



# PLACER + SACRAMENTO action plan

FINAL | DECEMBER 2022



PLACER-SACRAMENTO GATEWAY PLAN

**PLACER+SACRAMENTO ACTION PLAN**

<b>» Executive Summary</b>	<b>iv</b>
<b>» Introduction</b>	<b>1</b>
Project Purpose	
Project Partners	
Prior Efforts	
Funding Efforts	
<b>» Project Screening</b>	<b>9</b>
Stakeholder Collaboration	
Prioritization Criteria	
Tier 1 Projects	
<b>» Next Steps</b>	<b>29</b>
Future Project Development	
<b>» Appendices</b>	<b>under separate cover</b>
Existing Conditions	
VMT Analysis	
Community Outreach	
Board Resolution & Environmental NOE	

Download the Action Plan and appendices at:

<https://www.more80choices.com>





Highway 65 near the Interstate 80 interchange in Placer County, a major junction on the Gateway Corridor.

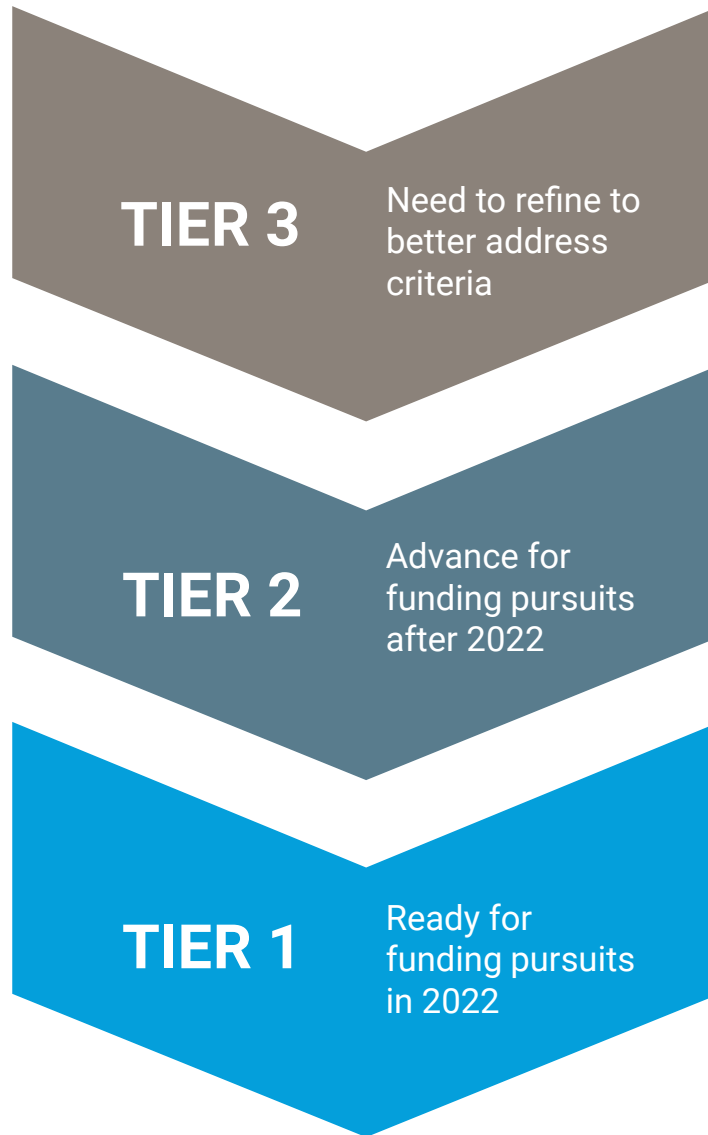
# executive summary

## » Executive Summary

The Placer+Sacramento Action Plan (Action Plan) prioritizes the list of 150 multi-modal transportation improvement projects identified in the April 2020 Placer-Sacramento Gateway Plan (PSGP) to 11 projects to strategically position them for near-term grant funding opportunities. The Action Plan continues collaborative partnerships between local, regional, and State planning organizations within the Placer-Sacramento Gateway region.

In 2020, partner agencies successfully secured over \$130 million in 2020 SB 1 Cycle 2 funding for projects identified in the PSGP. Local transportation funds and discretionary funding empowers local agencies to leverage resources to strengthen competitive grant pursuits. This Action Plan includes chapters to discuss prior efforts among partners to identify and prioritize projects, public engagement efforts, and next steps for involved agencies to serve the region.

A collaborative multi-agency approach to position publicly identified projects for grant funding builds upon promises made to the community during preparation of the PSGP. Analysis criteria was used to prioritize the 150 PSGP projects into Tiers 1, 2, and 3.



## » TIER 1 PROJECTS

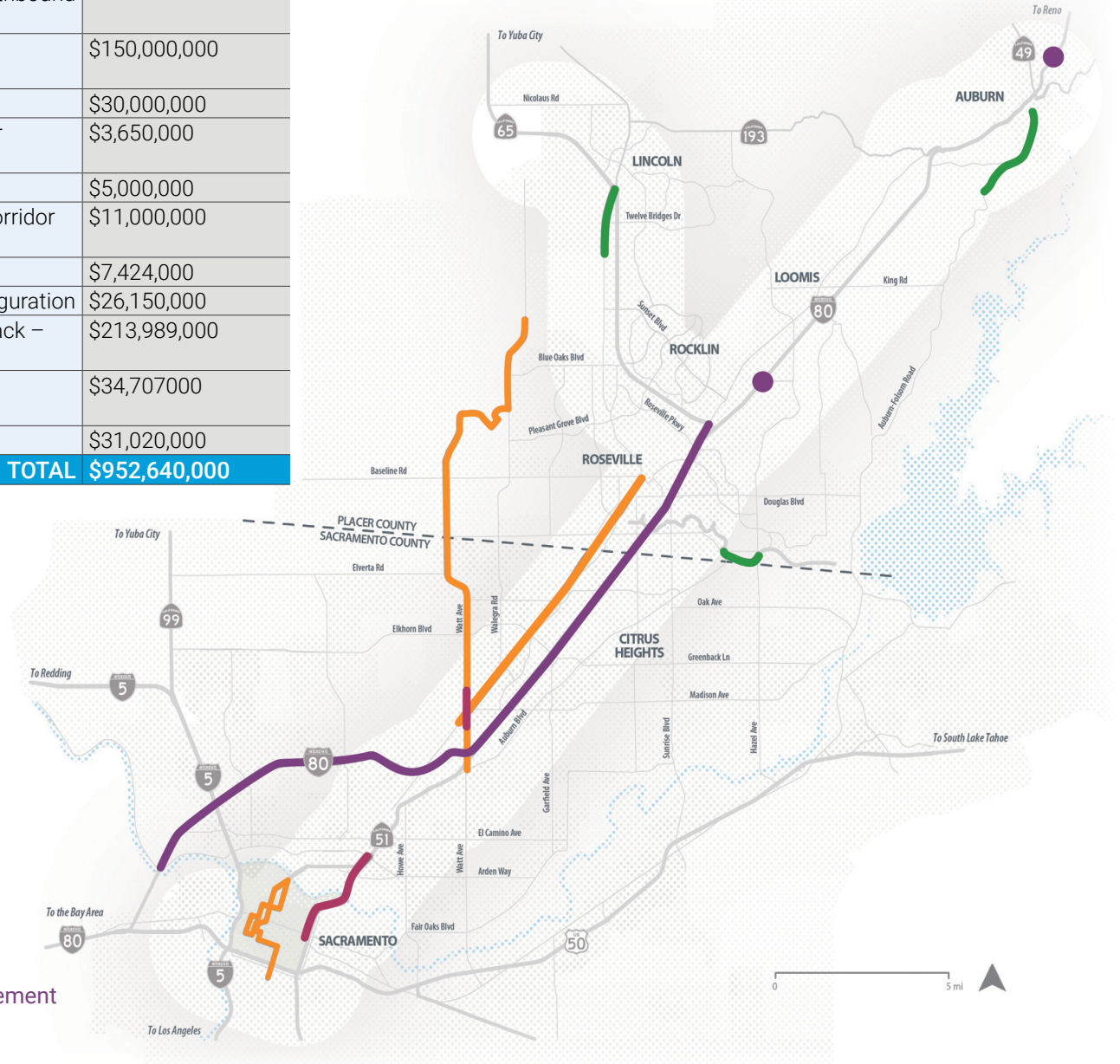
Project Title	Total Project Cost
State Route 51 (Capital City) Corridor Improvements: J St to Arden Way (Northbound Only)	\$439,700,000
Interstate 80 Express Lanes Phase 1: Sacramento River to SR-65	\$150,000,000
Watt Avenue Corridor Improvements	\$30,000,000
Auburn Folsom Road Regional Corridor Improvements	\$3,650,000
Dry Creek Greenway Trail Phase 2	\$5,000,000
Lincoln Boulevard/Industrial Avenue Corridor Improvements	\$11,000,000
Bell Road/I-80 Roundabouts Project	\$7,424,000
Rocklin Road/I-80 Interchange Reconfiguration	\$26,150,000
Sacramento to Roseville Third Main Track – Phase 1	\$213,989,000
Sacramento Valley Station (SVS) Loop Improvements	\$34,707,000
North Watt Avenue BRT	\$31,020,000
<b>TOTAL</b>	<b>\$952,640,000</b>

**\$1,000,000,000**

The 11 Tier 1 projects have a total project cost of nearly \$1 billion.

### Project Type

- Roadway
- Bicycle/Pedestrian
- Transportation Systems Management
- Transit



# introduction

## » Project Purpose

The Action Plan prioritizes the list of 150 multi-modal transportation improvement projects identified in the April 2020 Placer-Sacramento Gateway Plan (PSGP) to 11 projects to strategically position them for near-term grant funding opportunities. The Action Plan continues collaborative partnerships between local, regional, and State planning organizations within the Placer-Sacramento Gateway region.

**PRIORITIZES** the most effective improvements to increase travel options, serve the community, improve mobility, reduce air emissions, and improve quality of life.

**FOCUSES** on the Gateway Corridor between Placer and Sacramento Counties, a multimodal and interregional system with Interstate 80 and the Capitol Corridor rail line as its backbones.

**EXEMPLIFIES** the five Caltrans priorities from Moving Forward for Transportation:

- a. Safety
- b. Modality
- c. Innovation
- d. Efficiency
- e. Partnerships

**ADVANCES** goals and objectives in both the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and the Sacramento Region Blueprint, a vision to integrate land use and transportation planning to curb sprawl and reduce vehicle emissions and congestion to improve the quality of life for residents.



## » Project Partners

### STRATEGY TEAM

High level planning activities have been led by a monthly meeting of the “Strategy Team” consisting of executive staff from each of the partner agencies.

### PROJECT DEVELOPMENT TEAM

Detailed planning activities have been led by a monthly meeting of the “Project Development Team” consisting of planning, programming, and engineering staff from each of the partner agencies.

### CONSULTANT TEAM

The Strategy Team and Project Development Team was supported by a consultant team.



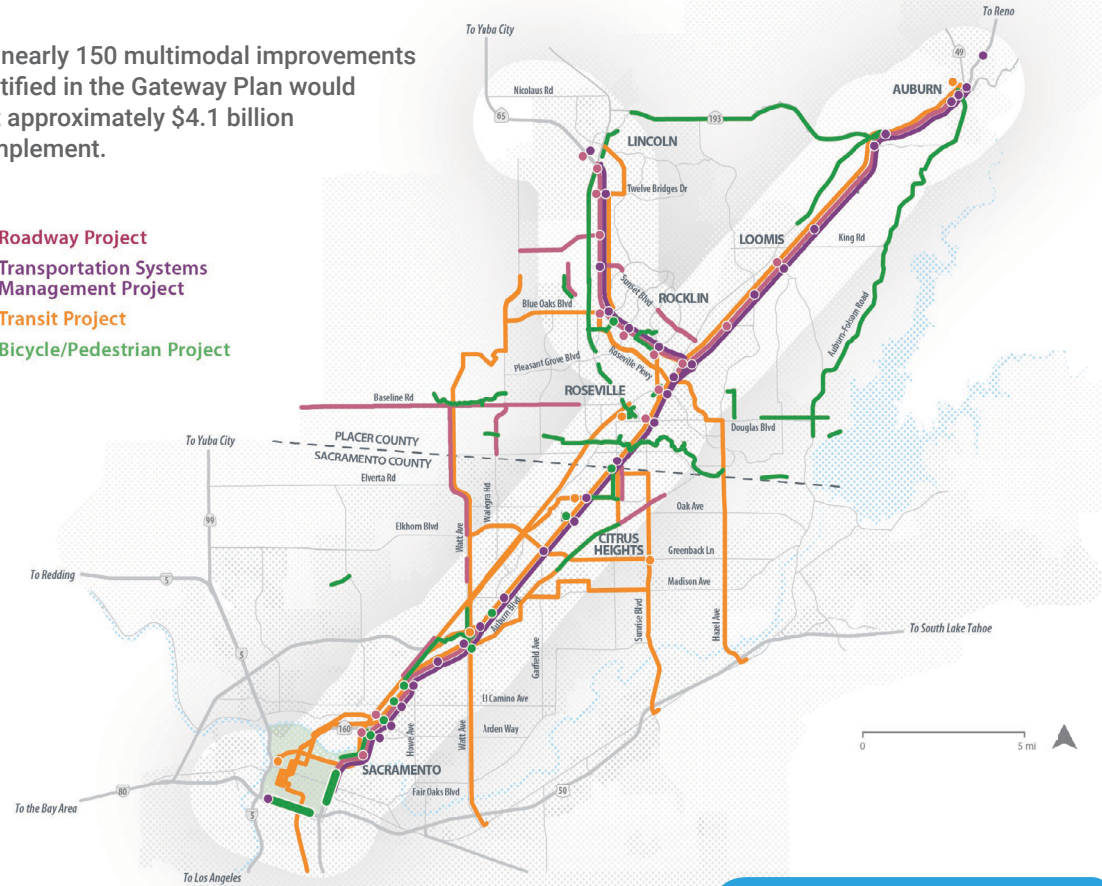
### » Prior Efforts

The PSGP, completed in April 2020, was built on unprecedented partnership between local, regional, and State planning entities. The PSGP identified 150 multimodal transportation projects based on identified need to improve corridor operations, increase travel options, and close gaps on the existing network. The Gateway Plan was developed based on comprehensive community engagement using a range of outreach activities to interact with over 5,000 community members.

See [www.more80choices.com](http://www.more80choices.com) for more information on the PSGP effort and published documents

▶ The nearly 150 multimodal improvements identified in the Gateway Plan would cost approximately \$4.1 billion to implement.

- Roadway Project
- Transportation Systems Management Project
- Transit Project
- Bicycle/Pedestrian Project



### ▶ PERFORMANCE SUMMARY

#### Gateway Plan Implementation Benefits:

- 17% less daily person hours of delay
- Up to 24% better travel time reliability
- Up to 17% more person throughput
- Up to 19% vehicle speeds increase
- 17% reduction in VMT per capita
- Decrease traffic in several disadvantaged communities.
- 38% increase in peak hour transit capacity



### COMMUNITY ENGAGEMENT

#### Gateway Plan Engagement Summary:

- Monthly meetings with 14 agencies
- Two community workshops
- Over 70 stakeholder groups engaged
- Over 800 participants to in-person outreach
- Over 4,200 responses to online user survey
- Focused disadvantaged communities outreach

Over 40,000 empty seats travel westbound along the corridor during the morning peak hour alone



# 2020



**MTP/SCS**  
METROPOLITAN TRANSPORTATION PLAN  
SUSTAINABLE COMMUNITIES STRATEGY

The Action Plan aligns with the 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) which pro-actively links land use, air quality, and transportation needs for the Sacramento region. The 2020 MTP/SCS supports land use planning, housing choice, natural resource conservation and increased transportation options while reducing congestion, shortening commute times, and improving air quality.

» Best practices from the 2020 MTP/SCS align with the projects identified in the PSGP including:



## SENATE BILL 1

SB 1, the Road Repair and Accountability Act of 2017 invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds are split between state and local investments. In addition to providing funding apportionments to agencies, SB 1 also legislated funding be allocated towards grant funding programs. These programs are: Solutions for Congested Corridor Program (SCCP), Trade Corridor Enhancement Program (TCEP), Active Transportation Program (ATP), Local Partnership Program (LPP), and the Transit and Intercity Rail Capital Program (TIRCP). The most recent call for applications was held in 2020, and the next funding cycle is expected to host another round of competitive applications in 2022. SB 1 and other state funding is available through multiple programs such as SCCP, TCEP, ATP, TIRCP, and LPP.

### SCCP

The SCCP funds projects designed to reduce congestion in highly traveled and highly congested corridors.

### TCEP

The TCEP provides funding for freight and goods movement infrastructure improvements.

### ATP

The ATP provides funding to encourage increased use of active modes of transportation, such as walking and biking.

### TIRCP

The TIRCP funds transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems.

### LPP

The LPP provides funding to regions and agencies where voters have approved fees or taxes dedicated solely to transportation improvements or that have imposed fees, including uniform developer fees, dedicated solely to transportation improvements.

## » Funding Efforts

The Action Plan builds on a history of success! In 2020, partner agencies successfully secured over \$130 million in 2020 SB 1 Cycle 2 funding for the following projects identified in the PSGP:

**\$67,075,000**

SCCP funding for Placer-Sacramento Gateway Corridor (PSGC) Phase 1

**\$63,000,000**

TCEP funding for Elkhorn Boulevard Intermodal Link, I-5 Corridor Improvement Project, I-80 Westbound Gap Closure

Local transportation funds and discretionary funding empowers local agencies to leverage resources to strengthen competitive grant pursuits.

# project screening



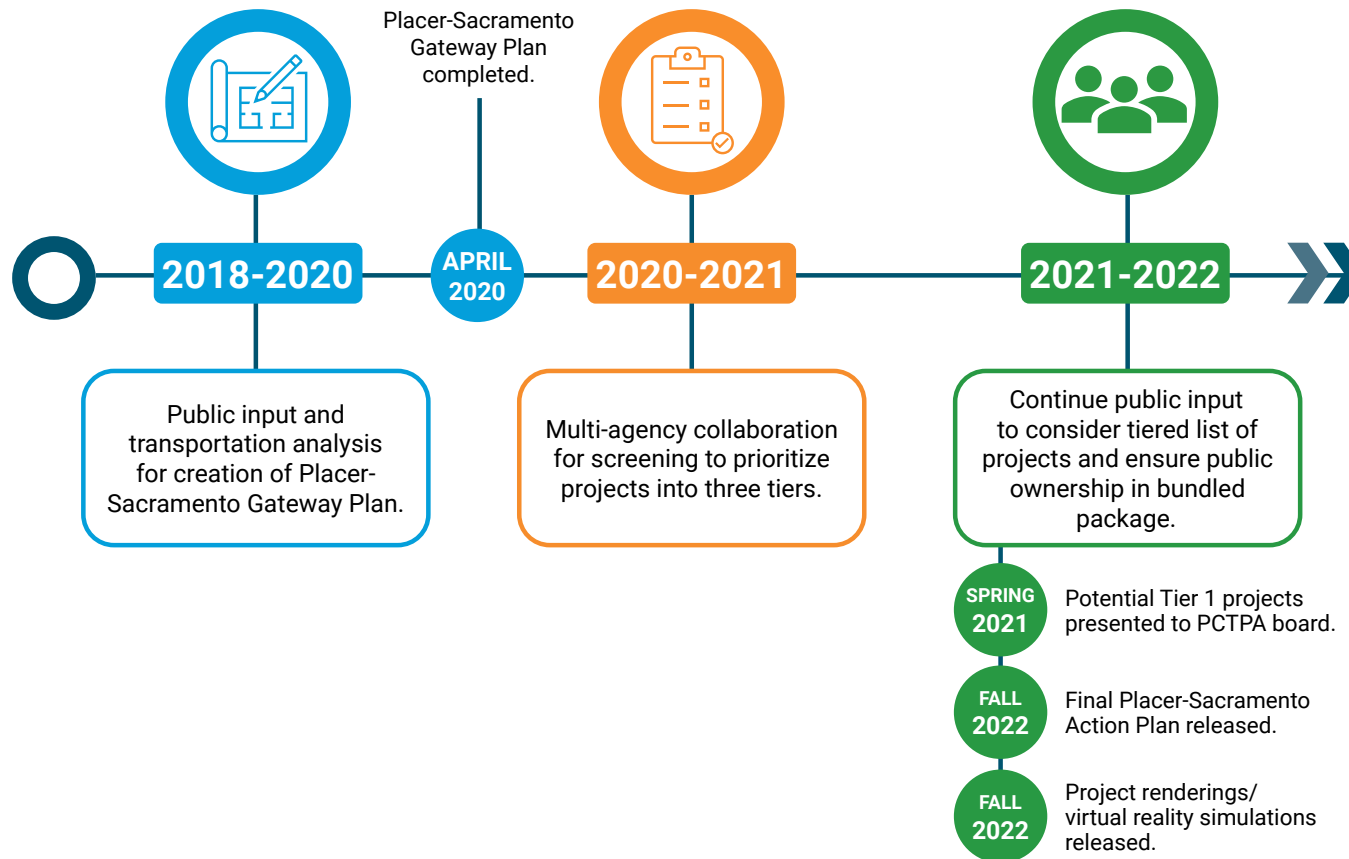
Public engagement provided multiple opportunities for the community to learn and share project ideas for the Gateway Plan



## » Stakeholder Coordination

As recommended in the PSGP, the Action Plan continues to coordinate, collaborate, and identify opportunities to prepare projects for subsequent grant application cycles. The Action Plan does not identify new projects, and instead establishes phasing priorities to advance projects to environmental review and preliminary design. These initial steps will best position projects to pursue discretionary grant funding for implementation.

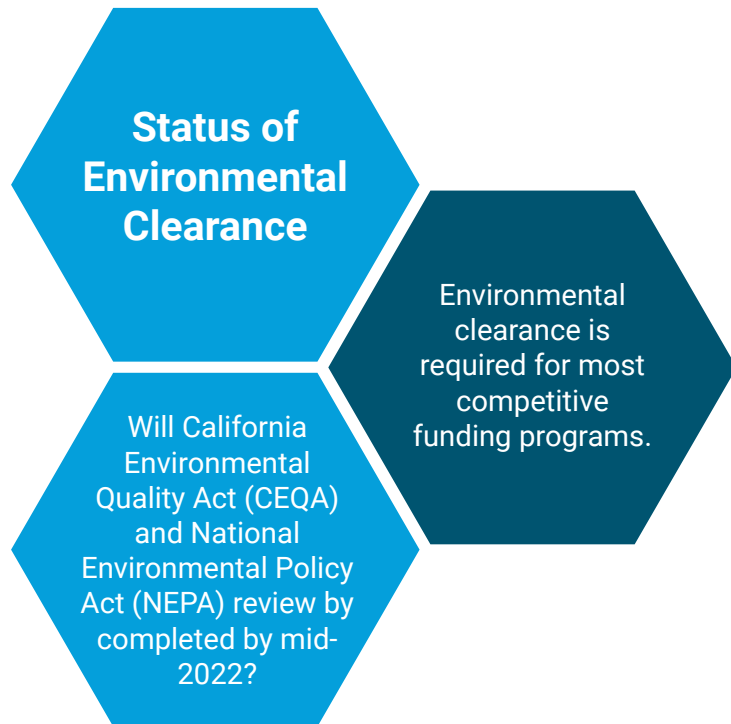
A collaborative multi-agency approach to position publicly identified projects for grant funding builds upon promises made to the community during preparation of the PSGP. The graphic below summarizes the combination of agency collaboration and public stakeholder input for development of the Action Plan.



## » Prioritization Criteria

The Action Plan PDT and Strategy Team developed the following criteria to prioritize the PSGP projects for funding pursuits over the next year or two.

### Required Criteria



## Required Criteria (cont'd)



## Desired Criteria

### LOCAL AGENCY PRIORITY

*Demonstrates local agency commitment to delivering the project.*



Does the project align with local priorities for implementation?

### OPERATIONAL BENEFIT

*Improved transportation operations reduce GHG emissions, improves transit, goods movement, and reduces vehicle delays.*



Does the project improve vehicle, freight, and transit operations?

### MODAL BENEFIT

*Alignment with state policies to reduce air emissions and increase multi-modal choices supports environmental justice goals and transportation equity.*



Does the project increase multi-modal transportation options?

### ACCESS TO JOBS/KEY DESTINATIONS

*Improved connections to employment provides direct benefit to economic development.*



Does project implementation increase access to existing and future employment and key destinations?

### PROJECT IMPLEMENTATION READINESS

*Progress towards project design, environmental clearance; and evaluation of deliverability.*



Does the project have necessary pre-construction development phases complete and can the project be delivered on schedule and budget?

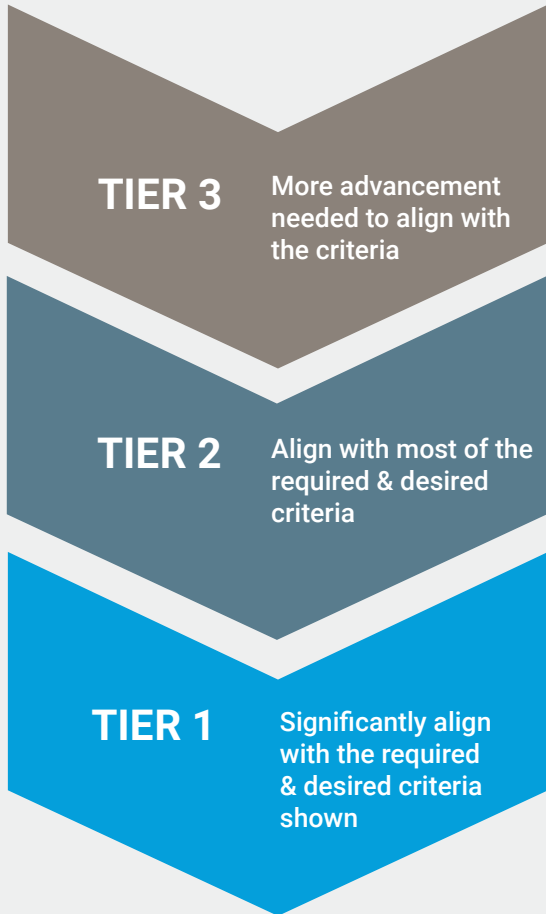
### SUPPORTIVE OF STATE HOUSING GOALS

*Alignment with state policies to increase housing supply and comply with Regional Housing Needs Assessment.*



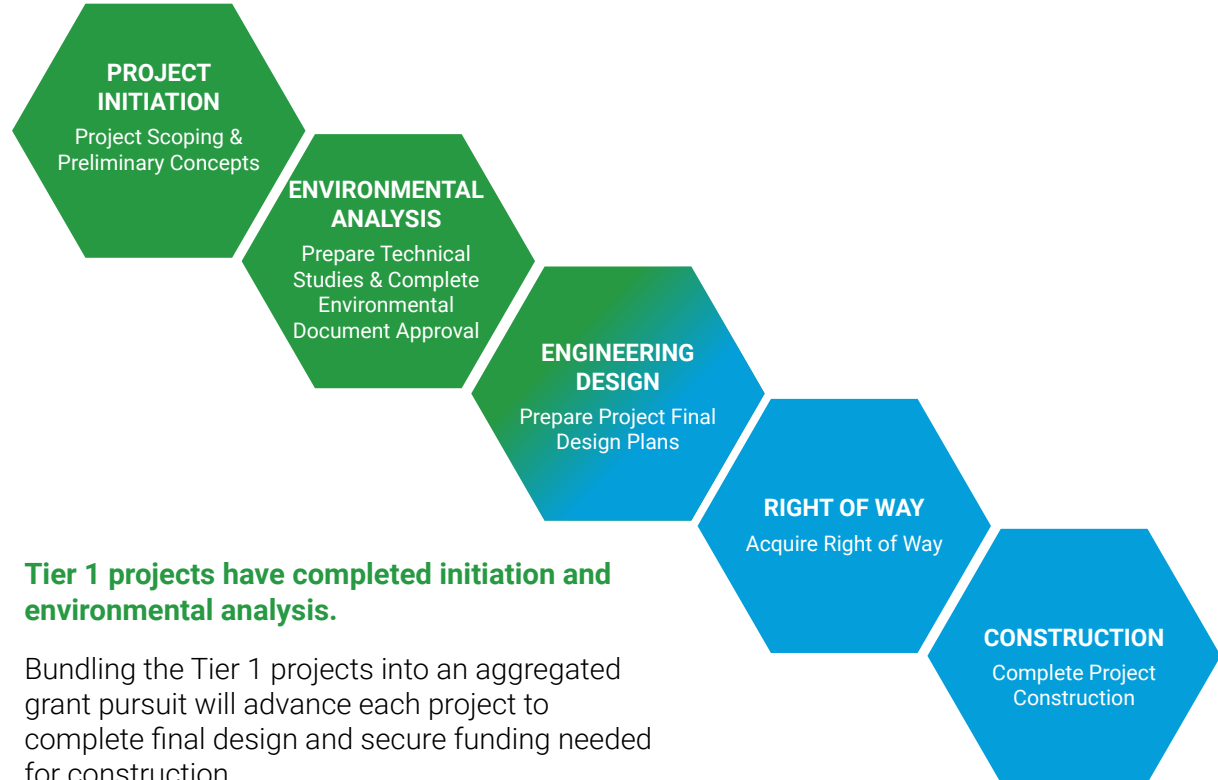
Does the project support efforts to provide access to new and future housing? Does the project support the region in meeting housing goals?

Analysis criteria was used to prioritize the 150 PSGP projects into three tiers.



## » Tier 1 Projects

Each project utilizes the following generalized process for implementation by phase beginning with project initiation and ending with completed construction.



### Tier 1 projects have completed initiation and environmental analysis.

Bundling the Tier 1 projects into an aggregated grant pursuit will advance each project to complete final design and secure funding needed for construction.

The Action Plan has been developed to show strong collaboration among multiple agency partners. Following successful grant pursuits, lead agencies will implement their respective projects to deliver their respective transportation project and achieve the broad range of regional benefits.

## » Tier 1 Projects

Project Title	Total Project Cost
State Route 51 (Capital City) Corridor Improvements: J St to Arden Way (Northbound Only)	\$439,700,000
Interstate 80 Express Lanes Phase 1: Sacramento River to SR-65	\$150,000,000
Watt Avenue Corridor Improvements	\$30,000,000
Auburn Folsom Road Regional Corridor Improvements	\$3,650,000
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North Watt Avenue BRT	\$31,020,000
<b>TOTAL</b>	<b>\$952,640,000</b>

*Tier 1 projects have a total project cost of nearly \$1 billion.*

Fact sheets are provided for each of the 11 Tier 1 projects

Project Fact Sheets are color-coded by the type of project

**ROADWAY PROJECT**

**BICYCLE/ PEDESTRIAN PROJECT**

**TRANSPORTATION SYSTEMS MANAGEMENT PROJECT**

**TRANSIT PROJECT**

» Tier 1 Projects

**PROJECT FACT SHEET**



► **State Route 51 (Capital City) Managed Lanes:  
J Street to Arden Way**

Implementing Agency:  
Caltrans District 3



» SCOPE

Extend managed lanes on SR-51, widen the American River Bridge to 10 lanes (4 lanes NB and SB plus managed lane in both directions) and add new Class I bike path on the American River Bridge, new auxiliary lanes, replace B St Underpass, A St Overcrossing, Elvas Underpasses, widen EB 160/SR 51 separation structure, and widen Tribute Rd Undercrossing. (Replacement of Elvas Underpasses may be pursued as a separate project.)

**COST**

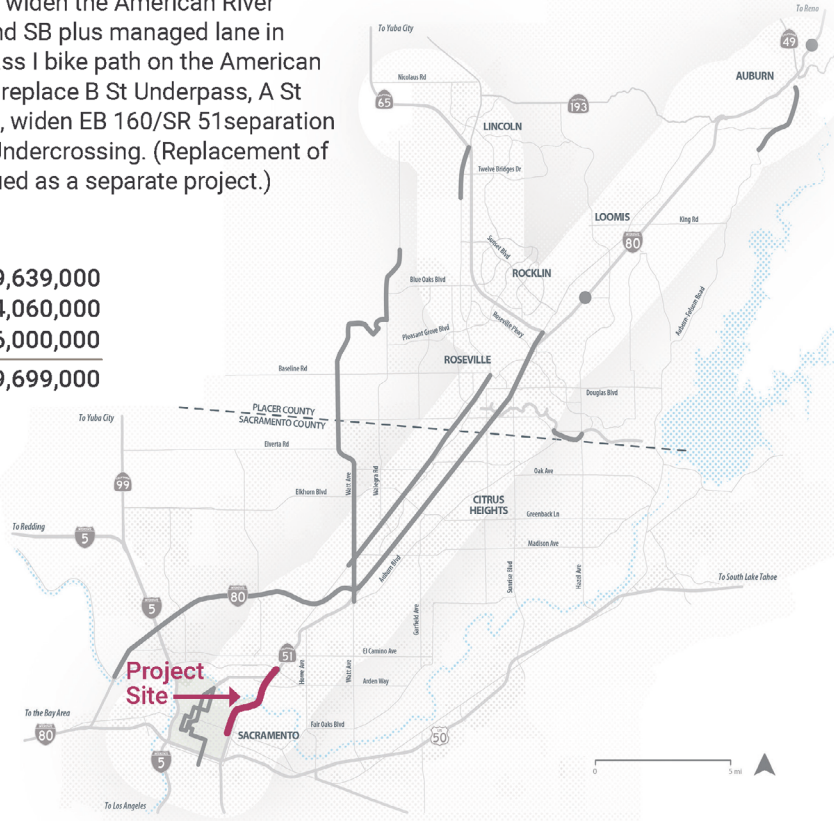
Environmental & Design	\$59,639,000
Right of Way	\$24,060,000
Construction	\$356,000,000
<b>Total</b>	<b>\$439,699,000</b>

**FUNDING**

Grant Request	\$425,000,000
Locally Secured	\$14,699,000
<b>Total</b>	<b>\$439,699,000</b>

**SCHEDULE**

CEQA Clearance	12/2023
Final Design	9/2026
Ready to List	12/2026
Construction	1/2027
Open for Use	12/2030



**OUTPUTS**



2.8 Miles of New Lanes (each direction)



Replace 3 Overcrossings / Underpasses

**OUTCOME**



Reduces Congestion



Increases Mobility Options



Implements Innovation



Improves Safety



Benefits Disadvantaged Communities



Improves Economic Vitality

## » Tier 1 Projects

### PROJECT FACT SHEET



### » Watt Avenue Corridor Improvements

Implementing Agency:  
County of Sacramento



#### » SCOPE

Improve Watt Avenue between Roseville Road and Peacekeeper Way to construct retaining walls, add bicycle lanes and sidewalks, and modify pump station. (Replacement of the UPRR bridge over Watt Avenue is a separate project.)

#### 💰 COST

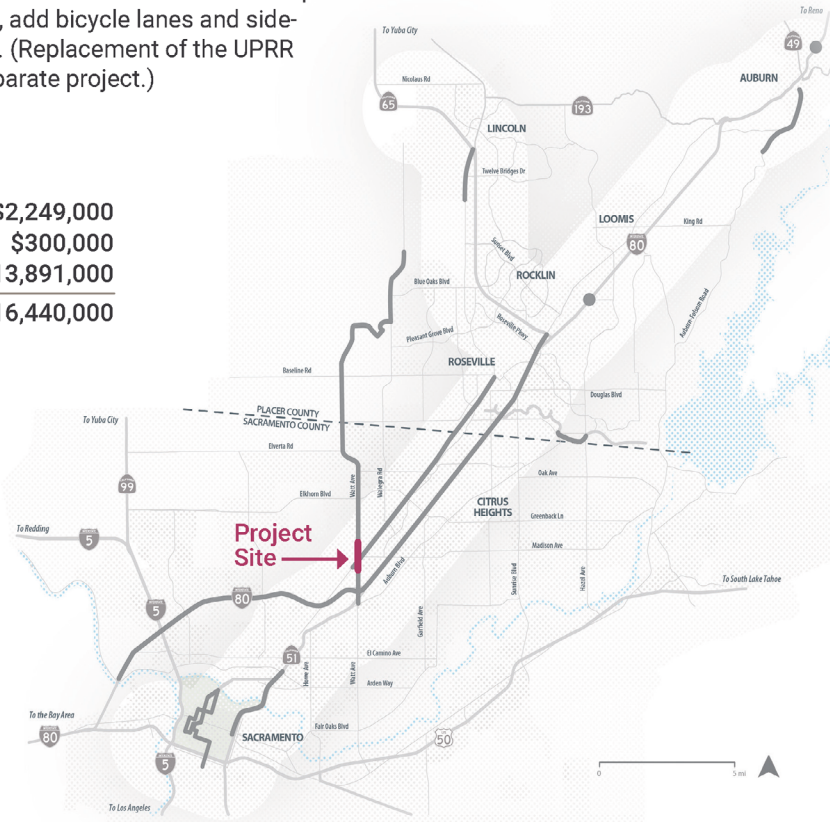
Environmental & Design	\$2,249,000
Right of Way	\$300,000
Construction	\$13,891,000
<b>Total</b>	<b>\$16,440,000</b>

#### 🏛️ FUNDING

Grant Request	\$11,240,000
Locally Funded	\$5,200,000
<b>Total</b>	<b>\$16,440,000</b>

#### 📅 SCHEDULE

CEQA Clearance	12/2024
Final Design	6/2026
Ready to List	9/2026
Construction	10/2026
Open for Use	9/2028



#### OUTPUTS

- 0.5 Miles of New Class II Bikeways (total)
- 0.5 Miles of New Sidewalks (total)
- 1.25 Miles of Roadway Rehabilitation (both directions)
- 2 Traffic Signals

#### OUTCOME

- Reduces Congestion
- Improves Safety
- Increases Mobility Options
- Benefits Disadvantaged Communities
- Improves Economic Vitality
- Extends Useful Life
- Efficient Land Use



» Tier 1 Projects

**PROJECT FACT SHEET**



**Auburn Folsom Road Regional Corridor Improvements**

Implementing Agency:  
City of Auburn



» SCOPE

Improve Auburn Folsom Road regional corridor through pavement resurfacing, ADA upgrades, addition of bikeways, and traffic signal upgrades.

**COST**

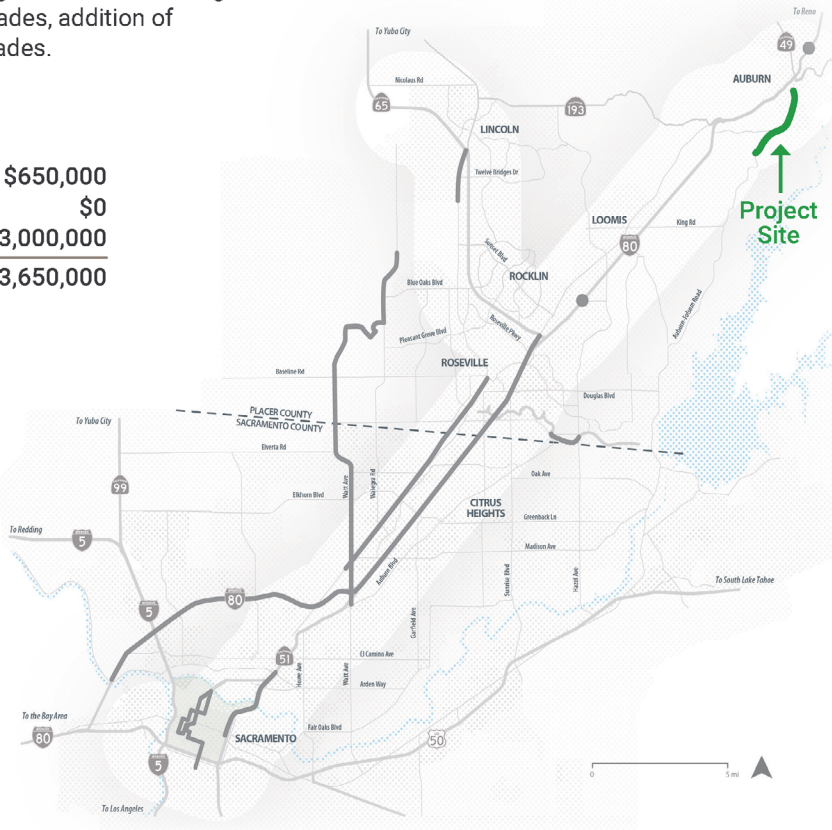
Environmental & Design	\$650,000
Right of Way	\$0
Construction	\$3,000,000
<b>Total</b>	<b>\$3,650,000</b>

**FUNDING**

Grant Request	\$3,650,000
Locally Secured	\$0
<b>Total</b>	<b>\$3,650,000</b>

**SCHEDULE**

CEQA Clearance	12/2023
Final Design	9/2024
Ready to List	10/2024
Construction	1/2025
Open for Use	12/2025



**OUTPUTS**

9.2 Miles of Roadway Rehabilitation (both directions)	5.6 Miles of New Class II Bikeways (total)	0.7 Mile of New Sidewalks (total)	6 Traffic Signals

**OUTCOME**

Reduces Congestion	Improves Safety
Increases Mobility Options	Benefits Disadvantaged Communities
Extends Useful Life	

## » Tier 1 Projects

### PROJECT FACT SHEET



### ► Dry Creek Greenway Trail Phase 2

Implementing Agency:  
City of Roseville



#### » SCOPE

Construct new Class I bikeway along Dry Creek, Cirby Creek and Linda Creek from Rocky Ridge Drive to Old Auburn Way.

#### 💰 COST

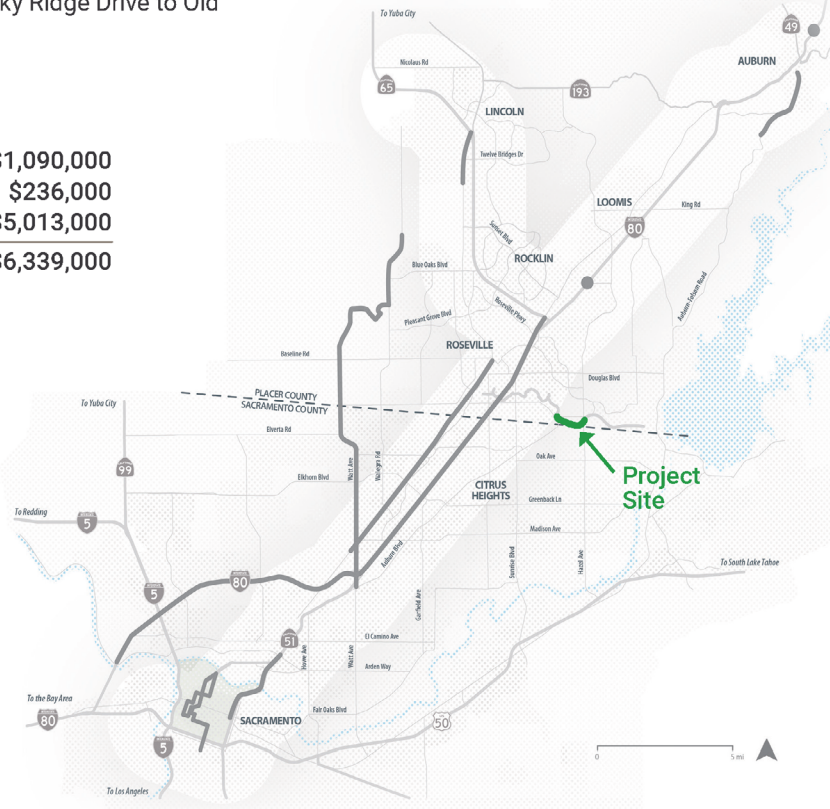
Environmental & Design	\$1,090,000
Right of Way	\$236,000
Construction	\$5,013,000
<b>Total</b>	<b>\$6,339,000</b>

#### 🏠 FUNDING

Grant Request	\$6,339,000
Locally Secured	\$0
<b>Total</b>	<b>\$6,339,000</b>

#### 📅 SCHEDULE

CEQA Clearance	3/2019
Final Design	12/2024
Ready to List	5/2024
Construction	10/2025
Open for Use	9/2026



#### OUTPUTS



#### OUTCOME



Reduces Vehicle Miles Traveled



Improves Safety



Increases Mobility Options



Reduces Emissions



Benefits Disadvantaged Communities

» Tier 1 Projects

**PROJECT FACT SHEET**



► **Lincoln Boulevard/Industrial Avenue Corridor Improvements**

Implementing Agency:  
City of Lincoln



» **SCOPE**

Widen Lincoln Boulevard (formerly Industrial Avenue) from 2- to 3-lanes (one new travel lane) from SR-65 to Athens Avenue. Add Class I and Class II bikeways and sidewalks along the corridor.

**COST**

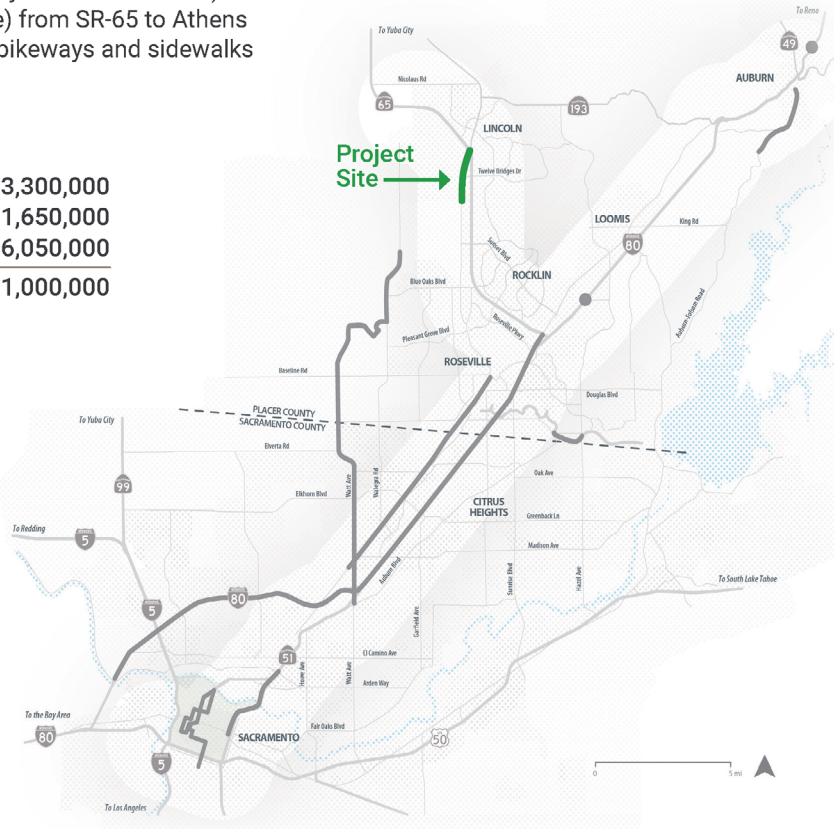
Environmental & Design	\$3,300,000
Right of Way	\$1,650,000
Construction	\$6,050,000
<b>Total</b>	<b>\$11,000,000</b>

**FUNDING**

Grant Request	\$11,000,000
Locally Secured	\$0
<b>Total</b>	<b>\$11,000,000</b>

**SCHEDULE**

CEQA Clearance	12/2023
Final Design	12/2024
Ready to List	01/2025
Construction	04/2025
Open for Use	03/2026



**OUTPUTS**



1.8 Miles of Roadway Travel Lanes (both directions)



1.8 Miles of New Class II Bikeways (each direction)



1.8 Miles of New Class I Bikeway

**OUTCOME**



Reduces Vehicle Miles Traveled



Increases Mobility Options



Improves Safety



Extends Useful Life

## » Tier 1 Projects

### PROJECT FACT SHEET



### ► Interstate 80 Express Lanes Phase 1: Sacramento River to SR-65

Implementing Agencies:  
PCTPA, SACOG, Caltrans



#### » SCOPE

Convert existing high occupancy vehicle lanes in each direction to express lanes on I-80 between Sacramento River and SR-65.

#### 💰 COST

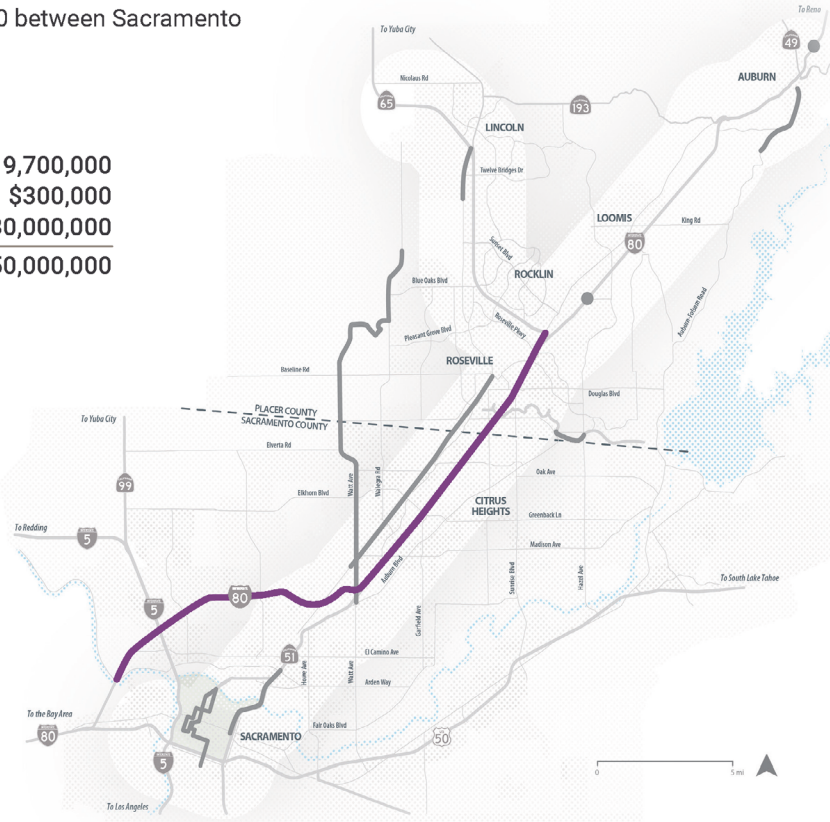
Environmental & Design	\$19,700,000
Right of Way	\$300,000
Construction	\$130,000,000
<b>Total</b>	<b>\$150,000,000</b>

#### 🏠 FUNDING

Grant Request	\$150,000,000
Locally Secured	\$0
<b>Total</b>	<b>\$150,000,000</b>

#### 📅 SCHEDULE

CEQA Clearance	6/2025
Final Design	10/2027
Ready to List	12/2027
Construction	2/2028
Open for Use	1/2030



#### OUTPUTS



23 Miles of Managed Lanes (each direction)

#### OUTCOME



Reduces Congestion



Reduces Emissions



Benefits Disadvantaged Communities



Implements Innovation



Improves Safety



Improves Economic Vitality

» Tier 1 Projects

**PROJECT FACT SHEET**



**Bell Road/I-80 Roundabouts Project**

Implementing Agency:  
Placer County



» SCOPE

Improve the existing I-80/Bell Road interchange by combining four stop-controlled and signalized intersections into two modern roundabouts.

**COST**

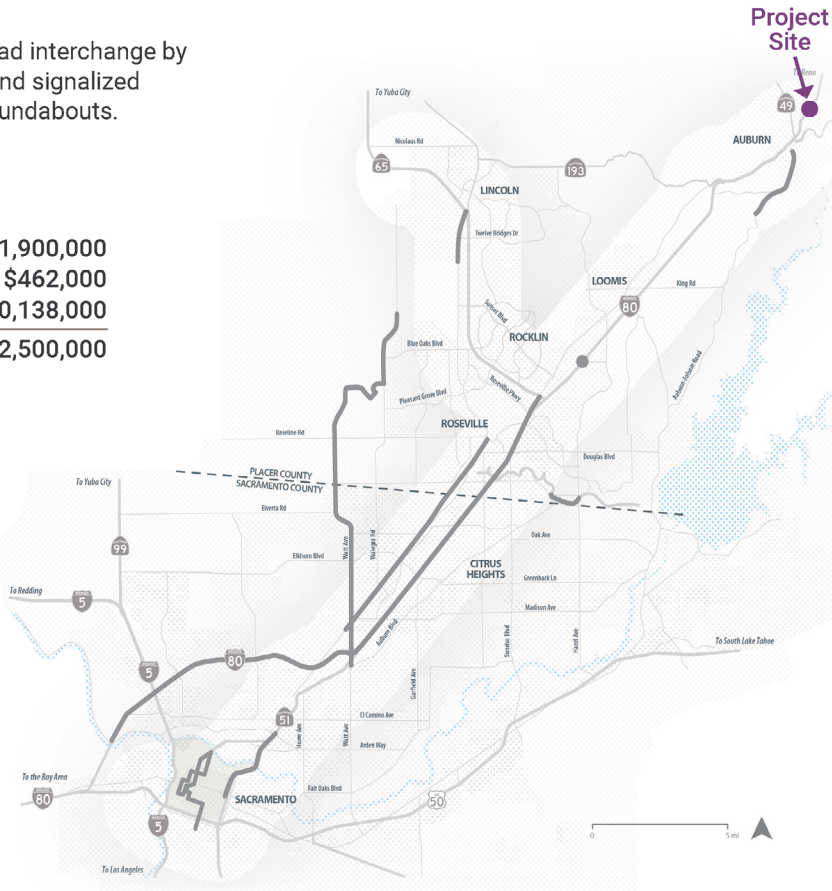
Environmental & Design	\$1,900,000
Right of Way	\$462,000
Construction	\$10,138,000
<b>Total</b>	<b>\$12,500,000</b>

**FUNDING**

Grant Request	\$10,120,000
Locally Secured	\$2,380,000
<b>Total</b>	<b>\$12,500,000</b>

**SCHEDULE**

CEQA Clearance	6/2021
Final Design	8/2023
Ready to List	1/2024
Construction	3/2024
Open for Use	9/2025



**OUTPUTS**



2 New Modern Roundabouts



0.5 Mile of New Sidewalks (total)

**OUTCOME**



Reduces Vehicle Miles Traveled



Reduces Congestion



Implements System Reliance



Improves Safety

## » Tier 1 Projects

### PROJECT FACT SHEET



### ► Rocklin Road/I-80 Interchange Reconfiguration

Implementing Agency:  
City of Rocklin



#### » SCOPE

Improve the existing I-80/Rocklin Road interchange by reconfiguring the existing diamond interchange to a diverging diamond, dual roundabouts, or other option at ramp intersections.

#### 💰 COST

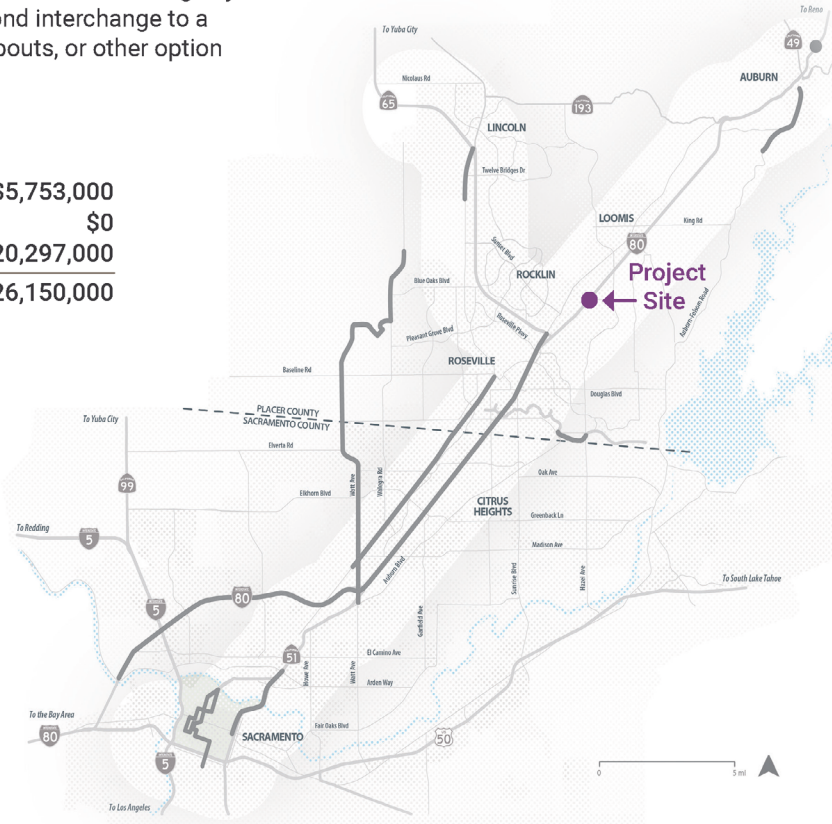
Environmental & Design	\$5,753,000
Right of Way	\$0
Construction	\$20,297,000
<b>Total</b>	<b>\$26,150,000</b>

#### 🏛️ FUNDING

Grant Request	\$26,150,000
Locally Secured	\$0
<b>Total</b>	<b>\$26,150,000</b>

#### 📅 SCHEDULE

CEQA Clearance	6/2023
Final Design	6/2025
Ready to List	1/2026
Construction	6/2026
Open for Use	12/2027



#### OUTPUTS



2 Modified Ramp Terminus Intersections

#### OUTCOME



Reduces Vehicle Miles Traveled



Reduces Congestion



Implements System Reliance



Improves Safety

» Tier 1 Projects

PROJECT FACT SHEET



► Sacramento to Roseville Third Main Track – Phase 1

Implementing Agency:  
Capitol Corridor Joint Powers Authority



» SCOPE

On the Union Pacific Railroad (UPRR) mainline, from Watt Avenue in Sacramento County to the Roseville Station area in Placer County: Construct a layover facility, install yard track and signaling improvements, and construct the most northern 6.3 miles of third mainline track, allowing up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.

💰 COST

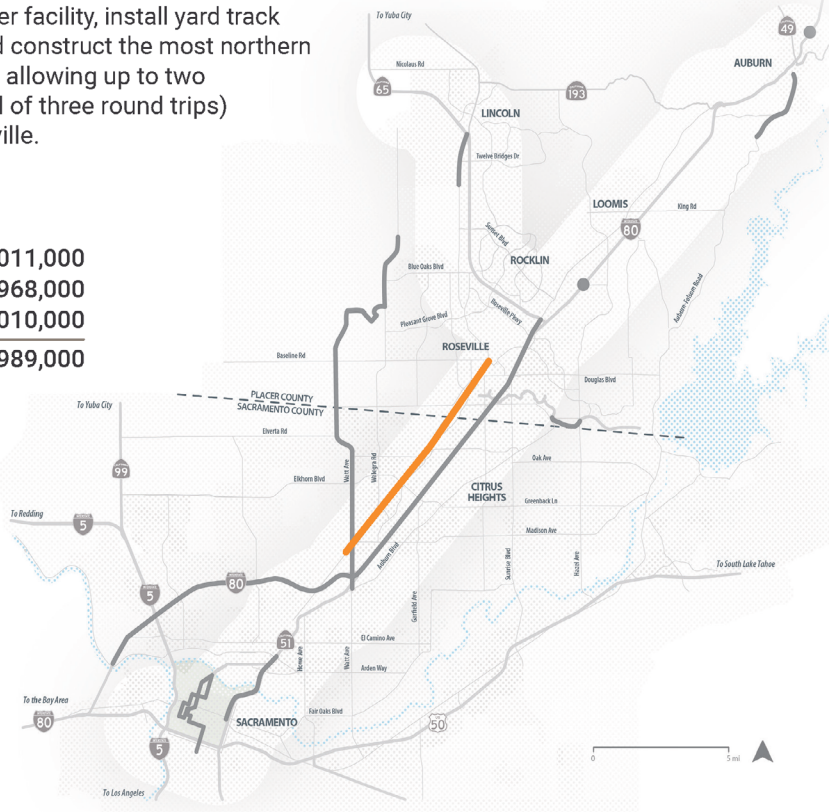
Environmental & Design	\$22,011,000
Right of Way	\$39,968,000
Construction	\$152,010,000
<b>Total</b>	<b>\$213,989,000</b>

🏛️ FUNDING

Grant Request	\$25,000,000
Locally Secured	\$188,989,000
<b>Total</b>	<b>\$213,989,000</b>

📅 SCHEDULE

CEQA Clearance	11/2015
Final Design	9/2024
Ready to List	10/2024
Construction	11/2024
Open for Use	10/2028



OUTPUTS



6.3 Miles of Rail Improvements

OUTCOME



Increases Transit Ridership



Improves Safety



Reduces Emissions



Economic Development



Benefits Disadvantaged Communities



Leverages Funds

## » Tier 1 Projects

### PROJECT FACT SHEET



### ► Sacramento Valley Station (SVS) Loop Improvements

Implementing Agency:  
Sacramento Regional Transit District



#### » SCOPE

In Sacramento, relocate the existing/temporary LRT Station on H Street to a new north-south axis west of 5th Street, realignment of 0.57 miles of track, and other track-related improvements.

#### 💰 COST

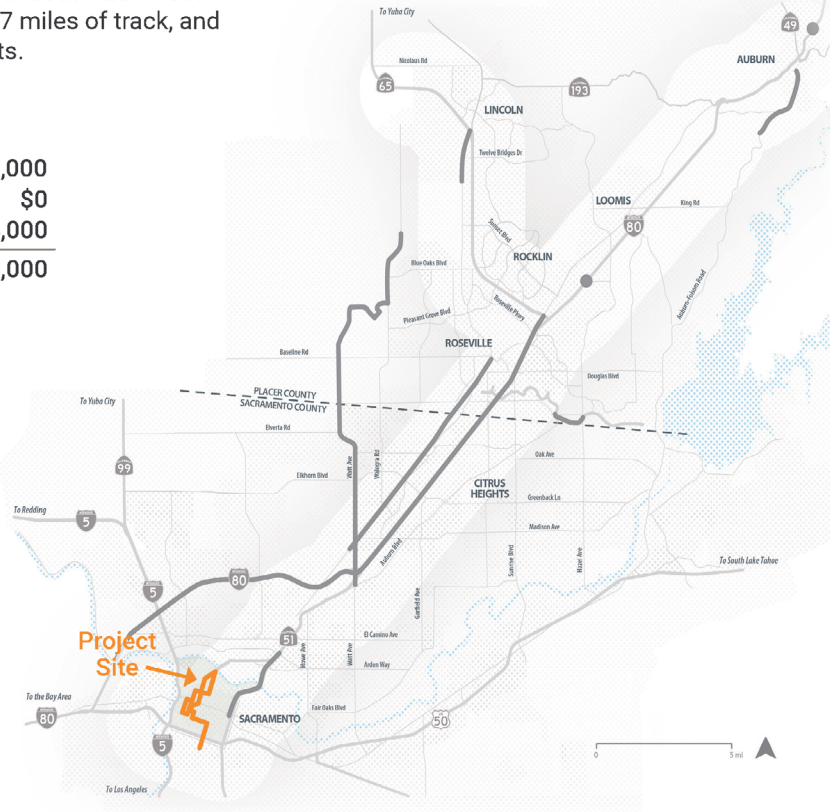
Environmental & Design	\$4,563,000
Right of Way	\$0
Construction	\$30,144,000
<b>Total</b>	<b>\$34,707,000</b>

#### 🏠 FUNDING

Grant Request	\$25,000,000
Locally Secured	\$9,707,000
<b>Total</b>	<b>\$34,707,000</b>

#### 📅 SCHEDULE

CEQA Clearance	6/2016
Final Design	3/2025
Ready to List	4/2025
Construction	12/2025
Open for Use	6/2028



#### OUTPUTS



0.57 Mile Light Rail Track Improvements



1 New Station

#### OUTCOME



Reduces Vehicle Miles Traveled



Increases Transit Ridership



Increases Mobility Options



Reduces Emissions



Benefits Disadvantaged Communities



» Tier 1 Projects

PROJECT FACT SHEET



► North Watt Avenue Bus Rapid Transit (BRT)

Implementing Agencies: SacRT, Placer County Transit, Roseville Transit



» SCOPE

Combine two local bus routes into a nw BRT route with weekday 15-minute frequency along Watt Avenue from Roseville to I-80/Watt Avenue RT Station.

💰 COST

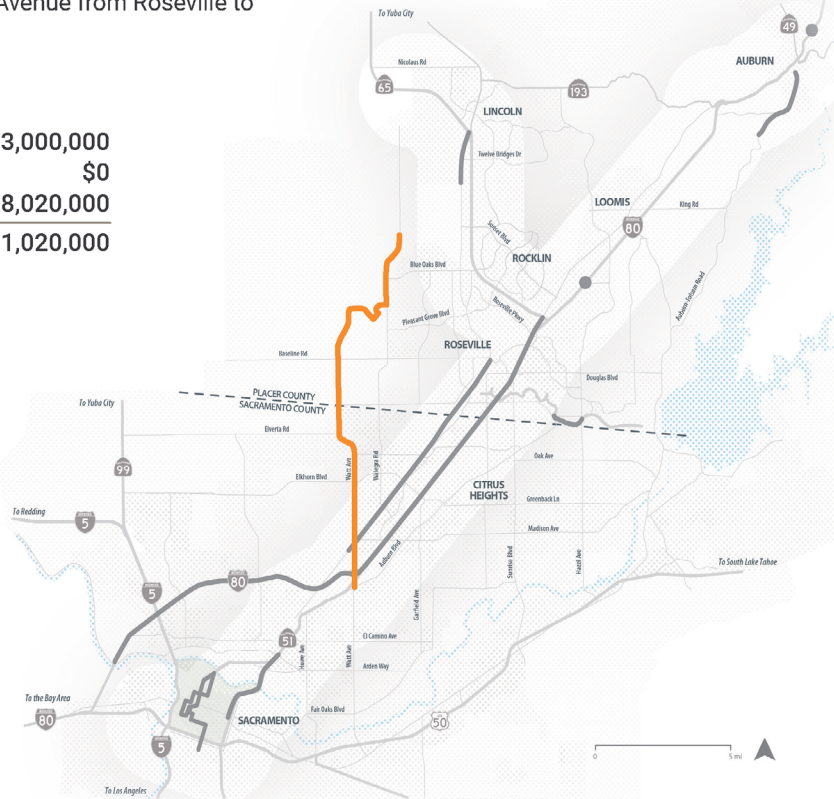
Environmental & Design	\$3,000,000
Right of Way	\$0
Construction	\$28,020,000
<b>Total</b>	<b>\$31,020,000</b>

🏛️ FUNDING

Grant Request	\$31,020,000
Locally Secured	\$0
<b>Total</b>	<b>\$31,020,000</b>

📅 SCHEDULE

CEQA Clearance	6/2024
Final Design	12/2025
Ready to List	2/2026
Construction	5/2026
Open for Use	5/2027



OUTPUTS



12.0 Miles of New BRT Line



15-Minute BRT Service

OUTCOME



Reduces Vehicle Miles Traveled



Increases Transit Ridership



Reduces Emissions



Increases Mobility Options



Benefits Disadvantaged Communities

## » Tier 1 Projects

The Tier 1 projects are positioned to take advantage of near-term funding opportunities. An analysis was performed of potential grant programs for these projects. The table below provides the regional, state, and federal funding programs that best align with each project.

Project Title	Regional Programs	SB 1 SCCP	SB 1 TCEP	SB 1 ATP	SB 1 LPP	TIRCP	Federal RAISE	Federal MPDG	Federal CIG
State Route 51 Improvements	●	●	●		●		●	●	
I-80 Express Lanes Phase 1	●	●	●		●		●	●	
Watt Avenue Corridor	●	●	●	●	●		●	●	
Auburn Folsom Road	●	●		●	●		●	●	
Dry Creek Greenway Trail Phase 2	●	●		●	●		●		
Lincoln Boulevard Corridor	●	●		●	●		●		
Bell Road/I-80 Roundabouts	●	●			●		●		
Rocklin Road/I-80 Interchange	●	●			●		●	●	
Sacramento to Roseville Third Main Track – Phase 1	●	●	●			●	●	●	
Sacramento Valley Station (SVS) Loop Improvements	●	●			●	●	●	●	
North Watt Avenue BRT	●	●			●	●	●		●

Action plan projects include multi-modal options to enhance and grow transportation choices.





# next steps

## » Future Project Development

Next steps include continued collaboration among the partner agencies to ensure the Tier 1 projects are ready for near-term grant funding pursuits. The collaboration can continue to advance Tier 2 & 3 projects to improve prioritization and readiness. For example, refining project description, completing environmental review, and identifying local match funding can strengthen project readiness. Additionally, bundling of multiple projects can provide multi-modal benefits that address regional needs without singular focus on one agency needs.

Below are the Tier 2 projects that were identified through this project. Tier 2 & 3 projects all have the opportunity to advance based on local interests to improve prioritization criteria and position for future funding pursuits.

### Tier 2 Projects

Project Title	Total Project Cost	Likely Funding Program									
		Regional SACOG/PCTPA Programs	SB 1 SCCP	SB 1 TCEP	SB 1 ATP	SB 1 LPP	TIRCP	Federal RAISE	Federal MPDG	Federal Capital Investment Grants	FRA Discretionary Grant Programs
Interstate 80 Express Lanes Phase 2: Kidwell Road to Sacramento River	\$450,000,000	●	●	●		●			●		
Central City Multi-Modal Improvements: Broadway Complete Street (24th to 29th)	\$2,464,000	●	●		●	●					
Central City Multi-Modal Improvements: Central Broadway Complete Street (29th to MLK)	\$12,050,000	●	●		●	●					
Sunset Boulevard Improvements	\$11,767,000	●						●			
Placer Parkway Phase 1 Improvements	\$81,000,000	●	●					●			
Roseville Parkway Extension Multi-Use Path	\$8,000,000	●	●		●	●					

Project Title	Total Project Cost	Likely Funding Program								
		Regional SACOG/PCTPA Pro-grams	SB 1 SCCP	SB 1 TCEP	SB 1 ATP	SB 1 LPP	TIRCP	Federal RAISE	Federal MPDG	Federal Capital Investment Grants
South Watt Avenue BRT	\$31,020,000	●	●			●	●			●
I-80 Integrated Corridor Management	\$45,000,000	●	●			●				
State Route 51 (Capital City) Corridor Improvements: J St to Arden Way	\$623,900,000	●	●	●		●		●	●	
I-80 Corridor Ramp Meters Installation	\$61,250,000	●	●			●				
Capitol Corridor Rail Frequency Expansion (Sacramento to Roseville)	\$80,000,000	●	●	●		●	●		●	●
Sunrise Boulevard BRT	\$15,265,000	●	●			●	●			●
Sunrise Transit Center	\$1,000,000	●	●			●	●			
Sacramento Valley Station (SVS) Site Access Improvements	\$50,000,000	●	●			●	●	●		
Placer County BRT Capital	\$82,526,000	●	●			●	●			●
Placer County BRT O&M	\$5,704,000	●	●				●			
South Placer County Micro Transit	\$10,000,000	●	●				●			
Hazel Avenue BRT	\$12,003,000	●	●			●	●			●
<b>TOTAL</b>	<b>\$1,582,949,000</b>									

*The 18 Tier 2 projects have a total project cost of nearly \$1.6 billion.*

Collaboration and coordination among local and regional agencies is planned to continue to advance Tier 2-3 projects to implementation. Additionally, the stakeholder agencies are planning continued public engagement aligned with the robust outreach conducted through the PSGP.



Location  
F  
Track 6

Capitol Corridor operates all day to Sacramento Valley Station from the Bay Area.

