$ 380,000	$ 536,930	2031-2035	
CAL21149	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install meter - SB Richard Blvd. WB	Install meter - SB Richard Blvd. WB	$ 300,000	$ 423,892	2031-2035	
CAL21167	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB Route 25 A	Install Meter - SB Route 25 A	$ 300,000	$ 491,585	2036-2040	
CAL21168	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB Route 27	Install Meter - SB Route 27	$ 300,000	$ 491,585	2036-2040	
CAL20894	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB Route 29	Install Meter - SB Route 29	$ 300,000	$ 491,585	2036-2040	

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CAL21170	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - SB W Covell Blvd	Install Meter - SB W Covell Blvd	$ 300,000	$ 491,585	2036-2040	
CAL21152	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install meter - WB Chiles Rd	Install meter - WB Chiles Rd	$ 300,000	$ 423,892	2031-2035	
CAL20891	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - WB E Gibson Rd. NB	Install Meter - WB E Gibson Rd. NB	$ 300,000	$ 491,585	2036-2040	
CAL21166	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - WB E Gibson Rd. SB	Install Meter - WB E Gibson Rd. SB	$ 300,000	$ 491,585	2036-2040	
CAL21153	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - WB Enterprise	Install meter - WB Enterprise	$ 300,000	$ 347,908	2026-2030	
CAL21157	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - WB Hutchinson Drive NB	Install Meter - WB Hutchinson Drive NB	$ 300,000	$ 491,585	2036-2040	
CAL20896	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - WB Hutchinson Drive SB	Install Meter - WB Hutchinson Drive SB	$ 300,000	$ 491,585	2036-2040	
CAL21148	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB Jefferson Blvd	Install Meter - WB Jefferson Blvd	$ 300,000	$ 347,908	2026-2030	
CAL21151	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install meter - WB Mace Blvd	Install meter - WB Mace Blvd	$ 900,000	$ 1,271,676	2031-2035	
CAL20895	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	Install Meter - WB Russell Blvd SB	Install Meter - WB Russell Blvd SB	$ 300,000	$ 491,585	2036-2040	
CAL21147	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Install Meter - WB SR-275	Install Meter - WB SR-275	$ 300,000	$ 347,908	2026-2030	
CAL21155	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Install meter - WB West Capitol Ave	Install meter - WB West Capitol Ave	$ 300,000	$ 347,908	2026-2030	
CAL21305	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery system	Ramsey Slide. In Yolo County on Route 16 approximately 0.2 miles west of Cache Creek Br 22-19, protect the roadway from rock fall; rockfall mitigation to include the placement of cable net drapery system.	$ 3,210,000	$ 3,210,000	2020-2025	DELETE See CAL20776
CAL20776	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Rumsey Slide	Near Esparto, west of Cache Creek Bridge #22-0019 (PM 4.0): Install rock fall barrier to stabilize slope and minimize rock fall onto the traveled way. EA 3H460	$ 3,205,000	NA	2020-2025	Project programmed at Jan 2018 CTC
CAL21008	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 113 Pavement Rehabilitation A	In Knights Landing from County Road 102 to Sacramento River Br (22-0040). Include YOL 45 (PM 0.0/0.2). SHOPP ID 18418	$ 4,190,000	$ 5,105,108	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20983	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 113 Pavement Rehabilitation B	In Yolo County from Rte 5 North to Dubach Park. SHOPP ID 17655	$ 1,750,000	$ 2,185,510	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20626	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 128 Class II Bike Lane	Where ROW permits, construct Class II bike lane on SR 128 from Valley Oak Dr. to E. Main St., Winters (PM 7.755 to 9.359)	$ 2,730,000	$ 4,473,423	2036-2040	
CAL20970	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 128 Pavement Rehabilitation	West of and in winters from Solano Co Line to Jct 505 (PM 0.0/9.8). SHOPP ID 16921	$ 13,050,000	$ 16,235,219	2026-2030	Proposed 2026 SHOPP cycle; Revise description & cost.
CAL20627	Planned	YOL	Caltrans D3	B- Road & Highway Capacity	SR 16 & CR 85B Intersection modification	Install intersection controls at SR 16 and County Road 85B (PM 26.3/26.4). SHOPP ID 18154	$ 7,200,000	$ 2,969,011	2036-2040	Revise description & cost
CAL21051	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabiliation	In Yolo County on Route 16 from approx 0.6 mile west of Cache Creek to approx. 0.1 mile east of County Road 42 (PM 0.0/8.2). SHOPP ID 20551	$ 4,600,000	$ 5,744,770	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21050	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabilitation A	In Yolo County on Route 16 from approx. 0.3 mile west of County Rd 79 to County Road 21A (PM 20.5/28.2). SHOPP ID 20550	$ 12,100,000	$ 15,111,242	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20866	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabilitation B	In Yolo County on Route 16 from County Rd 42 to approx. 0.4 mile west of County Rd 79 (PM 8.2/20.5) SHOPP ID 20541	$ 7,800,000	$ 9,741,131	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL21040	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Pavement Rehabilitation C	In Yolo County on Rte 16 from County Rd 98 to Route 5 Junction (PM R40.5/R43.42) SHOPP ID 20445	$ 4,600,000	$ 5,744,770	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20528	Programmed	YOL	Caltrans D3	G- System Management, Operations, and ITS	SR 16 Safety Improvement Project - Phase 2	Near Cadenasso, from 0.4 mile west of County Road 79 to 0.4 mile east of County Road 79; also from Esparto to 0.2 mile west of Route 505 - Shoulder widening, curve correction, left-turn channelization, signalization and two-way left-turn lanes (PM 20.5/31.6). (Phase 1 of project is 03-0C471/CAL18743) EA 0C472	$ 37,299,000	NA	2020-2025	Revise Description
CAL20982	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 16 Slope Stabilization	In Yolo County along SR 16. Slope stabilization, slide protection/repair, slide detention basin, slide clean up (PM 0.0/6.0). SHOPP ID 17594	$ 3,050,000	$ 3,809,032	2031-2035	Outside 10 year SHOPP window; revise description & completion year

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CAL20510	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 275 Tower Bridge Fender Replacement	In West Sacramento, on SR 275, at the Tower Bridge (Sacramento River Bridge #22-0021): Replace existing fender system (PM 13.1). EA 3F550	$ 14,916,000	NA	2020-2025	Revise Description
CAL20663	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 45 CIR with HIMA Overlay	SR 45 from Junction 113 in Knights Landing to Colusa Co Line - Cold in-place recycle with Hot Mix Asphalt Overlay (EA 0G900)	$ 15,200,000	$ 15,200,000	2020-2025	
CAL21306	Planned	Yol	Caltrans D3	C- Maintenance & Rehabilitation	SR 45: Replace AC Surfacing & RHMA Overlay	SR 45: Replace AC Surfacing & RHMA Overlay (0G900)	$ 5,300,000	$ 5,300,000	2020-2025	DELETE; See CAL20663
CAL21049	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 84 Pavement Rehabilitation	In Yolo County on Route 84 from County Rd 161 to approx. 0.5 mile north of Courtland Rd. SHOPP ID 20542	$ 6,540,000	$ 8,167,564	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20765	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	SR 84 Restore Pavement	On SR 84 near West Sacramento from 3.7 miles north of Clarksburg Road to 4.0 miles north of Babel Slough Road (PM 13.3/15.7): Permanent restoration of damaged pavement. EA 2H460	$ 14,369,000	NA	2020-2025	Revise Title, Description, and Total Project Cost
CAL21064	Planned	YOL	Caltrans D3	G- System Management, Operations, and ITS	US 50 Detection	In Yol, Sac, & ED Counties on Route 50 at various locations. Inductive Loop Replacement.	$ 2,000,000	$ 2,377,372	2026-2030	
CAL21192	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	West Sac Mtce Station - Install wash facility	Install wash facility	$ 975,000	$ 1,597,651	2036-2040	Revise category
CAL20842	Planned	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Winters. Repair/upgrade curb ramps.	Winters. Repair/upgrade curb ramps. SHOPP ID 18373	$ 2,600,000	$ 3,328,220	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20711	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Yolo County I-5 Curb Ramp Upgrades	In and near Woodland, I-5, from East Main Street to County Road 13 at various locations (PM R6.5/R17.6): Upgrade ADA facilities. Toll Credits for PE. EA 3F140	$ 860,000	NA	2020-2025	Revise Description
CAL21340	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Highway 113 Maintenance	In Yolo Country, on SR 113, from Yolo County line near Davis to Mullen overhead bridge near Woodland (PM R0.0/R6.8): Maintenance Slab Repair. [HM124 - Pavement Preservation] EA 1G000	$ 2,413,000	NA	2020-2025	Project programmed at June 2019 CTC
CAL20805	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Capay Pedestrian Improvements	Near Capay, on SR 16, from Capay Canal Bridge to County Road 85 (PM 25.1/25.5) - Improve signs and lighting, and remove dead trees. EA 4F172	$ 640,000	NA	2020-2025	Child EA. Project split from 4F170 and programmed at June 2018 CTC
CAL21274	Programmed	YOL	Caltrans D3	C- Maintenance & Rehabilitation	Esparto Improvements	In Esparto on SR 16 from Orleans Street to County Road 21A (PM 27.5/28.3): Improve pedestrian safety by improving crosswalks, curb bulb-outs, and lighting. EA 4F171	$ 5,240,000	NA	2020-2025	Child EA. Project split from 4F170 and programmed at June 2018 CTC
YOL19401	Planned	YOL	City of Davis	A- Bike & Ped	Anderson Road Improvements	Street redesign to improve walking, biking, and transit. Includes frontage improvements at Chavez elementary school, intersection safety improvements, widened sidewalks, and landscaped medians. Dedicated planning process with outreach scheduled for FY 17/18. Will be applying for Grant funding for construction in FY 19/20 and FY 20/21. Implements WBAR High Priority projects for Chavez E.S. Project currently ranks 1st in the Transportation Implementation Plan.	$ 8,170,000	$ 12,128,411	2036-2040	
YOL19408	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	Covell / Pole Line Road Protected Intersection	Protected intersection at Pole Line Road & Covell Blvd.	$ 1,125,000	$ 1,670,069	2036-2040	
YOL19406	Planned	YOL	City of Davis	A- Bike & Ped	Covell Blvd Shared-Use Path (J Street to Pole Line Road)	Shared-use path on south side from J Street to Pole Line Rd.	$ 760,000	$ 1,128,224	2036-2040	
YOL17130	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	Covell Blvd. Turn Lanes and Overcrossing	Add Turn Lanes: Covell Blvd. / Hwy. 113. Includes: turn lanes for access-egress to Hwy. 113 including the overcrossing structure.	$ 15,000,000	$ 22,267,584	2036-2040	
YOL17180	Planned	YOL	City of Davis	B- Road & Highway Capacity	Covell Blvd. Widening	Widen: 4 lanes from Shasta Dr. to Denali Dr. Includes: bike lanes and a center median.	$ 1,600,000	$ 2,375,209	2036-2040	
YOL19407	Planned	YOL	City of Davis	A- Bike & Ped	Downtown Gateway Arch	Downtown gateway arch and bike/ped crossing of Richards Blvd immediately south of the U.P. Railroad bridge.	$ 6,800,000	$ 10,094,638	2036-2040	
YOL19210	Planned	YOL	City of Davis	E- Transit Capital (Minor)	Downtown Multimodal Parking Structure	In Davis, at downtown Amtrak Depot, improve entrance and parking lot, provide additional parking, construct bike/ped crossing of the railroad tracks, and improve service by increasing the frequency of bus service to the facility. This improved bus service will require the purchase of an additional one to two heavy-duty buses. (Buses would be purchased with Earmarks CA-E2007?BUSP-0060 for $200,640 and CA-2008-BUSP-0060 for $217,380)	$ 15,370,000	$ 19,674,899	2026-2030	
YOL19448	Programmed	YOL	City of Davis	E- Transit Capital (Vehicles)	Electrify Yolo	The City of Davis, in partnership with Valley Clean Energy, at various locations in Yolo County, Davis, and Woodland: Install electric vehicle (EV) charging infrastructure. In Davis, between UC Davis, downtown Davis, and the Davis Amtrak Station: Launch electric microtransit pilot project, an electric shuttle.	$ 3,289,000	NA	2020-2025	
YOL19409	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	EV Charging Station Infrastructure	Per EV Readiness Plan, identify priorities and funding for installation of charging stations at city facilities.	$ 200,000	$ 296,901	2036-2040	

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YOL19410	Planned	YOL	City of Davis	A- Bike & Ped	F Street Improvements (Fifth Street to Covell Blvd)	Corridor safety improvements including intersection curb extensions, Class IV bike lanes, enhanced crossings, enhanced transit stops.	$ 1,000,000	$ 1,484,506	2036-2040	
YOL19411	Planned	YOL	City of Davis	A- Bike & Ped	Fifth Street Improvements (L Street to Pole Line Road)	Restripe/Redesign corridor to include Class IV parking-protected bike lanes, restriping, mid-block crossing.	$ 350,000	$ 350,000	2020-2025	
YOL17140	Programmed	YOL	City of Davis	C- Maintenance & Rehabilitation	I-80/Richards Interchange	Reconstruct the north side of Richards Blvd. interchange to remove the loop on and off ramps and replace with new ramp in diamond configuration. Includes traffic signal installation.	$ 12,800,000	NA	2036-2040	
YOL17160	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	Lake Blvd. / Covell Blvd.	Traffic Signalization: at Lake Blvd/Covell Blvd.	$ 250,000	$ 371,126	2036-2040	
YOL17170	Planned	YOL	City of Davis	B- Road & Highway Capacity	Mace Blvd Curve	In Davis, between Alhambra Dr. and Alhambra Dr. (Mace curve), widen from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	$ 2,300,000	$ 3,331,086	2031-2035	
YOL19412	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	Olive Drive / Train Depot Overcrossing	Grade-separated crossing between the Olive Drive neighborhood and the Amtrak station.	$ 6,500,000	$ 6,500,000	2020-2025	
YOL19402	Planned	YOL	City of Davis	A- Bike & Ped	Olive Drive Improvements (S. Putah Creek Parkway to I-80)	Class IV bike lanes or two-way cycle track with accompanying street safety enhancements including enhanced crossings.	$ 1,550,000	$ 2,300,984	2036-2040	
YOL19403	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	Pole Line Road / Fifth Street Intersection Improvements	Protected intersection at Pole Line Road & Fifth Street.	$ 1,125,000	$ 1,670,069	2036-2040	
YOL19393	Programmed	YOL	City of Davis	A- Bike & Ped	Providing Safe Passage: Connecting Olive Drive and Montgomery Elementary School	Design and construct Safe Routes to School Infrastructure improvements for Montgomery Elementary School and a bicycle/pedestrian bridge from the Olive Drive bike path to the two-way multi-use path on the Pole Line Road overcrossing.	$ 4,300,000	NA	2020-2025	
YOL19404	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	Russell Blvd Improvements (A Street to west City Limit)	Street redesign to improve circulation, multi-modal transportation, and intersection safety.	$ 5,000,000	$ 7,422,528	2036-2040	
YOL19405	Planned	YOL	City of Davis	G- System Management, Operations, and ITS	Second Street Improvements (L Street to Mace Blvd)	Multi-modal and traffic calming/safety improvements on Second Street between L Street and Mace Blvd. Includes Class IV bike lanes and/or two-way cycle track.	$ 3,571,000	$ 5,301,170	2036-2040	
YOL19431	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	15th Street Modifications	Design, environmental clearance and construction for streetscape improvements on 15th Street between Jefferson Blvd. and South River Road. The proposed improvement include pedestrian improvements, buffered bike lanes, and greenspace improvements	$ 3,000,000	$ 4,034,666	2031-2035	
YOL19433	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	3rd and C Gateway Improvements	Design, environmental clearance, permitting and construction of streetscape improvements at and adjacent to the intersection of 3rd and C Streets in Washington. The improvements implement the streetscape improvements recommended by the Washington Realized: Sustainable Community Strategy for C Street, 3rd Street and the reconfigured 2nd Street south roadway.	$ 1,500,000	$ 1,537,500	2020-2025	
YOL19445	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	5th Street/South River Road Reconfiguration (Phase 2)	Design, environmental clearance and construction of the northern 4-lane section of South River Road in Pioneer Bluff to US 50.	$ 3,000,000	$ 4,034,666	2031-2035	
YOL19376	Planned	YOL	City of West Sacramento	C- Maintenance & Rehabilitation	Clarksburg Branch Line Trail and Bridge-Phase2	Construction of Bike Trail from River City High School to City Limits	$ 2,000,000	$ 2,262,816	2020-2025	
YOL19432	Planned	YOL	City of West Sacramento	A- Bike & Ped	Clarksburg Branch Line Trail Extension and Jefferson Blvd Bridge Improvements	Construction of a joint-use flood protection O&M corridor and recreation trail along the eastern side of Jefferson Blvd. and southern side of the Stone Lock facility. Design, environmental clearance, and construction of a pedestrian and bike facility along the eastern side of Jefferson across the Jefferson Blvd. bascule bridge to Stone Blvd.	$ 2,000,000	$ 2,000,000	2020-2025	
YOL19434	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Enterprise Crossing	Amendment to feasibility study, complete design, environmental clearance and construction of a proposed joint flood-protection improvement and transportation connection linking Southport to the Port Industrial Complex.	$ 125,000,000	$ 152,300,362	2026-2030	
YOL15130	Project Development Only	YOL	City of West Sacramento	B- Road & Highway Capacity	Harbor Blvd. Widening	Harbor Blvd., West Capitol Ave. to Industrial: widen 4 to 6 lanes.	$ 6,000,000	NA	Post-2040	
YOL19424	Planned	YOL	City of West Sacramento	A- Bike & Ped	I Street Bridge Deck Conversion	Design, environmental clearance, permitting and construction of approaches and the upper deck for the I St Bridge. The improvements include construction/modification of the approaches for ADA compliance, resurfacing of the deck and other appurtenant circulation improvements. Civic spaces will be incorporated into the project.	$ 13,000,000	$ 13,325,000	2020-2025	
YOL19377	Planned	YOL	City of West Sacramento	A- Bike & Ped	I Street to Indian Heritage Bike Trail	Construct Bike Trail under I Street Bridge and new C Street Bridge then continue atop levee to Indian Heritage Center	$ 2,000,000	$ 2,050,000	2020-2025	

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YOL15891	Programmed	YOL	City of West Sacramento	B- Road & Highway Capacity	I-80 Enterprise Boulevard	In West Sacramento, I-80 at Enterprise Boulevard: construct eastbound on-ramp.	$ 4,800,000	NA	2020-2025	
YOL15670	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	I-80/Reed Ave. Interchange	I-80 at Reed Ave. interchange: widen ramps at the intersection with Reed Avenue, widen Reed Avenue, and limit some local street access. Add ramp metering to the on-ramps.	$ 12,350,000	$ 13,972,891	2020-2025	
YOL15160	Project Development Only	YOL	City of West Sacramento	B- Road & Highway Capacity	Industrial Boulevard Widening	In West Sacramento, Industrial Boulevard from the Palamidessi Bridge at the Barge Canal to Harbor Boulevard: widen from 4 to 6 lanes.	$ 16,440,000	NA	Post-2040	
YOL19430	Planned	YOL	City of West Sacramento	A- Bike & Ped	Jefferson Streetscape Improvements	Design and construction of streetscape improvements on Jefferson Blvd from 15th Street to Stone Blvd. The proposed enhancements include buffered bike lanes, on-street parking, and greenspace improvements.	$ 2,000,000	$ 2,101,250	2020-2025	
YOL15950	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Lake Washington Blvd. Bridge Widening	Lake Washington Blvd.: Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes.	$ 10,100,000	$ 11,427,223	2020-2025	
YOL15940	Project Development Only	YOL	City of West Sacramento	B- Road & Highway Capacity	Lake Washington Blvd. Widening	Widen Lake Washington Blvd. from 2 to 6 lanes from Jefferson Blvd. to the new Palamidessi Bridge at the barge canal.	$ 4,000,000	NA	Post-2040	
YOL19428	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Locks Drive Modification and Extension	Design, environmental clearance and construction of the eastern extension of Locks Drive to Village Parkway.	$ 4,000,000	$ 4,873,612	2026-2030	
YOL19439	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Pioneer Bluff Districteast-west connections	Design, environmental clearance and construction of five new east-west local/collector roads in Pioneer Bluff. It is expected that one of the new roadway would include a signal on Jefferson Blvd.	$ 30,000,000	$ 43,448,945	2031-2035	
YOL19437	Planned	YOL	City of West Sacramento	A- Bike & Ped	Pioneer Bluff Riverfront Trail	Design, evniromental clearance, permitting and construction of a joint-use flood protection O&M corridor and recreation trail along the Sacramento River in Pioneer Bluff.	$ 2,000,000	$ 2,689,778	2031-2035	
YOL19361	Planned	YOL	City of West Sacramento	G- System Management, Operations, and ITS	Port of West Sacramento Entrance	This project includes the construction of a new port entrance, including the installation of a new rail crossing near Beacon and Industrial Boulevards. This project will increase the efficiency and safety of travel to, from and within the Port, and is required prior to the construction of a new area project. This project will improve transportation operations, and is likely to lead to significant positive economic benefits.	$ 2,400,000	$ 3,475,916	2031-2035	
YOL19426	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Rail Street Phase 1 Improvements	Design, environmental clearance amendment , and construction of the northern section of Rail Street.	$ 4,000,000	$ 4,202,500	2020-2025	
YOL19427	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Rail Street Phase 2 Improvements	Design, environmental clearance amendment , and construction of the southern section of Rail Street.	$ 7,000,000	$ 9,414,222	2031-2035	
YOL19385	Programmed	YOL	City of West Sacramento	B- Road & Highway Capacity	Riverfront Street Extension	Riverfront Street, from Mill Street to the existing 3-way intersection at 5th St., S. River Rd., and 15th St. (0.3 mi): Extend as a two-lane roadway with sidewalks, protected bicycle lanes, lighting, and landscaping. At existing 3-way intersection construct the new four-way intersection to include Riverfront St. extension. Also, 15th St., from Jefferson Blvd. to future 4-way intersection at River Rd., 5th St., and Riverfront St.: Realign roadway.	$ 5,334,500	NA	2020-2025	
YOL19351	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Seaway Property Infrastructure	Construct internal roadway, utilities and storm drainage network for Port Property Development	$ 5,000,000	$ 6,400,423	2026-2030	
YOL19443	Planned	YOL	City of West Sacramento	D- Programs & Planning	South Market Sacramento River Bike/Ped/Transit River Crossing at Locks Drive	Feasibility study, preliminary design and environmental clearance for a proposed bike, pedestrian, and (possible) transit bridge across the Sacramento River connecting West Sacramento's Central Park and Stone Lock District to Miller Park and the Sacramento Marina.	$ 120,000,000	$ 173,795,780	2031-2035	
YOL15180	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	South River Rd. Reconfiguration (Phase 3)	Reconstruct South River Road to 4-lanes from 15th Street to the 19th Street extension and restripe Village Parkway to Stonegate Boulevard, including restriping the 4-lane bridge from 2-lanes to 4-lanes over barge canal.	$ 20,000,000	$ 28,965,963	2031-2035	
YOL19444	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	South River Road Reconfiguration (Phase 1)	Design, environmental clearance and construction of the southern 4-lane section of South River Road in Pioneer Bluff from the Mike McGowan Bridge to the proposed future extension of 19th Street.	$ 3,000,000	$ 3,151,875	2020-2025	
YOL19435	Planned	YOL	City of West Sacramento	A- Bike & Ped	South River Road Trail Conversion	Design, environmental clearance, permitting and constriction of trail waterward of South River connecting the Clarksburg Branch Line Trail extension to Village Pwky and an additional 800 feet to the east. The project also includes the reconfiguration of South River Road east of Village Pkwy to a bike/pedestrain trail on the crown of the setback levee to the Stonegate Drive extension	$ 3,500,000	$ 4,480,296	2026-2030	

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YOL19442	Planned	YOL	City of West Sacramento	A- Bike & Ped	Southport Setback Levee Trails	Design, enviromental clearance, permitting and construction of the a 10-mile trail loop connecting to the northern and southern ends with the Clarksburg Branch Line Trail, as well as connecting with existing and planned trails located along schools, parks, residences and shopping centers. The improvements include multiple trailhead access points, including ADA-compliant ramps, to the levee trail and trailhead features such as parking, lighting, and signage.	$ 5,600,000	$ 6,335,886	2020-2025	
YOL19446	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Stone Blvd Extension	Design, environmental clearance and construction for the eastern extension of Stone Blvd to South River Road in Pioneer Bluff.	$ 4,000,000	$ 4,873,612	2026-2030	
YOL19436	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Stone Lock District Roads	Design, environmental cleatance and construction of collector and local roads that serve the development of the southern neighborhood of the Stone Lock Disitrct.	$ 30,000,000	$ 40,346,665	2031-2035	
YOL19425	Planned	YOL	City of West Sacramento	A- Bike & Ped	Stone Lock Ped/Bike Bridge	Design, environmental clearance and permitting for pedestrian and bike bridge across lockage canal between the navigation locks at the Stone Locks facility.	$ 400,000	$ 537,956	2031-2035	
YOL19429	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	Stonegate Drive Extension	Design, environmental clearance and construction of the eastern extension of Stonegate Drive including cycle track and trailhead features.	$ 4,000,000	$ 4,873,612	2026-2030	
YOL19386	Programmed	YOL	City of West Sacramento	A- Bike & Ped	Sycamore Park Phase 2 and 3 Bicycle and Pedestrian Overpass	Sycamore Park, from Westmore Oaks School over US 50 connecting with Joey Lopes Park (phase 2) and from Westmore Oaks Elementary School to the intersection of Park Blvd. and Stone Blvd (phase 3): Construct a 1,500 foot concrete overpass. (Emission Benefits in kg/day: 0.02 ROG, 0.01 NOx, 0.01 PM2.5, 0.01 PM10)	$ 7,868,010	NA	2020-2025	
YOL19440	Planned	YOL	City of West Sacramento	A- Bike & Ped	Sycamore Phase 4	Design, environmental clearance and construction of the southern extension and terminus of the Sycamore Trail. This phase would connect at Stone Blvd and include pedestrian crossing improvements across Stone Blvd and provide safe passage through the Barge Canal rail switching yard. Across the Barge Canal waterway a new bike/pedestrian bridge would be constructed and land at the future Arlington Oaks neighborhood park. The trail would continue along a converted Arlington Road and terminate at the intersection of Lake Washington Blvd and Jefferson Blvd.	$ 4,300,000	$ 5,239,132	2026-2030	
YOL19441	Planned	YOL	City of West Sacramento	A- Bike & Ped	Sycamore Phase 5	Design and construct a bicycle and pedestrian undercrossing on the UPRR and SNRR rail ROW from Rice Ave to Yolo Street.	$ 6,000,000	$ 9,831,699	2036-2040	
YOL15900	Planned	YOL	City of West Sacramento	B- Road & Highway Capacity	U.S. 50/Jefferson Blvd. Interchange	Jefferson Blvd interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	$ 26,450,000	$ 38,307,487	2031-2035	
YOL15680	Planned	YOL	City of West Sacramento	G- System Management, Operations, and ITS	U.S. 50/South River Road	U.S. 50: Install ramp meters and modify ramp design at South River Rd interchange.	$ 23,625,000	$ 28,784,768	2026-2030	
YOL19284	Planned	YOL	City of West Sacramento	A- Bike & Ped	West Capitol Avenue Streetscape Improvements - Phase 3	In West Sacramento on West Capitol Avenue from Westacre Road to Sycamore Avenue, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, roundabout, utility relocation, new lighting, and substantial planting and hardscape treatments.	$ 12,420,000	$ 17,987,863	2031-2035	
YOL19285	Planned	YOL	City of West Sacramento	A- Bike & Ped	West Capitol Avenue Streetscape Improvements - Phase 4	In West Sacramento on West Capitol Avenue from Sycamore Avenue to Harbor Boulevard, construction of streetscape improvements, including wider sidewalks, flatter road cross-section, reconfigure lanes, utility relocation, new lighting, and substantial planting and hardscape treatments.	$ 12,720,000	$ 18,422,353	2031-2035	
YOL19288	Planned	YOL	City of West Sacramento	F- Transit O&M (Rail)	Yolo Rail Realignment Project Rail Relocation (Phase 2A)	Design, environmental clearance, permitting and construction of the Yolo Rail Realignment Project, Phase 2A	$ 70,000,000	$ 85,288,203	2026-2030	
YOL19339	Planned	YOL	City of Winters	A- Bike & Ped	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd	Complete Streets Improvements Grant Ave/State Rte 128/Russell Blvd between El Rio Villa housing community and the city of Winters -pedestrian and bike improvements including overcrossing of Hwy 505	$ 20,919,000	$ 23,667,928	2020-2025	
YOL19417	Planned	YOL	City of Woodland	B- Road & Highway Capacity	Abandon Harry Lorenzo Avenue	Abandon existing road Harry Lorenzo Avenue from Parkland Avenue to CR 25A.	$ 350,000	$ 350,000	2020-2025	
YOL17550	Planned	YOL	City of Woodland	B- Road & Highway Capacity	County Rd. 102 Widening A	Widen: 4 lanes from Gibson Rd. to Farmer's Central Road.	$ 4,000,000	$ 6,554,466	2036-2040	
YOL17330	Project Development Only	YOL	City of Woodland	B- Road & Highway Capacity	County Rd. 102 Widening B	In Woodland, from Kentucky Ave to Beamer St, on CR102: widen from 2 to 4 lanes.	$ 2,896,851	NA	Post-2040	
YOL17310	Planned	YOL	City of Woodland	B- Road & Highway Capacity	County Rd. 102 Widening C	Widen: 4 lanes from Beamer St. to East Main St.	$ 2,896,851	$ 4,746,828	2036-2040	

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YOL19419	Planned	YOL	City of Woodland	B- Road & Highway Capacity	County Road 25A/SR 113 Interchange	This improvement consists of either: 1) Construct roundabouts at northbound and southbound ramp terminals and bypass lanes 2) The CR 25A/SR113 SB ramps intersection shall be modified to provide a traffic signal, widen intersection approaches to provide additional capacity, install a loop-on-ramp in the northwest quadrant of the interchange for westbound CR 25A to southbound SR 113 movements, and widen the CR 25A overpass of SR 113 to provide a second westbound through lane between the NB and SB ramp intersections. The SB Ramp intersection shall be widened to provide a southbound left turn lane and southbound right turn lane, an eastbound through lane and eastbound right turn lane, and a westbound through lane and a westbound right turn lane to feed the new loop-on ramp. The northbound ramp intersection shall be modified to provide a traffic signal and intersection approach widening. The northbound ramp intersection shall be widened to provide a northbound left turn lane and two northbound right turn lanes, an eastbound left turn lane and a second westbound through lane and a westbound right turn lane. This interchange improvement also includes widening CR 25A from the northbound ramp terminal to the SP-1A north/south road	$ 10,000,000	$ 11,314,082	2020-2025	
YOL19305	Programmed	YOL	City of Woodland	A- Bike & Ped	East Main St. Improvements	In the City of Woodland along East Main Street, from East Street to east of Pioneer Avenue. Construct sidewaks, 10-foot off-street bike path and associated landscape and irrigation, class II bike lanes and bus turnouts. Project will also construct safety improvements to include medians, updated freeway and local street signage and lane striping changes to improve traffic flow near the freeway entrances/exits.. Toll Credits for ENG, CON	$ 3,416,000	NA	2020-2025	
YOL19286	Planned	YOL	City of Woodland	C- Maintenance & Rehabilitation	I-5 / CR 102 Interchange (Phase 2)	Interchange Reconstruction: on I-5 at County Rd. 102 including overcrossing of I-5.	$ 7,000,000	$ 11,470,315	2036-2040	
YOL17420	Planned	YOL	City of Woodland	G- System Management, Operations, and ITS	Main St.	Roadway Operational Improvements: from Ashley Ave. to Cottonwood St., construct south side improvements	$ 360,000	$ 589,902	2036-2040	
YOL19416	Planned	YOL	City of Woodland	B- Road & Highway Capacity	Marston Rd. Extension	Construct New Road: 2 lane collector from SP1A N-S Road to Parkland Ave.	$ 550,000	$ 704,046	2026-2030	
YOL19413	Project Development Only	YOL	City of Woodland	B- Road & Highway Capacity	Matmor Road Extension	Construct New Road: 2 lane collector from Sports Park Drive to SP1 E-W Road	$ 640,000	NA	Post-2040	
YOL19422	Project Development Only	YOL	City of Woodland	B- Road & Highway Capacity	Maxwell Extension	Construct New Road: 4 lane from Veterans to 700 ft. east of Veterans	$ 1,500,000	NA	Post-2040	
YOL19287	Planned	YOL	City of Woodland	B- Road & Highway Capacity	New County Rd. 25A	Construct New Road: Project split into 2 phases: 2 lanes from Meikle to County Rd. 102 plus Parkland to Harry Lorenzo Ave(Currently getting built 2019) and Parkland to Meikle (Built in 2-3 years)	$ 4,500,000	$ 4,727,813	2020-2025	
YOL17360	Project Development Only	YOL	City of Woodland	B- Road & Highway Capacity	Parkland Ave.	Construct New Road: 2 lane arterial from Pioneer Ave. to East St.	$ 9,044,751	NA	Post-2040	
YOL19415	Planned	YOL	City of Woodland	B- Road & Highway Capacity	SP1A N-S (Arterial)	Construct New Road: 2 lane arterial from County Road 24C to County Road 25A	$ 750,000	$ 960,063	2026-2030	
YOL19418	Project Development Only	YOL	City of Woodland	B- Road & Highway Capacity	SP1B E-W Collector	Construct New Road: 2 lane collector from East St. to Matmor Road.	$ 540,000	NA	Post-2040	
YOL19528	Planned	YOL	City of Woodland	B- Road & Highway Capacity	CR 25A widening	Widen CR 25A from East Street to the southbound ramp terminal intersection from 2 lanes to 4 lanes	$ 2,000,000	$ 3,277,233	2036-2040	
VAR56140	Planned	YOL	Multiple Lead Agencies	A- Bike & Ped	Alternative Transportation Corridor- Davis to Woodland	Class 1 bike/low speed electric vehicle path between Davis and Woodland, along alignment identified in September 2009 feasibility study.	$ 10,000,000	$ 14,482,982	2031-2035	
VAR56182	Planned	YOL	Multiple Lead Agencies	D- Programs & Planning	Yolo Regional Freight Rail Project	Feasibility Study for realighment of freright rail out of the cities of Davis, Woodland and West Sacramento to area east of Davis to create enhanced freight operations, remove safety issues in cities, to encourage redevelopment of communities and to improved regional flood contrrol	$ 500,000	$ 819,308	2036-2040	
YCT18198	Programmed	YOL	SACOG	E- Transit Capital (Major)	Sacramento-West Sacramento Downtown/Riverfront Streetcar Project (Phase 1)	Construction of the Phase 1 of the Downtown/Riverfront Streetcar. The alignment runs from West Sacramento Civic Center/Riverfront Street to the Midtown entertainment, retail, and residential district of Sacramento.	$ 194,000,000	NA	2020-2025	

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YOL19293	Programmed	YOL	UC Davis	C- Maintenance & Rehabilitation	La Rue Ave. Bridge Replacement	On UC Davis Campus, La Rue Ave. (formerly California St.) over Putah Creek: Replace functionally obsolete 2 lane bridge with 2 lane bridge including bike lanes and pedestrian access.	$ 7,337,327	NA	2020-2025	
UNI10472	Programmed	YOL	Unitrans	E- Transit Capital (Vehicles)	Electric Vehicle Charging Infrastructure	Install 14 electric charging units and related equipment to facilitate the introduction of electric propulsion buses to the Unitrans bus fleet.	$ 2,679,500	NA	2020-2025	
UNI10466	Programmed	YOL	Unitrans	F- Transit O&M (Bus)	Operating Assistance	Operation, maintenance, administration, and program development for the provision of fixed route transit service within the City of Davis. Program development includes training and direct education expenses for employee development (pursuant to 2 CFR Part 200.472) in the areas of safety, security, and business administration. Davis Urbanized Area. FFY 2017 to FFY 2020	$ 30,688,566	NA	2020-2025	
UNI10469	Programmed	YOL	Unitrans	E- Transit Capital (Vehicles)	Rolling Stock Replacement	For Davis Community Transit, replace up to four paratransit vehicles plus related equipment (radios, fareboxes, etc). For Unitrans, purchase up to six standard 40-foot buses and three double-deck buses between FY 2017 and FY 2020 to replace existing buses when they have surpassed their useful lives plus related equipment (radios, fare boxes, security equipment, etc). (CMAQ Emission Reductions in kg/day: ROG 0.17, NOx 0.51, PM10 0.01, PM2.5 0.01)	$ 10,951,219	NA	2020-2025	
UNI10465	Programmed	YOL	Unitrans	E- Transit Capital (Minor)	Unitrans Bus Stop Access and Passenger Amenties	Implement various bus stop improvements, accessibility, and passenger amenities, including but not limited to installation, replacement, and repair of bus shelters/benches, passenger information displays, and passenger safety/security equipment.	$ 550,000	NA	2020-2025	
UNI10471	Programmed	YOL	Unitrans	E- Transit Capital (Minor)	Unitrans Maintenance Facility Improvements	Perform repair and rehabilitation activities to maintain the Unitrans Maintenance Facility in a state of good repair, and replace operating equipment in the Maintenance Facility that has surpass their useful lives	$ 7,400,000	NA	2020-2025	
UNI10467	Programmed	YOL	Unitrans	E- Transit Capital (Minor)	Unitrans Miscellaneous Capital Improvements for Ops	Office, shop, operating equipment, facility, security enhancements, and non-revenue vehicles for existing facilities.	$ 525,000	NA	2020-2025	
YOL19249	Planned	YOL	Yolo County	C- Maintenance & Rehabilitation	County Rd. 99	Pavement Rehabilitation: from County Rd. 27 to County Road 25A. Includes: bike lanes.	$ 2,000,000	$ 3,277,233	2036-2040	
YOL19371	Planned	YOL	Yolo County	G- System Management, Operations, and ITS	County Road 102 Widening	Widen County Road 102 between Davis and Woodland. Project may be implemented in phases as funding allows. Turn pockets and center medians are highest priority.	$ 12,600,000	$ 20,646,567	2036-2040	
YOL19370	Planned	YOL	Yolo County	C- Maintenance & Rehabilitation	County Road 27	Roadway Safety Improvements: from County Road 89 to County Road 102. Includes: pavement rehabilitation, paved shoulders & clear recovery zone.	$ 38,000,000	$ 62,267,425	2036-2040	
YOL19318	Programmed	YOL	Yolo County	C- Maintenance & Rehabilitation	CR 29 Bridge Replacement	CR 29 Over Dry Slough, 0.77 mi west of CR 98: Replace 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON.). Toll Credits for ENG, ROW, CON	$ 3,078,291	NA	2020-2025	
YOL18235	Programmed	YOL	Yolo County	C- Maintenance & Rehabilitation	CR 41 Bridge Replacement	CR 41, over Cache Creek, 500' east of SR 16: Replace existing deficient 2 lane bridge with new 2 lane bridge: (Toll credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	$ 5,694,000	NA	2020-2025	
YOL19390	Programmed	YOL	Yolo County	C- Maintenance & Rehabilitation	CR 49 Over Hamilton Cr Bridge	CR 49, Over Hamilton Creek, 0/11 mi north of CR 50: Replace the existing 2-lane functionally obsolete bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 1,903,500	NA	2020-2025	
YOL19319	Programmed	YOL	Yolo County	C- Maintenance & Rehabilitation	CR 95 Bridge Replacement	CR 95 over Dry Slough, 0.06 mi north of CR 31: Replace 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON.). Toll Credits for ENG, ROW, CON	$ 1,858,500	NA	2020-2025	
YOL19347	Programmed	YOL	Yolo County	C- Maintenance & Rehabilitation	CR 96 Bridge Replacement, Dry Slough	CR 96, over Dry Slough, 0.45 Mi North of CR 31: Replace two lane bridge with two lane bridge. (Toll Credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	$ 2,474,344	NA	2020-2025	
YOL19333	Programmed	YOL	Yolo County	A- Bike & Ped	CR 98 Safety and Bicycle Improvement - Phase 2	County Road (CR) 98, from 1300 feet south of CR 29 to the Solano County line. Rehabilitate, widen shoulders, add multi-use path and/or bicycle lanes, and consider roundabouts or left turn lanes at CR31, Russell Blvd., and Hutchison Dr.	$ 15,600,000	NA	2020-2025	
YOL19423	Planned	YOL	Yolo County	C- Maintenance & Rehabilitation	CR32A at CR105 Railroad Grade crossing Relocation	Relocate Railroad crossing to the east to improve safety and operations	$ 6,000,000	$ 6,461,344	2020-2025	
YOL19391	Programmed	YOL	Yolo County	C- Maintenance & Rehabilitation	Old River Rd. & South River Road Safety Improvements	Old River Road (south of County Road 124) and South River Road (south of Freeport Bridge).: Upgrade existing guardrails and end treatments. (H8-03-018). Toll Credits for CON	$ 1,200,000	NA	2020-2025	
YCT18252	Planned	YOL	Yolo County Transportation District	E- Transit Capital (Major)	Capitol Corridor Multimodal Facility in Davis	Engineering, Environmental, and Construction of the City of Davis-Amtrak Multimodal station	$ 25,000,000	$ 40,965,411	2036-2040	
YCT18253	Planned	YOL	Yolo County Transportation District	E- Transit Capital (Minor)	New Satellite Facility	Engineering, Environmental and Construction of a new satellite facility for bus parking, maintenance and dispatch.	$ 10,000,000	$ 16,386,164	2036-2040	

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YCT18255	Programmed	YOL	Yolobus/YCTD	C- Maintenance & Rehabilitation	Woodland Transit Center and Bus Shelter Improvements	In Downtown Woodland: Construct new transit center and modify routes to pulse concept, requiring new bus route corridor in north part of Woodland and other areas. (Toll Credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 4,975,000	NA	2020-2025	
YCT18256	Programmed	YOL	Yolobus/YCTD	C- Maintenance & Rehabilitation	Yolobus Downtown Shuttle	Creation of new shuttle service between West Sacramento Transit Center and Downtown Sacramento to address evening peak downtown traffic. Existing routes 40,41,42 and 240 would terminate at West Sacramento Transit Center during peak traffic events.	$ 800,000	NA	2020-2025	
YCT18165	Programmed	YOL	Yolobus/YCTD	C- Maintenance & Rehabilitation	Yolobus Maintenance Facility Improvements & Equipment	Repair, replace shop equipment, and perform maintenance for Yolobus maintenance shop. (FTA 5309(c) funds are State of Good Repair funding)	$ 650,000	NA	2020-2025	
CAL20509	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	Feather River Bridge Scour Mitigation	In Marysville, at Feather River Bridge #18-009: Scour mitigation and retrofit piers (PM 0.10). EA 3F560	$ 36,568,000	NA	2020-2025	Revise Title and Description
CAL20994	Project Development Only	YUB	Caltrans D3	G- System Management, Operations, and ITS	In Yuba County on Route 70 in the City of Marysville. NB/SB auxiliary lanes between Feather River Blvd IC and 3rd Street.	In Yuba County on Route 70 in the City of Marysville. NB/SB Accel. lanes between Feather River Blvd IC and 3rd Street.	$ 199,000,000	NA	Post-2040	
CAL20523	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	Loma Rica Rd./Spring Valley Rd. Rehab Roadway	Near Marysville on SR 20 from 0.1 mile east of Loma Rica Road to 0.2 mile west of Spring Valley Road: Rehabilitate roadway (PM 8.0/10.2). Toll Credits for PE. EA 2F320	$ 17,420,000	NA	2020-2025	Revise Title and Description
CAL20715	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Roadway Rehab	On SR 70 in and near Marysville from south of 14th Street to north of Cemetery Road (PM 14.8/15.7): Roadway rehabilitation. EA 0H160	$ 111,000,000	NA	2026-2030	Revise Title, Description, Total Project Cost, and Completion
CAL20953	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	North of Nevada City in Yuba Co from Nevada Co Line to Sierra Co Line. CAPM.	North of Nevada City in Yuba Co from Nevada Co Line to Sierra Co Line. CAPM.	$ 6,255,000	$ 8,006,929	2026-2030	
CAL20431	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	SR 20 Passing Lanes	Passing Lanes: Loma Rica Rd. to Kibbe Rd. (PM 7.9/9.4)	$ 2,500,000	$ 4,096,541	2036-2040	
CAL20864	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Pavement Rehabilitation B	In Yuba County on Route 20 from Yuba Street to 0.6 mile west of 17th Street (PM 1.6/R2.0). SHOPP ID 20495	$ 8,080,000	$ 10,090,813	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20980	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Pavement Rehabilitation C	In Marysville on Route 20 from I Street to Orange Street and on Route 70 from 3rd Street to 6th Street (PM 0.0/0.84). SHOPP ID 17318	$ 5,435,000	$ 6,787,570	2031-2035	Outside 10 year SHOPP window; revise description & completion year
CAL20432	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Safety Improvements	Roadway Safety Improvements: Parks Bar Rd. to Hammonton-Smartville Rd. Includes: standard shoulders, vertical and horizontal curve improvements, and EB & WB left-turn lanes.	$ 6,500,000	$ 6,829,063	2020-2025	
CAL20514	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Shoulder Widening (Timbuctoo)	Near Smartsville, from the Yuba River Bridge to east of Smartsville Road: Realign and widen roadway (PM R18.0/20.3). EA 3F510	$ 67,321,000	NA	2020-2025	Revise Description
CAL20475	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Smartsville Safety Enhancements	In Yuba County on SR 20, near Lake Wildwood, from 0.4 mile east of McGanney Lane to Yuba/Nevada county line; also in Nevada County, from Yuba/Nevada county line to Mooney Flat Road: Shoulder widening and curve improvements (PM 20.1/21.6) EA 2F590	$ 28,780,000	NA	2020-2025	Revise Description
CAL21069	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Roadside Improvements	In Yuba County on Route 49 approximately 0.4 miles south of Sleighville Circle, cut back slope, install slope drainage and surface drainage. EA 4H120	$ 7,265,000	$ 7,265,000	2020-2025	Revise Description
CAL21058	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Drainage Improvements	In Yuba County at McGowan Rd OC, PP 16-47W (Upgrade Pump Plant). SHOPP ID 20578	$ 3,815,000	$ 643,317	2026-2030	Proposed 2024 SHOPP cycle; will be combined with Howsley PP (CAL21066)
CAL21226	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Diagonal Ramp Meter at the SR 70/North Beale Road interchange (EB)	In Yuba County at SR 70/North Beale Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 13.57)	$ 380,000	$ 622,674	2036-2040	
CAL20925	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Diagonal Ramp Meter at the SR 70/Plumas Lake Road interchange (WB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Diagonal ramp meter. Future Configuration is 1. (WB Plumas Lake Road to SR 70) (PM 3.30)	$ 380,000	$ 622,674	2036-2040	
CAL20950	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Bridge Rail Upgrade	In Yuba County near Marysville at the Feather River Blvd UC (Br#16-0033) and at the South Marysville UC (Br#16-0035): Upgrade bridge railing, close median and replace thrie beam with concrete median barrier (PM R11.2/13.5). EA 1H270	$ 13,470,000	$ 16,294,486	2020-2025	2020 SHOPP; program at March 2020 CTC
CAL21057	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Drainage Improvements	In Yuba County from 65/70 Separation to just east of Olivehurst Ave OC (Pump Plant 16-36W, 16-42W) SHOPP ID 20574	$ 1,200,000	$ 1,462,083	2026-2030	Proposed 2024 SHOPP cycle; will be combined with Howsley PP (CAL21066)
CAL21225	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Loop Ramp Meter at the SR 70/Plumas Lake Road interchange (EB)	In Yuba County at SR 70/Plumas Lake Road Interchange install a Loop ramp meter. Future Configuration is 1. (EB Plumas Lake Road to SR 70) (PM 3.40)	$ 380,000	$ 622,674	2036-2040	
CAL18815	Programmed	YUB	Caltrans D3	B- Road & Highway Capacity	SR 70 Passing Lanes - Segments 4 & 5	On SR 70 north of Marysville from Laurellen Road to Butte County line (PM 16.2/25.8): Construct a new continuous passing lane in both directions. EA 3F283	$ 40,000,000	NA	2020-2025	Revise Title, Description, Total Project Cost, and Completion
CAL20863	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Pavement Rehabilitation A	In Yuba County on Route 70 from approx. 0.5 mile east of Feather River Blvd to approx. 0.6 mile west of Olivehurst Ave. SHOPP ID 20461	$ 10,100,000	$ 12,005,726	2026-2030	Proposed 2026 SHOPP cycle; revise description

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CAL20679	Programmed	YUB	Caltrans D3	G- System Management, Operations, and ITS	SR 70 Safety Improvements - Segments 4 & 5	On SR 70 near Marysville from Laurellen Road to Butte County Line (PM 16.2/25.8): Widen shoulders and improve clear recovery zone, add continuous a two-way left turn lane (TWLTL) throughout the project; 2 separate slow moving vehicle lanes are planned in each direction. Each one is less than a mile in length; overlay with RHMA; replace and extend culverts; install TMS elements, fiber optic system elements, and lighting intersection; and install a classification station. EA 4F380	$ 109,982,000	NA	2020-2025	Revise Title, Description, and Total Project Cost
CAL20472	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Simmerly Slough Bridge Replacement	Near Marysville, on SR 70, from 0.1 mile north of Binney Junction Underpass to 0.3 mile north of Laurellen Road, at Simmerly Slough Bridge #16-0019 (PM 15.5/16.5): Replace bridge. Toll Credits for PE. EA 1E060	$ 82,900,000	NA	2020-2025	Revise Description and Total Project Cost
CAL20960	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	Wheatland HMA and ADA	On SR 65 in and near Wheatland from 0.18 mile south of Main Street to Grasshopper Slough Bridge #16-0001 (PM R0.52/1.77): Rehabilitate pavement/shoulders, upgrade existing non-standard ADA features, address existing drainage systems, and add Class II and Class III Bike Lanes/Routes. EA 0H370	$ 6,990,000	$ 5,925,052	2020-2025	2020 SHOPP; program at March 2020 CTC
CAL21228	Planned	YUB	Caltrans D3	C- Maintenance & Rehabilitation	Yuba 49 at 5.97 slipout repair	Slipout Project (repair)	$ 900,000	$ 945,563	2020-2025	DELETE
CAL20916	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 Connector ramp meter (EB) at NB SR 65	In Yuba County on SR 70 construct connector ramp meter at NB SR 65 (PM R8.51)	$ 1,940,000	$ 2,249,805	2026-2030	
CAL21212	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Erle Road (WB)	In Yuba County on SR 70 construct ramp meter at WB Erle Road IC (PM R10.03)	$ 380,000	$ 440,683	2026-2030	
CAL21213	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Feather River Blvd (EB)	In Yuba County on SR 70 construct ramp meter at EB Feather River blvd IC (PM R11.35)	$ 380,000	$ 440,683	2026-2030	
CAL20918	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Feather River Blvd (WB)	In Yuba County on SR 70 construct ramp meter at WB Feather River blvd IC (PM R11.26)	$ 380,000	$ 440,683	2026-2030	
CAL21211	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Lindhurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Lindhurst Ave IC (PM R10.01)	$ 380,000	$ 440,683	2026-2030	
CAL21208	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at McGowan Road (EB)	In Yuba County on SR 70 construct ramp meter at EB McGowan Road IC (PM R7.60)	$ 380,000	$ 440,683	2026-2030	
CAL21207	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at McGowan Road (WB)	In Yuba County on SR 70 construct ramp meter at WB McGowan Road IC (PM R7.07)	$ 380,000	$ 440,683	2026-2030	
CAL21214	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at North Beale Rd (EB)	In Yuba County on SR 70 construct ramp meter at EB North Beale Rd IC (PM 13.57)	$ 380,000	$ 440,683	2026-2030	
CAL20917	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Olivehurst Ave (EB)	In Yuba County on SR 70 construct ramp meter at EB Olivehurst Ave IC (PM R9.27)	$ 380,000	$ 440,683	2026-2030	
CAL21210	Planned	YUB	Caltrans D3	G- System Management, Operations, and ITS	Yuba 70 ramp meter at Olivehurst Ave (WB)	In Yuba County on SR 70 construct ramp meter at WB Olivehurst Ave IC (PM R9.09)	$ 380,000	$ 440,683	2026-2030	
CAL20714	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 70 Median Barrier	Near Linda and Marysville, SR 70, from 0.3 mile south of Feather River Blvd. to Yuba River Bridge (PM R11.0/13.6) - Install concrete median barrier. EA 0H510	$ 6,690,000	NA	2020-2025	Project programmed at March 2016 CTC
CAL20694	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	SR 20 Roadway Rehabilitation	Near Marysville, from Marysville Road to Yuba River (Parks Bar) Bridge (#16-11) - Rehabilitate roadway (PM 13.3/R17.8). EA 0A570	$ 62,610,000	NA	2020-2025	Project programmed in 2014 SHOPP cycle
CAL20804	Programmed	YUB	Caltrans D3	C- Maintenance & Rehabilitation	Camptonville Slide Repair	Near Camptonville, on SR 49, from 0.5 mile to 0.7 mile north of Camptonville Road (PM 5.9/6.1) - Permanent slope restoration by placing rock slope protection (RSP), constructing concrete barrier and drainage systems, and widening shoulders. EA 4H120	$ 7,265,000	NA	2020-2025	Project programmed at June 2018 CTC
YUB16063	Programmed	YUB	City of Marysville	A- Bike & Ped	Marysville Bicycle and Pedestrian Improvement	Throughout Marysville, with concentration downtown and near schools: Install 26 bicycle racks on public sidewalks, 7.23 miles of bicycle lanes, 5.74 miles of bicycle routes, four high visibility crosswalks, two Rectangular Rapid Flash Beacons, two speed feedback signs, a raised intersection, and 1,193 feet of sidewalk.	$ 583,000	NA	2020-2025	
YUB16054	Programmed	YUB	City of Marysville	C- Maintenance & Rehabilitation	Marysville Medical Arts District Transportation Development	5th St., from SR 70 to J St., including the Medical Arts District: Rehabilitate road. Second St. (2nd St.) from Hwy 70 to J St., including the Medical Arts District: Extend and realign.	$ 2,791,000	NA	2020-2025	

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YUB15981	Planned	YUB	City of Marysville	C- Maintenance & Rehabilitation	Pavement Rehab. Project IV	Pavement Rehabilitation: 25th St. from Sampson to Covillaud, Sicard St. from East 16th St. to East 19th St., Freeman St. from East 18th St. to East 19th St. and East 19th St. from Covillaud to Ramirez. (Project IV)	$ 700,000	$ 1,147,032	2036-2040	
YUB15982	Planned	YUB	City of Marysville	C- Maintenance & Rehabilitation	Pavement Rehab. Project V	Pavement Rehabilitation: Rideout Wy. from Covillaud to Ramirez St., Greeley from East 19th St. to East 22nd St. and Boulton from East 19th St. to East 22nd St. (Project V)	$ 700,000	$ 1,147,032	2036-2040	
YUB15979	Planned	YUB	City of Marysville	G- System Management, Operations, and ITS	Upgrade Signals	Traffic Signalization: Upgrade the 4 existing traffic signals (in Marysville) that are not on the State Hwy. System.	$ 1,200,000	$ 1,966,340	2036-2040	
YUB16053	Planned	YUB	City of Wheatland	C- Maintenance & Rehabilitation	C Street Resurfacing	Repair base failures, resurface and replace ped ramps.	$ 280,000	$ 280,000	2020-2025	
YUB16052	Planned	YUB	City of Wheatland	B- Road & Highway Capacity	Olive Street Extension	Obtain right of way and construct arterial roadway.	$ 2,400,000	$ 2,584,538	2020-2025	
YUB16051	Planned	YUB	City of Wheatland	C- Maintenance & Rehabilitation	Pedestrian Safety Enhancements at Railroad Grade Crossings	Construct ADA compliant sidewalks, detectable warning surfaces and extend rail crossings, and modify railroad warning devices.	$ 980,000	$ 1,108,780	2020-2025	
CAL18280	Project Development Only	YUB	City of Wheatland	B- Road & Highway Capacity	Wheatland Pkwy.	Construct New Road: 2 lane expressway from the future north end of Hwy. 65 Lincoln Bypass to the existing Hwy. 65, near South Beale Rd. Includes: access control.	$ 15,000,000	NA	Post-2040	
YUB16046	Planned	YUB	City of Wheatland	C- Maintenance & Rehabilitation	Wheatland Rd. Rehab	Pavement rehab and ADA pedestian compliance.	$ 460,000	$ 460,000	2020-2025	
YUB15903	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Anderson Rd.	Widen from 2 to 3 lane collector from Feather River Blvd. to Links Pkwy.	$ 230,000	NA	Post-2040	
YUB15883	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Arboga Rd.	Widen: 4 lanes from McGowan Pkwy. to Erle Rd. Includes: curb, gutter, sidewalk, and landscaping.	$ 3,250,000	NA	Post-2040	
YUB15880	Planned	YUB	Yuba County	B- Road & Highway Capacity	Arboga Road	New modified 4-lane arterial from Broadway Rd to Ella Ave, including pavement, curb, gutter, sidewalk and back of curb landscaping	$ 6,600,000	$ 10,814,869	2036-2040	
YUB16056	Planned	YUB	Yuba County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program A	Bridge Preventive Maintenance Program (BPMP), various bridges in the County of Yuba. See Caltrans Local Assistance HBP website for backup list of bridges	$ 332,420	$ 349,249	2020-2025	
YUB15893	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Broadway St. Signalization	Traffic Signalization: at Broadway St / Links Pkwy	$ 270,000	NA	Post-2040	
YUB15887	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Broadway St. Widening and Rehab	Widen 2 lanes to 4 lane arterial. Includes pavement, curb, gutter, sidewalk, and landscaping.	$ 3,200,000	NA	Post-2040	
YUB15889	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Broadway St. Widening to 3 lanes	Widen 2 to 3 lane collector from Feather River Blvd. to Links Pkwy.	$ 200,000	NA	Post-2040	
YUB16085	Programmed	YUB	Yuba County	A- Bike & Ped	Cedar Lane Elementary - Safe Routes to Schools Project	Around Cedar Lane Elementary School in the community of West Linda, Alicia Avenue, between Riverside Drive and Feather River Boulevard; Cedar Lane between Alicia Avenue and Garden Avenue: New sidewalks, crosswalks, striping, signage, ADA compliant ramps, storm drains, curbs, gutters, and Class III bicycle routes.. Toll Credits for CON	$ 2,985,000	NA	2020-2025	
YUB16078	Planned	YUB	Yuba County	A- Bike & Ped	Cedar Lane SR2S Project	Cedar Lane and Alicia Avenue Safe Routes to Schools	$ 4,990,000	$ 5,242,619	2020-2025	
YUB15910	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Country Club Ave. Signalization at Feather River Blvd.	Traffic Signalization: 4-way signal at Feather River Blvd.	$ 267,000	NA	Post-2040	
YUB15912	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Country Club Ave. Signalization at Links Pkwy.	Traffic Signalization: 3-way signal at Links Pkwy.	$ 215,000	NA	Post-2040	
YUB15907	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Country Club Ave. Widening	Widen: 3 lanes from Feather River Blvd. to Plumas Lake Golf Course. Includes: curb, gutter, sidewalk, and landscaping.	$ 363,800	NA	Post-2040	
YUB16064	Programmed	YUB	Yuba County	A- Bike & Ped	Eleventh Avenue Bicycle Lane and Pedestrian Route Improvements	In Olivehurst, Eleventh Ave., from Olivehurst Ave. to Powerline Rd: Construct Class III bicycle routes, three new crosswalk, lighting and flashing beacons. The project also provides pedestrian and bicycle skills training, walk- and bike-to-school events, incentives, materials for parents, and enhanced enforcement.	$ 1,701,000	NA	2020-2025	
YUB15895	Planned	YUB	Yuba County	B- Road & Highway Capacity	Ella Ave.	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd. Includes: curb, gutter, sidewalk, and landscaping.	$ 3,756,000	$ 4,807,998	2026-2030	
YUB15897	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Ella Ave. / Arboga Rd.	Traffic Signalization: at Ella Ave/Arboga Rd.	$ 215,000	NA	Post-2040	

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YUB15901	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Ella Ave. / Feather River Blvd.	Traffic Signalization: at Ella Ave/Feather River Blvd.	$ 267,000	NA	Post-2040	
YUB15899	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Ella Ave. / Links Pkwy.	Traffic Signalization: at Ella Ave/Link Pkwy.	$ 267,000	NA	Post-2040	
YUB15902	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Erle Rd.	Widen: 4 lanes from Edgewater East to Griffith Ave.	$ 2,656,000	NA	Post-2040	
YUB15905	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	Erle Rd. / Goldfields Pkwy.	Traffic Signalization: 3-way traffic signal.	$ 215,000	$ 261,957	2026-2030	
YUB16050	Planned	YUB	Yuba County	B- Road & Highway Capacity	Erle Rd/SR70 Intch Mod	Modify ex Interchange: South of Marysville, SR 70 at Erle Road Interchange.	$ 2,000,000	$ 2,560,169	2026-2030	
YUB15928	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	Feather River Blvd Traffic Signal at River Oaks Blvd	Construct new traffic signal at Feather River Blvd and River Oaks Blvd.	$ 300,000	$ 365,521	2026-2030	
YUB15927	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Feather River Blvd.	Widen: 4 lanes from Ella Ave. to south of Country Club Rd.	$ 9,725,000	NA	Post-2040	
YUB15904	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Feather River Blvd. / Anderson Rd.	Traffic Signalization: at Feather River Blvd/Anderson St.	$ 267,000	NA	Post-2040	
YUB15894	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Feather River Blvd. / Broadway Street	Traffic Signalization: at Feather River Blvd/Broadway St.	$ 270,000	NA	Post-2040	
YUB16074	Planned	YUB	Yuba County	A- Bike & Ped	Fleming & Ninth Avenue Safe Routes to Schools	Fleming & Ninth Avenue Safe Routes to Schools	$ 3,582,000	$ 3,763,339	2020-2025	
YUB16075	Project Development Only	YUB	Yuba County	A- Bike & Ped	Forty-Mile Road Bike Lanes	On Forty-Mile Road between Plumas-Arboga Road and State Route 65; construct bicycles lanes and wider shoulders; install new striping and signage.	$ 4,564,800	NA	Post-2040	
YUB15881	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	Goldfields Parkway Traffic Signal	Install new traffic signal at the intersection of North Beale Road and Goldfields Parkway	$ 300,000	$ 347,908	2026-2030	
YUB15930	Planned	YUB	Yuba County	B- Road & Highway Capacity	Goldfields Pkwy.	Construct New Road: 2 lanes from North Beale Rd. to north of Hammonton-Smartsville Rd.	$ 995,000	$ 1,125,751	2020-2025	
YUB15931	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Goldfields Pkwy. Interchange	Construct New Interchange: Goldfields Pkwy. at Hwy. 65 / Hwy 70 connection.	$ 66,000,000	NA	Post-2040	
YUB15929	Planned	YUB	Yuba County	B- Road & Highway Capacity	Goldfields Pkwy. Widening	Widen Road: 4 lanes (of 6 lane arterial) from Orchard S.S. to North Beale Rd.	$ 2,100,000	$ 3,441,095	2036-2040	
YUB15934	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Griffith Ave.	Widen: 3 lanes from Hammonton-Smartsville Rd. to Linda Ave.	$ 6,600,000	NA	Post-2040	
YUB15939	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	Hammonton-Smartsville Rd. / Goldfields Pkwy.	Traffic Signalization: at Hammonton-Smartsville Rd/Goldfields Pkwy.	$ 300,000	$ 384,025	2026-2030	
YUB15940	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Hammonton-Smartsville Rd. / Griffith Ave.	Traffic Signalization: at Hammonton-Smartsville Rd/Griffith Ave.	$ 300,000	NA	Post-2040	
YUB15938	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Hammonton-Smartville Rd. / Dantoni Rd.	Traffic Signalization: at Hammonton-Smartsville Rd/Dantoni Ave.	$ 300,000	NA	Post-2040	
YUB15867	Project Development Only	YUB	Yuba County	C- Maintenance & Rehabilitation	Highway 70	Widen: overpass at McGowan Pkwy. Includes: new traffic signals.	$ 4,200,000	NA	Post-2040	
YUB16032	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	Iowa City Rd. Bridge Replacement	Iowa City Rd. over Jack Slough, 0.35 miles east of Fruitland Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 1,980,000	NA	2020-2025	
YUB15942	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	La Porte Rd.	Widen and Realign: from Butte County to Willow Glen Rd.	$ 3,200,000	NA	Post-2040	
YUB15944	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Links Parkway Extension to County Club Road	From Plumas Arboga Rd to Country Club Rd., construct new extension of Links Parkway.	$ 12,000,000	NA	Post-2040	
YUB15943	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Links Pkwy.	Construct New Road: 2 lane arterial from Ella Ave. to current Links Parkway.	$ 850,000	NA	Post-2040	

2020 MTP/SCS Project List

ID	Status (Planned, Programmed or Project Development Only)	County	Lead Agency	Budget Category	Title	Description	Total Project Cost (Current Year Dollars)	Year of Expenditure Cost for planned projects	Completion Timing	Caltrans Comments
YUB15906	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Links Pkwy. / Anderson Rd.	Traffic Signalization: at Links Pkwy/Anderson Rd.	$ 267,000	NA	Post-2040	
YUB15946	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	Loma Rica Rd. Signalization	Traffic Signalization: at Hwy. 20 / Loma Rica Rd.	$ 300,000	$ 434,489	2031-2035	
YUB15945	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Loma Rica Rd. Turn Pockets and Shoulders	Roadway Operational Improvements: Widen and construct turn pockets at various locations. Includes: shoulder widening.	$ 2,650,000	NA	Post-2040	
YUB15949	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	Marysville Rd.	Roadway Operational Improvements: Construct turn pockets and widen shoulders at various intersections from Hwy. 20 to Willow Glen Rd.	$ 3,955,000	$ 5,062,734	2026-2030	
YUB16077	Project Development Only	YUB	Yuba County	A- Bike & Ped	Marysville Road Bicycle Lane Project	On Marysville Road between Willow Glenn Road and State Route 49; widen roadway for bicycles lanes and widen shoulders.	$ 18,180,000	NA	Post-2040	
YUB15950	Planned	YUB	Yuba County	B- Road & Highway Capacity	McGowan Parkway	Construct 3-lane collector McGowan Parkway from Arboga Road to Union Pacific Railroad.	$ 1,300,000	$ 1,882,788	2031-2035	
YUB15871	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	McGowan Parkway and Arboga Road Traffic Signalization	Install new Traffic Signal at the intersection of McGowan Parkway and Arboga Road.	$ 250,000	$ 320,021	2026-2030	
YUB16065	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	McGowan Parkway Bicycle Lane and Pedestrian Route Improvements	In Olivehurst, along McGowan Parkway between SR 70 and Olive Ave.: Construct sidewalks, Class II bicycle lanes, ADA-compliant ramps, striping, traffic control devices, storm drain, and new crosswalks. Project includes a locally funded continuous left-turn lane.	$ 1,559,000	NA	2020-2025	
YUB15951	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	McGowan Pkwy.	Widen: 4 lanes from UPRR to Hwy. 65. Includes: turn lane, curb, gutter, sidewalk, and landscaping.	$ 278,000	NA	Post-2040	
YUB15868	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	McGowan Pkwy. / UPRR	Rail Crossing Project: Upgrade the existing at grade intersection at the UPRR tracks.	$ 810,000	NA	Post-2040	
YUB15886	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	N. Beale Rd. / Griffith Rd.	Traffic Signalization: at the intersection of North Beale Rd. / Griffith Rd.	$ 215,000	$ 275,218	2026-2030	
YUB16018	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	New York House Rd Bridge Replacement	New York House Rd over Dry Creek, 0.2 miles northeast of Frenchtown Rd: Replace the existing structurally deficient 2 lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW & CON). Toll Credits for ENG, ROW, CON	$ 2,568,289	NA	2020-2025	
YUB16041	Programmed	YUB	Yuba County	A- Bike & Ped	North Beale Rd. Complete Streets Phase 2	North Beale Rd.,from Hammonton Smartsville Rd. to Linda Ave.: construct bicycle lanes, curb and gutter, sidewalks, drainage facilities, lighting and other improvements. (PE was done on YUB16008)	$ 3,233,138	NA	2020-2025	
YUB16029	Planned	YUB	Yuba County	A- Bike & Ped	North Beale Rd. Complete Streets Revitalization Phase 3	Construct complete streets improvements for a 9400 ft stretch on North Beale Rd. from Linda Avenue. to Griffith Ave. in the community of Linda. The project will construct curbs, gutters, sidewalks, ADA compliant corner ramps, transit stop enhancements, intersection improvements and several other streetscape features. (PE is programmed on YUB16008)	$ 11,450,000	$ 13,278,490	2026-2030	
YUB15877	Programmed	YUB	Yuba County	B- Road & Highway Capacity	North Beale Road Improvements	Widen Roadway from 2-lanes to 4-lanes and install curb gutter and sidewalk from Linda Ave to Griffith Rd.	$ 2,000,000	NA	2026-2030	
YUB15909	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd.	Widen from 2 to 3 lane collector from UPRR to Algodon Rd.	$ 8,700,000	NA	Post-2040	
YUB15958	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd. Ext	Plumas Arboga Rd. Extension to the new interchange at SR 65	$ 2,675,000	NA	Post-2040	
YUB15913	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Rail Crossing	Rail Crossing Project: Upgrade at the Union Pacific Railroad.	$ 815,000	NA	Post-2040	
YUB15917	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Signalization A	Traffic Signalization: at Plumas Arboga Rd. / Feather River Blvd.	$ 267,000	NA	Post-2040	
YUB15915	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Signalization B	Traffic Signalization: at Plumas Arboga Rd. / Arboga Rd.	$ 267,000	NA	Post-2040	
YUB15918	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Plumas Arboga Rd. Signalization C	Traffic Signalization: at Plumas Arboga Rd. / Links Pkwy.	$ 267,000	NA	Post-2040	

2020 MTP/SCS Project List

ID	Status (Planned, Programmed or Project Development Only)	County	Lead Agency	Budget Category	Title	Description	Total Project Cost (Current Year Dollars)	Year of Expenditure Cost for planned projects	Completion Timing	Caltrans Comments
YUB15916	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd. Widening A	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd.	$ 2,500,000	NA	Post-2040	
YUB15908	Project Development Only	YUB	Yuba County	B- Road & Highway Capacity	Plumas Arboga Rd. Widening B	Widen 2 to 3 lane collector from Arboga Rd. to UPRR.	$ 2,000,000	NA	Post-2040	
YUB15919	Planned	YUB	Yuba County	B- Road & Highway Capacity	Plumas Lake Blvd.	Construct New Road: 4 lanes from Plumas Lake Blvd. Interchange to Plumas Arboga Rd. Includes: a structure over the RR tracks.	$ 2,700,000	$ 3,456,228	2026-2030	
YUB16034	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	Rices Crossing Rd. Bridge	Rices Crossing Rd, Over Oregon House Creek, 0.04 MI S/E Marysville Rd., replace structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, R/W, & CON.). Toll Credits for ENG, ROW, CON	$ 1,118,000	NA	2020-2025	
YUB15920	Planned	YUB	Yuba County	B- Road & Highway Capacity	River Oaks Blvd	Construct new 4-lane modified arterial from Algodon Rd to Draper Ranch South development.	$ 7,500,000	$ 9,600,634	2026-2030	
YUB15923	Planned	YUB	Yuba County	B- Road & Highway Capacity	River Oaks Blvd. Extension A	Road Extension: 2 inner lanes of 4-lane arterial from Feather River Blvd. to Lateral 16.	$ 2,000,000	$ 2,560,169	2026-2030	
YUB15921	Planned	YUB	Yuba County	B- Road & Highway Capacity	River Oaks Blvd. Extension B	Road Extension: 4 lanes from Broadway St. to Draper Ranch South development.	$ 6,300,000	$ 8,064,533	2026-2030	
YUB15925	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	River Oaks Blvd. Signalization	Traffic Signalization: at River Oaks Blvd. / Broadway St.	$ 270,000	NA	Post-2040	
YUB16080	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	Road Safety Striping	Multiple roadways including Simpson Lane, Hammonton-Smartsville Road, Olivehurst Avenue, Olive Avenue, Linda Avenue, and Arboga Road: Install thermoplastic centerline and edge-line striping. (H9-03-032)	$ 382,000	NA	2020-2025	
YUB16033	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	Spring Valley Rd. Bridge Replacement	Spring Valley Rd. over Little Dry Creek, 0.3 miles west of Marysville Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	$ 1,777,000	NA	2020-2025	
YUB15580	Planned	YUB	Yuba County	B- Road & Highway Capacity	SR 65 Interchange at Forty Mile Road	South of Marysville, SR 65 at Forty Mile Road Interchange: modify interchange to accommodate traffic from the Yuba County Motorplex.	$ 2,070,000	$ 2,649,775	2026-2030	
YUB16062	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	Striping Safety Improvements	Four road segments: Loma Rica Road, Marysville Road, La Porte Road, and Willow Glen Road.: Upgrade traffic markings using "audible" thermoplastic striping with cookies to provide better visibility and tactile feedback. (H8-03-019). Toll Credits for CON	$ 1,480,000	NA	2020-2025	
YUB16076	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Texas Hill Road Operational Improvements	On Texas Hill Road - Roadway Operational Improvements: re-align curve, widen shoulders, and improve signage and striping.	$ 850,800	NA	Post-2040	
YUB16073	Planned	YUB	Yuba County	G- System Management, Operations, and ITS	Transportation and Transit Adaptation Planning	Evaluate existing corridor vulnerability to flooding from extreme weather events, plus identify opportunities for improving drainage to mitigate for climate change, improve transit facilities, and improve water quality.	$ 218,400	$ 218,400	2020-2025	
YUB16023	Programmed	YUB	Yuba County	C- Maintenance & Rehabilitation	Waldo Rd/Dry Creek Bridge Replacement	Waldo Rd, over Dry Creek. Replace the existing one lane truss bridge with a new two lane bridge. (Toll credits for PE, ROW, & CON.). Toll Credits for ENG, ROW, CON	$ 2,939,000	NA	2020-2025	
YUB15956	Project Development Only	YUB	Yuba County	G- System Management, Operations, and ITS	Woodruff Ln.	Roadway Safety Improvements: Widen shoulders on each side of road from Hwy. 70 to Hwy. 20.	$ 2,300,000	NA	Post-2040	

Letter 7

Renee DeVere-Oki

From: MTP SCS Comments Email
Sent: Monday, October 28, 2019 2:20 PM
To: Renee DeVere-Oki
Subject: FW: MTP/SCS Comment

From: Anonymous
Sent: Monday, October 28, 2019 12:19 PM
To: MTP SCS Comments Email <mtpscscomments@sacog.org>
Subject: MTP/SCS Comment

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.

Hi there,
Thank you for the chance to review the SACOG MTP/SCS. With the focus on infill development, it is important to hold newly proposed communities to a high standard of design, sustainability, and multimodal accessibility. With the advantage of a "blank slate," large infill development projects should be highly encouraged to construct transportation facilities that align with the most recent research. This will improve mobility, equity, and livability. Please consider the following to ensure that the SACOG area is not only doing the minimum to pass today's standards, but is investing in the vision of the future. 7-1

- The MTP clearly prioritizes efforts to improve car mobility through repair and road expansion. Although the MTP addresses transit, bike, and walk modes, these modes are not given the attention they deserve. You must address fixing and expanding the bike network as well. Particularly, suburban neighborhoods just outside the urban core have the greatest potential to reduce VMT and improve health and air quality. There are several gaps within the local bike network that cost a fraction of what it costs to fix roads and would be a far better investment. Focus on improving the bike network because it would take pressure off the road system to make alternative modes available. 7-2

- With regards to the complete streets initiative, although this is a fantastic effort to begin prioritizing bike transit, ultimately riders feel safer and will be more likely to use separated bike paths with infrequent stops, such as at stoplights and stop signs. Also, parked cars along Class II bike lanes, the most frequent way to check the complete streets requirement off the list, pose a threat to bikers. Newer communities should be implementing separated bike paths wherever feasible rather than expanding the existing roadway by 3 feet to account for a bike lane. For example, the railyards project in Sacramento would have been a great opportunity to build a bike priority corridor, but instead decided to go with Class II bike lanes between moving traffic and parked cars. SACOG and the cities it governs should be building comprehensive investment plans for the inevitable bike infrastructure that will be demanded. 7-3

- The use of roundabouts and traffic circles to manage traffic and improve safety should not be underestimated. There is no mention of implementing these road designs into the MTP. They should be a priority! Please address roundabouts and traffic circles in the MTP. 7-4

- Please consider implementing a bike parking minimum for new multifamily and commercial developments. 7-5

Please keep my review anonymous, thank you.

Letter 8

Regional Transit

Sacramento Regional Transit District
A Public Transit Agency
and Equal Opportunity Employer

Administrative Offices
1400 29th Street
Sacramento, CA 95816
916-321-2800

Mailing Address
P.O. Box 2110
Sacramento, CA 95812-2110

Human Resources
2810 O Street
Sacramento, CA 95816
916-556-0299

Customer Service & Sales Center
1225 R Street
Sacramento, CA 95811

Route, Schedule & Fare Information
916-321-BUSS (2877)
TDD 916-483-HEAR (4327)
www.sacrt.com

Public Transit Since 1973

October 31, 2019

James Corless
Executive Director
Sacramento Area Council of Governments (SACOG)
1415 L Street, Suite 300
Sacramento, CA 95814

RE: SACOG's 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategies Plan

Dear Mr. Corless:

In anticipation of the SACOG board's consideration of the 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS) for the Sacramento region, Sacramento Regional Transit (SacRT) would like to reiterate the importance of transit investments for economic development, improvement of air quality, and achieving climate goals. 8-1

SacRT is thankful of your team's hard work in ensuring that the plan's updates reflect key decisions in land use, environment, and transportation. We strongly support that the 2020 MTP/SCS calls for an increase of transit service hours by 2040, with a focus on greater frequency. As you may have seen, SacRT has transformed mobility options by investing in improved service, innovative solutions such as micro transit-on-demand, collaboration between transportation network companies, micro-mobility integration, and successfully launching *SacRT Forward*, that created an improved bus network to address and adapt to the diverse needs of our region. 8-2

As we continue to modernize our light rail service and bus fleet to meet California requirements in clean energy, as well as support the demands of our increasing ridership, we hope that future allocations from SACOG reflect the 2020 plan in truly promoting transit as a vehicle to achieve ambitious reductions in both greenhouse gas emissions and vehicle miles travelled. To do so, we must incentivize the public to choose transit as a viable alternative to single-occupancy trips in highways. Aligning future investments so that the region would experience long distance transit trips would not only improve air quality and congestion, but also ensure that our riders can have access to housing, employment, and leisure. 8-3

Together with your commitment to improving transit infrastructure, it is critical that funding and land-use decisions prioritize development in transit-oriented areas. Doing so would align with Governor Newsom's new vision for climate change in California. Transportation investments near housing would not only make SACOG a stronger applicant for state and federal funds, but it would reflect a positive impact to equity, economy, and environment, not to mention managing congestion and providing safe alternatives to driving. 8-4

We appreciate the opportunity to review and comment on the 2020 MTP/SCS. Your partnership with SacRT is instrumental in making sure that we continue accessible and affordable mobility services in the region, provide for disadvantaged communities, and be an industry pioneer in testing innovations in transportation. We look forward to ongoing collaboration with you, your Board, and staff, in ensuring that the plan's vision for the region becomes real. 8-5

Sincerely,

Henry Li
General Manager/CEO

CALIFORNIA
AIR RESOURCES BOARD

Gavin Newsom,
Jared Blumenfeld, CalEPA
Mary D. Nic

Letter 9

November 4, 2019

Mr. James Corless
Executive Director
Sacramento Area Council of Governments
1415 L Street #300, Sacramento, CA 95814

RE: CARB comments on SACOG's draft update to its 2020 MTP/SCS

Dear Mr. Corless:

California Air Resources Board (CARB) staff appreciate the opportunity to review and engage with Sacramento Area Council of Governments' (SACOG) staff on the draft update to its Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). This work is more important than ever, as you know Governor Newsom signed Executive Order N-19-19 this past September to redouble the State's efforts to reduce greenhouse gas (GHG) emissions, especially related to strategies for lowering vehicle miles traveled (VMT). The SCS plays a critical role in supporting the State's climate efforts, as well as local objectives of creating an economically vibrant region that responds to the needs of its diverse communities and provides better access to jobs and cleaner air for its residents. We appreciate the partnership that SACOG and CARB share as we endeavor to achieve these shared goals through coordinated land use and transportation planning. 9-1

In a meeting last month, our staffs discussed and came to agreement on additional information and clarifications that will be made by SACOG staff in the final 2020 MTP/SCS. CARB staff want to acknowledge and appreciate SACOG staff's cooperation and prompt responses on these items, which include: 9-2

- Adding reporting of observed data as it relates to achievement of its latest 2020 targets, and if needed, discussing what adjustments and changes SACOG has prioritized in the SCS to get the region on track to achieve its 2020 target as soon as is reasonably practicable. 9-3

- Adding reporting on implementation of strategies and actions that were included in its previous 2016 MTP/SCS such that CARB staff can discern progress the region has made towards meeting its GHG emissions reduction targets through its implementation efforts, as well as discussion of how this information has influenced change in the set of strategies and actions included in the 2020 MTP/SCS. 9-4

- Adding information on how MTP/SCS transportation investments support the plan's strategies, actions, and claimed GHG emissions reductions by identifying the coordinating transportation strategies being pursued in Developing Communities locations that will mitigate the risk of VMT growth that can result from stronger growth projections in these areas, as well as identifying how the plan's overall investments have changed to support mode shift. 9-5

- Clarifying and adding detail to some of the identified near-term actions to help better track these MTP/SCS commitments over time.

In addition, CARB and SACOG staff also discussed the mileage-based user fee (PayGo) program in the 2020 MTP/SCS. CARB staff acknowledge the importance of exploring user fee options for not only reducing per capita VMT and congestion, but also providing additional funding sources to support projects that provide better travel choices. CARB looks forward to partnering with SACOG on exploring policies that can facilitate implementation of a mileage-fee program. In addition, SACOG may be able to attribute emissions reductions from PayGo or other similar programs towards Senate Bill 375 targets, provided what the region implements is above and beyond State actions.[1] To do so, SACOG should provide further documentation of the assumptions being used to estimate and attribute GHG emissions reductions as *a result of the regional program* in its 2020 MTP/SCS submittal to CARB. 9-6 9-7

[1] See pages 28 – 29 of CARB's *Updated Final Staff Report Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets* at https://ww3.arb.ca.gov/cc/sb375/sb375_target_update_final_staff_report_feb2018.pdf?_ga=2.25614781.1272438952.1572376271-1067821673.1540248233 and *Draft Sustainable Communities Strategy Program and Evaluation Guidelines* at https://ww2.arb.ca.gov/resources/documents/scs-evaluation-resources, for discussion of Local/Regional Pricing Policy .

We look forward to continuing our collaboration with SACOG as it finalizes and adopts the plan. If you have any questions, please contact me at Jennifer.Gress@arb.ca.gov, or my staff, Nicole Dolney at nicole.dolney@arb.ca.gov. 9-8

Sincerely,

Jennifer Gress
Chief
Sustainable Transportation and Communities Division

cc: Nicole Dolney
Chief
Transportation Planning Branch

Letter 10

November 6, 2019
To: Sacramento Area Council of Governments
From: Muriel Strand, P.E.
Re: 2020 MTP/SCS Comments

It appears to me that Sacramento's vision for its future has not progressed much beyond where it was when I served on the Sacramento Environmental Commission in the 1990s. Now, confronting the challenge of climate weirding, we risk becoming fossils sooner than expected. 10-1

A famous man once said that you cannot solve a problem with the same mindset that created it. So I write to share some perspectives that may get local politicians – and hopefully many people – to dig out and reconsider various assumptions about adaptation, prosperity, and other economic concepts. 10-2

Few people fully appreciate the **role of cheap fossil fuels in warping our society and our economy.** Everyone should be aware that **fossil fuel power costs several hundred times less than humanpower. Fossil fuel power is thus priced very cheaply but it is very costly.** This means that we find ourselves in a situation unprecedented in human evolution, and it means that **current price signals cannot be expected to lead to optimal adaptation and prosperity.** 10-3

For a more in-depth discussion of the implications of this pricing problem, I refer you to a couple of papers:
Sustainable Investment Means Energy Independence From Fossil
https://www.researchgate.net/publication/256048802_Sustainable_Investment_Means_Energy_Independence_From_Fossil_Fuels
and
Is it true that 'Small Is Beautiful'?
https://www.researchgate.net/publication/333581837_Is_it_true_that_'Small_Is_Beautiful' 10-4

Some key concerns for regional planning are housing, transportation, and the future job market. 10-5

We all know that the factors driving up the number of homeless show few signs of reversal. One problem is the **huge gap between living unsheltered vs. in code-compliant buildings.** For homeless people to succeed in jumping back on the economic carousel, intermediate steps are badly needed. Why is the market failing to provide them? 10-6

Recently, I took the 2 basic CA real estate classes at Sac City College. One of the instructors told us that **in the real estate industry, the 'highest and best use' of a piece of property is defined as whatever makes the most money. But this is completely wrong.** One reason is that current price signals keep us trapped in the climate-disrupting fossil fuel system. Another reason is that "the love of money is the root of all evil." 10-7

The problem with putting money in the lead is that it's not a real goal, it's only a means to help achieve various real goals. **So when financial profit is taken to be the highest priority for development, many goals such as affordable housing, land security for farmers, quality education, and the health of the natural world get shorted.** 10-8

Transportation is actually something there is too much of. We need to drastically shorten our supply and distribution chains. **People need access** (to real needs) rather than simply mobility (another means to an end). Identifying true needs and prioritizing them over wants and luxuries, and shortening the distances between people and those needs, offers real efficiencies. 10-9

Similarly, forecasts of future jobs should arise directly from a deep analysis of true needs and minimum distances, rather than from extrapolations of any ongoing trends in our current fossil-fuel-addicted system. 10-10

We need to go back to the drawing board, rather than piling on more bandaids. 10-11

Letter 11

Sacramento Trailnet

Our Vision: Nearby greenways with America's best and most visited trails

PO Box 19463 Sacramento, CA 95819

November 6, 2019

James Corless, CEO and Board Members
Sacramento Area Council of Governments
1415 L St #300,
Sacramento, CA 95814

Subject: Draft Metropolitan Transportation Plan/Sustainable Communities Strategy Comments

Dear Mr. Corless and SACOG Board Members:

Thank you for the opportunity to comment on the Draft Metropolitan Transportation Plan/Sustainable Communities Strategy (henceforth call the plan). We believe the draft is a good step in the right direction. The plan calls itself bold. Compared to current transportation patterns, perhaps it is. However, we believe it is not bold enough in changing the existing transportation paradigm. It is evolutionary, rather than transformative, at a time when a world in peril from climate change calls for fundamental and urgent change. Its goals are relatively modest and fail to adequately address the climate crisis and our decidedly inefficient, unfair, unsafe and unhealthy transportation system. Powerful, and proven, pricing "levers" that would dramatically alter mode choice are not considered and should be added to the final plan/strategy. 11-1 11-2

Instead of setting a goal of as attaining the ARB's 19 percent per capita reduction in greenhouse gas (GHG) emissions, we must strive for more—our reach should exceed our grasp. The essential problem is that, even if achieved, the ARB goal will not reduce total emissions. We need to do far more than tread water. Given the projected 25 percent growth in population, even if the per capita reduction is reached, we will be drowning in more CO2. The plan should explicitly acknowledge that there will be growth in greenhouse gases, not a reduction, under the proposed policies and strategy. The lack of acknowledgement is a serious omission that is misleading. Ideally, because of the enormous risks of climate change, the plan should aim for far higher per capita GHG reductions and a reduction in total emissions. 11-3

Our current transportation system is based on petroleum. While fracking has increased oil and natural gas production, all fossil fuels remain a scarce resource. The plan should recognize this as well. Petroleum's scarcity will increasingly manifest itself as existing oil fields are pumped dry and new fields become more expensive and riskier to tap. Though the "end of oil" may not happen in the plan's 20-year horizon, it is inevitable. **11-4**

The proposed 10 percent reduction in per capita Vehicle Miles Travelled (VMT) and the modest change in transit/bike/ped mode share for all trips from 11.5 percent to 14.3 percent are inadequate to reduce total GHG emissions. In 2015, the Caltrans Strategic Management Plan called for tripling bike trips and doubling pedestrian and transit trips by 2020(!). The joint Sacramento and West Sacramento Mayors' Commission on Climate Change (a group that includes SACOG's CEO) has called for 30 percent of all trips to be made by active transportation by 2030 and another 30 percent to be made by transit and shared mobility services. Those goals reflect the kind of vision and degree of change that is needed. In contrast, the MTP/SCS goals reflect far more marginal changes over a much longer period of two decades. **11-5**

The only morally defensible safety goal for the transportation system is to have zero fatalities and serious injuries. Safety concerns are a major deterrent to people substituting walking and biking trips for driving trips. The MTP/SCS indirectly commits to that goal by 2050, at least for fatalities (page 14). This goal should be more prominent and its attainment year should be accelerated. The city of Sacramento's Vision Zero program calls for attainment by 2027. **11-6**

The plan (page 22) lists a curious assortment of relatively minor safety problems: "narrow shoulders, roadside obstacles, short, tight ramps, and poor lighting and signage." These problems pale in comparison to the safety issues created by driver behavior, primarily speeding, but also driving under the influence and being distracted. (For 2016, National Highway Traffic Administration data indicated 27 percent of traffic fatalities were speed related, 28 percent were alcohol related and 9 percent related to distractions.) Speeding is directly related to the plan's infrastructure and policy proposals. Speeding must be addressed in safety planning and policy formulation. **11-7**

The plan should endorse state legislation to allow automated speed enforcement. Automated speed enforcement is an effective way to curtail speeding, improve safety and save lives. It operates 24/7, does so without jeopardizing the safety of police officers, and treats motorists in an unbiased manner. Additionally, speeding fines can raise revenue for safety projects. That revenue can be significant. According to a WTOP.com report, Washington D.C.'s speed camera program, which began in 2007, has collected $764,512,631 in revenue through March 31 of this year. In the 2018 fiscal year alone, 1.1 million citations were issued by speed cameras D.C., resulting in $104.5 million in revenue. **11-8**

There are other ways to increase transportation revenue and discourage automobile use. The plan should include a discussion of congestion pricing. Congestion charges have been implemented in London and will be imposed in New York City in 2020. The New York City charges are expected to raise $15B for subway improvements. **11-9**

The plan should consider and recommend adoption of fees for on street parking. Out-of-pocket charges for parking have a strong influence on driving behavior. Unlike other costs of automobile use, which are frequently overlooked, parking costs have immediate and direct effects on the decision to drive. Parking is never free to provide, but free parking provides a remarkable invitation and incentive to drive. Parking spaces on streets represent a large investment in public funds. Those who use those spaces should pay for them. The costs of providing parking should not be subsidized by the public. **11-10**

In addition, policies should be adopted to unbundle parking costs from residential unit and to either eliminate free parking at workplaces or provide the same financial benefits as the "free" parking to those that take transit, walk or bike to work. **11-11**

A TransitCenter report says that commuter parking benefits "subsidize traffic congestion" (http://transitcenter.org/wp-content/uploads/2014/11/SubsidizingCongestion-FINAL.pdf). In a case cited by CityLab, "As part of its attempt to reduce solo car commutes, Panasonic moved downtown, eliminated parking subsidies for employees, and offered workers discounted transit passes (an even better benefit than pretax fares). The result was a huge decline in the share of people who drove into work alone, down to 36 from 88 percent, and a huge rise in those who took public transit, up to 57 from 4 percent." **11-12**

It appears that network transportation companies such as Uber and Lyft are taking trips away from transit, walking and biking. Substituting car trips for less polluting and less congesting trips by other modes is not desirable. Further regulation and taxation of network transportation companies should be considered. **11-13**

The plan (page 8) calls for a network of paved trails in the region. We highly endorse this idea. Greenways and green space will become more important as housing density increases. They are vital to the "vibrant places" contemplated by the plan. The plan should call for the creation and preservation of rights of way for the paved trail network. Additionally, the plan should include in its budget funding for bike/ped bridges and overcrossings over major barriers such as rivers, freeways and railroad tracks. The need for more bike accessible river crossings is particularly important. **11-14**

A flaw in the Clean Cars 4 All program (page 24) is that it does not allow cost-effective purchase of a bicycle or e-scooter, but does allow credits for bike-share program costs and Uber and Lyft. **11-15**

The supporting policies (page 50) should include parking maximum for new development instead of parking minimums, unbundled parking costs for multi-family housing and implementation of a regional greenway/paved trail network. **11-16**

Near-term actions (page 51) should include conducting bicycle and pedestrian counts. **11-17**

Near-term actions (page 54) should include a movement away from regressive, inequitable sales taxes to raise transportation revenue toward a fairer "user-pays" revenue sources. **11-18**

The plan's budget (page 55) calls for $10.1B to be allocated to transit operations, vehicle purchases and capital expansion projects. $5.6B is allocated to "bicycle and pedestrian infrastructure, safety programs and improvements, operational improvement to get more out of existing infrastructure, and programs to connect residents with options and services with will allow them to leave their cars at home…" The later category is rather broad and unclear, but it apparent that transit will receive about twice the funding as bike/ped. This is illogical. Bike/ped trips are far greater than the number of transit trips and are much cheaper to provide. Bike/ped trips provide public health benefits that transit trips do not. Further, and unfortunately, bicyclists and pedestrians are disproportionately the victims of traffic crashes, yet historically little has been spent to protect them. **11-19**

The Environmental Impact Report Executive Summary has a more detailed budget breakout than the plan. Perhaps a chart showing revenues and budgeted allocations should be included in the plan. **11-20**

The plan should contain a specific mode share goal and identify ways to accurately count bicycle and pedestrian trips. **11-21**

Sacramento Trailnet's mission is promoting greenways with a paved trail network in Sacramento County and West Sacramento. We want greenways for every body. **11-22**

Yours truly,

Walt Seifert

Walt Seifert
Executive Director

Letter 12

From: Glenda Marsh <marshmellow8562@yahoo.com>

Sent: Wednesday, November 6, 2019 4:48 PM

To: MTP SCS Comments Email <mtpscscomments@sacog.org>

Subject: MTP/SCS Comment September 2019 Draft

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.

I would like to submit the following comments on the MTP/SCS September 2019 Draft

1. On page 14, under Safety Performance Management (PM1: Fatalities and Injuries), please clarify in the text whether the performance measure is soley for traffic fatalities and injuries on state highways or for all roads in the region regardless of jurisdiction. I believe city and county roads and streets should be part of this performance since not just car drivers but pedestrians and cyclists are also killed and injured on mostly surface streets. Highways is where 'speed kills' but surface streets are where speed, lack of crosswalks and stop signals kill and injure people regardless of how they happen to be on the road or sidewalk. 12-1

2. On page 14 under System Performance Management (PM3: Freight, emissions and reliability) I liken the approach we need to take to our transportation infrastructure similar to the approach we are taking with water conservation and water use efficiency in the state. Get more from what we have through water use objectives that urban, ag, and residential water users will need to reduce water consumption to in the near future, protection of water sources (maintenance and do not allow to degrade), measuring use, determining where new or upgraded conveyance is needed to meet multiple objectives, new rate structures based on use and consumption, develop uses for different water treatment levels (recycled water for landscapes, high quality for human use), understand the climatic and geographic differences of different areas, plan for drought and mitigate drought on rural communities and small water systems and tribes. These all have corollaries in transportation, prioritizing, making most efficient use of existing roads and rail corridors, and ensuring that any new roads meet multiple objectives - roads must do more than just carry cars and freight, they must enhance or complete networks that make the rest of the network more efficient, reduce VMT, replace parts of a network that need to be abandoned, provide for multi-modal uses including transit, for example. 12-2

3. Page 21-22 under The Region will have a safer transportation system that's in better shape: please clarify in the text where the numeric data is from and does it apply just to highway accident data, or is it all city, county surface streets as well? I would like to see data included that speaks to accidents, fatalities, injuries on city and county roads and streets as well, so this is not a freeway/highway centric discussion. People are very concerned about safety on local roads and would want to see this aspect reflected I believe. 12-3

4. Page 22 3rd paragraph about rural roads. Please be more specific here about what are the types of travel rural roads have, who is using rural roads - for example, commuters between cities (like Galt and Elk Grove), local traffic to local destinations - how are these different uses from an urban area. More explicit descriptions here, right now it's at the level of a generalization and I'm not getting any understanding. Are rural roads too narrow, under-designed, no safe place for bus stops (like in Elverta)? 12-4

5. Page 22 paragraph 4: reorganize as:

a. Delete "And because" and start with "A well-maintained road network is a safer road network, the region's commitment to fix-it first transportation policies will pay safety dividends. Roadway design, 12-5

ensuring ....safety of our system. [move 1st sentence to end of paragraph] The emergence of autonomous vehicle technology [delete "will" and change to "may also"] may also help make... impaired drivers. [Add] Data is still being gathered about the use and benefits of autonomous vehicles, so most projections are hypothetical at this time." **12-5 cont.**

6. Page 22 under The region will have cleaner air, first sentence: By 2040...[delete "a productive"] transit system [add] investments, ... **12-6**

7. Page 23 first full paragraph at top edit 2nd sentence: [add start] For example, adding capacity...exists [add] should be targeted to avoid excessive vehicle idling, an air pollution source, and avoid overbuilding....By 2020,[add] under the plan, tailpipe... **12-7**

8. Page 24 under heading We will ensure..., 3rd paragraph. The Clean Cars 4 All program should be required to make investments in expanding transit services, not just distributing automobiles. Please also report on whether Victoria actually buy the new car under the program? How does an additional car on the road, being used for a delivery service business, reduce VMT? Where will the VMT reductions come from to balance or reduce the number of additional cars on the road whether combustion or electric? Where will VMT be projected to go up with more residents or more car ownership occurring and what types of actions will be implemented to mitigate congestion, costs for building parking, road maintenance, etc? **12-8**

9. Page 31 under We will have invested in rural .... 2nd paragraph. Please address strategic investments in transportation and infrastructure that will address a significant source of emissions - transporting agricultural and food products out of the region and into the region. The transportation of ag and food products is huge, what will our region be doing to understand our carbon footprint is this regard, figure out how to mitigate it? The MTP/SCS should address this. **12-9**

10. Page 32-33 What comes after the fuel tax? How does the region's counties and cities pay for maintaining airports and ports? Does this transportation mode fall within the VMT and emissions reductions targets for the region? How is this treated? **12-10**

11. Page 33 Mileage-based User Fees (PayGo). I recommend the MTP/SCS delay new roads until this PayGo system is devised and ready to be used to raise the funding needed to build and maintain new roads. Adding any new roads without identifying source of new funding will continue to drain and underinvest in older communities that must have good roads as well. We can't continue to 'slash and burn' with new roads and leave deteriorated neighborhoods and suburbs behind. **12-11**

12. Page 45 We will have ....Please describe how commercial and goods movement will be incorporated in testing new mobility solutions. How will our tradeable industry, agriculture, benefit from these tests and also achieve reductions in emissions and VMT in the food import/export chain? Please address this in the MTP/SCS. **12-12**

Glenda Marsh
Sacramento Metro Advocates for Rail and Transit
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www.sacbreathe.org

Breathe California Sacramento Region is dedicated to healthy air and preventing lung and other air-pollution related diseases by partnering with youth, advocating public policy, supporting air pollution research, and educating the public.

Tax ID# 94-1641240

BREATHE CALIFORNIA Sacramento Region

Letter 13

November 7, 2019

David Sander, Chairman
James Corless, Executive Director
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Draft 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy

Dear Chairman Sander and Mr. Corless,

SACOG's MTP/SCS plan is a comprehensive strategy for land use and transportation in the Sacramento Region. As such, policies and guidelines set forth in this plan lay the framework for growth in the region. Since the last update of the MTP, several state laws have gone into effect which require stricter standards for mitigation and reduction of green house gas emissions. 13-1

Breathe California Sacramento Region has been actively working to improve lung health in the greater Sacramento area for over 100 years. By working closely with local and state elected officials, community groups and the health experts, we have made tremendous strides in improving both indoor and outdoor air quality. In 2002, our Board adopted a Clean Air Agenda which identifies strategies to continue improving air quality through smarter land use. SACOG's Blueprint process and subsequent MTPs have played a critical role in how our region uses limited natural and financial resources while still accommodating growth. 13-2

We encourage SACOG to use their position to incentivize funding for transportation projects that reduce green house gas emissions, vehicle miles traveled and achieve health-based air pollution standards. By prioritizing projects in existing communities and commercial corridors, people can move around easier while choosing clean transportation. Breathe supports the "Green Means Go" concept and are hopeful that this will serve as a catalyst for commercial corridor revitalization throughout the Region. 13-3

We appreciate the amount of work that went into drafting this plan and are hopeful that specific mitigation strategies for green house gas reductions as well as criteria air pollutants can be identified as transportation projects come forward for funding consideration. 13-4

Sincerely,

Stacy Springer

Stacy Springer, CEO

Letter 14

From: "neilgoforth@comfortkeepers.com" <neilgoforth@comfortkeepers.com>
Subject: EIR's
Date: November 5, 2019 at 2:56:40 PM PST
To: James Corless <JCorless@sacog.org>

EXTERNAL EMAIL: If unknown sender, do not click links/attachments.

Dear James:

SACOG should take a look at the following document from BCAG/CalTrans and then compare to the data in CalTrans' Yuba County Hwy 70 EIR. Traffic projections mentioned in one don't match the other yet both mention traffic flow and commerce flow from Marysville to Oroville. Data submitted by CalTrans to the YSEDC CEDS states commerce traffic is expected to increase by 75%-80% by 2035 yet CalTrans EIR for Yuba County states little to no increase; BCAG mentions expected increases in traffic and commerce. It can't be both. 14-1

I also see SACOG (draft 2020 document) has plans to expand the 10th Street Bridge between Msvl/YC, more stoplights, and plans to straighten Hwy 20/70 across Ellis Lake. Wait until that gets out into the public, especially with local elections heating up. (Ellis Lake is already a hotbed of contention.) It is a really interesting concept if one is only interested in moving traffic but it could be very detrimental by bisecting the City of Marysville. I've been involved in a City of Marysville group and the same people that refuse to raise any taxes to help clean Ellis Lake have a complete meltdown if filling in even part of it for commercial development is mentioned. 14-2

Another issue is development along Hwy 70 as displaced Paradise residents move into other areas like Oroville even though the Yuba County EIR says no development planned – yet the BCAG document states Oroville has a planned annexation of land to Palermo Road. We questioned this and CalTrans said no, no growth. It can't be both ways. 14-3

I sincerely hope SACOG will revisit the plans for Hwy 70 in Yuba County and Marysville AND review data submitted to BCAG. The offer to meet with you/SACOG any and or all of the Keep70Safe Committee still stands. It's not too late to do the right thing for our county, city and plan for the future. SACOG has a responsibility to make sure data provided by CalTrans is indeed factual and proper and not in opposition to data provided to BCAG. This project, according to Cameron Knudson, CalTrans, is "$400 to $500 million if not more and when finished we'll still need a Bypass around Marysville". 14-4

SACOG has a fiduciary responsibility to listen to the taxpayers and residents that will be impacted and investigate these inconsistencies. Another note is there's plans to move our local YS Transit facility to the tune of $25 million. That was excluded from the EIR so our comments were ignored when mentioned. There's so much more. I look forward to hearing from you. 14-5

http://www.bcag.org/documents/projects/SR%2070%20Corridor/But%2070%20Project%20Report%20-03-6092R%20-%20HP21LN-6092-057-.pdf

Sincerely,
Neil Goforth

Neil Goforth, Owner

Goforth Services Inc.
dba Comfort Keepers #374
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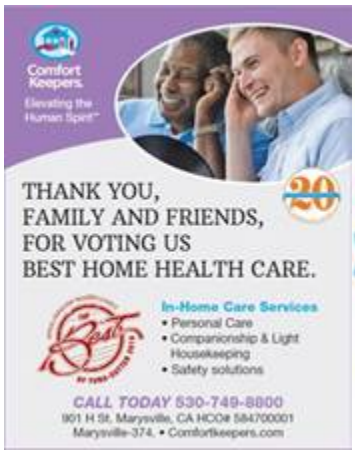

The Cleaner Air Partnership

A joint project of Breathe California Sacramento Region, the Sacramento Metro Chamber of Commerce, Valley Vision, a
to help the Sacramento region meet clean air standards that protect health, promote economic growth, and support equity.

Letter 15

November 7, 2019

The Honorable David Sander, Chairman

Mr. James Corless, Executive Director

Sacramento Area Council of Governments

1415 L Street, Suite 300

Sacramento, CA 95814

RE: Draft 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy

Dear Chairman Sander and Mr. Corless:

On behalf of the Cleaner Air Partnership, we write to commend the Sacramento Area Council of Governments (SACOG) Board for the vision set forth in the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy, and encourage the consideration of complementary forward-thinking ideas that will ensure an equitable and future-ready foundation for transportation, housing, and land use. **15-1**

The Cleaner Air Partnership (CAP) is a joint project of Breathe California Sacramento Region, the Sacramento Metro Chamber of Commerce, Valley Vision, and other public, private and nonprofit partners to help the Sacramento region meet clean air standards that protect health, promote economic growth, and support equity. **15-2**

Transportation is the precursor to all urban form. It dictates how we move around, where we build, and who receives resources. The draft MTP/SCS is very much in line with CAP partner Valley Vision's own "Big 5" investment priorities communicated to the SACOG Board in November of 2018 to improve regional mobility for an inclusive economy. It is also complementary to the activities of the Mayors' Commission on Climate Change, which is establishing key goals and actions to achieve Carbon Zero by 2045 in a manner that is grounded in equity. **15-3**

That being said, implementation is always a challenge. Luckily, there are actions that SACOG can take to ensure that regional investments are truly in line with the values of the MTP/SCS. Namely, SACOG can assert its authority to incentivize specific projects by leveraging its regional flexible funding program allocations. By revising the policy framework for upcoming rounds of "flex funding" awards, SACOG can tie selection criteria to projects that truly bring about the next generation of mobility, meaningfully reduce Vehicles Miles Traveled (VMT), combat urban sprawl, and more. This framework could apply to projects in the corridors identified as part of the "Green Means Go" effort, or to other high-impact (and less conventional) activities like greening along highways in partnership with local jurisdictions. **15-4**

Acknowledging the need for additional funds as projected gas tax revenues decline, we applaud SACOG for exploring new mechanisms, such as congestion pricing strategies, to reduce vehicle miles traveled and greenhouse gas emissions in the greater Sacramento Region. **15-5**

In closing, the Cleaner Air Partnership commends the vision set forth in the draft MTP/SCS in meeting the region's SB 375 target, with the understanding that recent information suggests that the regional 2035 greenhouse gas (GHG) emissions reduction targets may not meet the goals of the 2017 CARB Scoping Plan. We are committed to reducing GHGs and will work with SACOG and other regional partners to do so, but recognize the importance of meeting the SB 375 targets as articulated in this plan. **15-6**

We thank you in advance, on behalf of the Sacramento region's longstanding collaborative of business leaders, environmental advocates, and air quality regulators. If you have any questions, please reach out by emailing adrian.rehn@valleyvision.org or calling (916) 325-1630. **15-7**

Sincerely,

The Cleaner Air Partnership

John Lane,
Chairman,
Cleaner Air Partnership

Stacy Springer
CEO,
Breathe California Sacramento Region

Amanda Blackwood
President & CEO,
Sacramento Metro Chamber of Commerce

Bill Mueller
Chief Executive,
Valley Vision

Alberto Ayala, Ph.D., M.S.E
Executive Director, APCO
Sacramento Metro Air Quality Management District

Erik White
Air Pollution Control Officer,
Placer Air Pollution Control District

Dave Johnston
Air Pollution Control Officer,
El Dorado Air Quality Management District

Chris Brown
Air Pollution Control Officer,
Feather River Air Pollution Control District

Mat Ehrhardt
Air Pollution Control Officer,
Yolo-Solano Air Quality Management District

Letter 16

valley vision
Community Inspired Solutions

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November 7, 2019

The Honorable David Sander, Chairman
Mr. James Corless, Executive Director
Sacramento Area Council of Governments
1415 L Street, Suite 300
Sacramento, CA 95814

RE: Draft 2020 Metropolitan Transportation Plan/
Sustainable Communities Strategy

Dear Chairman Sander and Mr. Corless:

On behalf of Valley Vision's 33-member Board of Directors and staff, we write to commend the Sacramento Area Council of Governments (SACOG) Board for the vision set forth in the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy, and encourage the consideration of complementary forward-thinking ideas that will ensure an equitable and future-ready foundation for transportation, housing, and land use. **16-1**

As you know, Valley Vision is a civic leadership organization working towards economic prosperity, social equity, and environmental sustainability for all residents in the Sacramento Region. Indeed, we see ourselves as SACOG's regional quality of life champion and community engagement partner. Valley Vision is also one of the four investors and champions behind the Brookings Institute study and Prosperity Partnership efforts designed to grow jobs and build a more inclusive economy for all 2.5 million regional residents. **16-2**

Transportation is the precursor to all urban form. It dictates how we move around, where we build, and who receives resources. The draft MTP/SCS is very much in line with Valley Vision's own "Big 5" investment priorities communicated to the SACOG Board in November of 2018 **16-3**

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to improve regional mobility for an inclusive economy. It is also complementary to the activities of the Mayors' Commission on Climate Change, on which both Valley Vision and SACOG serves, which is establishing key goals and actions to achieve Carbon Zero by 2045 in a manner grounded in equity. **16-3 cont.**

That being said, successful implementation is the most important measure of any plan. Luckily, there are actions that SACOG can take to ensure that regional investments are truly in line with the values of the MTP/SCS. Namely, SACOG can assert its authority to incentivize specific projects by leveraging its regional flexible funding program allocations. By revising the policy framework for upcoming rounds of "flex funding" awards, SACOG can tie selection criteria to projects that truly bring about the next generation of mobility, meaningfully reduce Vehicles Miles Traveled (VMT), combat urban sprawl, and more. This framework could apply to projects in the corridors identified as part of the "Green Means Go" effort, or to other high-impact (and less conventional) activities like greening along highways in partnership with local jurisdictions. **16-4**

Acknowledging the need for additional funds as projected gas tax revenues decline, Valley Vision is supportive of the congestion pricing plan as laid out in this plan. While equity concerns are often brought up in opposition to congestion pricing schemes, there are several progressive pricing structures, including discounts and exemptions for low-income households, that can actually make our transportation system far more equitable than it is today.[1] **16-5**

The draft MTP/SCS accommodates 260,000 new housing units, which meets the needs of the 153,512 units identified in the draft Regional Housing Needs Allocation (RHNA), and does so in a manner consistent with SB 375 statute. The focus on infill development is a necessity, as is the recognition that greenfield development needs to occur in order to accommodate the projected 620,000 additional residents in 2040. We encourage further complementary efforts to align transportation and housing investments to help us meet our ambitious climate goals while supporting job and population growth. **16-6**

[1] TransForm California, **Pricing Roads, Advancing Equity** (2019), Stuart Cohen and Alan Hoffman, http://www.transformca.org/transform-report/pricing-roads-advancing-equity

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In closing, Valley Vision commends the vision set forth in the draft MTP/SCS and encourages the SACOG Board to consider additional forward-thinking measures that will mitigate air pollution impacts, support sufficient housing supply and infrastructure for sustained growth, and ensure an equitable and future-ready Sacramento region. **16-7**

If you have any questions, please reach out by emailing bill.mueller@valleyvision.org or calling (916) 325-1630.

Sincerely,

Bill Mueller
Chief Executive

valley vision

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Letter 17

DATE: November 07, 2019 [VIA EMAIL ONLY]

TO: Jennifer Hargrove, Senior Analyst
Sacramento Area Council of Governments

FROM: Don Lockhart AICP, Executive Officer
Sacramento Local Agency Formation Commission

RE: 2020 MTP/SCS and Accompanying Documents

Thank you for the opportunity to review and provide comments on the above noted material.

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (GC Sec. 56000 etal.) establishes procedures for local government changes of organization, including city incorporations, annexations to a city or special district, and city and special district consolidations. LAFCo's have numerous powers under the Act, but those of primary concern are the power to act on local agency boundary changes and to adopt spheres of influence for local agencies. Among the legislatives charges to LAFCs are the discouragement of urban sprawl and the encouragement of the orderly formation and development of local agencies. 17-1

During the course of Commission proceedings various factors are considered including consistency with any regional transportation plan (and supporting documents) adopted pursuant to Section 65080. [GC Sec. 56668(g).] 17-2

Future LAFCo proceedings may benefit from inclusion of, and reference to, in the final 2020 MTP/SCS, the adopted Sphere of Influences (SOI) of the seven cities in Sacramento County. ["Sphere of Influence" means a plan for the probable physical boundaries and service area of a local agency, as determined by the Commission, (GC Sec, 56076.)] 17-3

Included with the many points of consideration for Commission determinations, is project consistency with applicable local, regional and state criteria. This includes achieving and supporting the air quality goals throughout the SMAQMD air basin. 17-4

As proposed, reflecting these comments, the 2020 MTP/SCS would continue to provide a sound policy foundation for the Commission to consider regional implications of Commission decisions. 17-5

If you have questions or wish to further discuss these comments, please do not hesitate to contact me. Thank you for your timely attention to this letter. 17-6

Letter 18

November 7, 2019

SACOG
1415 L St. #300
Sacramento CA, 95814
Attention: MTIP and Air Quality Conformity Comments

Dear SACOG,

Amendment #18 to the 2019-21 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis, associated with the proposed MTP/SCS

Enclosed are comments on the comments on the SR 70 Segments 4 and 5 as related to the Amendment #18 to the 2019-21 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis, associated with the proposed MTP/SCS. These comments are submitted to your agency as part of the public review process.

My comments are based upon my experience of having grown up, and now returning to live, in the area impacted by SR 70 Segments 4 and 5, but also having lived in Orange County California and the San Francisco Bay Area for many years. Also, as chairperson for the committee Keep 70 Safe, I have been working on and assessing this project and the adjoining projects for several years. My purpose in these comments is to underscore how out of alignment Amendment 18—specifically the sections which apply to SR 70 Segments 4 and 5, is to the goals of SACOG through the Draft 2020 Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS) and the Air Quality Conformity Analysis, and to recommend SR 70 Segments 4 and 5 be viewed in the context of all its aligning and adjoining segments and projects, Post Mile YUB 13.6 to Post Mile BUT 13.901. Only then, can the public, other agencies and decision-makers understand the full spectrum of impacts, alternatives, and mitigation for the overall improvements to SR 70 and the possibility of a sound investment in a north state transportation corridor. 18-1

Thank you for this opportunity to comment on the proposed project. Please send to me your responses to my comments on the subject Draft Amendment, along with further information on the environmental planning phase of this project.

Sincerely,

Pamela Warmack
10137 State Highway 70
Marysville, CA 95901

PROJECT NOT VIEWED AS A WHOLE

CAL18815-Caltrans D3
Project Title: SR 70 Passing Lanes - Segments 4 & 5

The Conformity Determination for the 2020 Metropolitan Transportation Plan and Sustainable Communities strategy and Amendment #18 to the 2019-22 Metropolitan Transportation Improvement Program requires "the inclusion of all federal and regionally significant projects." To accurately assess the full impacts of the SR 70 Passing Lanes for Segments 4 and 5, the history behind the project and the adjoining programmed and planned projects must be taken into consideration as a whole.

Existing Roadway: The segment between Marysville and Oroville is a 2-lane conventional highway, with exceptions at Noble Road to Woodruff Lane (3-lane) in Yuba County and Gridley Road to Cox Lane (5-lane) in Butte County, with a posted speed limit of 55 mph.

The history of planned expansion of SR 70 between Marysville and Oroville:

- **1988 – CTC asked for a corridor study** to determine whether SR 70 or 99 would be the "focus for future highway investments to provide an expressway for ultimate conversion to a freeway, to connect Sacramento and Chico."

- **1992 – North of Marysville to Oroville Freeway Project Study Report** – Construct 4-lane Freeway in Yuba and Butte Counties from proposed Marysville Bypass on Route 20 to 0.4 mile south of Route 162 in Oroville (Prepared by Caltrans District 03) **18-2**

- **1993 – Marysville Bypass to Oroville Freeway Project Study Report** – Construct 4-Lane Freeway on new alignment in Yuba and Butte Counties from Jct. Routes 65/70 south of Marysville to Route 70 south of Route 162 in Oroville (Prepared by Caltrans District 03)

- **1990-2013 – Multiple studies done to determine best route.** Several bypass and alternative routes explored to tie together Routes 65/70 (south of Marysville) to Route 20 (east of Marysville) to Route 162 (north of Oroville). (Yuba 70 Corridor Improvements City of Marysville PowerPoint Presentation, Sept. 17, 2019)

- **2013 – SR 70 Economic Transportation Study** – Existing Condition Report (Prepared by ICF International for BCAG)

- **Feb. 2017 – Oroville Dam Spillway Evacuation**

- **Nov 2018 – Camp Fire Evacuation**

- **April 2017 – SR 70 Segments 4 and 5 labeled a "Safety Project"**

As early as 1988, SR 70 was intended to be the "Northern California Transportation Corridor." It is currently an Interregional Road System (IRRS) route. "This route primarily serves people or goods movement outside the immediate region. Transporting agricultural commodities to markets has made SR 70 a vital economic link. Additionally, SR 70 has become a "gateway" route used to access multiple recreational destinations in the Sierra-Nevada Mountains, and SR 70 is an alternate route when I-80 is closed due to weather or accident conditions." It is also a designated STAA Truck Route.

The projects currently completed, in process, programmed or planned adjoining or augmenting Segments 4 and 5 are:

• To the north, in Butte County, SR 70 segments adjoining Segment 4:
- Cox Lane to East Gridley Road: - 5 lanes, completed
- Segment 1: Ophir Road to Palermo Road – in progress
- Segment 2: Palermo Road to Cox Lane - programmed
- Segment 3: East Gridley Road to Yuba County Line - programmed

• To the south, in Yuba County, adjoining/augmenting Segment 5:
- Simmerly Slough Bridge Replacement – in process
- Railroad Trestle Replacement - programmed
- Bus Transit Facility Replacement - planned
- Feather River Parkway (through Marysville) - planned

Background: SR 70 segments 4 and 5 is currently a 9.6 mile stretch of 2-lane rural highway, with the exception of approximately 1 mile between Noble Road and Woodruff Lane which has a continuous center-turn lane, which runs north in Yuba County until it abuts Butte County. Currently north and southbound traffic (locals, commuters, through-traffic, freight, buses) on SR 70 traverse these segments, then to reach the other side of Marysville must pass circuitously through the town and 13 stoplights, which routinely results in congestion and gridlock. Adding 2 additional travel lanes on Segments 4 and 5, which increases the road capacity by 100%, could result in "induced travel,[1]" resulting in an even greater number of vehicles using the roadway into and through Marysville, further exacerbating congestion and gridlock, resulting in greater pollution, and negative impacts to health.

18-2 cont.

Although this request for updating Segments 4 and 5 designates the new lanes as "passing lanes," it is obvious from past history (as listed above) and Caltrans' SR 70 Final Project Report for Butte County[2], widening the entire length of the highway between Marysville and Oroville is the goal to "Complete the Vision," as stated by BCAG (Butte Council of Area Governments), and a continuous freeway between Sacramento and Chico.[3]

One exception to the project being presented as a whole, with regards to justifying the project need for Segments 4 and 5, is the reporting of traffic fatalities. In that regard, data and graphics include the entire SR 70 Corridor between Marysville and Oroville, and do not break it out by segment. According to the Caltrans map[4] (last updated January 30, 2019) highway fatalities between 2010 to 2019 totaled 42, with 26 occurring in Butte County, and 16 in Yuba County (Segments 4 and 5). As SR 70 in Butte County already contains several road miles of widened roadway with passing lanes, one could be led to question if the widened roadway design (resulting in increased speeds) could be the cause of some of the fatal accidents which have occurred in that area. The data, viewed in this light, calls into question the wisdom in proposing to add additional lanes on SR 70 under the label of a "safety improvement project."

Bringing together the connecting pieces of the SR 70 project in Yuba County also allows entities to view the financial ramifications of the request for Segments 4 and 5:

- Simmerly Slough Bridge Replacement	$ 83,260,000
- 3-Lane Safety Improvement Project Segments 4 and 5	104,640,000
- 2 Continuous Passing Lanes Segments 4 and 5	40,000,000
- Marysville Railroad Bridge Rehab	104,500,000
- Bus Transit Facility Replacement	25,000,000

[1] National Center for Sustainable Transportation, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, Susan Handy, October 2015.
[2] Caltrans' SR 70 Final Project Report for Butte County
[3] Complete the Vision, BCAG
[4] Thomas L. Brannon, Deputy District Director Maintenance & Traffic Operations, Caltrans District 3, September 17, 2019, *Yuba 70 Corridor Improvements City of Marysville* PowerPoint Presentation, Page 9.

- Feather River Parkway 235,000,000[5]
Total Projected Cost (PM 25.822- PM 13.6): **$592,400,000**

This proposed expansion on SR 70 Segments 4 and 5 must also factor in projected growth in Yuba County, and especially neighboring Butte County, who will be the most likely to utilize the roadway. Of course, as an Interregional Road System, an STAA Truck Route, a "gateway to the Sierra-Nevada Mountains," as well as an alternate route when I-80 is closed due to inclement weather, the roadway is utilized by a wide variety of transport, from cars to large freight trucks, for many uses from many areas.

Yuba County population:	2017:	76,691	2060 projected: 132,675 [6]
Butte County population:	2014:	222,316	2040 projected: 319,324[7]
Sacramento Area population:	region will grow by an additional 620,000 people[8]		

According to the MTP/SCS projections, the area which encompasses Segments 4 and 5, commonly known as "District 10" (for Reclamation District 10) is not expected to grow at any marked rate over the next 20 years, as it is a primarily agricultural area. With Class I soil, of "Statewide Importance," the area grows 20 different crops ranging from rice, walnuts, prunes and peaches to pecans, citrus and figs.[9] As an historically agricultural area, homes were placed close to the roadway to maximize crop land. Many of those original homes remain, including the first home built in District 10 in 1911 (and still owned by the same family). Caltrans data indicates the 9.6-mile stretch comprising Segments 4 and 5 contains 136 driveways, 11 county roads, 7 private roads, with 22 farms/business. In all, there are approximately 200 ingress and egress points into homes, business and agricultural fields along the 9.6-mile stretch. Caltrans noted as of 7/30/2018, school buses stopped 26 times a day within Segments 4 and 5.[10] **18-2 cont.**

Although District 10, and the town of Marysville (restricted in land area by its surrounding levee system, and therefore population growth,) is not expected to grow much, Oroville, the city directly to the north on SR 70 and the seat of Butte County, projects a population growth of 93% between 2014-2040, with a corresponding 93% growth in housing (using their "medium scenario")[11]. Just south of Oroville, directly off SR 70, a 689-acre planned development, with 2700 proposed residential units and other commercial uses will further generate increases in traffic on Segments 4 and 5. Caltrans data indicates AADT in 2015 was equal to 11,200 and predicts AADT in 2040 to be 24,600.[12]

The Chico area, which feeds into the SR 70 corridor, although expected to grow at a slower rate than Oroville, "medium scenario" forecasts call for a 50% growth in housing and a 43% growth in population by 2040[13].

According to the map from the MTP/SCS, a significant rate of growth in the Yuba County area is expected to be in the foothills east and northeast of Marysville. SR 20 is the main thoroughfare for that population to travel into Marysville, connecting with SR 70 and then on to Sacramento and points south. This greater infusion of traffic into and through Marysville will further exacerbate the gridlock on SR 70, undoubtedly causing further backup of traffic onto Segment 4 in District 10 than is already experienced.

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[5] Yuba-Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, Appendix B. Yuba-Sutter public Works Projects, Page 5.
[6] Yuba-Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, Page 8
[7] Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 4. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf
[8] MTP/SCS, Page 20.
[9] Stephen M. Scheer, Agricultural Commissioner-Yuba County Department of Agriculture, *D 10 Acreages*, January 22, 2019.
[10] Caltrans, *State Highway 70 Improvement Project*, July 7, 2018, http://www.dot.ca.gov/d3/projects/subprojects/4F380/index.html
[11] Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 3. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf
[12] Caltrans data
[13] Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 3. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf

WHICH INFLUENCES VMT, CONGESTION, AIR QUALITY, SAFETY, & HEALTH

According to the Air Quality Conformity Analysis, "Transportation plans often focus on improving mobility through investment in transportation infrastructure and services. … Through the course of the entire MTP/SCS planning process and SACOG's ongoing Congestion Management Process (CMP), the performance focus has been on the following critical indicators" which pertain to this project:

- vehicle miles traveled (VMT) on the region's roadways;
- the level of congestion and delay for all modes, but especially roadway congestion" (8)

Although, for many years, expanding roadways with more lanes has been the go-to remedy transportation entities have initiated to address congestion, municipalities and researchers around the world have found what environmental scientist Susan Handy of University of California, Davis, discovered in her extensive studies: "Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run."[14] Also, while highway planners believed there would be no net increase in VMT in an area, as drivers would shift from slower and more congested roads to newly expanded roadways, studies show increasing lane miles on one roadway diverts little traffic from other roads. Existing roadways continue to remain at their VMT levels, while newly expanded roadways increase VMT, raising the overall level of VMT in an area.[15] **18-3**

Thus, adding travel lanes to SR 70 Segments 4 and 5, even if they are labeled "passing lanes," "creates a 5-lane facility (2-lanes per direction with a continuous two-way left turn lane)," as BCAG and Caltrans indicated in their December 2013 Project Study Report/ Project Development Support (PSR/PDS) document for corridor improvements along SR70 between Marysville and Oroville[16]; yet would not alleviate VMT on parallel SR 99 between Chico and Sacramento. **18-4**

Increased VMT would result in many undesired consequences for the immediate area through which SR 70 Segments 4 and 5 travels, negatively impact the Marysville community through which the additional traffic must funnel, and negates California and SACOG's goals for Safety, Air Quality goals and Greenhouse Gas (GHG) emissions. Chiefly listed in the MTP/SCS: reducing the rate of VMT growth (40), reducing GHG by 19%, preserving agricultural land, and environmental equity, to name just a few goals pertinent to this project. **18-5**

As written in Butte County's "State Route 70 Improvement, Segments 1 and 2, Project Report, October 2018," "The project proposes to widen State Route 70 from 2-lanes to 4-lanes to increase capacity, reduce travel times…to provide continuous passing opportunities between Marysville and Oroville." With a "design speed of 75 mph." It must be reiterated that although the SR 70 project is broken into separate segments and covers two counties, the goal of moving traffic and the design plan for doing so are the same.

While SR 70 Segments 1 and 2 traverse a significant proportion of open agricultural land used for cattle grazing, there are some clusters of residential areas, and connecting roads are few and far between and driveways are often clustered together. This environment contrasts greatly with SR 70 Segments 4 and 5 traveling through District 10, which is lined with dense agricultural orchards and corresponding driveways for the homes and businesses that support these operations, as well as driveways for strictly residential lands, dot the entire 9.6-mile stretch. Two heavily traveled county roads also feed into and off of SR 70 in this area: Woodruff Lane is a connector route to SR 20, Ramirez Road feeds the ever-growing residential foothill area northeast of District 10. **18-6**

As an area using intensive farming practices, with many farmers owning land in various parts of the district, slow-moving farm machinery travels along and traverses the highway much of the year. For example, 18-wheeler

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[14] National Center for Sustainable Transportation, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, Susan Handy, October 2015.

[15] TBD

[16] BCAG

semi-truck and trailers, loaded with walnuts, weighing 40 tons, often travel directly across the highway (from a standstill) to transport produce from orchards to processors.

The MTP/SCS points out the fact that the Sacramento region will have an ever-growing older population (16). That is also the case in the agricultural community, where according to 2017 Census of Agriculture released by the USDA, the average age of the U.S. farmer is 57.5 years.[17]

Placing 5 lanes of roadway with a design speed of 75 mph through a 9.6 mile stretch of roadway dotted with almost 200 access points, with frequent slow-moving equipment, and an aging farmer population would appear to be an unsuitable option for efficient travel and/or safety. District 10 residents and business owners often note the drop in vehicle speeds, from 65-70 plus to 55 mph, upon entering District 10/Yuba County from Butte County's already widened SR 70 to the north, exhibiting the concept that drivers who perceive a roadway to be more dangerous will drive more carefully—as they should, given the number of vehicles entering and exiting the roadway, and the possibility of encountering slow-moving agricultural equipment. **18-6 cont.**

Creating a wider, faster 5-lane roadway on Segments 4 and 5 through District 10 with its continuing—and necessary—agricultural business and activity will create greater VMT with more lane miles, which will in turn produce additional GHG, higher speeds will create even more GHG, and higher speeds through this type of scenario has the potential to increase the number and accidents and their severity. This goes against the SACOG's goals of "zero fatalities"[18] and reducing GHG[19], not to mention preserving agricultural land[20].

A consequence of the creation of a 5-lane project on SR 70 north of Marysville is the funneling of an ever-increasing number of passenger vehicles, commercial trucks and buses into and through the tiny town of Marysville (3.58 sq mi land area) without a clear plan of how to accomplish it.[21] In his presentation to the Yuba County Board of Supervisors, Thomas Brannon, Deputy District Director, Caltrans District 3, when asked by supervisors what plans Caltrans had for handling the increased traffic that will result from the projects, replied that Caltrans was looking at different options, but did not have a plan yet. The lack of planning to address additional traffic in an efficient and environmentally sound way resulting from projects that have been in the works for decades and are already under construction, appears to place Marysville and area residents at risk for even more dire health consequences than they already experience.

For Marysville/Yuba County residents, the life expectancy for both male and female falls below the California averages by approximately 5 years, and national averages by approximately 3 years. **18-7**

Ischemic Heart Disease is higher compared to California and national rates, especially for males:

(Rate per 100,000)	Marysville/Yuba: 256.4	California: 167.9	National: 191.5

Strokes rates are significantly higher, especially for females:

	Marysville/Yuba: 69.7	California: 43	National: 47.4.

But, area also higher for males:

	Marysville/Yuba: 56.5	California: 45	National: 48.8

Tracheal, Bronchus, and Lung Cancer rates are especially high:

Female:	Marysville/Yuba: 63.4	California: 32.5	National: 43.8

[17] *Ag Daily*, April 11, 2019, "2017 Census of Agriculture: An aging farm population but with optimism." From https://www.agdaily.com/insights/census-of-agriculture-aging-farmers/

[18] Draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy MTP/SCS, *Safety Performance Management (PM1: Fatalities and Injuries),* Page 14.

[19] TBD

[20] TBD

[21] Thomas L. Brannon, Deputy District Director Maintenance & Traffic Operations, Caltrans District 3, September 17, 2019, *Yuba 70 Corridor Improvements City of Marysville* PowerPoint Presentation.

Male: Marysville/Yuba: 83.3 California: 45.5 National: 67.6[22]

The poverty level for Marysville is 26%, compared with the national average of 13.4%.[23] The town experiences a "severe problem with the homeless, homeless encampments and the attendant problems with this issue, generational poverty, and high unemployment."[24] The aforementioned health issues, coupled with the socioeconomic situation, is amplified by the constant flow of passenger and truck-traffic through the town, as noted in the Yuba Sutter Economic Development SWOT Analysis, "Highways into the towns and cities often create choke areas which often cause travel within the city limit areas long, congested and frustrating.[25]" This traffic congestion, coupled with stop-and-go driving necessitated by multiple stoplights, especially on SR 70 (Marysville's B St., 9th St., and E St.) contributes the greatest amount of auto emissions/GHG per mile.[26] **18-7 cont.**

Surrounded by levees and nestled into a bowl, the town of Marysville on a regular basis experiences the environment described in the Air Quality Conformity Analysis, wherein the levees "create a barrier to airflow, which can trap air pollutants" (4). As explained in the analysis, "The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of particulate matter pollutants are highest when these conditions are combined with smoke or when temperature inversions trap cool air, fog and pollutants near the ground." (4) Although the Sacramento Valley can benefit from the delta sea breeze, the breeze is often not felt this far north, nor is it effective in reaching the inhabitants within the Marysville levees.

Combine these emissions with this environment, and one has a toxic mix detrimental to human health and well-being. If we add additional vehicles, which bring additional emissions, into the soup, what dire consequences can the residents and workers—and the regional health facility, Adventist Health and Rideout, located there—expect? As the MTP/SCS points out: "The risks of not proactively taking bold steps to prepare for the dramatic changes we expect in transportation
over the next 20 years are dire. Those risks include: **18-8**

- … congestion, longer travel times, increased freight costs, and worse health.
- A region split between denser areas well served by a high-tech, electric fleet and rural and disadvantaged areas relying on 30-year old internal combustion technology.
- An economy, land use pattern, and transportation system that leaves vulnerable populations behind." (9)

As one of California's oldest cities, Marysville has a long history due to the Gold Rush and beyond. It was named after Mary Murphy Covillaud, a survivor of the Donner Party. Marysville was a stopping point for riverboats from Sacramento and San Francisco during the 1840-50s. The area was home to a significant Chinese American community in the 1860s, and the Bok Kai Temple remains today, one of 9 historic sites in Marysville listed on the National Register. The entire downtown is also listed as an Historical Commercial District by the National Register.[27]

Given its long history, it's easy to see why its small land footprint would be almost completely occupied by residential housing and businesses, except for its landmark physical and aesthetic feature, Ellis Lake, which is situated in the middle of town. (Once a swamp, the lake was commissioned in 1924 to be designed by John McClaren, the designer of Golden Gate Park in San Francisco. The lake was completed by the Works Progress

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[22] Institute for Health Metrics and Evaluation (IHME), US County Profile: Yuba County, California. http://www.healthdata.org/sites/default/files/files/county_profiles/US/2015/County_Report_Yuba_County_California.pdf
[23] DataUSA, Marysville, CA, November 4, 2019. https://datausa.io/profile/geo/marysville-ca/
[24] Yuba Sutter Economic Development District, *2018 Comprehensive Economic Development Strategy*, SWOT Analysis: Health, Public, Education, Safety, Page 50.
[25] Yuba Sutter Economic Development District, *2018 Comprehensive Economic Development Strategy*, SWOT Analysis: Transportation, Page 53.
[26] "Traffic congestion and Greenhouse Gases," Matthew Barth and Kanok Boriboonsomsin, http://www.accessmagazine.org/wp-content/uploads/sites/7/2016/01/access35_Traffic_Congestion_and_Grenhouse_Gases.pdf
[27] National Register of Historic Places, California-Yuba County, http://www.nationalregisterofhistoricplaces.com/ca/Yuba/state.html

Administration (WPA) in 1939-40 under President Roosevelt's New Deal Plan.[28]) Thus, with its historical significance and lack of open space for road development, it appears the plan to continue to take SR 70 right through the middle of Marysville would be immensely disruptive to not only its citizenry and its businesses, but also potentially destroy or disturb historical landmarks. 18-8 cont.

EVACUATION NEEDS

Marysville and the surrounding area are no stranger to catastrophic events. After all, the levee system was built around Marysville to keep out the flood waters of the immediately adjacent Feather and Yuba Rivers; and although the town itself has never flooded, the areas all around certainly have. The devastating 1955 flood inundated the entire Yuba Sutter area, the 1986 flood saw the collapse of the Yuba River levee opposite Marysville which flooded the entire area south of town, and during the 1997 flood, a levee collapsed south of Marysville, releasing the Feather River. The floods took lives and caused millions of dollars in property damage.

Since that time, much investment has been made to improve the levees in the Yuba Sutter area. Yet, the levees that surround District 10 and hold back the Feather River (and are bordered on the opposite side by the Union Pacific Railroad levee), and through which SR 70 Segments 4 and 5 travel, are unimproved levees. The entire area of District 10 is in a 100-year floodplain, in Zone A of the FEMA flood map.

If a landowner wishes to build a new home in District 10, they would need to have plans engineered to ensure: "The finished floor…must be located at least one foot above the determined Base Flood Elevation (B.F.E.= 100 year flood level)."[29] To this end, those who have chosen to proceed with new construction in District 10 have had to raise the finished floor anywhere from 4 to 7 feet about ground level. 18-9

When the Oroville Dam Spillway began to collapse on February 12, 2017, 180,000 people downstream from the dam were ordered to evacuate. Those residing in District 10 joined those thousands. SR 70, leading south was at a standstill. Drivers could not get through Marysville. Many tried taking side roads, such as Woodruff Lane and Ramirez Road, and found those roadways gridlocked as well. People were trying desperately to get to higher ground. Members of the District 10 Reclamation Board claim that if a levee had collapsed along the Feather in District 10, those vehicles stuck on the roadway nearest Marysville would have been 13 feet under water. Estimates for those who live farther north in the district have been to expect their homes to be 11 feet under water.

Yet, Caltrans is proposing to spend approximately $600 million to bring an "evacuation" route through a 100-year floodplain—with unimproved levees, located directly south of one of the largest earth-filled dams in the world, into a small town with multiple stoplights.

AN OPTION

Considering the impacts this project brings to the immediate area through which it travels, and the areas tied to it in the adjoining projects, it would seem there must be another way to mitigate the impacts and achieve many of the goals set for in the MTP/SCS. 18-10

One local developer has a plan that would provide a safe, efficient corridor for movement of people and goods; serve as a true evacuation route, elevated to safely and quickly allow people to escape from harm (flood/fire/earthquake) in an expedient manner; relieve congestion and pollution through Marysville; allowing

[28] The Living New Deal, *Ellis Lake Improvements-Marysville CA* https://livingnewdeal.org/projects/ellis-lake-park-project-marysville-ca/
[29] Yuba County California, *Yuba County Residential Construction Guide*, Second Edition 2017, Page 11, https://mail.google.com/mail/u/0/#inbox/QgrcJHsHpCxjQCgtNzDwkGHCQjlKJRslrVb?projector=1&messagePartId=0.1

"towns like Marysville…to focus on their natural assets, historical significance, and charm"[30] and prosper; provide recreational opportunities; and be financed through roadway and system pricing. The project could also allow for development of light rail transit in the future for public transport between Oroville and Sacramento. It ties SR 70 into SR 20, and then on south to link up with SR 65/70. Between SR 70 and SR 20, the plan does not impact a single home or business, nor would there be any cross traffic. Two county roads would seamlessly tie into it, and the soil for the raised roadbed would be provided by the creation of a water nature habitat and recreational facility (limiting construction costs).

18-10 cont.

Although this option may not reduce VMT in the short run, its location and the ability to transform the space into passenger rail service could serve as a vital link to the north state. The ability for traffic to travel without stopping reduces GHG. Avoiding areas where intense agricultural activities introduce slow-moving equipment to roadways prevents traffic accidents and supports "the economic vitality of the region through efficient goods movement that includes minimizing disruptions to the movement of agricultural products on rural roadways.[31]"

[30] MTP/SCS, page 6.
[31] MTP/SCS,

SACOG Responses

MTP/SCS Comments & Responses

Public Hearing #1, October 9, 2019

MTP/SCS Comment

Date: 10/9/19

Letter: 1

Public Hearing #1 received no oral or written comments on the MTP/SCS

#	Comment	Response
1-1	No comments were provided.	n/a

Private Citizen, Mark Dempsey

MTP/SCS Comment

Date: 10/16/19

Letter: 2

#	Comment	Response
2-1	I have looked at the draft MTP with some interest, but find none of the critical items to make it work.	Thank you for your comments on the draft MTP/SCS.
2-2	First, nowhere in all the MTP happy talk can I locate a mention of an enforcement mechanism for the sensible regional plans. Will local jurisdictions suffer the loss of SACOG-distributed transportation project money if they do not follow the blueprint, or reject the recommendation for density? They haven't in the past. I've heard past SACOG execs say (in effect) "We operate by consensus, and are at the mercy of SACOG members when it comes to distributing money. Sure, our distributions contradict our policy, but that's a political concession we must make."	The MTP/SCS is a roadmap to achieving a set of GHG and quality of life outcomes. SACOG does not have land use authority and, thus, does not have direct discretion over local project decision making. The primary levers by which SACOG can impact future development through the MTP/SCS planning process are through the policies and implementation actions outlined in Chapter 4, the transportation investments included as a part of Appendix A, and the CEQA streamlining opportunities allowed for under SB 375.
2-3	...no mention that other councils of government (e.g. Maryland) have penalized local jurisdictions when they do something to contradict the blueprint. As a wise	Please see response to comment 2-2.

	salesman once told me, in life, we either get what we want or all the reasons why not. Excuses are a dime a dozen. Let's have something that works this time, shall we?	
2-4	Contradicting the blueprint, general plan, community plan, even "Special Planning Area" documents is rampant throughout the region. All four were available for the Tim Lewis development on the southeast corner of Pecan and Greenback in Orangevale. Which plan did that development follow? Answer: None. (None!)	While the land use forecast in the MTP/SCS largely does not assume land use changes beyond what is assumed in existing local government general plans, local jurisdictions will amend and re-entitle existing plans to respond to changing market demand. This why SACOG revisits the assumptions of the MTP/SCS as part of each four-year plan update.
2-5	Local architect David Mogavero tells me there were more than 30,000 acres proposed for rezone throughout the region at the height of the housing bubble. With that much change proposed, we don't have plans, heck, we barely have suggestions.	Please see response to comment 2-4.
2-6	If that were not bad enough, the way local governments do planning currently is designed to fail. Local jurisdictions try to designate uses (residences, commerce, apartments, etc.) often decades in advance of development. I see no request from SACOG for its local governments to embrace planning that could possibly work--that is form-based planning that designates intensity of development, and leaves it to the market to designate uses.	Comment noted.
2-7	If you doubt our planning is designed to fail, take a look at that development on Pecan and Greenback. Or check out Houston. That's a city with literally no planning department. It has minimum lot sizes and street standards, but no zoning. I can detect no significant design difference between Houston and Sacramento.	Comment noted.
2-8	Finally, the MTP mentions nothing about land speculation. The enormously profitable enterprise of upzoning outlying agricultural land--often with a 5,000% - 10,000% gross profit--remains one of the drivers of those long-commute-inducing edge city developments. As long as it is that profitable, cockroaches will emerge from the baseboards to do land speculation. Without taxing the unearned increment, and adopting actual, enforceable, working planning, we can count on more sprawl no matter how much happy talk SACOG disseminates...	Please see response to comment 2-2.

Public Hearing #2

MTP/SCS Comment

Date: October 16, 2019 Hearing #2

Letter: 3

Public Hearing #2 received one written comment card on the MTP/SCS, with the following two comments (summarized)

#	Comment	Response
3-1	Placer Parkway [includes] Phase 1 should be taken off the list until transit [options] has been accessed.	Thank you for your comment on the draft MTP/SCS. SACOG works with sponsoring agencies, such as the Placer County Transportation Planning Agency (PCTPA), to review projects being considered for inclusion in the MTP/SCS. This process helps ensure accurate project information for modeling review and the establishment of screening criteria for project selection. As peer regional transportation planning agencies (RTPAs), PCTPA and SACOG coordination is consistent with an MOU between the two agencies. Screening criteria were used for the iterative process of identifying $6.8B in roadway capacity projects included in the draft 2020 MTP/SCS, from among the $12B in roadway capacity projects nominated. The screening criteria emphasize the importance of performance outcomes, such as safety and achieving a balanced multi-modal transportation system of roads, transit, and active transportation options. More detail is described in the draft 2020 MTP/SCS, Appendix E. The scale of analysis in the draft 2020 MTP/SCS is programmatic and focuses on a regional network of roads. Corridor-level analysis is limited at the programmatic scale of our regional plan because a project will still need more detailed, project-level analysis before it can advance to the construction phase. The initial Placer Parkway improvements planned by PCTPA included in the draft 2020 MTP/SCS meet the programmatic selection criteria established for the plan. In addition to project-level environmental review completed on Phase 1 of Placer Parkway in Placer County, PCTPA has also completed a programmatic environmental review (CEQA and NEPA) for the entire Placer Parkway corridor connecting State Route (SR) 65 and SR 99/70.

		Future project-level environmental reviews will be necessary for later phases of the Placer Parkway. Public transit and other multi-modal travel options are included in the project area such as bus rapid transit. The notice of preparation (NOP) that begins these future environmental reviews provides an opportunity to comment on the scope of the alternatives considered for the corridor and specific impacts to analyze.
3-2	I-80-SR60 and I80/65 should be off the lists since there is no need for them.	Thank you for your comment. Please see response to comment 3-1 for background on the planning coordination between PCTPA and SACOG, as well as the process to select projects for inclusion in the draft 2020 MTP/SCS. The response also explains why the MTP/SCS is at the regional, or programmatic scale and that projects will ultimately require more detailed, project-level analysis before they can advance to the construction phase. The I-80/SR 65 improvements included in the draft 2020 MTP/SCS meet the programmatic selection criteria established for the plan. There is no I-80/SR 60 project. PCTPA confirms that project-level environmental review has also been completed on the I-80/SR 65 project. The EIR and subsequent policy actions taken by the PCTPA board substantiated the need for full implementation of this project to relieve traffic congestion in South Placer County. Prior to the certification of the project-level environmental review, PCTPA and Caltrans completed a full alternatives analysis to select the preferred project

Public Hearing #3

MTP/SCS Comment

Date: October 24, 2019 Hearing #3

Letter 4

Public Hearing #3 received no oral or written comments on the MTP/SCS. An unofficial discussion was had with three members of the public, major points are summarized below.

#	Comment	Response

4-1	Widening SR 70 will exacerbate the traffic problem that already exists in the area.	The Highway 70 improvements planned by Caltrans included in the draft 2020 MTP/SCS meet the programmatic selection criteria established for the plan. However, project-level planning and CEQA analysis require will still be necessary for this project to be implemented. Caltrans has not yet initiated project-level CEQA environmental analysis for expanding State Route (SR) 70 from the 3 to 5 lanes. Caltrans currently anticipates releasing in February 2020 a Notice of Preparation (NOP) for the environmental impact report (EIR) on the SR 70 expansion project in Yuba County. The NOP provides an opportunity to comment on the scope of the alternatives considered for the corridor and specific impacts to analyze.
4-2	Widening SR 70 is not a good use of taxpayer money.	See response to comment 4-1.
4-3	The improvements proposed to SR 70 are unlikely to improve safety.	See response to comment 4-1.

Private Citizen, Olaf Brescia

MTP/SCS Comment

Date: 10/24/19

Letter: 5

#	Comment	Response
5-1	re: Circulation Improvement(s) for Poor Safety and Poor Air Quality Mitigation / Compliance with SB 375 Sustainable Communities and Climate Protection Act ESP-171 Urban and Regional Planning / University of California at Davis Introduction: As we are all keenly aware, California transportation infrastructure has been neglected for some 30 to 40 years. Places like the Central Valley and	Thank you for your comment on the draft MTP/SCS. This comment does not raise any deficiencies with the Draft EIR or any environmental issues. Thus, no response is required under CEQA.

	Sacramento with its history of poor air quality are no exception. Crumbling roads increase vehicle rolling resistance and therefore reduce Mile Per Gallon (MPG) over time. Reductions in MPG translates into more fuel usage per mile driven and therefore more exhaust greenhouse gas releases from tailpipes per mile driven. Compliance with SB 375 Sustainable Communities and Climate Protection Act of 2008 are going to be looming challenges for regional areas up and down places like the Central Valley (Bill Text 375, 2008). With the passage of SB 1: The Road Repair and Accountability Act of 2017, funding is now available to address urgently needed infrastructure (SB 1, 2017).	
5-2	We identify three key areas that need to be addressed to hit SB 375 targets: 1. Conversion to the highest degree possible all signal-light and stop-sign intersections to roundabouts and mini-roundabouts. 2. Roll back of speed-table/speed-hump proliferation. 3. Employment of Road Diet/Green Street regime.	Figure 3.12 on page 48 in the MTP/SCS describes 5 primary factors related to policies and actions that will help the region meet our SB 375 targets: Shortened vehicle trips, increased transit, bike, walk trips, express lanes and Pay-as-you-go fees, Implementing intelligent transportation systems (ITS) and transportation system management (TSM), and electric vehicles.
5-3	Roundabouts and Mini Roundabouts: Roundabouts operate more effectively than traffic signals or stop signs (Intersection Safety, 2018). According to the US Department of Transportation Federal Highway Administration (FHWA) the advantages of roundabouts are significant, and include • Increased safety for traffic, pedestrians, cyclists. • Improved traffic flow, reduced congestion, lower speed(s). • Reduced emissions. • Lower operational cost(s).	Comment noted.
5-4	Roundabouts and Safety: The Federal Highway Administration (FHWA) identified Roundabouts as a proven life-saving traffic control mechanism (Intersection Safety, 2018). According to FHWA roundabout safety improvements over signal-lights and stop-signs:	SACOG supports meeting Performance Measure 1 Safety targets by supporting the state's safety goals and the implementation of the Strategic Highway Safety Plan. Roundabouts are among the many suggested implementation measures found in the SHSP.

	• 90 percent reduction in fatal collisions. • 75 percent reduction in injuries. • 35 percent reduction in all crashes. • Pedestrians 50 percent less likely to be hit. A traditional signal-light/stop-sign intersection has 32 conflict points. These are points where vehicles can collide with one another. The roundabout is superior by reducing the number of conflict points to just 8. Because impact angles and impact speeds in a roundabout are vastly reduced, roundabout are much safer. Roundabout use effectively ends fatal collisions in intersections where they are employed (Intersection Safety, 2018). Roundabout Transportation Efficiency According to the Washington State Department of Transportation (Roundabout Benefits, 2018): "Studies by Kansas State University measured traffic flow at intersections before and after conversion to roundabouts. In each case, installing a roundabout led to a 20 percent reduction in delays. Additional studies by the IIHS of intersections in three states, including Washington, found that roundabouts contributed to an 89 percent reduction in delays and 56 percent reduction in vehicle stops."	
5-5	Roundabouts and Emissions: Because roundabouts operate more effectively, they reduce emissions and fuel consumption (Mandavilli, et al, 2008). According to a Kansas State University study, converting signal-lights/stop-signs with roundabout found a statistically significant reduction in carbon monoxide (CO) emissions during AM and PM periods, of 21-45 percent (Kg/hr), nitrous oxide (NOx) emissions by 20-48 percent (Kg/hr), carbon dioxide (CO2) emissions by 16-59 percent (Kg/hr), and hydrocarbon (HC) emissions by 18-65 percent (Kg/hr), (Mandavilli, et al, 2008). Because roundabouts work more effectively than signal lights and stop signs, roundabouts are consistent with compliance with SB 375 Sustainable Communities and Climate Protection Act of 2008 and the Regional Greenhouse Gas Emissions Reduction Targets (Bill Text 375, 2008).	Comment noted.
5-6	Roundabout Operating Cost(s):	Comment noted.

	In comparing initial build cost differences between a roundabout and a traffic signal intersection, costs are similar. However, when long term operational costs are tallied, roundabouts eliminate switchgear, arms, poles, maintenance, and the electricity costs of traffic signals. These signal costs can be between $5,000 and $10,000 per year. (Roundabout Benefits, 2018). Roundabouts are also immune to power outages (What Is a Roundabout?, 2017).	
5-7	Speed-Table Roll back: Speed tables "Road humps" are a vertical deflection traffic calming obstacle placed in the roadway that must be traversed and therefore slows neighborhood traffic (Transportation Speed Table, 2019). While well-intentioned when introduced in the 1970s, these vertical deflection devices are incompatible with SB 375 Sustainable Communities (Bill Text 375, 2008), the Climate Protection Act and the Regional Greenhouse Gas Emissions Reduction Targets. This because speed table producing additional brake/re-acceleration cycles and additional air pollution where there was none (Kentish, 2017). Other traffic calming measures can be explored on a case-by-case basis like street narrowing, chokers neck-downs, Road Diets, and Green Streets.	Comment noted.
5-8	Road Diet and Green Street Regime: Road Diet is a term used to describe the transformation of large wide multilane urban streets boulevards, and avenues and re-tasking these spaces to include other uses and modes of travel such as pedestrian refuge islands, transit, parking, and bike lanes. If Road Diet deployments are planned as part of a new overlay, there is typically no additional cost to do so (Road Diet Information Guide, 2019). With respect to Green Street, the benefits include more livable communities and reduces infrastructure costs of under street sewer pipes, healthier communities by improved air quality, lower vehicle speeds and promoting multiple transportation modes like bicycling as well as reducing urban heat release island effects (Benefits of Green Street, 2016). Both Road Diet and Green Street can be seen as two sides of the same coin. A Green Street regime can incorporate Road Diet treatments and solutions and vice-versa. (Benefits of Green Street, 2016).	Comment noted.

5-9	Conclusion: Roundabout operate more effectively than signal light and stop signs. The Federal Highway Administration has found that roundabouts can increase traffic capacity by 30 percent to 50 percent compared to traditional red-light and stop sign intersections while increasing safety, maximizing transportation efficiency, reducing emissions, and reducing operational cost. If public safety is a primary concern for regional and local governments, then conversion to roundabouts to the highest degree possible is needed. Roundabout conversion and speed table removal will almost certainly be required to hit SB 375 targets regardless (California Energy Commission, 2019).	On page 55 and 56, the MTP/SCS describes several policies designed to improve safety. For example, Policy 20 states, "Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents." Policy 25 states, "Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled." Where appropriate, roundabouts are a possible measure to improve safety and supported by the plan's policies.
5-10	California air pollution control bodies currently impose all the costs of clean air on vehicle operators, vehicle manufactures. This cost shifting can be perceived as unfairness by taxpayers and road users. Government must do their part of the heavy lifting too - to reach cleaner air. Signal-lights and stop-signs for lack of a better term - are killers compared to roundabouts. Speed tables are polluters, and better traffic calming measures like Road Diets, Green Street, narrowing, chokers, neck-downs can be deployed instead. Together with roundabout conversion, these changes dramatically improve safety, save lives, increase livability, reduces emissions, hit clean air targets, and save operation costs.	Comment noted.
5-11	SB1 money is available now to deploy these changes and move beyond our Eisenhower era transportation system and neighborhoods design paradigms. If voters see little/no noticeable improvement shortly in neglected/crumbling roads and unnecessary/avoidable intersection accidents by governments not adopting the best known methods discussed here, voters may move to withdraw SB1 funds. Therefore the timely implementation of these changes is politically advantageous to all stakeholders and more importantly are proven to save lives.	Comment noted. Appendix A lists 19 projects that include roundabouts in their design for a total cost of about $180 million.
5-12	Works Cited: "Benefits of a Green Street." EPA, Environmental Protection Agency, 22 Aug. 2016, www.epa.gov/G3/benefits-green-street.	Comment noted.

California Energy Commission. “California Climate Change Legislation.” California Climate Change Portal, 2019, www.climatechange.ca.gov/state/legislation.html.

“Greenhouse Gas Equivalencies Calculator.” EPA, Environmental Protection Agency, 15 Oct. 2018, www.epa.gov/energy/greenhouse-gas-equivalencies-calculator.

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“Text.” Bill Text - SB-375 Transportation Planning: Travel Demand Models: Sustainable Communities Strategy: Environmental Review., 2008, leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375.

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Caltrans, Sukhvinder Takhar
MTP/SCS Comment
Date: 11/7/19
Letter: 6

#	Comment	Response
6-1	Dear Mr. Holtzen, Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl. Based on the information received, Caltrans provides the following comments:	Thank you for your comment on the draft MTP/SCS. SACOG's responses and edits to the plan document are described below.
6-2	The Caltrans would like to commend SACOG for their vivid and creative approach to demonstrating SACOG's 20-year vision for the future. Our review of the MTP/SCS concluded that the plan meets most requirements; however, we would like to offer the comments below for your consideration. Per Title 23 CFR §450.324(b), the MTP/SCS shall include both long-range and short-range strategies/actions. Chapter 4 of the MTP/SCS identifies near-term actions, however, the long-term actions/strategies are not as clearly stated. SACOG must clearly delineate the long-term strategies from the short-range strategies.	The numbered policies in Chapter 4 are intended to outline both short- and long-term strategies. Additionally, several the actions listed under supporting actions are also ongoing and long-term in nature. We modified Chapter 4 to better delineate between long- and short-term strategies.
6-3	• Per California Government Code 65080(b)(1), the objectives in the policy element of the MTP/SCS shall be linked to short-range and long-range transportation implementation goals. Chapter 4 does not identify objectives per the policy element requirement. SACOG must clearly state their objectives to ensure that they are consistent with the needs identified in the MTP/SCS and link them to both their short and long-range strategies/actions.	The four Policy Priority Areas discussed in Chapters 1 and 4 are intended to serve as the major objectives of the plan. These objectives include: 1) Build vibrant places for today's and tomorrow's residents. 2) Modernize the way we pay for transportation infrastructure. 3)Foster the next generation of mobility solutions.

		4) Build and maintain a safe, reliable, and multimodal transportation system. We have made clarifying edits to Chapter 4 to more clearly identify these as the major objectives of the plan and explain how they are linked to the actions/strategies.
6-4	The RTP Checklist that was submitted did not identify page numbers for requirement number three. Therefore, it is difficult to determine if SACOG has fully satisfied the requirements of the action element. It appears that Chapter 4 of the MTP/SCS is a combination of both the policy and action element, although this chapter is not organized to separate the two elements. It also appears that SACOG has included components of the action element throughout the MTP/SCS but did not provide separate page numbers to determine if all components of the action element have been addressed. o Per the 2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations, the action element is divided into two sections. The first section includes a discussion of the preparatory activities such as identification of existing needs, assumptions, and forecasting and potential alternative actions. The second section addresses the data and conclusions.	We will revise the RTP checklist to be more specific about where the requirements of the Action Element are located. These requirements are covered throughout the document and with more specificity in Appendix E: Plan Performance.
6-5	• Per Government Code Sections 65080(2)(b) and 65584.04(i)(1), the MTP/SCS must identify a transportation network to service the transportation needs of the region. SACOG identifies their project list in Appendix A; however, we recommend that SACOG include a discussion describing how these projects were selected. They can do this by including a brief summary within their MTP/SCS or in Appendix A.	SACOG works with sponsoring agencies to identify projects for consideration in the MTP/SCS. This process helps ensure accurate project information for modeling review and application of screening criteria for project selection. During this process, SACOG also reviews projects for financial constraint and alignment with the regional growth projections and land use development pattern supporting the plan to ensure the plan has a multimodal transportation system that serves the underlying land uses and travel demands forecasted in the MTP/SCS. An overview of the project review process and project screening criteria is described in the draft 2020 MTP/SCS, Appendix E, pp.57-58.
6-6	We also recommend that SACOG review their MTP/SCS and provide references to the appendices wherever possible.	References to relevant appendices that support various discussions in the plan are added throughout the plan document. We have added additional references to the appendices where applicable.

6-7	• Per Title 23 CFR §450.316(a)(x), the MPO must periodically review the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process. SACOG's public participation plan was last updated in 2013. While not a requirement, we recommend that SACOG update their public participation plan.	SACOG is planning to update our Public Participation Plan in advance of the next MTP/SCS update.
6-8	• Per Title 23 CFR §450.306(h), the MTP/SCS must be coordinated and consistent with the Public Transit-Human Services Transportation Plan. SACOG must demonstrate that the MTP/SCS is consistent with the Public Transit-Human Services Transportation Plan.	SACOG adopted the Public Transit and Human Services Transportation Coordinated Plan in August 2019. A reference to this is added to Chapter 2 of the MTP/SCS, with more details added in Appendix L.
6-9	• As part of the mass transportation discussion, SACOG must also include the following information: o Per Title 23 CFR §450.324 (f)(2), the MTP/SCS must address both existing and proposed transportation facilities such as major roadways, transit lines, (both rail and primary bus routes), multimodal and intermodal connector facilities, pedestrian walkways and bicycle facilities; o An inventory of bus fleets by fuel type (diesel, natural gas, and other alternative fuels); o Provide a summary of the short and long-range transit plans that cover the 20-year period of the MTP/SCS; o We also recommend that SACOG provide historical ridership trends.	SACOG has been assisting the region's transit operators to develop Transit Asset Management Plans, which includes inventories of transit fleets by fuel type and asset type. We have added this inventory and a summary of the transit plans in the region to Appendix E. Historical transit ridership trends are provided in Chapter 16 of the draft 2020 MTP/SCS DEIR, with discussion of trends and some related causal factors on pp.16-24 to 16-25, and data on historic transit ridership trends presented in Table 16-7.
6-10	• Per Title 23 CFR §450.324(f)(12), MPOs are required to include a discussion about the bicycle and pedestrian facilities within the region. SACOG should identify the existing facilities, as well as the planned and future bicycle and pedestrian projects.	Appendix N: The Bicycle and Pedestrian Trails Master Plan identifies existing and planned future bicycle and pedestrian facilities that support the MTP/SCS. The listings and maps of these projects begin on page 66 of the appendix. Reference to this appendix is also added to the plan where bicycle and pedestrian facilities are discussed.
6-11	• We recommend that SACOG include a reference to Appendix M in the main document of the MTP/SCS.	Reference to Appendix M is added to the discussion of freight movement on page 31 of the MTP/SCS and the discussion of consistency with other relevant plans on page 13.
6-12	• Appendix A identifies the constrained and unconstrained project list. We recommend that SACOG separate constrained projects from the unconstrained projects.	SACOG will attach a cover page to Appendix A that explains in greater detail the project status values of "Planned," "Programmed," and "Project Development Only" where Planned and Programmed are constrained and Project Development Only is Unconstrained. The combined list allows member agencies to more quickly find their projects in the plan and determine whether they are

		part of the constrained or unconstrained project list. The combined list also more completely shows the ultimate configuration of large projects that have phases included in the fiscally constrained list by 2040 followed by final phases anticipated for after 2040.
6-13	• The enclosed Excel file contains Caltrans modifications to the MTP/SCS Project List (Appendix A), some of which include changes to lead agency, scope, deletions, etc.	The enclosed excel file from Caltrans makes comments on 368 projects in Appendix A. Changes made to the project list are shown in strikethrough and underline.
6-14	• Per Title 40 CFR §93.101, SACOG must identify any regionally significant projects, however, Appendix A does not specifically identify these projects. SACOG should clearly distinguish which projects are regionally significant within their project list.	All regionally significant projects that are not exempt from air quality analysis are listed in the project list included in Appendix I: Air Quality Conformity Analysis. Per Title 23 CFR Part 450.326(f), these projects are included in the MTP/SCS and, when applicable, in the Metropolitan Transportation Improvement Program, regardless of whether they are funded with federal transportation funds.
6-15	• The project list in Appendix A has a column for "budget category" and it assigns a letter to each category. We recommend that SACOG provide a brief description explaining what those categories signify. It would also be helpful to the public if SACOG described how projects were selected.	SACOG attached a cover page to Appendix A that explains in greater detail the project budget category. SACOG works with sponsoring agencies to identify projects for consideration in the MTP/SCS. This sponsor engagement process updates project descriptions described in Appendix E. This process helps ensure accurate project information for modeling review and application of screening criteria for project selection. During this process, SACOG also reviews projects for financial constraint and alignment with the regional growth projections and land use development pattern supporting the plan. Screening criteria were used for the iterative process of identifying $6.8B in roadway capacity projects included in the draft 2020 MTP/SCS, from among the $12B in roadway capacity projects nominated. The screening criteria focus on the existing and future traffic volumes and congestion on project segments and are described in the draft 2020 MTP/SCS, Appendix E, pp.57-58.
6-16	• Per Title 40 CFR §93.113, the conformity analysis prepared for the RTP shall describe both completed Transportation Control Measures (TCM) and TCMs that are underway. SACOG must also identify any completed TCMs, if applicable.	The Implementation of Transportation Control Measures is documented in Appendix I of the 2020 MTP/SCS. Within the conformity analysis page 13 *Implementation of Transportation Control Measures* and Appendix D- *Timely Implementation Documentation for Transportation Control Measures* list the one current TCM in the region.

6-17	• Environmental Justice Building Block, Page 17: The definition of Environmental Justice could be expanded to point out exactly what EJ is and why it is important.	We have added the following definition: Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. The following text in the plan addresses the importance: "Through the transportation lens… How well the existing and future infrastructure supports the transportation needs of these communities is a significant factor in their ability to access jobs, schools, services, as well as impacting their overall health and quality of life."
6-18	• Disadvantaged Communities (DACs) o Map, Page 18: Air pollution exposure should be included as an important measure in determining a DAC. CalEnviroScreen 3.0 (used to measure air pollution) is mentioned in Appendix H. o Larger emphasis could be given to how providing services to Disadvantaged Communities (DACs) can reduce VMT (adding more bike lanes/ sidewalks/ more transit services), and how they can be incorporated into larger transit networks (interregional travel) to services and employment. o Caltrans recommends mentioning transportation funding sources such as the Caltrans Sustainable Transportation Planning Grant Program that are available to DACs.	CalEnviroScreen 3.0 is one of the criteria used in defining our EJ areas. As noted by the comment, Appendix H describes the full methodology used to determine the EJ areas, which includes any census block identified in the top 25-percent of disadvantaged communities, as defined by CalEnviroScreen. Appendix H includes several metrics that demonstrate how the plan increases access to jobs and services from EJ areas. These metrics, the increase in access from EJ areas, is achieved through the land use and transportation aspects of our plan and contribute to the overall reduction in VMT in the region. Appendix H also shows that residents of EJ areas utilize transit, biking and walking modes at a higher rate than resident of non-EJ areas. We have amended Appendix H to note funding sources available to disadvantaged communities, such as the Caltrans Sustainable Transportation Planning Grant Program.
6-19	• Improving Freight Efficiency and the Economy o Caltrans recommends discussing improvements in freight efficiency. O Caltrans recommends discussing multi-modal support for freight (train -> truck).	SACOG describes the freight in the Sacramento region on page 31, along with the need to improve operations and reliability. Policy 10 on page 54 describes SACOG's support for freight corridors stating that SACOG will, "Find solutions and reliable funding sources to meet the maintenance needs of roads that support rural economies, natural resource-based industries, agriculture, farm-to-market routes, and freight corridors." SACOG also supports PM3 freight reliability targets described in Appendix E, page 18, that supports the efficient movement of goods and services.

6-20	• Environmental Justice/Equity o Please include strategies for environmental justice and equity.	The MTP/SCS includes Policy 23, which is to prioritize and incentivize transportation investments that benefit environmental justice communities. As part of on-going implementation efforts, SACOG will identify specific strategies, projects, and programs to support this policy. We have also added a discussion about displacement to Chapter 4 and highlighted it in the applicable actions.
6-21	• Please state accessibility goals, strategies, performance measures, and targets, such as improvements to specific transit systems, and data on bike and pedestrian access.	Accessibility is a theme throughout the entire plan. Specifically, the top-level goals of the plan, outlined in Chapter 4 are: 1. Building vibrant places for today's and tomorrow's residents by providing access to transportation and opportunity through the land use pattern and transportation investments included in the plan. 2. Foster the next generation of mobility solutions to increase access to places and jobs by providing equitable access to innovative mobility solutions. 3. Modernize the way we pay for transportation infrastructure to raise enough revenue to fund the transportation infrastructure, provide mobility benefits to all residents, manage traffic and help achieve the region's greenhouse gas reduction target. 4. Build and maintain a safe, resilient, and multi-modal transportation system that is safe and efficient for all users. Assessment of the increases in accessibility, defined as the number of jobs accessible to an average resident of the region by car and by transit, is provided in Chapter 16 of the draft 2020 MTP/SCS DEIR, with discussion of the significance of accessibility on pp. 16-33 to 16-36, and presentation of the changes to accessibility resulting from implementation of the MTP/SCS in Table 16-9.
6-22	• TDM is mentioned on pages 52 and 53, and in the Plan Performance appendix. Please consider further TDM discussion including an outline of TDM strategies.	Policy 4 under Goal 2 of the Draft 2020 MTP/SCS connects TDM and innovative mobility to GHG reduction: "Pursue flexibility in state and federal funding sources to enable testing and implementation of innovative mobility solutions that are affordable, accessible, and reduce greenhouse gas emissions." Also related to the desired outcome of reducing GHG (and VMT) through increased transit, bike, walk and carpool trips, the policy action "Develop and implement new employer-and residential-based transportation demand management

		programs. Examples include TDM mini grants for piloting ideas." is identified as a key implementation action in draft 2020 MTP/SCS, Appendix E, p.38., Table 17. A new discussion has been included on page 38 about TDM.
6-23	In providing candidate projects to the project list (Appendix A), Caltrans used delay and other metrics to select our projects, which is in concurrence with SACOG's performance evaluation metrics. When available, Caltrans requests that SACOG provide policies for Managed Lanes Operations and Toll Collection in Sacramento region. Please provide our office with copies of any further actions regarding the Project. We would appreciate the opportunity to review and comment on any changes related to this development. If you have any questions regarding these comments or require additional information, please contact Douglas Adams, Intergovernmental Review Coordinator, at (530) 741-4543 or by email at: douglas.adams@dot.ca.gov.	Regarding requested policies for Managed Lanes Operations and Toll Collection, comment noted. With three significant managed lanes projects in development currently, and others identified for future implementation in the draft 2020 MTP/SCS, these policies need to be studied and developed collaboratively and transparently as the projects advance.

Anonymous

MTP/SCS Comment

Date: 10/18/19

Letter: 7

#	Comment	Response
7-1	Hi there, Thank you for the chance to review the SACOG MTP/SCS. With the focus on infill development, it is important to hold newly proposed communities to a high standard of design, sustainability, and multimodal accessibility. With the advantage of a "blank slate," large infill development projects should be highly encouraged to construct transportation facilities that align with the most recent research. This will improve mobility, equity, and livability. Please consider the following to ensure that the SACOG area is not only doing the minimum to pass today's standards, but is investing in the vision of the future.	Thank you for your comment on the draft MTP/SCS. SACOG's responses and edits to the plan document are described below. The MTP/SCS focusses future growth towards existing communities as a means of making more efficient use of existing infrastructure and improving transportation options for residents of the region. SACOG does not have land use authority and, thus, does not have direct discretion over local project decision making. The primary levers by which SACOG can impact future development through the MTP/SCS planning process are through the policies and implementation actions outlined in Chapter 4, including SACOG's funding

		programs, the transportation investments included as a part of Appendix A, and the CEQA streamlining opportunities allowed for under SB 375.
7-2	• The MTP clearly prioritizes efforts to improve car mobility through repair and road expansion. Although the MTP addresses transit, bike, and walk modes, these modes are not given the attention they deserve. You must address fixing and expanding the bike network as well. Particularly, suburban neighborhoods just outside the urban core have the greatest potential to reduce VMT and improve health and air quality. There are several gaps within the local bike network that cost a fraction of what it costs to fix roads and would be a far better investment. Focus on improving the bike network because it would take pressure off the road system to make alternative modes available.	The MTP/SCS invests nearly a third of its $35 billion budget to support public transit, working in tandem with new mobility options, transportation demand management strategies, and improved bicycle and pedestrian infrastructure to reduce the need for roadway expansion. Appendix N: The Bicycle and Pedestrian Trails Master Plan identifies existing and planned future bicycle and pedestrian facilities that support the MTP/SCS. The listings and maps of these projects begin on page 66 of the appendix. Reference to this appendix is also added to the plan where bicycle and pedestrian facilities are discussed.
7-3	• With regards to the complete streets initiative, although this is a fantastic effort to begin prioritizing bike transit, ultimately riders feel safer and will be more likely to use separated bike paths with infrequent stops, such as at stoplights and stop signs. Also, parked cars along Class II bike lanes, the most frequent way to check the complete streets requirement off the list, pose a threat to bikers. Newer communities should be implementing separated bike paths wherever feasible rather than expanding the existing roadway by 3 feet to account for a bike lane. For example, the railyards project in Sacramento would have been a great opportunity to build a bike priority corridor, but instead decided to go with Class II bike lanes between moving traffic and parked cars. SACOG and the cities it governs should be building comprehensive investment plans for the inevitable bike infrastructure that will be demanded.	Thank you for sharing these concerns. To build vibrant places for today's and tomorrow's resident, Policy 1 on page 50 of the plan: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's sustainable communities strategy: including Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit. SACOG provides grant technical assistance and partnership to member agencies to support them in planning and funding active transportation infrastructure that implements the policies of the MTP/SCS. Also, as noted above, Appendix N: The Bicycle and Pedestrian Trails Master Plan identifies existing and planned future bicycle and pedestrian facilities that support the MTP/SCS.
7-4	• The use of roundabouts and traffic circles to manage traffic and improve safety should not be underestimated. There is no mention of implementing these road designs into the MTP. They should be a priority! Please address roundabouts and traffic circles in the MTP.	SACOG supports state safety goals and measures in the state's Strategic Highway Safety Plan. Roundabouts are among the many suggested implementation measures found in the SHSP. Appendix A lists 19 projects that include roundabouts in their design for a total cost of about $180 million.
7-5	• Please consider implementing a bike parking minimum for new multifamily and commercial developments.	The primary levers by which SACOG can impact future development through the MTP/SCS planning process are through the policies and implementation actions outlined in Chapter 4. From this chapter, Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural

		communities. Supporting action includes securing the Green Means Go Pilot program to encourage infill development and revitalization of commercial corridors. Policy 24 also guides SACOG's funding programs: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.

Regional Transit (RT), Henry Li

MTP/SCS Comment

Date: 10/31/19

Letter: 8

#	Comment	Response
8-1	Dear Mr. Corless: In anticipation of the SACOG board's consideration of the 2020 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS) for the Sacramento region, Sacramento Regional Transit (SacRT) would like to reiterate the importance of transit investments for economic development, improvement of air quality, and achieving climate goals.	Thank you for your comments on the draft MTP/SCS. We agree and believe the plan highlights the importance of transit for economic development, improving air quality, and achieving our region's climate goals.
8-2	SacRT is thankful of your team's hard work in ensuring that the plan's updates reflect key decisions in land use, environment, and transportation. We strongly support that the 2020 MTP/SCS calls for an increase of transit service hours by 2040, with a focus on greater frequency.	Thank you for your support on the plan.
8-3	As you may have seen, SacRT has transformed mobility options by investing in improved service, innovative solutions such as micro transit-on-demand, collaboration between transportation network companies , micro-mobility integration , and successfully launching *SacRT Forward,* that created an improved bus network to address and adapt to the diverse needs of our region .	SACOG has been a partner with SacRT on the SacRT Forward planning process and champion for innovative solutions such as micro transit-on-demand. The MTP/SCS is reflective of all these initiatives. We look forward to continuing our partnership with SacRT on transit related innovations and opportunities.
8-4	As we continue to modernize our light rail service and bus fleet to meet California requirements in clean energy, as well as support the demands of our increasing ridership, we hope that future allocations from SACOG reflect the 2020 plan in truly promoting transit as a vehicle to achieve ambitious reductions	Transit is essential to achieving the GHG and VMT reduction in the plan. The MTP/SCS includes many goals, policies, and actions related to supporting. Including:

	in both greenhouse gas emissions and vehicle miles travelled. To do so, we must incentivize the public to choose transit as a viable alternative to single-occupancy trips in highways. Aligning future investments so that the region would experience long distance transit trips would not only improve air quality and congestion, but also ensure that our riders can have access to housing, employment, and leisure.	Policy 3: Implement pilot projects aimed at making microtransit and micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region. Policy 4: Pursue flexibility in state and federal funding sources to enable testing and implementation of innovative mobility solutions that are affordable, accessible, and reduce greenhouse gas emissions. Policy 5: Support innovative education and transportation demand management programs covering all parts of the region, to offer a variety of alternatives to driving alone. Policy 6: Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets. Policy 7: Support transit agencies and local governments looking to secure funds to improve the frequency, hours of service, and coverage of productive bus service (including bus rapid transit, express bus, and more frequent fixed-route service). Policy 8: Support more seamless travel through better traveler information for trip planning, reliable service and coordination between operators for transit, shared mobility and other first/last mile connections.
8-5	Together with your commitment to improving transit infrastructure, it is critical that funding and land-use decisions prioritize development in transit-oriented areas. Doing so would align with Governor Newsom's new vision for climate change in California. Transportation investments near housing would not only make SACOG a stronger applicant for state and federal funds, but it would reflect a positive impact to equity, economy, and environment, not to mention managing congestion and providing safe alternatives to driving.	SACOG agrees that transit-oriented development (TOD) is essential to our overall strategy for improving. SACOG looks forward to continuing our partnership with SacRT on completing the TOD Action Plan and collaborating on future efforts that promote and incentivize TOD. One of the actions in the MTP/SCS is a commitment from SACOG to provide ongoing support and technical assistance to urban, suburban, and rural revitalization through implementation of projects like the TOD Action Plan.
8-6	We appreciate the opportunity to review and comment on the 2020 MTP/SCS. Your partnership with SacRT is instrumental in making sure that we continue accessible and affordable mobility services in the region, provide for disadvantaged communities, and be an industry pioneer in testing innovations	We appreciate your review of the plan and comments provided. We also look forward to continued collaboration with SacRT on plan implementation.

	in transportation. We look forward to ongoing collaboration with you, your Board, and staff, in ensuring that the plan's vision for the region becomes real.	

CARB, Jennifer Gress

MTP/SCS Comment

Date: 10/17/19

Letter: 9

#	Comment	Response
9-1	California Air Resources Board (CARB) staff appreciate the opportunity to review and engage with Sacramento Area Council of Governments' (SACOG) staff on the draft update to its Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). This work is more important than ever, as you know Governor Newsom signed Executive Order N-19-19 this past September to redouble the State's efforts to reduce greenhouse gas (GHG) emissions, especially related to strategies for lowering vehicle miles traveled (VMT). The SCS plays a critical role in supporting the State's climate efforts, as well as local objectives of creating an economically vibrant region that responds to the needs of its diverse communities and provides better access to jobs and cleaner air for its residents. We appreciate the partnership that SACOG and CARB share as we endeavor to achieve these shared goals through coordinated land use and transportation planning.	Thank you for your comments on the MTP/SCS.
9-2	In a meeting last month, our staffs discussed and came to agreement on additional information and clarifications that will be made by SACOG staff in the final 2020 MTP/SCS. CARB staff want to acknowledge and appreciate SACOG staff's cooperation and prompt responses on these items, which include:	The final 2020 MTP/SCS will include some additional information. A later SCS technical submittal to ARB will include additional requested information that is not required to be a part of the MTP/SCS document.
9-3	• Adding reporting of observed data as it relates to achievement of its latest 2020 targets, and if needed, discussing what adjustments and changes SACOG has prioritized in the SCS to get the region on track to achieve its 2020 target as soon as is reasonably practicable.	See response to comment 10-4 (below) for some of the observed trends related to SACOG's SCS. The SB 375 GHG reduction target for the SACOG region for Year 2020 is 7 percent. Figure 16-7 in the 2020 MTP/SCS DEIR provides tracking data on total daily VMT per capita in the SACOG region from 2000 to 2017. Though the figure shows

		percentage differences from a base year of 2016, consistent with guidance from ARB in January 2019, 2017 total VMT per capita is about 4 percent lower than 2005. There are some difficulties in relying on total VMT per capita change as a proxy for SB 375 GHG emissions reductions. The SB 375 GHG emissions reduction target is based on passenger vehicle travel only. Passenger vehicle travel accounts for 80% of all VMT, with the remaining portion accounted for by heavier vehicles and trucks. There is some evidence that household-generated or personal VMT may be declining (see reference to the documented decline observed in the National Household Travel Survey between 2009 and 2017, on p. 16-39 in the 2020 MTP/SCS DEIR), even as total VMT is increasing, with the difference accounted for by higher rates of home delivery, commercial vehicle, and tourist/visitor trips. However, unless the most recent trend of increasing VMT per capita in the SACOG region since 2011 is reversed, it is unlikely that SACOG will reach its Year 2020 SB 375 GHG reduction target. Table 16-7 in the 2020 MTP/SCS DEIR provides tracking data through 2016 of transit ridership, transit service, and gasoline prices. Transit ridership has declined since the start of the Great Recession. A part of that negative trend relates to service cuts made during the recession, and not built back since the end of the recession. A part of that decline relates to driving getting significantly cheaper, and for some operators, transit fares increasing. Table 16-5 in the 2020 MTP/SCS DEIR provides tracking data for 2008 through 2016 of worker mode of commute. Concerning trends are: increasing drive alone commuting (up 1.2%), declining carpooling (down 2.1%), and declining public transit (down 0.1%). Encouraging trends are very modest increases in biking and working at home. SACOG will publish an update of its Regional Progress Report in year 2020, with tracking data and SCS implementation assessment provided in a more rigorous and comprehensive manner than the suggestive evidence assembled here. This focused look at the SACOG region aligns with the statewide lens on status SB 375 achievement presented in the "2018 Progress Report: California's Sustainable Communities and Climate Protection Act."
9-4	Adding reporting on implementation of strategies and actions that were included in its previous 2016 MTP/SCS such that CARB staff can discern progress the region has made towards meeting its GHG emissions reduction	At the start of the MTP/SCS update, and in advance of the SB 150 report, SACOG prepared its "Sacramento Area Regional Progress Report (June 2017)." The explicit purpose of this document was to initiate "…an issue exploration that will

	targets through its implementation efforts, as well as discussion of how this information has influenced change in the set of strategies and actions included in the 2020 MTP/SCS.	inform the policy focus of the 2020 update of the Metropolitan Transportation Plan/Sustainable Communities Strategy (2020 MTP/SCS)." Key findings of that report germane to implementation of adopted SCS strategies are: The apartment building boom apparent in the coastal regions passed the Sacramento region and Central Valley by. That finding lead to a long conversation and series of workshops with the SACOG Board on the causal factors. High on the list of those factors: Land and labor costs in SACOG region comparable to the coastal regions, but incomes and viable market rents more like the Central Valley Costs of development (fees, expense & uncertainty to get permits, etc.) Consumption of residential land outstripping development of new housing—8% of the housing envisioned in the Blueprint constructed by 2015, but 15% of the residential land consumed. Higher density apartment projects difficult to pencil out in SACOG region (see above) Infill projects difficult to get approved, relative to greenfield projects—costs of needed infrastructure very high, neighborhood opposition to projects Vehicle Miles Traveled increasing as region emerges from recession Incomes increasing, gas prices declining Transit ridership continues to decline from high in 2009 Service cuts made at the start of the Great Recession have not been replaced Some operators increased fares as services cut Gas prices decline (see above) Some of these factors are completely exogenous (e.g., gasoline prices) or are structural issues that will take many years to affect (e.g., incomes relative to housing costs, land and labor costs, etc.) Direct responses to these issues included in the Draft 2020 MTP/SCS:

		Policies and actions intended to accelerate development in infill areas (Civic Lab Year 2, Green Means Go pilot, technical support for CEQA streamlining options, housing toolkit, etc.) Policies and actions intended to enhance the competitiveness and productivity of transit (Next Generation Transit Study, transit route restructuring, support for transit-oriented development, innovative TDM programs that support first-mile/last-mile access) Policies and actions intended to support innovative mobility solutions (Civic Lab Year 1, Smart Region Master Plan, TDM Strategic Plan, TDM mini-grant program, etc.).
9-5	• Adding information on how MTP/SCS transportation investments support the plan's strategies, actions, and claimed GHG emissions reductions by identifying the coordinating transportation strategies being pursued in Developing Communities locations that will mitigate the risk of VMT growth that can result from stronger growth projections in these areas, as well as identifying how the plan's overall investments have changed to support mode shift.	The overall amount of development in Developing Communities, and the share of residential development growth in the same areas, is lower in the Draft 2020 MTP/SCS than in the current 2016 MTP/SCS. New dwelling units added in Developing Communities from base year to horizon year of the Draft 2020 MTP/SCS is 89,520 (compared to 114,800 in the 2016 MTP/SCS). The share of total residential growth in Developing Communities is 34 percent (compared to 40%). The Draft 2020 MTP/SCS includes policies and actions intended to make development in infill areas more attractive and support this shift in growth. However, cities and counties, not SACOG, are ultimately responsible for the manner in which their local communities continue build out in the future. SACOG is committed to monitoring growth over time, judge the progress made in implementing this MTP/SCS, and adjust policies and actions accordingly in future planning efforts.
9-6	Clarifying and adding detail to some of the identified near-term actions to help better track these MTP/SCS commitments over time.	Chapter 4 includes some additional supporting actions as well as additional examples and more specific timelines to add clarity to certain actions. The indicators listed at the end of Chapter 4 are also intended to track progress toward implementing and achieving the plan’s outcomes. SACOG will monitor and report on progress for all the supporting actions and progress indicators to better track implementation between plan cycles.
9-7	• In addition, CARB and SACOG staff also discussed the mileage-based user fee (PayGo) program in the 2020 MTP/SCS. CARB staff acknowledge the importance of exploring user fee options for not only reducing per capita VMT and congestion, but also providing additional funding sources to support projects that provide better travel choices. CARB looks forward to partnering with	Thank you for acknowledging the importance of exploring mileage-based user fee options (PayGo) to reduce per capita VMT and congestion, and to provide additional funding for multimodal transportation investments. We agree that our partnership with CARB, and other state agencies, will be critical to plan and design, pilot, evaluate, and implement any statewide and/or regional program.

	SACOG on exploring policies that can facilitate implementation of a mileage-fee program. In addition, SACOG may be able to attribute emissions reductions from PayGo or other similar programs towards Senate Bill 375 targets, provided what the region implements is above and beyond State actions. 1	With respect to emissions reductions and the impact of state fees/taxes, we will continue to use the same methodology approved by CARB for our 2016 MTP/SCS. With respect to achievement of the regional GHG emissions reduction target, SACOG will calculate VMT and GHG emissions reductions resulting from PayGo to the extent they are above the prevailing state fuel tax/fee rate per mile at the time of adoption. Therefore, implementation of the PayGo program is "above and beyond State actions," although it will likely require state authority to implement. We look forward to working with the CARB staff on SACOG's 2020 MTP/SCS submittal to CARB.
9-8	To do so, SACOG should provide further documentation of the assumptions being used to estimate and attribute GHG emissions reductions as a result of the regional program in its 2020 MTP/SCS submittal to CARB.	Comment noted.
9-9	We look forward to continuing our collaboration with SACOG as it finalizes and adopts the plan. If you have any questions, please contact me at Jennifer.Gress@arb .ca.gov , or my staff, Nicole Dolney at nicole.dolney@arb.ca.gov.	Thank you for your comments on the MTP/SCS.

Private Citizen, Muriel Strand

MTP/SCS Comment

Date: 10/17/19

Letter: 10

#	Comment	Response
10-1	It appears to me that Sacramento's vision for its future has not progressed much beyond where it was when I served on the Sacramento Environmental Commission in the 1990s. Now, confronting the challenge of climate weirding, we risk becoming fossils sooner than expected.	Comment noted.
10-2	A famous man once said that you cannot solve a problem with the same mindset that created it. So I write to share some perspectives that may get local politicians – and hopefully many people – to dig out and reconsider various assumptions about adaptation, prosperity, and other economic concepts.	Thank you for your comments on the MTP/SCS.

10-3	Few people fully appreciate the role of cheap fossil fuels in warping our society and our economy. Everyone should be aware that fossil fuel power costs several hundred times less than humanpower. Fossil fuel power is thus priced very cheaply but it is very costly. This means that we find ourselves in a situation unprecedented in human evolution, and it means that current price signals cannot be expected to lead to optimal adaptation and prosperity.	Fossil fuel consumption is also the primary way we pay for transportation infrastructure in the Sacramento region. The MTP/SCS includes two types of roadway pricing as a means of exploring replacements to the fuel tax for funding transportation improvements. The roadway pricing mechanisms in the MTP/SCS are a critical component of the regional strategy to raise enough revenue to fund our transportation infrastructure, provide mobility benefits to residents, manage traffic and congestion, and help to achieve the region's SB 375 greenhouse gas reduction target. As the fuel tax diminishes in purchasing power and the state and federal governments look at pricing options to replace it, our region will take a leadership role in determining how roadway pricing can replace fuel taxes as a primary source of transportation funding.
10-4	For a more in-depth discussion of the implications of this pricing problem, I refer you to a couple of papers: Sustainable Investment Means Energy Independence From Fossil https://www.researchgate.net/publication/256048802_Sustainable_Investment_Means_Energy_Independence_From_Fossil_Fuels and Is it true that 'Small Is Beautiful'? https://www.researchgate.net/publication/333581837_Is_it_true_that_'Small_Is_Beautiful'	Thank you for providing these resources. See also the response to comment 10-3 above.
10-5	Some key concerns for regional planning are housing, transportation, and the future job market.	Thank you for sharing these concerns.
10-6	We all know that the factors driving up the number of homeless show few signs of reversal. One problem is the huge gap between living unsheltered vs. in code-compliant buildings. For homeless people to succeed in jumping back on the economic carousel, intermediate steps are badly needed. Why is the market failing to provide them?	The Sacramento region, much like the rest of California, is experiencing a severe housing shortage. To meet the housing demands of a growing population and economy, the region will need to produce, on average, 11,000 new homes annually — roughly a doubling of the region's average annual housing construction rate since the end of the Great Recession. While we are planning for robust housing and employment growth as a part of the MTP/SCS, it will require partnership from the public and private sectors to build it. SACOG outlines a series of policies and implementation actions in Chapter 4 of the MTP/SCS to support new housing and employment opportunities.

10-7	Recently, I took the 2 basic CA real estate classes at Sac City College. One of the instructors told us that in the real estate industry, the 'highest and best use' of a piece of property is defined as whatever makes the most money. But this is completely wrong. One reason is that current price signals keep us trapped in the climate-disrupting fossil fuel system. Another reason is that "the love of money is the root of all evil."	Comment noted.
10-8	The problem with putting money in the lead is that it's not a real goal, it's only a means to help achieve various real goals. So when financial profit is taken to be the highest priority for development, many goals such as affordable housing, land security for farmers, quality education, and the health of the natural world get shorted.	Comment noted.
10-9	Transportation is actually something there is too much of. We need to drastically shorten our supply and distribution chains. People need access (to real needs) rather than simply mobility (another means to an end). Identifying true needs and prioritizing them over wants and luxuries, and shortening the distances between people and those needs, offers real efficiencies.	Shortening the distance between people and their needs is a key strategy in the MTP/SCS. Nearly two-thirds of the region's new housing and 85 percent of its job growth is expected to be in Centers and Corridors, and Established Communities (i.e., existing suburbs, downtowns, commercial corridors, and the buildout of today's existing suburbs). The plan's growth strategy also assumes a reversal of historic building trends in that most new homes in the future will be built as either attached homes or single-family homes on smaller lots. This mix of new housing products is critical for housing choice, affordability, walkability, transportation options, and preserving open space and agricultural land. Understanding that not all residents will choose to live and work in the same community, more housing near job centers, and more jobs near major residential areas, will provide choice and reduce the growth rate of vehicle miles traveled.
10-10	Similarly, forecasts of future jobs should arise directly from a deep analysis of true needs and minimum distances, rather than from extrapolations of any ongoing trends in our current fossil-fuel-addicted system.	The MTP/SCS relies on and supports a concerted effort on the part of cities and counties to foster a balance of jobs and housing. The MTP/SCS land use forecast assumes that housing-rich jurisdictions will invest in, attract, and encourage job growth and that today's jobs-rich jurisdictions will invest in, attract, and encourage compact residential development.
10-11	We need to go back to the drawing board, rather than piling on more bandaids.	Comment noted.

Sacramento Trailnet, Walt Seifert
MTP/SCS Comment
Date: 11/06/19
Letter: 11

#	Comment	Response
11-1	Dear Mr. Corless and SACOG Board Members: Thank you for the opportunity to comment on the Draft Metropolitan Transportation Plan/Sustainable Communities Strategy (henceforth call the plan). We believe the draft is a good step in the right direction. The plan calls itself bold. Compared to current transportation patterns, perhaps it is. However, we believe it is not bold enough in changing the existing transportation paradigm. It is evolutionary, rather than transformative, at a time when a world in peril from climate change calls for fundamental and urgent change.	Thank you for your comment on the draft MTP/SCS. SACOG's responses and edits to the plan document are described below. The MTP/SCS focusses future growth towards existing communities as a means of making more efficient use of existing infrastructure and improving transportation options for residents of the region. SACOG does not have land use authority and, thus, does not have direct discretion over local project decision making. The primary levers by which SACOG can impact future development through the MTP/SCS planning process are through the policies and implementation actions outlined in Chapter 4, the transportation investments included as a part of Appendix A, and the CEQA streamlining opportunities allowed for under SB 375.
11-2	Its goals are relatively modest and fail to adequately address the climate crisis and our decidedly inefficient, unfair, unsafe and unhealthy transportation system. Powerful, and proven, pricing "levers" that would dramatically alter mode choice are not considered and should be added to the final plan/strategy.	The MTP/SCS invests a third of the $35 billion to support public transit, working in tandem with new mobility options, transportation demand management strategies, and improved bicycle and pedestrian infrastructure to reduce the need for roadway expansion. Another third of the funding highlights the need to preserve and maintain the region's existing assets of roads and highways. Roadway pricing that varies by congestion level is considered a key component of the MTP/SCS implementation, including Express Lanes and a regional Mileage-based User Fee (PayGo) under Chapter 3 Building Block: What comes after the Fuel Tax and Figure 3.12 Meeting the regional greenhouse gas target. Policy 9 is updated in the MTP/SCS to include the roadway pricing Policy Framework adopted by the SACOG Board in April to include PayGo implementation in the region.

		Policy 9: Pursue new and reformed transportation funding methods and sources to implement the MTP/SCS that are stable, predictable, flexible, and adequate to operate, maintain, and expand the transportation system. Any pricing strategy pursued should be sensitive to changes in roadway demand during different parts of the day (peak/off-peak) with the objective of managing demand and providing travel choice.
11-3	Instead of setting a goal of as attaining the ARB's 19 percent per capita reduction in greenhouse gas (GHG) emissions, we must strive for more—our reach should exceed our grasp. The essential problem is that, even if achieved, the ARB goal will not reduce total emissions. We need to do far more than tread water. Given the projected 25 percent growth in population, even if the per capita reduction is reached, we will be drowning in more CO2. The plan should explicitly acknowledge that there will be growth in greenhouse gases, not a reduction, under the proposed policies and strategy. The lack of acknowledgement is a serious omission that is misleading. Ideally, because of the enormous risks of climate change, the plan should aim for far higher per capita GHG reductions and a reduction in total emissions.	SACOG funding programs have supported projects that reduce VMT and GHG emissions by building transportation infrastructure or campaigns/programs to incentivize infill development, connecting people to community destinations with walking and biking facilities, reducing transportation-related emissions, and exploring new options to decrease VMT. Through competitive distribution, SACOG can advance the projects and programs that best implement the MTP/SCS. However, the MTP/SCS is the result of coordination and collaboration among the 28 cities and counties and other private and public sector partners to identify a path for growth and development that can achieve the region's greenhouse gas reduction target while balancing the other goals that must be addressed under state and federal laws. As such, SACOG funding decisions also must balance multiple goals. Further, since SACOG controls only five to seven percent of the funding identified in the MTP/SCS, regional discretionary transportation funding must be balanced across multiple goals to address the challenges in rural, suburban, and urban contexts. These different critical factors must be weighed when evaluating projects that are necessary to maintain the livability of the region and health of the residents and limit the feasibility of considering alternative funding decisions. Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled. As CARB noted, "An RTP/SCS that meets the applicable SB 375 targets alone will not produce the GHG emissions reductions necessary to meet state climate goals in 2030 nor in 2050" (CARB 2019). CARB has also noted that greater reductions in VMT will be required to make up the 6 percent gap in GHG. Further, according to the 2018 Progress Report "California – at the state, regional, and local levels – has not yet gone far enough in making the systemic and structural changes to how we build and invest in communities that are needed to meet state climate goals." (CARB 2018d). Draft EIR pg. 8-22.

11-4	Our current transportation system is based on petroleum. While fracking has increased oil and natural gas production, all fossil fuels remain a scarce resource. The plan should recognize this as well. Petroleum's scarcity will increasingly manifest itself as existing oil fields are pumped dry and new fields become more expensive and riskier to tap. Though the "end of oil" may not happen in the plan's 20-year horizon, it is inevitable.	Under the law, CARB is responsible for setting performance targets for passenger vehicle emissions for each of the state's 18 MPOs. MPOs are responsible for demonstrating how these targets can be met through the incorporation of a SCS into long-range transportation plans. Primary factor five to meet this target is vehicle electrification: Locally funded and implemented programs that incentivize the use of electric vehicles and accelerate the penetration of these vehicles into the regional market.
11-5	The proposed 10 percent reduction in per capita Vehicle Miles Travelled (VMT) and the modest change in transit/bike/ped mode share for all trips from 11.5 percent to 14.3 percent are inadequate to reduce total GHG emissions. In 2015, the Caltrans Strategic Management Plan called for tripling bike trips and doubling pedestrian and transit trips by 2020(!). The joint Sacramento and West Sacramento Mayors' Commission on Climate Change (a group that includes SACOG's CEO) has called for 30 percent of all trips to be made by active transportation by 2030 and another 30 percent to be made by transit and shared mobility services. Those goals reflect the kind of vision and degree of change that is needed. In contrast, the MTP/SCS goals reflect far more marginal changes over a much longer period of two decades.	SACOG agrees the goals listed by the Caltrans Strategic Management Plan and Mayors' Climate Commission are worthy and visionary goals. The MTP/SCS must conform to federal and state requirements of financial constraint and most recent planning assumptions. This means the plan's VMT and mode share goals are bound by assumptions of future development pattern, the cost of travel, and revenues reasonably available to pay for the supporting transportation system. The MTP/SCS is the result of coordination and collaboration among the 28 cities and counties and other private and public sector partners to identify a path for growth and development that can achieve the region's greenhouse gas reduction target while balancing the other goals that must be addressed under state and federal laws. Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled. Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
11-6	The only morally defensible safety goal for the transportation system is to have zero fatalities and serious injuries. Safety concerns are a major deterrent to people substituting walking and biking trips for driving trips. The MTP/SCS indirectly commits to that goal by 2050, at least for fatalities (page 14). This goal should be more prominent and its attainment year should be accelerated. The city of Sacramento's Vision Zero program calls for attainment by 2027.	SACOG supports meeting PM 1 Safety targets by supporting the state's safety goals and the implementation of the Strategic Highway Safety Plan. See Appendix E: Plan Performance pg. 8 for Safety Performance Management information.
11-7	The plan (page 22) lists a curious assortment of relatively minor safety problems: "narrow shoulders, roadside obstacles, short, tight ramps, and poor lighting and signage." These problems pale in comparison to the safety issues	SACOG supports meeting PM 1 Safety targets by supporting the state's safety goals and the implementation of the Strategic Highway Safety Plan. See

	created by driver behavior, primarily speeding, but also driving under the influence and being distracted. (For 2016, National Highway Traffic Administration data indicated 27 percent of traffic fatalities were speed related, 28 percent were alcohol related and 9 percent related to distractions.) Speeding is directly related to the plan's infrastructure and policy proposals. Speeding must be addressed in safety planning and policy formulation.	Appendix E: Plan Performance pg. 8 for Safety Performance Management information.
11-8	The plan should endorse state legislation to allow automated speed enforcement. Automated speed enforcement is an effective way to curtail speeding, improve safety and save lives. It operates 24/7, does so without jeopardizing the safety of police officers, and treats motorists in an unbiased manner. Additionally, speeding fines can raise revenue for safety projects. That revenue can be significant. According to a WTOP.com report, Washington D.C.'s speed camera program, which began in 2007, has collected $764,512,631 in revenue through March 31 of this year. In the 2018 fiscal year alone, 1.1 million citations were issued by speed cameras D.C., resulting in $104.5 million in revenue.	SACOG supports the state safety targets of reaching zero roadway fatalities and serious injuries by 2050. The 2020 update to the State Strategic Highway Safety Plan considers many safety countermeasures, such as automated enforcement.
11-9	There are other ways to increase transportation revenue and discourage automobile use. The plan should include a discussion of congestion pricing. Congestion charges have been implemented in London and will be imposed in New York City in 2020. The New York City charges are expected to raise $15B for subway improvements.	Roadway pricing that varies by congestion level is considered a key component of the MTP/SCS implementation, including Express Lanes and a regional Mileage-based User Fee (PayGo) under Chapter 3 Building Block: What comes after the Fuel Tax and Figure 3.12 Meeting the regional greenhouse gas target. Policy 9 is updated in the MTP/SCS to include the roadway pricing Policy Framework adopted by the SACOG Board in April to include PayGo implementation in the region. Policy 9: Pursue new and reformed transportation funding methods and sources to implement the MTP/SCS that are stable, predictable, flexible, and adequate to operate, maintain, and expand the transportation system. Any pricing strategy pursued should be sensitive to changes in roadway demand during different parts of the day (peak/off-peak) with the objective of managing demand and providing travel choice.
11-10	The plan should consider and recommend adoption of fees for on street parking. Out-of-pocket charges for parking have a strong influence on driving behavior. Unlike other costs of automobile use, which are frequently overlooked, parking costs have immediate and direct effects on the decision to drive. Parking is never free to provide, but free parking provides a remarkable	The likely market-based changes to off street parking, keyed to development intensity of future land uses, were considered as planning assumptions in this MTP/SCS. The likely market-based changes to off street parking, keyed to development intensity of future land uses, were considered as planning assumptions in this MTP/SCS. The likely market-based changes to off street

	invitation and incentive to drive. Parking spaces on streets represent a large investment in public funds. Those who use those spaces should pay for them. The costs of providing parking should not be subsidized by the public.	parking, keyed to development intensity of future land uses, were considered as planning assumptions in this MTP/SCS. Further, unbundled parking costs is a recommended policy in SACOG's Housing Policy Toolkit, which provides a menu of options for local jurisdictions trying to encourage more diverse types of housing in infill communities. SACOG is also launching a Sacramento Region Parks and Trails Strategic Development Plan in 2020. Facility and mileage-based pricing are prioritized in this MTP/SCS as new pricing mechanisms to support achievement of many goals, including those you mention in your comments. Parking pricing policies could be considered in future MTP/SCS planning efforts.
11-11	In addition, policies should be adopted to unbundle parking costs from residential unit and to either eliminate free parking at workplaces or provide the same financial benefits as the "free" parking to those that take transit, walk or bike to work.	See comment response 11-10.
11-12	A TransitCenter report says that commuter parking benefits "subsidize traffic congestion" (http://transitcenter.org/wp-content/uploads/2014/11/SubsidizingCongestion-FINAL.pdf). In a case cited by CityLab, "As part of its attempt to reduce solo car commutes, Panasonic moved downtown, eliminated parking subsidies for employees, and offered workers discounted transit passes (an even better benefit than pretax fares). The result was a huge decline in the share of people who drove into work alone, down to 36 from 88 percent, and a huge rise in those who took public transit, up to 57 from 4 percent."	The MTP/SCS includes investments in programs such as transportation demand management (TDM) and community design funding to encourage smart-growth development projects. See also comment response 11-10.
11-13	It appears that network transportation companies such as Uber and Lyft are taking trips away from transit, walking and biking. Substituting car trips for less polluting and less congesting trips by other modes is not desirable. Further regulation and taxation of network transportation companies should be considered.	SACOG acknowledges new travel modes such as TNCs, car share, bike share, scooter share, and on-demand micro transit have increased the travel options available to travelers in the SACOG region and have contributed to changes in traditional travel demand relationships. Further research is needed to fully understand how technology and alternative modes are affecting travel behavior over time. For example, Uber and Lyft have both significantly increased the number of trips they serve, but both continue to run large operating losses, and are reliant on venture capital investments to cover the losses. A sustainable business model may require significant changes to services offered and prices charged, both of which could affect the trajectory of use and impact on travel behavior. Further discussion on TNCs and new modes is included in Appendix E pg. 62-66.

11-14	The plan (page 8) calls for a network of paved trails in the region. We highly endorse this idea. Greenways and green space will become more important as housing density increases. They are vital to the "vibrant places" contemplated by the plan. The plan should call for the creation and preservation of rights of way for the paved trail network. Additionally, the plan should include in its budget funding for bike/ped bridges and overcrossings over major barriers such as rivers, freeways and railroad tracks. The need for more bike accessible river crossings is particularly important.	Thank you for your comment. To build vibrant places for today's and tomorrow's resident, Policy 1 on page 50 of the plan: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's sustainable communities strategy: including Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit. Consistent with this Policy and as an early implementation activity of the MTP/SCS, SACOG is launching the Sacramento Region Parks and Trails Strategic Development Plan in 2020. Finally, Appendix N: The Bicycle and Pedestrian Trails Master Plan identifies existing and planned future bicycle and pedestrian facilities that support the MTP/SCS.
11-15	A flaw in the Clean Cars 4 All program (page 24) is that it does not allow cost-effective purchase of a bicycle or e-scooter, but does allow credits for bike-share program costs and Uber and Lyft.	Comment noted.
11-16	The supporting policies (page 50) should include parking maximum for new development instead of parking minimums, unbundled parking costs for multi-family housing and implementation of a regional greenway/paved trail network.	See comment response 11-10.
11-17	Near-term actions (page 51) should include conducting bicycle and pedestrian counts.	Supporting Action item five is to, "Provide data, research, analysis, incentives, and other support to housing-rich communities actively trying to promote walkable, higher density job centers, and jobs-rich communities to promote housing growth." Bicycle and pedestrian counts can be included in this action. SACOG currently has an RFP out for bicycle and pedestrian counts as well as a Big Data Pilot project in collaboration with Caltrans and CARB to better understand travel behavior including bicycle and walk trips.
11-18	Near-term actions (page 54) should include a movement away from regressive, inequitable sales taxes to raise transportation revenue toward a fairer "user-pays" revenue sources.	User pay revenue is included under Tracking Implementation Progress of the MTP/SCS "Modernize the way we pay for transportation" as Data and lessons learned from pricing projects in our region, and Implementation of new locally-derived transportation fees and/or taxes. Pg. 57-58. MTP/SCS revenue assumptions from PayGo revenue source do not start until after 2030. SACOG acknowledges more work will be needed for implementation of local PayGo fee which is why the supporting action is a pricing pilot project.

11-19	The plan's budget (page 55) calls for $10.1B to be allocated to transit operations, vehicle purchases and capital expansion projects. $5.6B is allocated to "bicycle and pedestrian infrastructure, safety programs and improvements, operational improvement to get more out of existing infrastructure, and programs to connect residents with options and services with will allow them to leave their cars at home…" The latter category is rather broad and unclear, but it apparent that transit will receive about twice the funding as bike/ped. This is illogical. Bike/ped trips are far greater than the number of transit trips and are much cheaper to provide. Bike/ped trips provide public health benefits that transit trips do not. Further, and unfortunately, bicyclists and pedestrians are disproportionately the victims of traffic crashes, yet historically little has been spent to protect them.	The commenter is correct, that on average there are more combined bicycle and pedestrian trips than transit trips within the region. However, transit trips are generally longer distance trips and serve a larger share of miles traveled in the region. Transit provides an alternative to single occupancy vehicle trip for residential commuter trips to and from work and other trips that are longer distances than what is generally accessible for bikes and walking. Transit also provides greater accessibility for historically underserved communities such as the elderly, low-income residents, and people with disabilities. Regarding safety considerations, SACOG supports state safety targets including reaching zero roadway fatalities and serious injuries, including but not limited to bicyclist and pedestrian traffic collisions. SACOG also supports meeting PM 1 Safety targets by supporting the state's safety goals and the implementation of the Strategic Highway Safety Plan. See Appendix E: Plan Performance pg. 8 for Safety Performance Management information. MTP/SCS Policy 22 acknowledges the importance to invest in bicycle and pedestrian infrastructure: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors. Appendix N: The Bicycle and Pedestrian Trails Master Plan identifies existing and planned future bicycle and pedestrian facilities that support the MTP/SCS. The listings and maps of these projects begin on page 66 of the appendix. Reference to this appendix is also added to the plan where bicycle and pedestrian facilities are discussed.
11-20	The Environmental Impact Report Executive Summary has a more detailed budget breakout than the plan. Perhaps a chart showing revenues and budgeted allocations should be included in the plan.	Revenue sources are described in Building Block: Paying for Transportation. Pg. 35. Table 3.3 Summary of MTP/SCS Revenue Sources breaks down revenue to Federal, State, and Local sources. Additional revenue and budget allocation can be found in Appendix B: Draft 2020 MTP/SCS Revenue Forecast.
11-21	The plan should contain a specific mode share goal and identify ways to accurately count bicycle and pedestrian trips.	Comment noted. See comment response 11-17.

11-22	Sacramento Trailnet's mission is promoting greenways with a paved trail network in Sacramento County and West Sacramento. We want greenways for every body.	Thank you for your comment on the draft MTP/SCS.

Sacramento Metro Advocates for Rail and Transit, Glenda Marsh

MTP/SCS Comment

Date: 11/06/19

Letter: 12

#	Comment	Response
12-1	1. On page 14, under Safety Performance Management (PM1: Fatalities and Injuries), please clarify in the text whether the performance measure is soley for traffic fatalities and injuries on state highways or for all roads in the region regardless of jurisdiction. I believe city and county roads and streets should be part of this performance since not just car drivers but pedestrians and cyclists are also killed and injured on mostly surface streets. Highways is where 'speed kills' but surface streets are where speed, lack of crosswalks and stop signals kill and injure people regardless of how they happen to be on the road or sidewalk.	Thank you for your comment on the draft MTP/SCS. SACOG's responses and edits to the plan document are described below. The traffic fatalities and injuries are collected for all roads within the region. SACOG uses UC Berkeley Safe Transportation Research and Education Center (SafeTREC) into the Transportation Injury Mapping System (TIMS) data within the SACOG region. More information is provided in Appendix E Plan Performance, Safety Performance Management (PM1: Fatalities and Injuries) pg. 8.
12-2	2. On page 14 under System Performance Management (PM3: Freight, emissions and reliability) I liken the approach we need to take to our transportation infrastructure similar to the approach we are taking with water conservation and water use efficiency in the state. Get more from what we have through water use objectives that urban, ag, and residential water users will need to reduce water consumption to in the near future, protection of water sources (maintenance and do not allow to degrade), measuring use, determining where new or upgraded conveyance is needed to meet multiple objectives, new rate structures based on use and consumption, develop uses for different water treatment levels (recycled water for landscapes, high quality for human use), understand the climatic and geographic differences of different areas, plan for drought and mitigate drought on rural communities and small water systems and tribes. These all have corollaries in transportation,	The MTP/SCS lays a path to building a safe, resilient and multimodal transportation system. Chapter 4 pg. 55-59 describe both the short- and long-term actions for successful implementation. Maintaining a state of good repair is also a priority investment area in the MTP/SCS and an urgent need for the region. The current state of the roads, the lack of safety features, and congestion have noteworthy negative impacts across the region. SACOG funding programs have supported projects that reduce VMT and GHG emissions by building transportation infrastructure or campaigns/programs to incentivize infill development, connecting people to community destinations with walking and biking facilities, reducing transportation-related emissions, and exploring new options to decrease VMT. Through competitive distribution,

	prioritizing, making most efficient use of existing roads and rail corridors, and ensuring that any new roads meet multiple objectives – roads must do more than just carry cars and freight, they must enhance or complete networks that make the rest of the network more efficient, reduce VMT, replace parts of a network that need to be abandoned, provide for multi-modal uses including transit, for example.	SACOG can advance the projects and programs that best implement the MTP/SCS.
12-3	3. Page 21-22 under The Region will have a safer transportation system that's in better shape: please clarify in the text where the numeric data is from and does it apply just to highway accident data, or is it all city, county surface streets as well? I would like to see data included that speaks to accidents, fatalities, injuries on city and county roads and streets as well, so this is not a freeway/highway centric discussion. People are very concerned about safety on local roads and would want to see this aspect reflected I believe.	The traffic fatalities and injuries are collected for all roads within the region. SACOG uses UC Berkeley Safe Transportation Research and Education Center (SafeTREC) into the Transportation Injury Mapping System (TIMS) data within the SACOG region. More information is provided in Appendix E Plan Performance, Safety Performance Management (PM1: Fatalities and Injuries) pg. 8.
12-4	4. Page 22 3rd paragraph about rural roads. Please be more specific here about what are the types of travel rural roads have, who is using rural roads – for example, commuters between cities (like Galt and Elk Grove), local traffic to local destinations – how are these different uses from an urban area. More explicit descriptions here, right now it's at the level of a generalization and I'm not getting any understanding. Are rural roads too narrow, under-designed, no safe place for bus stops (like in Elverta)?	Safety is an issue in urban, suburban, and rural areas of the region and for all travelers –drivers, passengers, bicyclists, and pedestrians. Safety concerns on roadways largely center on intersection crashes and run-off-the-road collisions, but also include narrow shoulders; roadside obstacles; short, tight ramps; and poor lighting and signage. In rural areas, shoulders and guardrails are often lacking along many high-collision locations. Figure 3.5 Community Types, maps the different types of communities. Generally, Rural Residential community areas have more rural roadway characteristics such as fewer sidewalks, gutters and curbs. Rural roads not only serve commuter trips but also trips to the grocery store, hospitals, and recreation. The MTP/SCS acknowledges the importance of special consideration for factors such as safety, sense of place, and reliability for roadways within rural communities in the SACOG region.
12-5	5. Page 22 paragraph 4: reorganize as: a. Delete "And because" and start with "A well-maintained road network is a safer road network, the region's commitment to fix-it first transportation policies will pay safety dividends. Roadway design, ensuring ….safety of our system. [move 1st sentence to end of paragraph] The emergence of autonomous vehicle technology [delete "will" and change to "may also"] may also help make… impaired drivers. [Add] Data is still being	Thank you for your comment on the draft MTP/SCS. The comment does not impact any subject matter of the Plan; therefore, no change is needed.

	gathered about the use and benefits of autonomous vehicles, so most projections are hypothetical at this time."	
12-6	6. Page 22 under The region will have cleaner air, first sentence: By 2040…[delete "a productive"] transit system [add] investments, …	Thank you for your comment on the draft MTP/SCS. The comment does not impact any subject matter of the Plan; therefore, no change is needed.
12-7	7. Page 23 first full paragraph at top edit 2nd sentence: [add start] For example, adding capacity…exists [add] should be targeted to avoid excessive vehicle idling, an air pollution source, and avoid overbuilding….By 2020,[add] under the plan, tailpipe…	Thank you for your comment on the draft MTP/SCS. The comment does not impact any subject matter of the Plan; therefore, no change is needed.
12-8	8. Page 24 under heading We will ensure…, 3rd paragraph. The Clean Cars 4 All program should be required to make investments in expanding transit services, not just distributing automobiles. Please also report on whether Victoria actually buy the new car under the program? How does an additional car on the road, being used for a delivery service business, reduce VMT? Where will the VMT reductions come from to balance or reduce the number of additional cars on the road whether combustion or electric? Where will VMT be projected to go up with more residents or more car ownership occurring and what types of actions will be implemented to mitigate congestion, costs for building parking, road maintenance, etc?	The Clean Cars 4 All program does not explicitly reduce VMT. The program does help provide low-income people with more travel options such as on-demand micro-transit, car and bike-share. Electrification of vehicles does help reduce greenhouse gas emissions. The Clean Cars 4 All program is in line with the following MTP/SCS supporting policies. Policy 3: Implement pilot projects aimed at making microtransit and micromobility (such as bike and scooter share) work for urban, suburban, rural, and low-income areas of the region. Policy 6: Pursue new funding and planning opportunities to support electric vehicle infrastructure and programs for both private vehicles and public transit fleets. Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities. Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers. According to the Sacramento Metro Air District, Victoria is expected to have her replacement vehicle before the end of the year.
12-9	9. Page 31 under We will have invested in rural …. 2nd paragraph. Please address strategic investments in transportation and infrastructure that will address a significant source of emissions – transporting agricultural and food	The MTP/SCS also outlines a need to support regional prosperity through increasing access to economic assets and job centers and investing in transportation that spurs economic development. However, not all the region's

	products out of the region and into the region. The transportation of ag and food products is huge, what will our region be doing to understand our carbon footprint is this regard, figure out how to mitigate it? The MTP/SCS should address this.	assets and jobs are located in the urban core. Over 80% of the region is rural, and more than 33,000 livelihoods depend on the food and agricultural sector. Supporting goods movement and freight to and from farms, processing centers, and other agriculturally-based facilities will help ensure rural areas experience long-term economic benefit, along with the more urban parts of the region.
12-10	10. Page 32-33 What comes after the fuel tax? How does the region's counties and cities pay for maintaining airports and ports? Does this transportation mode fall within the VMT and emissions reductions targets for the region? How is this treated?	Policy 15 addresses the need to fix existing transportation infrastructure before expanding: New taxes and fees, including mileage-based fees, intended to raise additional funding for transportation purposes should prioritize closing the gap for system maintenance and state-of-good repair needs before investing in system expansion. In its role as the RTPA and MPO, SACOG programs and allocates on the order of $105 million of transportation funding annually. SACOG's funding programs account for roughly five to seven percent of the total investments planned for in the MTP/SCS to maintain, build, and modernize the region's transportation systems. With a longstanding understanding of the link between transportation and land use, SACOG has used its authority within the legal framework of individual funding sources to impose policies or condition transportation funding to reinforce regional VMT goals. Under the law, CARB is responsible for setting performance targets for passenger vehicle emissions for each of the state's 18 MPOs. MPOs are responsible for demonstrating how these targets can be met through the incorporation of a SCS into long-range transportation plans. Trips to and from the airports within the SACOG region are included in VMT summaries and emission reduction targets.
12-11	11. Page 33 Mileage-based User Fees (PayGo). I recommend the MTP/SCS delay new roads until this PayGo system is devised and ready to be used to raise the funding needed to build and maintain new roads. Adding any new roads without identifying source of new funding will continue to drain and underinvest in older communities that must have good roads as well. We can't continue to 'slash and burn' with new roads and leave deteriorated neighborhoods and suburbs behind.	Comment noted. While the plan does not delay all new capacity improvements until after a PayGo system is implemented, the plan does prioritize investments on the existing system ahead of expanding new roads. More than two-thirds of the road capacity budget goes to existing streets and roads within the regions existing developed footprint. Policy 15 in the MTP/SCS addresses the need to fix existing transportation infrastructure before expanding: New taxes and fees, including mileage-based fees, intended to raise additional funding for transportation purposes should

		prioritize closing the gap for system maintenance and state-of-good repair needs before investing in system expansion.
12-12	12. Page 45 We will have ….Please describe how commercial and goods movement will be incorporated in testing new mobility solutions. How will our tradeable industry, agriculture, benefit from these tests and also achieve reductions in emissions and VMT in the food import/export chain? Please address this in the MTP/SCS.	Building Block: Performance-Based Planning and Statewide Targets address system performance management (PM3: Freight, emissions and reliability) pg. 14. The MTP/SCS plans for $35 billion in transportation investments that must work together to improve the overall efficiency and reliability of our system, this includes freight to industrial and agricultural industries in the region.

Breathe California, Stacy Springer

MTP/SCS Comment

Date: 11/07/19

Letter: 13

#	Comment	Response
13-1	SACOG's MTP/SCS plan is a comprehensive strategy for land use and transportation in the Sacramento Region. As such, policies and guidelines set forth in this plan lay the framework for growth in the region. Since the last update of the MTP, several state laws have gone into effect which require stricter standards for mitigation and reduction of green house gas emissions.	Thank you for your comment on the draft MTP/SCS.
13-2	Breathe California Sacramento Region has been actively working to improve lung health in the greater Sacramento area for over 100 years. By working closely with local and state elected officials, community groups and the health experts, we have made tremendous strides in improving both indoor and outdoor air quality. In 2002, our Board adopted a Clean Air Agenda which identifies strategies to continue improving air quality through smarter land use. SACOG's Blueprint process and subsequent MTPs have played a critical role in how our region uses limited natural and financial resources while still accommodating growth.	Thank you for your important work in support of healthy communities and your support of SACOG's work.
13-3	We encourage SACOG to use their position to incentivize funding for transportation projects that reduce green house gas emissions, vehicle miles traveled and achieve health-based air pollution standards. By prioritizing projects in existing communities and commercial corridors, people can move around easier while choosing clean transportation. Breathe supports the "Green	SACOG's current funding policy framework does include goals and priorities that support alignment with the performance outcomes of the MTP/SCS, including the VMT and GHG reduction goals.

	Means Go" concept and are hopeful that this will serve as a catalyst for commercial corridor revitalization throughout the Region.	That framework will be updated in early 2020 for SACOG's next funding round. SACOG will seek input from local agencies, stakeholders, and the SACOG Board. We will consider these comments as we start that process, and we would welcome your ongoing participation in the development of the final policy framework. We also appreciate your support of Green Means Go, a critical program for the implementation of the MTP/SCS.
13-4	We appreciate the amount of work that went into drafting this plan and are hopeful that specific mitigation strategies for green house gas reductions as well as criteria air pollutants can be identified as transportation projects come forward for funding consideration.	Thank you for your comment on the draft MTP/SCS.

Private Citizen, Neil Goforth

MTP/SCS Comment

Date: 11/07/19

Letter: 14

#	Comment	Response
14-1	Dear James: SACOG should take a look at the following document from BCAG/CalTrans and then compare to the data in CalTrans' Yuba County Hwy 70 EIR. Traffic projections mentioned in one don't match the other yet both mention traffic flow and commerce flow from Marysville to Oroville. Data submitted by CalTrans to the YSEDC CEDS states commerce traffic is expected to increase by 75%-80% by 2035 yet CalTrans EIR for Yuba County states little to no increase; BCAG mentions expected increases in traffic and commerce. It can't be both.	Thank you for your comments and interests in the State Route (SR) 70 corridor. We will be providing your comments on data discrepancies to Caltrans and BCAG. If an explanation is not readily available, then these issues would be good to resolve as part of the upcoming project-level environmental review for the State Route (SR) 70 corridor. SACOG will update you on any of the data coordination with the identified agencies.
14-2	I also see SACOG (draft 2020 document) has plans to expand the 10th Street Bridge between Msvl/YC, more stoplights, and plans to straighten Hwy 20/70 across Ellis Lake. Wait until that gets out into the public, especially with local elections heating up. (Ellis Lake is already a hotbed of contention.) It is a really interesting concept if one is only interested in moving traffic but it could be very detrimental by bisecting the City of Marysville. I've been involved in a City of Marysville group and the same people that refuse to raise any taxes to help	The draft 2020 MTP/SCS does not include either of projects identified in this comment.

	clean Ellis Lake have a complete meltdown if filling in even part of it for commercial development is mentioned.	
14-3	Another issue is development along Hwy 70 as displaced Paradise residents move into other areas like Oroville even though the Yuba County EIR says no development planned – yet the BCAG document states Oroville has a planned annexation of land to Palermo Road. We questioned this and CalTrans said no, no growth. It can't be both ways.	The land use growth forecast for the draft 2020 MTP/SCS does not include Butte County communities, such as Oroville. For Yuba County, the draft 2020 MTP/SCS does not forecast urbanization growth along the SR 70 corridor between Marysville and the Butte County line.
14-4	I sincerely hope SACOG will revisit the plans for Hwy 70 in Yuba County and Marysville AND review data submitted to BCAG. The offer to meet with you/SACOG any and or all of the Keep70Safe Committee still stands. It's not too late to do the right thing for our county, city and plan for the future. SACOG has a responsibility to make sure data provided by CalTrans is indeed factual and proper and not in opposition to data provided to BCAG. This project, according to Cameron Knudson, CalTrans, is "$400 to $500 million if not more and when finished we'll still need a Bypass around Marysville". SACOG has a fiduciary responsibility to listen to the taxpayers and residents that will be impacted and investigate these inconsistencies.	As noted previously, SACOG appreciates your comments and interests in the SR 70 corridor. SACOG is also interested resolving any data discrepancies and ensuring that improvements made to the SR 70 corridor improve safety and that negative impacts are minimized and mitigated. The scale of analysis in the draft 2020 MTP/SCS is programmatic and focuses on a regional network of roads. Corridor-level analysis is limited at the programmatic scale because a project will still need more detailed, corridor-specific analysis before it can advance to the construction phase. In terms of the planning efforts so far, SACOG works with sponsoring agencies, such as Caltrans, to review projects being considered for inclusion in the MTP/SCS. This process includes sharing data for use in travel model forecasts and the establishment of screening criteria for project selection. Screening criteria were used for the iterative process of identifying $6.8B in roadway capacity projects included in the draft 2020 MTP/SCS, from among the $12B in roadway capacity projects nominated. The screening criteria emphasize the importance of performance outcomes, such as safety and achieving a balanced multi-modal transportation system of roads, transit, and active transportation options. More detail is described in the draft 2020 MTP/SCS, Appendix E. The SR 70 improvements planned by Caltrans included in the draft 2020 MTP/SCS are consistent with the programmatic selection criteria established for the plan. However, additional project-level planning and CEQA analysis will still be necessary for this project to advance to the construction phase.

		Individual project-level analysis will be required for the SR 70 transportation improvements identified in the MTP/SCS at the time those individual projects are ready to be implemented. The additional project-level environmental review that Caltrans will need to do is an opportunity to address the issues identified in your comments. As noted previously, Caltrans has not yet initiated project-level CEQA environmental analysis on the expansion of State Route (SR) 70 from 3 to 5 lanes. The NOP release in February 2020 provides an important opportunity to comment on the scope of the alternatives considered for the corridor and specific impacts to analyze. In the meantime, SACOG will certainly share any relevant updates on the data and policy issues you identify if they get resolved.
14-5	Another note is there's plans to move our local YS Transit facility to the tune of $25 million. That was excluded from the EIR so our comments were ignored when mentioned. There's so much more. I look forward to hearing from you. http://www.bcag.org/documents/projects/SR%2070%20Corridor/But%2070%20Project%20Report%20-03-6092R%20-%20HP21LN-6092-057-.pdf	This is a comment on a Caltrans EIR. SACOG's draft 2020 MTP/SCS includes a lump-sum for transit capital improvements that include planned improvements to the Yuba-Sutter transit facility.

The Cleaner Air Partnership, Rein Adrian

MTP/SCS Comment

Date: 11/07/19

Letter: 15

#	Comment	Response
15-1	On behalf of the Cleaner Air Partnership, we write to commend the Sacramento Area Council of Governments (SACOG) Board for the vision set forth in the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy, and encourage the consideration of complementary forward-thinking ideas that will ensure	Thank you for your comments on the draft MTP/SCS.

	an equitable and future-ready foundation for transportation, housing, and land use.	
15-2	The Cleaner Air Partnership (CAP) is a joint project of Breathe California Sacramento Region, the Sacramento Metro Chamber of Commerce, Valley Vision, and other public, private and nonprofit partners to help the Sacramento region meet clean air standards that protect health, promote economic growth, and support equity.	Comment noted.
15-3	Transportation is the precursor to all urban form. It dictates how we move around, where we build, and who receives resources. The draft MTP/SCS is very much in line with CAP partner Valley Vision's own "Big 5" investment priorities communicated to the SACOG Board in November of 2018 to improve regional mobility for an inclusive economy. It is also complementary to the activities of the Mayors' Commission on Climate Change, which is establishing key goals and actions to achieve Carbon Zero by 2045 in a manner that is grounded in equity.	We agree that having complementary plans and priorities across the region that are working towards the same economic, equity, and mobility goals is essential to the successful implementation any of these plans.
15-4	That being said, implementation is always a challenge. Luckily, there are actions that SACOG can take to ensure that regional investments are truly in line with the values of the MTP/SCS. Namely, SACOG can assert its authority to incentivize specific projects by leveraging its regional flexible funding program allocations. By revising the policy framework for upcoming rounds of "flex funding" awards, SACOG can tie selection criteria to projects that truly bring about the next generation of mobility, meaningfully reduce Vehicles Miles Traveled (VMT), combat urban sprawl, and more. This framework could apply to projects in the corridors identified as part of the "Green Means	SACOG's current funding policy framework does include goals and priorities that support alignment with the performance outcomes of the MTP/SCS, including the VMT and GHG reduction goals. That framework will be updated in early 2020 for SACOG's next funding round. SACOG will seek input from local agencies, stakeholders, and the SACOG Board. We will consider these comments as we start that process, and we would welcome your ongoing participation in the development of the final policy framework. We also appreciate your support of Green Means Go, a critical program for the implementation of the MTP/SCS.

	Go" effort, or to other high-impact (and less conventional) activities like greening along highways in partnership with local jurisdictions.	
15-5	Acknowledging the need for additional funds as projected gas tax revenues decline, we applaud SACOG for exploring new mechanisms, such as congestion pricing strategies, to reduce vehicle miles traveled and greenhouse gas emissions in the greater Sacramento Region.	Thank you for your comments on the draft MTP/SCS.
15-6	In closing, the Cleaner Air Partnership commends the vision set forth in the draft MTP/SCS in meeting the region's SB 375 target, with the understanding that recent information suggests that the regional 2035 greenhouse gas (GHG) emissions reduction targets may not meet the goals of the 2017 CARB Scoping Plan. We are committed to reducing GHGs and will work with SACOG and other regional partners to do so, but recognize the importance of meeting the SB 375 targets as articulated in this plan.	Thank you for your comments on the draft MTP/SCS.
15-7	We thank you in advance, on behalf of the Sacramento region's longstanding collaborative of business leaders, environmental advocates, and air quality regulators. If you have any questions, please reach out by emailing adrian.rehn@valleyvision.org or calling (916) 325-1630.	Thank you for your comments on the draft MTP/SCS.

Valley Vision, Bill Muller

MTP/SCS Comment

Date: 11/07/19

Letter: 16

#	Comment	Response
16-1	On behalf of Valley Vision's 33-member Board of Directors and staff, we write to commend the Sacramento Area Council of Governments (SACOG) Board for the vision set forth in the draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy, and encourage the consideration of complementary	Thank you for your comments on the draft MTP/SCS.

	forward-thinking ideas that will ensure an equitable and future-ready foundation for transportation, housing, and land use.	
16-2	As you know, Valley Vision is a civic leadership organization working towards economic prosperity, social equity, and environmental sustainability for all residents in the Sacramento Region. Indeed, we see ourselves as SACOG's regional quality of life champion and community engagement partner. Valley Vision is also one of the four investors and champions behind the Brookings Institute study and Prosperity Partnership efforts designed to grow jobs and build a more inclusive economy for all 2.5 million regional residents.	SACOG appreciates the commitment and the continued partnership with Valley Vision as we work towards regional economic prosperity, equity, and environmental sustainability.
16-3	Transportation is the precursor to all urban form. It dictates how we move around, where we build, and who receives resources. The draft MTP/SCS is very much in line with Valley Vision's own "Big 5" investment priorities communicated to the SACOG Board in November of 2018 to improve regional mobility for an inclusive economy. It is also complementary to the activities of the Mayors' Commission on Climate Change, on which both Valley Vision and SACOG serves, which is establishing key goals and actions to achieve Carbon Zero by 2045 in a manner grounded in equity.	We agree that having complementary plans and priorities across the region that are working towards the same economic, equity, and mobility goals is essential to the successful implementation any of these plans.
16-4	That being said, successful implementation is the most important measure of any plan. Luckily, there are actions that SACOG can take to ensure that regional investments are truly in line with the values of the MTP/SCS. Namely, SACOG can assert its authority to incentivize specific projects by leveraging its regional flexible funding program allocations. By revising the policy framework for upcoming rounds of "flex funding" awards, SACOG can tie selection criteria to projects that truly bring about the next generation of mobility, meaningfully reduce Vehicles Miles Traveled (VMT), combat urban sprawl, and more. This framework could apply to projects in the corridors identified as part of the "Green Means Go" effort, or to other high-impact (and less conventional) activities like greening along highways in partnership with local jurisdictions.	SACOG's current funding policy framework does include goals and priorities that support alignment with the performance outcomes of the MTP/SCS, including the VMT and GHG reduction goals. That framework will be updated in early 2020 for SACOG's next funding round. SACOG will seek input from local agencies, stakeholders, and the SACOG Board. We will consider these comments as we start that process, and we would welcome your ongoing participation in the development of the final policy framework. We also appreciate your support of Green Means Go, a critical program for the implementation of the MTP/SCS.
16-5	Acknowledging the need for additional funds as projected gas tax revenues decline, Valley Vision is supportive of the congestion pricing plan as laid out in this plan. While equity concerns are often brought up in opposition to congestion pricing schemes, there are several progressive pricing structures, including discounts and exemptions for low-income households, that can actually make our transportation system far more equitable than it is today.	The draft MTP/SCS includes a policy explicitly for looking at how to set up a pricing option that doesn't negatively impact lower income and rural households, in particular: Policy 16: When implementing pricing strategies, both paid express lanes and mileage fees, the region should make every effort to avoid negatively impacting lower income and rural households.

		Just last month SACOG applied in partnership with two other MPOs for a Caltrans planning grant to design a roadway user charge pilot that will help us to better understand how best to implement a pricing system that is equitable to low-income and rural communities.
16-6	The draft MTP/SCS accommodates 260,000 new housing units, which meets the needs of the 153,512 units identified in the draft Regional Housing Needs Allocation (RHNA), and does so in a manner consistent with SB 375 statute. The focus on infill development is a necessity, as is the recognition that greenfield development needs to occur in order to accommodate the projected 620,000 additional residents in 2040. We encourage further complementary efforts to align transportation and housing investments to help us meet our ambitious climate goals while supporting job and population growth.	Thank you for your comment. SACOG will be developing a housing program to support implementation of the 2020 MTP/SCS, RHNA, and local government housing elements.
16-7	In closing, Valley Vision commends the vision set forth in the draft MTP/SCS and encourages the SACOG Board to consider additional forward-thinking measures that will mitigate air pollution impacts, support sufficient housing supply and infrastructure for sustained growth, and ensure an equitable and future-ready Sacramento region.	Thank you for your comments on the draft MTP/SCS.

Sacramento Local Agency Formation Commission, Don Lockhart

MTP/SCS Comment

Date: 11/07/19

Letter: 17

#	Comment	Response
17-1	The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (GC Sec. 56000 etal.) establishes procedures for local government changes of organization, including city incorporations, annexations to a city or special district, and city and special district consolidations. LAFCo's have numerous powers under the Act, but those of primary concern are the power to act on local agency boundary changes and to adopt spheres of influence for local agencies. Among the legislatives charges to LAFCs are the discouragement of urban sprawl and the encouragement of the orderly formation and development of local agencies.	Thank you for your comments on the draft MTP/SCS.

17-2	During the course of Commission proceedings various factors are considered including consistency with any regional transportation plan (and supporting documents) adopted pursuant to Section 65080. [GC Sec. 56668(g).]	Comment noted.
17-3	Future LAFCo proceedings may benefit from inclusion of, and reference to, in the final 2020 MTP/SCS, the adopted Sphere of Influences (SOI) of the seven cities in Sacramento County. ["Sphere of Influence" means a plan for the probable physical boundaries and service area of a local agency, as determined by the Commission, (GC Sec, 56076.)]	SACOG looks forward to continued partnership with LAFCo and is happy to provide information about the MTP/SCS as needed.
17-4	Included with the many points of consideration for Commission determinations, is project consistency with applicable local, regional and state criteria. This includes achieving and supporting the air quality goals throughout the SMAQMD air basin.	Comment noted.
17-5	As proposed, reflecting these comments, the 2020 MTP/SCS would continue to provide a sound policy foundation for the Commission to consider regional implications of Commission decisions.	Thank you for your comments on the draft MTP/SCS.
17-6	If you have questions or wish to further discuss these comments, please do not hesitate to contact me. Thank you for your timely attention to this letter.	Comment noted.

Private Citizen, Pamela Warmack

MTP/SCS Comment

Date: 11/07/19

Letter: 18

#	Comment	Response
18-1	Amendment #18 to the 2019-21 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis associated with the proposed MTP/SCS Enclosed are comments on the comments on the SR 70 Segments 4 and 5 as related to the Amendment #18 to the 2019-21 Metropolitan Transportation Improvement Program (MTIP) and Air Quality Conformity Analysis, associated	Thank you for your comments on the draft MTP/SCS and interest in SR 70 improvements that consider the entire corridor.

	with the proposed MTP/SCS. These comments are submitted to your agency as part of the public review process. My comments are based upon my experience of having grown up, and now returning to live, in the area impacted by SR 70 Segments 4 and 5, but also having lived in Orange County California and the San Francisco Bay Area for many years. Also, as chairperson for the committee Keep 70 Safe, I have been working on and assessing this project and the adjoining projects for several years. My purpose in these comments is to underscore how out of alignment Amendment 18—specifically the sections which apply to SR 70 Segments 4 and 5, is to the goals of SACOG through the Draft 2020 Metropolitan Transportation Plan/Sustainable Community Strategy (MTP/SCS) and the Air Quality Conformity Analysis, and to recommend SR 70 Segments 4 and 5 be viewed in the context of all its aligning and adjoining segments and projects, Post Mile YUB 13.6 to Post Mile BUT 13.901. Only then, can the public, other agencies and decision-makers understand the full spectrum of impacts, alternatives, and mitigation for the overall improvements to SR 70 and the possibility of a sound investment in a north state transportation corridor. Thank you for this opportunity to comment on the proposed project. Please send to me your responses to my comments on the subject Draft Amendment, along with further information on the environmental planning phase of this project.	
18-2	PROJECT NOT VIEWED AS A WHOLE CAL18815-Caltrans D3 Project Title: SR 70 Passing Lanes - Segments 4 & 5 The Conformity Determination for the 2020 Metropolitan Transportation Plan and Sustainable Communities strategy and Amendment #18 to the 2019-22 Metropolitan Transportation Improvement Program requires “the inclusion of all federal and regionally significant projects.” To accurately assess the full impacts of the SR 70 Passing Lanes for Segments 4 and 5, the history behind the project and the adjoining programmed and planned projects must be taken into consideration as a whole.	Thank you for your comments on this issue. SACOG agrees that it is important that phases of improvement for a corridor, such as SR 70, are considered comprehensively. In terms of SACOG’s planning efforts so far, we work with sponsoring agencies, such as Caltrans, to review projects being considered for inclusion in the MTP/SCS. This process helps ensure accurate project information for modeling review and the establishment of screening criteria for project selection. Many corridors with planned improvements, such as State Route (SR 70) have multiple project listings in the draft 2020 MTP/SCS. In the case of SR 70, there are two phases of improvement between Marysville and the Butte/Yuba County line: a 3-lane safety project that has been environmentally cleared through CEQA and an expansion project to 5 lanes that will require a project-level CEQA

	Existing Roadway: The segment between Marysville and Oroville is a 2-lane conventional highway, with exceptions at Noble Road to Woodruff Lane (3-lane) in Yuba County and Gridley Road to Cox Lane (5-lane) in Butte County, with a posted speed limit of 55 mph. The history of planned expansion of SR 70 between Marysville and Oroville: • 1988 – CTC asked for a corridor study to determine whether SR 70 or 99 would be the "focus for future highway investments to provide an expressway for ultimate conversion to a freeway, to connect Sacramento and Chico." • 1992 – North of Marysville to Oroville Freeway Project Study Report – Construct 4-lane Freeway in Yuba and Butte Counties from proposed Marysville Bypass on Route 20 to 0.4 mile south of Route 162 in Oroville (Prepared by Caltrans District 03) • 1993 – Marysville Bypass to Oroville Freeway Project Study Report – Construct 4-Lane Freeway on new alignment in Yuba and Butte Counties from Jct. Routes 65/70 south of Marysville to Route 70 south of Route 162 in Oroville (Prepared by Caltrans District 03) • 1990-2013 – Multiple studies done to determine best route. Several bypass and alternative routes explored to tie together Routes 65/70 (south of Marysville) to Route 20 (east of Marysville) to Route 162 (north of Oroville). (Yuba 70 Corridor Improvements City of Marysville PowerPoint Presentation, Sept. 17, 2019) • 2013 – SR 70 Economic Transportation Study – Existing Condition Report (Prepared by ICF International for BCAG) • Feb. 2017 – Oroville Dam Spillway Evacuation • Nov 2018 – Camp Fire Evacuation • April 2017 – SR 70 Segments 4 and 5 labeled a "Safety Project" As early as 1988, SR 70 was intended to be the "Northern California Transportation Corridor." It is currently an Interregional Road System (IRRS) route. "This route primarily serves people or goods movement outside the immediate region. Transporting agricultural commodities to markets has made SR 70 a vital economic link. Additionally, SR 70 has become a "gateway" route	analysis that has yet begun. The 5-lane project will need to be environmentally cleared through CEQA if it is to advance to the construction phase. While each phase is a separate listing, the draft 2020 MTP/SCS includes a programmatic analysis of the ultimate 5 lane highway for the plan. Please note that Butte County is not a part of the SACOG region so the corridor improvements along SR 70 in that county are not included in the draft 2020 MTP/SCS. Screening criteria were used for the iterative process of identifying $6.8B in roadway capacity projects included in the draft 2020 MTP/SCS, from among the $12B in roadway capacity projects nominated. The screening criteria emphasize the importance of performance outcomes, such as safety and achieving a balanced multi-modal transportation system of roads, transit, and active transportation options. More detail is described in the draft 2020 MTP/SCS, Appendix E. The SR 70 improvements planned by Caltrans and included in the draft 2020 MTP/SCS are consistent with the programmatic selection criteria established for the plan. However, additional project-level planning and CEQA analysis will still be necessary for this project to advance to the construction phase. Caltrans has not yet initiated project-level CEQA environmental analysis on the expansion of State Route (SR) 70 from 3 to 5 lanes. The NOP release in February 2020 provides an important opportunity to comment on the scope of the alternatives considered for the corridor and specific impacts to analyze. In the meantime, SACOG will certainly share any relevant updates on the data and policy issues you identify as they become available.

	used to access multiple recreational destinations in the Sierra-Nevada Mountains, and SR 70 is an alternate route when I-80 is closed due to weather or accident conditions." It is also a designated STAA Truck Route. The projects currently completed, in process, programmed or planned adjoining or augmenting Segments 4 and 5 are: • To the north, in Butte County, SR 70 segments adjoining Segment 4: - Cox Lane to East Gridley Road: - 5 lanes, completed - Segment 1: Ophir Road to Palermo Road – in progress - Segment 2: Palermo Road to Cox Lane - programmed - Segment 3: East Gridley Road to Yuba County Line - programmed • To the south, in Yuba County, adjoining/augmenting Segment 5: - Simmerly Slough Bridge Replacement – in process - Railroad Trestle Replacement - programmed - Bus Transit Facility Replacement - planned - Feather River Parkway (through Marysville) - planned Background: SR 70 segments 4 and 5 is currently a 9.6 mile stretch of 2-lane rural highway, with the exception of approximately 1 mile between Noble Road and Woodruff Lane which has a continuous center-turn lane, which runs north in Yuba County until it abuts Butte County. Currently north and southbound traffic (locals, commuters, through-traffic, freight, buses) on SR 70 traverse these segments, then to reach the other side of Marysville must pass circuitously through the town and 13 stoplights, which routinely results in congestion and gridlock. Adding 2 additional travel lanes on Segments 4 and 5, which increases the road capacity by 100%, could result in "induced travel,[1]" resulting in an even greater number of vehicles using the roadway into and through Marysville, further exacerbating congestion and gridlock, resulting in greater pollution, and negative impacts to health. Although this request for updating Segments 4 and 5 designates the new lanes as "passing lanes," it is obvious from past history (as listed above) and Caltrans'	

	SR 70 Final Project Report for Butte County[2], widening the entire length of the highway between Marysville and Oroville is the goal to "Complete the Vision," as stated by BCAG (Butte Council of Area Governments), and a continuous freeway between Sacramento and Chico. [3] One exception to the project being presented as a whole, with regards to justifying the project need for Segments 4 and 5, is the reporting of traffic fatalities. In that regard, data and graphics include the entire SR 70 Corridor between Marysville and Oroville, and do not break it out by segment. According to the Caltrans map4 (last updated January 30, 2019) highway fatalities between 2010 to 2019 totaled 42, with 26 occurring in Butte County, and 16 in Yuba County (Segments 4 and 5). As SR 70 in Butte County already contains several road miles of widened roadway with passing lanes, one could be led to question if the widened roadway design (resulting in increased speeds) could be the cause of some of the fatal accidents which have occurred in that area. The data, viewed in this light, calls into question the wisdom in proposing to add additional lanes on SR 70 under the label of a "safety improvement project." Bringing together the connecting pieces of the SR 70 project in Yuba County also allows entities to view the financial ramifications of the request for Segments 4 and 5: - Simmerly Slough Bridge Replacement $ 83,260,000 - 3-Lane Safety Improvement Project Segments 4 and 5 104,640,000 - 2 Continuous Passing Lanes Segments 4 and 5 40,000,000 - Marysville Railroad Bridge Rehab 104,500,000 - Bus Transit Facility Replacement 25,000,000 [1] National Center for Sustainable Transportation, Increasing Highway Capacity Unlikely to Relieve Traffic Congestion, Susan Handy, October 2015. [2] Caltrans' SR 70 Final Project Report for Butte County [3] Complete the Vision, BCAG	

	[4] Thomas L. Brannon, Deputy District Director Maintenance & Traffic Operations, Caltrans District 3, September 17, 2019, Yuba 70 Corridor Improvements City of Marysville PowerPoint Presentation, Page 9. - Feather River Parkway 235,000,000[5] - Total Projected Cost (PM 25.822- PM 13.6): $592,400,000 This proposed expansion on SR 70 Segments 4 and 5 must also factor in projected growth in Yuba County, and especially neighboring Butte County, who will be the most likely to utilize the roadway. Of course, as an Interregional Road System, an STAA Truck Route, a "gateway to the Sierra-Nevada Mountains," as well as an alternate route when I-80 is closed due to inclement weather, the roadway is utilized by a wide variety of transport, from cars to large freight trucks, for many uses from many areas. Yuba County population: 2017: 76,691 2060 projected: 132,675[6] Butte County population: 2014: 222,316 2040 projected: 319,324[7] Sacramento Area population: region will grow by an additional 620,000 people[8] According to the MTP/SCS projections, the area which encompasses Segments 4 and 5, commonly known as "District 10" (for Reclamation District 10) is not expected to grow at any marked rate over the next 20 years, as it is a primarily agricultural area. With Class I soil, of "Statewide Importance," the area grows 20 different crops ranging from rice, walnuts, prunes and peaches to pecans, citrus and figs.[9] As an historically agricultural area, homes were placed close to the roadway to maximize crop land. Many of those original homes remain, including the first home built in District 10 in 1911 (and still owned by the same family). Caltrans data indicates the 9.6-mile stretch comprising Segments 4 and 5 contains 136 driveways, 11 county roads, 7 private roads, with 22 farms/business. In all, there are approximately 200 ingress and egress points into homes, business and agricultural fields along the 9.6-mile stretch. Caltrans noted as of 7/30/2018, school buses stopped 26 times a day within Segments 4 and 5.[10] Although District 10, and the town of Marysville (restricted in land area by its surrounding levee system, and therefore population growth,) is not expected to grow much, Oroville, the city directly to the north on SR 70 and the seat of Butte	

	County, projects a population growth of 93% between 2014-2040, with a corresponding 93% growth in housing (using their "medium scenario")11. Just south of Oroville, directly off SR 70, a 689-acre planned development, with 2700 proposed residential units and other commercial uses will further generate increases in traffic on Segments 4 and 5. Caltrans data indicates AADT in 2015 was equal to 11,200 and predicts AADT in 2040 to be 24,600.[12] The Chico area, which feeds into the SR 70 corridor, although expected to grow at a slower rate than Oroville, "medium scenario" forecasts call for a 50% growth in housing and a 43% growth in population by 2040[13]. According to the map from the MTP/SCS, a significant rate of growth in the Yuba County area is expected to be in the foothills east and northeast of Marysville. SR 20 is the main thoroughfare for that population to travel into Marysville, connecting with SR 70 and then on to Sacramento and points south. This greater infusion of traffic into and through Marysville will further exacerbate the gridlock on SR 70, undoubtedly causing further backup of traffic onto Segment 4 in District 10 than is already experienced. [5] Yuba-Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, Appendix B. Yuba-Sutter public Works Projects, Page 5. [6] Yuba-Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, Page 8 [7] Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 4. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf [8] MTP/SCS, Page 20. [9] Stephen M. Scheer, Agricultural Commissioner-Yuba County Department of Agriculture, D 10 Acreages, January 22, 2019. [10] Caltrans, State Highway 70 Improvement Project, July 7, 2018, http://www.dot.ca.gov/d3/projects/subprojects/4F380/index.html	

	[11] Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 3. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf [12] Caltrans data [13] Butte County Association of Governments Draft-Butte County Long-Term Regional Growth Forecasts 2014 – 2040, November 25th, 2014, Page 3. http://www.bcag.org/documents/demographics/pop_emp_projections/Growth_Forecasts_2014-2040_draft.pdf	
18-3	WHICH INFLUENCES VMT, CONGESTION, AIR QUALITY, SAFETY, & HEALTH According to the Air Quality Conformity Analysis, "Transportation plans often focus on improving mobility through investment in transportation infrastructure and services. … Through the course of the entire MTP/SCS planning process and SACOG's ongoing Congestion Management Process (CMP), the performance focus has been on the following critical indicators" which pertain to this project: • vehicle miles traveled (VMT) on the region's roadways; • the level of congestion and delay for all modes, but especially roadway congestion" (8) Although, for many years, expanding roadways with more lanes has been the go-to remedy transportation entities have initiated to address congestion, municipalities and researchers around the world have found what environmental scientist Susan Handy of University of California, Davis, discovered in her extensive studies: "Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run."[14] Also, while highway planners believed there would be no net increase in VMT in an area, as drivers would shift from slower and more congested roads to newly expanded roadways, studies show increasing lane miles on one roadway diverts little traffic from other roads. Existing roadways continue to remain at their VMT levels, while newly expanded roadways increase VMT, raising the overall level of VMT in an area. [15]	Please see the response to comment 18-2 for an explanation of how the SACOG review of the SR 70 project is at the regional, programmatic scale and how the upcoming project-level environmental review for the planned corridor expansion from 3 to 5 lanes is the more appropriate opportunity to address the corridor-specific issues you raise. Although each of the impact issues identified in this comment were analyzed at the regional, programmatic scale for the draft 2020 MTP/SCS EIR, it is possible for a project-level EIR to reveal significant impact issues and require extensive mitigation for specific projects.
18-4	Thus, adding travel lanes to SR 70 Segments 4 and 5, even if they are labeled "passing lanes," "creates a 5-lane facility (2-lanes per direction with a	

	continuous two-way left turn lane)," as BCAG and Caltrans indicated in their December 2013 Project Study Report/ Project Development Support (PSR/PDS) document for corridor improvements along SR70 between Marysville and Oroville[16]; yet would not alleviate VMT on parallel SR 99 between Chico and Sacramento.	The environmental impact report (EIR) for the draft 2020 MTP/SCS includes multiple mitigation measures for VMT impacts. Project-specific VMT impacts and potential mitigation measures will be identified and analyzed by Caltrans in the forthcoming CEQA environmental review process mentioned in a preceding comment response. Please note that prior PSR/PDS documents inform the development of alternatives analyzed through subsequent CEQA environmental efforts. However, there is often some variation in the specific design features of the alternatives studied in the PSR/PDS phase and the subsequent CEQA environmental analysis phase.
18-5	Increased VMT would result in many undesired consequences for the immediate area through which SR 70 Segments 4 and 5 travels, negatively impact the Marysville community through which the additional traffic must funnel, and negates California and SACOG's goals for Safety, Air Quality goals and Greenhouse Gas (GHG) emissions. Chiefly listed in the MTP/SCS: reducing the rate of VMT growth (40), reducing GHG by 19%, preserving agricultural land, and environmental equity, to name just a few goals pertinent to this project. As written in Butte County's "State Route 70 Improvement, Segments 1 and 2, Project Report, October 2018," "The project proposes to widen State Route 70 from 2-lanes to 4-lanes to increase capacity, reduce travel times…to provide continuous passing opportunities between Marysville and Oroville." With a "design speed of 75 mph." It must be reiterated that although the SR 70 project is broken into separate segments and covers two counties, the goal of moving traffic and the design plan for doing so are the same.	Please see the response to comment 18-4
18-6	While SR 70 Segments 1 and 2 traverse a significant proportion of open agricultural land used for cattle grazing, there are some clusters of residential areas, and connecting roads are few and far between and driveways are often clustered together. This environment contrasts greatly with SR 70 Segments 4 and 5 traveling through District 10, which is lined with dense agricultural orchards and corresponding driveways for the homes and businesses that support these operations, as well as driveways for strictly residential lands, dot the entire 9.6-mile stretch. Two heavily traveled county roads also feed into and off of SR 70 in this area: Woodruff Lane is a connector route to SR 20, Ramirez Road feeds the ever-growing residential foothill area northeast of District 10.	Please see the response to comment 18-2 for an explanation of how the SACOG review of the SR 70 project is at the regional, programmatic scale and how the upcoming project-level environmental review for the planned corridor expansion from 3 to 5 lanes is the more appropriate opportunity to address the corridor-specific issues you raise. The potential impacts from corridor-specific impacts, such as significant access points or design speeds, is typically addressed through project-level design and planning efforts. Project-level alternatives analyze the impacts from various

	As an area using intensive farming practices, with many farmers owning land in various parts of the district, slow moving farm machinery travels along and traverses the highway much of the year. For example, 18-wheeler semi-truck and trailers, loaded with walnuts, weighing 40 tons, often travel directly across the highway (from a standstill) to transport produce from orchards to processors. The MTP/SCS points out the fact that the Sacramento region will have an ever-growing older population (16). That is also the case in the agricultural community, where according to 2017 Census of Agriculture released by the USDA, the average age of the U.S. farmer is 57.5 years. [17] Placing 5 lanes of roadway with a design speed of 75 mph through a 9.6 mile stretch of roadway dotted with almost 200 access points, with frequent slow-moving equipment, and an aging farmer population would appear to be an unsuitable option for efficient travel and/or safety. District 10 residents and business owners often note the drop in vehicle speeds, from 65-70 plus to 55 mph, upon entering District 10/Yuba County from Butte County's already widened SR 70 to the north, exhibiting the concept that drivers who perceive a roadway to be more dangerous will drive more carefully—as they should, given the number of vehicles entering and exiting the roadway, and the possibility of encountering slow-moving agricultural equipment. Creating a wider, faster 5-lane roadway on Segments 4 and 5 through District 10 with its continuing—and necessary—agricultural business and activity will create greater VMT with more lane miles, which will in turn produce additional GHG, higher speeds will create even more GHG, and higher speeds through this type of scenario has the potential to increase the number and accidents and their severity. This goes against the SACOG's goals of "zero fatalities"[18] and reducing GHG[19], not to mention preserving agricultural land[20]. [14] National Center for Sustainable Transportation, Increasing Highway Capacity Unlikely to Relieve Traffic Congestion, Susan Handy, October 2015. [15] TBD [16] BCAG	design alternatives. The project-level EIR that follows then analyzes environmental impacts for each alternative. As a noted in a preceding response, the forthcoming NOP for the SR 70 project-level CEQA analysis provides an opportunity to comment on the scope of the alternatives considered for final design and the impacts analyzed.

18-7	A consequence of the creation of a 5-lane project on SR 70 north of Marysville is the funneling of an ever increasing number of passenger vehicles, commercial trucks and buses into and through the tiny town of Marysville (3.58 sq mi land area) without a clear plan of how to accomplish it.[21] In his presentation to the Yuba County Board of Supervisors, Thomas Brannon, Deputy District Director, Caltrans District 3, when asked by supervisors what plans Caltrans had for handling the increased traffic that will result from the projects, replied that Caltrans was looking at different options, but did not have a plan yet. The lack of planning to address additional traffic in an efficient and environmentally sound way resulting from projects that have been in the works for decades and are already under construction, appears to place Marysville and area residents at risk for even more dire health consequences than they already experience. For Marysville/Yuba County residents, the life expectancy for both male and female falls below the California averages by approximately 5 years, and national averages by approximately 3 years. Ischemic Heart Disease is higher compared to California and national rates, especially for males: (Rate per 100,000) Marysville/Yuba: 256.4 California: 167.9 National: 191.5 Strokes rates are significantly higher, especially for females: Marysville/Yuba: 69.7 California: 43 National: 47.4. But, area also higher for males: Marysville/Yuba: 56.5 California: 45 National: 48.8 Tracheal, Bronchus, and Lung Cancer rates are especially high: Female: Marysville/Yuba: 63.4 California: 32.5 National: 43.8 Male: Marysville/Yuba: 83.3 California: 45.5 National: 67.6[22] The poverty level for Marysville is 26%, compared with the national average of 13.4%.[23] The town experiences a "severe problem with the homeless, homeless encampments and the attendant problems with this issue, generational poverty, and high unemployment."[24] The aforementioned health issues, coupled with the socioeconomic situation, is amplified by the constant flow of passenger and truck-traffic through the town, as noted in the Yuba Sutter Economic Development SWOT Analysis, "Highways into the towns and cities often create choke areas which often cause travel within the city limit areas long, congested	As a noted in a preceding response, the upcoming project-level EIR provides an opportunity to comment on the scope of the alternatives considered for the corridor and specific impacts to analyze. Traffic impacts to Marysville being at the terminus of an expanded 5 lane roadway is a potential project-level policy issue to analyze in the alternatives analyzed.

	and frustrating.[25]" This traffic congestion, coupled with stop-and-go driving necessitated by multiple stoplights, especially on SR 70 (Marysville's B St., 9th St., and E St.) contributes the greatest amount of auto emissions/GHG per mile.[26] [17] Ag Daily, April 11, 2019, "2017 Census of Agriculture: An aging farm population but with optimism." From https://www.agdaily.com/insights/census-of-agriculture-aging-farmers/ [18] Draft 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy MTP/SCS, Safety Performance Management (PM1: Fatalities and Injuries), Page 14. [19] TBD [20] TBD [21] Thomas L. Brannon, Deputy District Director Maintenance & Traffic Operations, Caltrans District 3, September 17, 2019, Yuba 70 Corridor Improvements City of Marysville PowerPoint Presentation.	
18-8	Surrounded by levees and nestled into a bowl, the town of Marysville on a regular basis experiences the environment described in the Air Quality Conformity Analysis, wherein the levees "create a barrier to airflow, which can trap air pollutants" (4). As explained in the analysis, "The lack of surface wind during these periods and the reduced vertical flow caused by less surface heating reduces the influx of outside air and allows air pollutants to become concentrated in a stable volume of air. The surface concentrations of particulate matter pollutants are highest when these conditions are combined with smoke or when temperature inversions trap cool air, fog and pollutants near the ground." (4) Although the Sacramento Valley can benefit from the delta sea breeze, the breeze is often not felt this far north, nor is it effective in reaching the inhabitants within the Marysville levees. Combine these emissions with this environment, and one has a toxic mix detrimental to human health and wellbeing. If we add additional vehicles, which bring additional emissions, into the soup, what dire consequences can the residents and workers—and the regional health facility, Adventist Health and Rideout, located there—expect? As the MTP/SCS points out: "The risks of not	The environmental impact report (EIR) and associated air quality conformity analysis for the draft 2020 MTP/SCS analyzes these impacts at a regional, or programmatic scale. At a programmatic level of analysis, the improvements to SR 70 in the draft 2020 MTP/SCS do not cause a problem with the plan demonstrating air quality conformity consistent with the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)) and U.S. Environmental Protection Agency (EPA) transportation conformity regulations (40 CFR 93 Subpart A). SACOG performs a quantitative emissions analysis for the Sacramento air quality planning areas, both nonattainment and maintenance areas, for the analysis years of 2020,2022, 2023, 2024, 2026, 2027, 2035 and 2040. The analysis presented in this conformity analysis demonstrates that the 2020 MTP/SCS meets the criteria specified in these regulations.

	proactively taking bold steps to prepare for the dramatic changes we expect in transportation over the next 20 years are dire. Those risks include: • … congestion, longer travel times, increased freight costs, and worse health. • A region split between denser areas well served by a high-tech, electric fleet and rural and disadvantaged areas relying on 30-year old internal combustion technology. • An economy, land use pattern, and transportation system that leaves vulnerable populations behind." As one of California's oldest cities, Marysville has a long history due to the Gold Rush and beyond. It was named after Mary Murphy Covillaud, a survivor of the Donner Party. Marysville was a stopping point for riverboats from Sacramento and San Francisco during the 1840-50s. The area was home to a significant Chinese American community in the 1860s, and the Bok Kai Temple remains today, one of 9 historic sites in Marysville listed on the National Register. The entire downtown is also listed as an Historical Commercial District by the National Register.[27] Given its long history, it's easy to see why its small land footprint would be almost completely occupied by residential housing and businesses, except for its landmark physical and aesthetic feature, Ellis Lake, which is situated in the middle of town. (Once a swamp, the lake was commissioned in 1924 to be designed by John McClaren, the designer of Golden Gate Park in San Francisco. The lake was completed by the Works Progress Administration (WPA) in 1939-40 under President Roosevelt's New Deal Plan.[28]) Thus, with its historical significance and lack of open space for road development, it appears the plan to continue to take SR 70 right through the middle of Marysville would be immensely disruptive to not only its citizenry and its businesses, but also potentially destroy or disturb historical landmarks. [22] Institute for Health Metrics and Evaluation (IHME), US County Profile: Yuba County, California. http://www.healthdata.org/sites/default/files/files/county_profiles/US/2015/County_Report_Yuba_County_California.pdf	The potential localized impacts identified in this comment are anticipated to be the subject of project-level environmental review to be completed for the SR 70 corridor in Yuba County. Traffic impacts to Marysville being at the terminus of an expanded 5 lane roadway is a potential project-level policy issue to analyze in the alternatives analyzed.

	[23] DataUSA, Marysville, CA, November 4, 2019. https://datausa.io/profile/geo/marysville-ca/ [24] Yuba Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, SWOT Analysis: Health, Public, Education, Safety, Page 50. [25] Yuba Sutter Economic Development District, 2018 Comprehensive Economic Development Strategy, SWOT Analysis: Transportation, Page 53. [26] "Traffic congestion and Greenhouse Gases," Matthew Barth and Kanok Boriboonsomsin, http://www.accessmagazine.org/wpcontent/uploads/sites/7/2016/01/access35_Traffic_Congestion_and_Grenhouse_Gases.pdf [27] National Register of Historic Places, California-Yuba County, http://www.nationalregisterofhistoricplaces.com/ca/Yuba/state.html	
18-9	EVACUATION NEEDS Marysville and the surrounding area are no stranger to catastrophic events. After all, the levee system was built around Marysville to keep out the flood waters of the immediately adjacent Feather and Yuba Rivers; and although the town itself has never flooded, the areas all around certainly have. The devastating 1955 flood inundated the entire Yuba Sutter area, the 1986 flood saw the collapse of the Yuba River levee opposite Marysville which flooded the entire area south of town, and during the 1997 flood, a levee collapsed south of Marysville, releasing the Feather River. The floods took lives and caused millions of dollars in property damage. Since that time, much investment has been made to improve the levees in the Yuba Sutter area. Yet, the levees that surround District 10 and hold back the Feather River (and are bordered on the opposite side by the Union Pacific Railroad levee), and through which SR 70 Segments 4 and 5 travel, are unimproved levees. The entire area of District 10 is in a 100-year floodplain, in Zone A of the FEMA flood map. If a landowner wishes to build a new home in District 10, they would need to have plans engineered to ensure: "The finished floor…must be located at least	The suitability of SR 70 as an evacuation routes is appropriately analyzed through plans and CEQA analysis at the project-level. As noted previously, the forthcoming NOP for the SR 70 project-level CEQA analysis provides an opportunity to comment on the scope of the alternatives considered and the impacts to be analyzed.

	one foot above the determined Base Flood Elevation (B.F.E.= 100 year flood level)."[29] To this end, those who have chosen to proceed with new construction in District 10 have had to raise the finished floor anywhere from 4 to 7 feet about ground level. When the Oroville Dam Spillway began to collapse on February 12, 2017, 180,000 people downstream from the dam were ordered to evacuate. Those residing in District 10 joined those thousands. SR 70, leading south was at a standstill. Drivers could not get through Marysville. Many tried taking side roads, such as Woodruff Lane and Ramirez Road, and found those roadways gridlocked as well. People were trying desperately to get to higher ground. Members of the District 10 Reclamation Board claim that if a levee had collapsed along the Feather in District 10, those vehicles stuck on the roadway nearest Marysville would have been 13 feet under water. Estimates for those who live farther north in the district have been to expect their homes to be 11 feet under water. Yet, Caltrans is proposing to spend approximately $600 million to bring an "evacuation" route through a 100-year floodplain—with unimproved levees, located directly south of one of the largest earth-filled dams in the world, into a small town with multiple stoplights.	
18-10	AN OPTION Considering the impacts this project brings to the immediate area through which it travels, and the areas tied to it in the adjoining projects, it would seem there must be another way to mitigate the impacts and achieve many of the goals set for in the MTP/SCS. One local developer has a plan that would provide a safe, efficient corridor for movement of people and goods; serve as a true evacuation route, elevated to safely and quickly allow people to escape from harm (flood/fire/earthquake) in an expedient manner; relieve congestion and pollution through Marysville; allowing "towns like Marysville…to focus on their natural assets, historical significance, and charm"[30] and prosper; provide recreational opportunities; and be financed through roadway and system pricing. The project could also allow for development of light rail transit in the future for public transport between Oroville and Sacramento. It ties SR 70	As noted in prior comments, the forthcoming NOP for the SR 70 project-level CEQA analysis provides an opportunity to comment on the scope of the alternatives considered and the impacts to be analyzed. Project design alternatives, such as new bypass, can be suggested for EIR analysis through a NOP comment.

	into SR 20, and then on south to link up with SR 65/70. Between SR 70 and SR 20, the plan does not impact a single home or business, nor would there be any cross traffic. Two county roads would seamlessly tie into it, and the soil for the raised roadbed would be provided by the creation of a water nature habitat and recreational facility (limiting construction costs). Although this option may not reduce VMT in the short run, its location and the ability to transform the space into passenger rail service could serve as a vital link to the north state. The ability for traffic to travel without stopping reduces GHG. Avoiding areas where intense agricultural activities introduce slow-moving equipment to roadways prevents traffic accidents and supports "the economic vitality of the region through efficient goods movement that includes minimizing disruptions to the movement of agricultural products on rural roadways.[31]" [28] The Living New Deal, Ellis Lake Improvements-Marysville CA https://livingnewdeal.org/projects/ellis-lake-park-project-marysville-ca/ [29] Yuba County California, Yuba County Residential Construction Guide, Second Edition 2017, Page 11, https://mail.google.com/mail/u/0/#inbox/QgrcJHsHpCxjQCgtNzDwkGHCQjlKJRslrVb?projector=1&messagePartId=0.1	