APPENDICES

I. Project Programming Request Forms
II. Performance Indicators and Measures
III. State Highway System Project Impact Assessment
IV. Letters of Support
V. Cal B/C Worksheets
VI. Environmental Documents

The Gateway Corridor is the primary Northern California route to the Sierra Nevada mountains

PLACER-SACRAMENTO GATEWAY PLAN

APPENDIX I
PROJECT PROGRAMMING REQUEST FORMS

This appendix contains Project Programming Request (PPR) forms for the following Phase 1 components:

- Auburn Boulevard Complete Streets, Phase 2A
- Dry Creek Greenway East, Phase 1
- EB I-80 Auburn Boulevard Ramp Meter
- I-80 Transit Reliability Improvement
- Light Rail Modernization (LRVs)
- Light Rail Modernization (Stations)
- South Placer County Transit Project
- Watt Avenue Complete Streets, Phase 1
- Watt/I-80 Station Improvements

ePPRs for each project component are also available on CalSMART.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-D03-2021-0001 v2

Amendment (Existing Project) ☐ YES ☒ NO					Date	07/13/2020 15:49:33
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03	1J500	0320000250	5147	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Placer	80	0.400	0.400	Placer County Transportation Planning Agency,Sacramento		
				MPO	Element	
				SACOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Corey Chan			530-741-5410	corey.chan@dot.ca.gov		

Project Title

PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter

Location (Project Limits), Description (Scope of Work)

In Placer County, add metering to the HOVPL on EB I-80 at the Auburn Slip onramp. This project will allow for responsive control of traffic at a key entrance point onto the corridor.

Component	Implementing Agency
PA&ED	Caltrans District 3
PS&E	Caltrans District 3
Right of Way	Caltrans District 3
Construction	Caltrans District 3

Legislative Districts					
Assembly:	6	Senate:	4	Congressional:	4

Project Milestone	Existing	Proposed
Project Study Report Approved	06/09/2020	
Begin Environmental (PA&ED) Phase		07/01/2020
Circulate Draft Environmental Document Document Type CE		
Draft Project Report		08/01/2020
End Environmental Phase (PA&ED Milestone)		08/15/2020
Begin Design (PS&E) Phase		12/02/2020
End Design Phase (Ready to List for Advertisement Milestone)		08/01/2021
Begin Right of Way Phase		12/02/2020
End Right of Way Phase (Right of Way Certification Milestone)		07/15/2021
Begin Construction Phase (Contract Award Milestone)		01/15/2022
End Construction Phase (Construction Contract Acceptance Milestone)		05/15/2022
Begin Closeout Phase		05/14/2023
End Closeout Phase (Closeout Report)		05/15/2025

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-D03-2021-0001 v2

Date 07/13/2020 15:49:33

Purpose and Need

Eastbound I-80 at Auburn Blvd/Riverside Ave experiences congestion during the AM peak period due to heavy mainline and onramp demand. Currently, the volumes on the Auburn/Riverside onramp to Eastbound I-80 during the AM and PM peak hour are over 1,000 vph, with over one-third of the onramp vehicles using the unmetered HOVPL. Based on recent vehicle occupancy count data, HOVPLs on high volume slip onramps in congested areas in District 3 can contain up 60% single occupancy vehicles/HOV violators.

The high unmetered HOVPL volumes, which are exacerbated by a large percentage of HOV violators, reduce the efficiency and effectiveness of the existing ramp meter. Metering the HOVPL will reduce the number of HOV violators, maximize the efficiency of the existing ramp meter, eliminate the merging speed differential between the HOVPL and mixed flow onramp lanes, and break up vehicle platoons to facilitate safer and easier merging.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
TMS (Traffic Management Systems)	Freeway ramp meters	EA	1

Additional Information

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

Goal 1: Build vibrant places for today's and tomorrow's residents.
- Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
  - Revitalization of urban, suburban, and rural centers and corridors;
  - Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
  - Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
- Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.
- 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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system
- Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
- Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

Additionally, metering HOV Preferential Lanes (HOVPL) on existing ramp metering locations in areas of congestion reduces the number of HOV violators, maximizes the efficiency of the existing ramp meter, eliminates the merging speed differential between the HOVPL and mixed flow onramp lanes, and breaks up vehicle platoons to facilitate safer and easier merging. District 3 recently metered the HOVPL on the existing Mack Rd slip onramp to Northbound SR 99 ramp meter.

The severely congestion location experienced a 4% decrease in delay, which is a substantial reduction given the price and scope of the project. The decrease in delay can be directly attributed to metering previously unmetered vehicles, many of which were HOV violators. Similar results can be expected with metering the Auburn Blvd/Riverside Ave HOVPL.

PPR ID
ePPR-D03-2021-0001 v2

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	195	100	95
			# of Pedestrians	450	230	220
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	95,700,000	0	95,700,000

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	360	360	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-D03-2021-0001 v2

District	County	Route	EA	Project ID	PPNO
03	Placer	80	1J500	0320000250	5147

Project Title

PSGC Phase 1 – I-80 Auburn Boulevard Ramp Meter

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Caltrans District 3
PS&E									Caltrans District 3
R/W SUP (CT)									Caltrans District 3
CON SUP (CT)									Caltrans District 3
R/W									Caltrans District 3
CON									Caltrans District 3
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	50							50	
PS&E		100						100	
R/W SUP (CT)		5						5	
CON SUP (CT)		150						150	
R/W		5						5	
CON		350						350	
TOTAL	50	610						660	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 3
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		150						150	
R/W									
CON		350						350	
TOTAL		500						500	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-D03-2021-0001 v2

Fund #2:	Demo - High Priority Projects Program (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	50							50	
PS&E		100						100	
R/W SUP (CT)		5						5	
CON SUP (CT)									
R/W		5						5	
CON									
TOTAL	50	110						160	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5475-2021-0001 v1

Amendment (Existing Project) ☐ YES ☒ NO					Date	07/13/2020 17:00:40
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03		5475(038)	1531	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento	H40			Sacramento Area Council of Governments,Placer County Tr		
				MPO	Element	
				SACOG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Leslie Blomquist			916-727-4770	lblomquist@citrusheights.net		

Project Title

PSGC Phase 1 - Auburn Boulevard Complete Streets

Location (Project Limits), Description (Scope of Work)

In Citrus Heights, on Auburn Boulevard between Oak Grove Avenue north to Orlando Avenue (City of Roseville), connection to the Louis-Orlando Transit Station. Project is a complete streets project, and will reconstruct 4,400LF of this aging, vehicle-oriented corridor. Project will construct new curb, gutter, sidewalk, bicycle lanes, transit stop access and amenity upgrades, traffic signal upgrades, decorative streets lights, landscaped raised medians, drainage improvements, landscaping improvements and a new gateway traffic signal near the north City limit.

Component	Implementing Agency
PA&ED	City of Citrus Heights
PS&E	City of Citrus Heights
Right of Way	City of Citrus Heights
Construction	City of Citrus Heights

Legislative Districts

Assembly:	4	Senate:	8	Congressional:	7

Project Milestone	Existing	Proposed
Project Study Report Approved	08/31/2018	
Begin Environmental (PA&ED) Phase		11/12/2014
Circulate Draft Environmental Document Document Type (ND/MND)/CE		10/06/2015
Draft Project Report		11/03/2015
End Environmental Phase (PA&ED Milestone)		12/07/2015
Begin Design (PS&E) Phase		06/24/2016
End Design Phase (Ready to List for Advertisement Milestone)		08/30/2021
Begin Right of Way Phase		06/24/2016
End Right of Way Phase (Right of Way Certification Milestone)		04/22/2021
Begin Construction Phase (Contract Award Milestone)		04/12/2022
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2023
Begin Closeout Phase		03/15/2024
End Closeout Phase (Closeout Report)		09/30/2024

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5475-2021-0001 v1

Date 07/13/2020 17:00:40

Purpose and Need

The Project will address deficiencies in the existing infrastructure causing obstacles for pedestrians, bicyclists, and public transit riders attempting to navigate Auburn Boulevard between Antelope Road and Orlando Avenue (directly adjacent to Louis Orlando Transit Center in City of Roseville). The project area currently (1) lacks bike routes, (2) poses obstacles for pedestrians due to the location of utility equipment on the sidewalks, (3) has very limited transit stop amenities, and (4) requires operational improvements along the roadway to improve safety for active transportation users as well as vehicle traffic. Auburn Boulevard generally runs parallel to Interstate 80 in Sacramento County and as such is it a regional transportation corridor for commuters as well as those accessing medical and other services in Roseville. The transit station at Louis-Orlando (northern limits of project) also has a bike-link program for bike rentals. The Project completes a multi-phased regeneration project transforming the existing substandard infrastructure into a complete street.

NHS Improvements ☐ YES ☒ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ADA Improvements	Repair existing sidewalk	LF	5,200
ADA Improvements	New curb ramp installed	EA	13
Active Transportation	Crosswalk	EA	5
ADA Improvements	Install accessible pedestrian signal	EA	14
ADA Improvements	Repair/upgrade curb ramp	EA	33
Operational Improvement	Intersection / Signal improvements	EA	5
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.985

Additional Information

This project is part of the Sacramento-Placer Gateway Project Phase 1 SCCP application.

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

Goal 1: Build vibrant places for today's and tomorrow's residents.
- Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
  - Revitalization of urban, suburban, and rural centers and corridors;
  - Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
  - Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
- Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.
- 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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system
- Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
- Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5475-2021-0001 v1

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
	Optional	Per Capita and Total Person Hours of Delay per Year	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	450	230	220
			# of Pedestrians	195	100	95
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	-95,700,000	0	-95,700,000

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	360	360	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5475-2021-0001 v1

District	County	Route	EA	Project ID	PPNO
03	Sacramento	H40		5475(038)	1531

Project Title

PSGC Phase 1 - Auburn Boulevard Complete Streets

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									City of Citrus Heights
PS&E									City of Citrus Heights
R/W SUP (CT)									City of Citrus Heights
CON SUP (CT)									City of Citrus Heights
R/W									City of Citrus Heights
CON									City of Citrus Heights
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E	1,528							1,528	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,990							2,990	
CON		12,867						12,867	
TOTAL	4,518	12,867						17,385	

Fund #1:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	1,353							1,353	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,647							2,647	
CON									
TOTAL	4,000							4,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5475-2021-0001 v1

Fund #2:	Local Funds - Agency (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Citrus Heights
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E	175							175	
R/W SUP (CT)									
CON SUP (CT)									
R/W	343							343	
CON									
TOTAL	518							518	
Fund #3:	RSTP - STP Local (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Regional Funding Program
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,000						4,000	
TOTAL		4,000						4,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5475-2021-0001 v1

Fund #4:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									ATP Grant Funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,525						1,525	
TOTAL		1,525						1,525	

Fund #5:	Local Funds - Agency (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Citrus Heights
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									local funding for non-ATP eligible construction including utility undergrounding; included in approved CIP + additional 82k in local funds (4,482,000 total)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,482						4,482	
TOTAL		4,482						4,482	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5475-2021-0001 v1

Fund #6:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									SCCP Phase 1 -Auburn Boulevard Complete Streets funding request
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,860						2,860	
TOTAL		2,860						2,860	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5182-2021-0001 v1

Amendment (Existing Project)	☐ YES	☒ NO				Date	07/13/2020 16:57:11
Programs	☐ LPP-C	☐ LPP-F	☒ SCCP	☐ TCEP	☐ STIP	☐ Other	

District	EA	Project ID	PPNO	Nominating Agency	
03	L2364	CML5182058	1526	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Placer				Placer County Transportation Planning Agency,Sacramento	
				MPO	**Element**
				SACOG	Local Assistance

Project Manager/Contact	Phone	Email Address
Michael Dour	916-746-1304	mdour@roseville.ca.us

Project Title

PSGC Phase 1 - Dry Creek Greenway

Location (Project Limits), Description (Scope of Work)

The project area extends along Dry, Cirby and Linda Creeks from Riverside Avenue to Rocky Ridge Drive in south Roseville and includes undercrossings of I- 80 and Sunrise Avenue as it traverses the older Cherry Glen, Hillcrest, Cirby Side, Meadow Oaks and Sierra Gardens neighborhoods. The project begins at the existing Saugstad Park trail at Darling Way and extends to the existing Maidu Park Trail at Rocky Ridge Drive, closing trail gaps, removing active transportation barriers and resulting in an interconnected trail system more than 10 miles long. The project includes: 2 miles of Class I paved multi-use trail, 3 new bicycle/pedestrian bridges, 3 new roadway undercrossings at I-80, Darling Way and Sunrise Avenue; a trailhead parking area; and the installation of safety features and trail amenities, including bike racks, benches, lighting and video surveillance.

Component	Implementing Agency
PA&ED	City of Roseville
PS&E	City of Roseville
Right of Way	City of Roseville
Construction	City of Roseville

Legislative Districts

Assembly:	6	Senate:	4	Congressional:	4

Project Milestone	Existing	Proposed
Project Study Report Approved	03/31/2010	
Begin Environmental (PA&ED) Phase		03/15/2012
Circulate Draft Environmental Document Document Type EIR/CE		04/13/2018
Draft Project Report		04/13/2018
End Environmental Phase (PA&ED Milestone)		12/31/2020
Begin Design (PS&E) Phase		02/28/2020
End Design Phase (Ready to List for Advertisement Milestone)		10/25/2021
Begin Right of Way Phase		02/28/2020
End Right of Way Phase (Right of Way Certification Milestone)		08/23/2021
Begin Construction Phase (Contract Award Milestone)		03/31/2022
End Construction Phase (Construction Contract Acceptance Milestone)		03/31/2024
Begin Closeout Phase		04/01/2024
End Closeout Phase (Closeout Report)		12/31/2024

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5182-2021-0001 v1

Date 07/13/2020 16:57:11

Purpose and Need

The project provides a safe, convenient, and highly connected active transportation route that is anticipated to increase the number of persons that walk and bicycle in the city and reduce congestion on the surrounding vehicle transportation network, including I-80. Roseville is home to 130,000 residents, with approximately 32,000 people living within one mile of the project boundary. The project provides a new multi-use trail in area of the city where roads lack bike lanes, sidewalks are limited, and Interstate 80 creates a barrier between neighborhoods and destinations. By creating a new trail and removing barriers to travel, the project will create increased biking and walking opportunities for transportation and recreational purposes. The Dry Creek Greenway East trail will provide connections to residential neighborhoods, schools, businesses, parks, open space, and transit. The new trail has the opportunity to relieve congestion made by short localized trips on the roadway and freeway network, including I-80, by shifting those trips to biking and walking. Replacing vehicular trips with biking and walking has many benefits, including reduced vehicle emissions, improved air quality, and improved physical and mental health.

This trail serves as an important connection within the local and regional trail system, providing connections to other trails and to a range of surrounding destinations. The project closes gaps in the trail system and links four existing trails that will result in over 10 miles of an interconnected trail system. Trail connections at key locations will facilitate equitable access to disadvantaged communities along the trail corridor. The project links the disadvantaged Cherry Glen and Sierra Gardens neighborhoods that are bisected by I-80 to parks, schools, civic uses, employment, and transit along the length of the interconnected trail system. In coordination with the project, the City of Roseville plans to expand the City's Safe Routes to School Program at two elementary schools, one middle school, and one high school that will utilize the new trail. The education and encouragement of this program is anticipated to contribute to an increase the number of biking and walking trips as a result of this project. Additionally, the trail provides important regional connections as it is part of a series of existing and planned trails that will form a 70-mile long continuous paved loop trail around the greater South Placer/Sacramento area, and is part of the Cross State bikeway "Golden Pedal Route".

Together with supporting local and regional goals to support interconnected trail systems, the Dry Creek Greenway East Trail Project aligns with the vision of California's Transportation Plan to improve multimodal mobility and accessibility while reducing greenhouse gas emissions. The project supports the statewide objectives of fostering healthy lifestyles through active transportation and creating a low-carbon transportation system that protects human and environmental health. The project has carefully been designed to meet the needs of the community and achieve multiple benefits.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	2

Additional Information

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

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

- Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
  - Revitalization of urban, suburban, and rural centers and corridors;
  - Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
  - Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
- Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.

- 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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system

- Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
- Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

PROJECT PROGRAMMING REQUEST (PPR)

PPR ID
ePPR-5182-2021-0001 v1

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.98	-0.02
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	360	360	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5182-2021-0001 v1

District	County	Route	EA	Project ID	PPNO
03	Placer		L2364	CML5182058	1526

Project Title

PSGC Phase 1 - Dry Creek Greenway

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									City of Roseville
PS&E									City of Roseville
R/W SUP (CT)									City of Roseville
CON SUP (CT)									City of Roseville
R/W									City of Roseville
CON									City of Roseville
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	1,467							1,467	
PS&E	2,371							2,371	
R/W SUP (CT)	910							910	
CON SUP (CT)									
R/W									
CON		11,746						11,746	
TOTAL	4,748	11,746						16,494	

Fund #1:	State SB1 ATP - Active Transportation Program - SB1 (Committed)							Program Code
Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,330						4,330	
TOTAL		4,330						4,330	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5182-2021-0001 v1

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	545							545	
PS&E	50							50	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		209						209	
TOTAL	595	209						804	

Fund #3:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Roseville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	922							922	
PS&E	2,321							2,321	
R/W SUP (CT)	910							910	
CON SUP (CT)									
R/W									
CON		968						968	
TOTAL	4,153	968						5,121	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5182-2021-0001 v1

Fund #4:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,239						6,239	
TOTAL		6,239						6,239	

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5924-2021-0001 v1

Amendment (Existing Project)	☐ YES	☒ NO				Date	07/13/2020 15:53:02
Programs	☐ LPP-C	☐ LPP-F	☒ SCCP	☐ TCEP	☐ STIP	☐ Other	

District	EA	Project ID	PPNO	Nominating Agency	
03		0319000208	1533	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Sacramento				Sacramento Area Council of Governments,Placer County Tr	
				MPO	**Element**
				SACOG	Capital Outlay
Project Manager/Contact			**Phone**	**Email Address**	
Melissa Wright			916-874-4243	wrightme@saccounty.net	

Project Title

PSGC Phase 1 - Watt Avenue Complete Streets

Location (Project Limits), Description (Scope of Work)

In Sacramento County, on Watt Avenue, from I-80 westbound ramps to Roseville Rd. Between Orange Grove Avenue and Roseville Rd, construct buffered bike lanes, separated pedestrian-friendly sidewalks, landscaped medians, improved transit facilities for pedestrians including bus turnouts, improve street lighting, improve signalized intersections, and other streetscape amenities to encourage mobility by active modes of transportation and provide community identity. Between Orange Grove Avenue to I-80 westbound ramps, extend class 2 bike lane and sidewalk improvements.

Component	Implementing Agency
PA&ED	Sacramento County
PS&E	Sacramento County
Right of Way	Sacramento County
Construction	Sacramento County

Legislative Districts

Assembly:	8	Senate:	6	Congressional:	6

Project Milestone	Existing	Proposed
Project Study Report Approved	08/21/2012	
Begin Environmental (PA&ED) Phase		01/01/2017
Circulate Draft Environmental Document — Document Type (ND/MND)/CE		08/01/2020
Draft Project Report		09/01/2020
End Environmental Phase (PA&ED Milestone)		09/15/2020
Begin Design (PS&E) Phase		10/01/2020
End Design Phase (Ready to List for Advertisement Milestone)		08/31/2022
Begin Right of Way Phase		08/01/2020
End Right of Way Phase (Right of Way Certification Milestone)		06/30/2022
Begin Construction Phase (Contract Award Milestone)		12/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		12/31/2024
Begin Closeout Phase		01/01/2025
End Closeout Phase (Closeout Report)		12/31/2025

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5924-2021-0001 v1

Date 07/13/2020 15:53:02

Purpose and Need

This project will improve bicycle and pedestrian connections to encourage active modes uses between the Watt Ave Light Rail Station and nearby locations (housing, McClellan Business Park, local businesses) and all destinations on the light rail corridor. The Project is located in an Environmental Justice community which has higher than average active mode users. Improvements will also assist in attracting new development in the Triangle Gateway District Center and McClellan Business Park.

NHS Improvements ☒ YES ☐ NO	Roadway Class NA	Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
ADA Improvements	Modify crosswalk	LF	1,200
ADA Improvements	Repair/upgrade curb ramp	EA	28
ADA Improvements	Install new detectable warning surface	SQFT	102
ADA Improvements	Upgrade detectable warning surface	SQFT	66
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	4.2
Active Transportation	Bicycle lane-miles	Miles	1.4
ADA Improvements	New sidewalk	LF	7,400
ADA Improvements	Relocate pedestrian push button posts	EA	20

Date 07/13/2020 15:53:02

Additional Information

The project received CEQA clearance (MND) in 7/13/2018. The Project received federal grant funds in 2018 and 2019 to construct a subsection of the project (I-80 ramps and Winona Way) which would be incorporated into this larger project if the requested Solutions for Congested Corridor funds are awarded. Minor scope changes resulted in an updated CEQA document (MND) being approved on 7/14/2020. The NEPA CE for the full project length is underway with clearance expected by September 2020.

Goal 1: Build vibrant places for today's and tomorrow's residents.
- Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
  - Revitalization of urban, suburban, and rural centers and corridors;
  - Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
  - Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
- Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.
- 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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system
- Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
- Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

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PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5924-2021-0001 v1

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	195	100	95
			# of Pedestrians	450	230	220
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	-95,700,000	0	-95,700,000
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	360	360	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5924-2021-0001 v1

District	County	Route	EA	Project ID	PPNO
03	Sacramento			0319000208	1533

Project Title

PSGC Phase 1 - Watt Avenue Complete Streets

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W									Sacramento County
CON									Sacramento County
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	144							144	
PS&E	1,540							1,540	
R/W SUP (CT)									
CON SUP (CT)									
R/W	1,216							1,216	
CON			12,840					12,840	
TOTAL	2,900		12,840					15,740	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			8,100					8,100	
TOTAL			8,100					8,100	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5924-2021-0001 v1

Fund #2:	RSTP - STP Local (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,984					1,984	
TOTAL			1,984					1,984	

Fund #3:	Other Fed - Community Development Block Grant (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	144							144	Funding from Sacramento Housing and Redevelopment Agency's allocation of HUD funding
PS&E	400							400	
R/W SUP (CT)									
CON SUP (CT)									
R/W	400							400	
CON									
TOTAL	944							944	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-5924-2021-0001 v1

Fund #4:	Local Funds - Local Measure (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Measure A
PS&E	640							640	
R/W SUP (CT)									
CON SUP (CT)									
R/W	500							500	
CON			2,756					2,756	
TOTAL	1,140		2,756					3,896	

Fund #5:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E	500							500	
R/W SUP (CT)									
CON SUP (CT)									
R/W	316							316	
CON									
TOTAL	816							816	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0001 v4

Amendment (Existing Project) ☐ YES ☒ NO						Date	07/14/2020 10:00:33
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
03			1534	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento				Placer County Transportation Planning Agency,Sacramento			
				MPO	Element		
				SACOG	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
Erik J. Reitz			916-321-2959	ereitz@sacRT.com			

Project Title

PSGC Phase 1 – Watt/I-80 Light Rail Station

Location (Project Limits), Description (Scope of Work)

Location: In northeast Sacramento County, in North Highlands just before the Interstate 80, Business 80 interchange.

Description: The focus of the project is to improve bicycle, pedestrian and bus access from the Watt Ave Station Plaza (on the west side of Watt Ave) to the Watt/I-80 Light Rail Station. Improvement include expanding the Watt Ave Station Plaza, including a new stairway connecting to the light rail platform, new pedestrian lighting, removing concrete barriers, adding wayfinding signage and adding passenger amenities such as seating, shade/rain shelters and landscape buffers (with guardrail) between the plaza and vehicular traffic. The project will also increasing pedestrian amenities on the west side of Watt Ave., including wider sidewalks, pedestrian-level lighting, landscape buffers and new ornamental metal security fencing along the overcrossing.

Component	Implementing Agency
PA&ED	Sacramento Regional Transit District
PS&E	Sacramento Regional Transit District
Right of Way	Sacramento Regional Transit District
Construction	Sacramento Regional Transit District

Legislative Districts					
Assembly:	8	Senate:	6	Congressional:	6

Project Milestone	Existing	Proposed
Project Study Report Approved	04/09/2018	
Begin Environmental (PA&ED) Phase		07/01/2020
Circulate Draft Environmental Document Document Type CE/CE		10/01/2020
Draft Project Report		10/10/2020
End Environmental Phase (PA&ED Milestone)		01/01/2021
Begin Design (PS&E) Phase		07/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		12/01/2021
Begin Right of Way Phase		07/06/2020
End Right of Way Phase (Right of Way Certification Milestone)		10/26/2020
Begin Construction Phase (Contract Award Milestone)		03/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2023
Begin Closeout Phase		06/30/2023
End Closeout Phase (Closeout Report)		12/01/2023

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0001 v4

Date 07/14/2020 10:00:33

Purpose and Need

The Watt/I-80 Transit Center serves as a major transfer hub for riders accessing jobs, housing, schools, and other destinations throughout the City and County of Sacramento along Regional Transit's (SacRT) Blue Line. However, a combination of factors including poor pedestrian, bicycle, and vehicle access, aging infrastructure, and the presence of crime have led to an unsafe, unsanitary, and overall unpleasant rider experience at the Watt/I-80 Light Rail Station and Transit Center.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	1

Additional Information

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

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

Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
Revitalization of urban, suburban, and rural centers and corridors;
Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.

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 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.

Goal 4: Build and maintain a safe, resilient, and multi-modal transportation system

Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0001 v4

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	450	230	220
			# of Pedestrians	195	100	95
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.012	0.098
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	-95,700,000	0	-95,700,000
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	360	360	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0001 v4

District	County	Route	EA	Project ID	PPNO
03	Sacramento				1534

Project Title

PSGC Phase 1 – Watt/I-80 Light Rail Station

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Sacramento Regional Transit District
PS&E									Sacramento Regional Transit District
R/W SUP (CT)									Sacramento Regional Transit District
CON SUP (CT)									Sacramento Regional Transit District
R/W									Sacramento Regional Transit District
CON									Sacramento Regional Transit District
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,846						9,846	
TOTAL		9,846						9,846	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		7,937						7,937	
TOTAL		7,937						7,937	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0001 v4

Fund #2:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Currently requesting these funds from Sacramento Area Council of Governments Regional Local funding Round
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,909						1,909	
TOTAL		1,909						1,909	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0003 v2

Amendment (Existing Project) ☐ YES ☒ NO						Date	07/14/2020 09:59:52
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
03			1532	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento				Placer County Transportation Planning Agency,Sacramento			
				MPO	Element		
				SACOG	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
Erik J. Reitz			916-321-2959	ereitz@sacrt.com			

Project Title

PSGC Phase 1 – Light Rail Modernization Stations

Location (Project Limits), Description (Scope of Work)

LOCATION: City of Sacramento and Sacramento County

DESCRIPTION/SCOPE: Light Rail Vehicle Station Conversions to accommodate low floor light rail vehicles (LRVs). Funds will be used for full build station conversions on the northeastern corridor of the Blue light rail lines. Other funding sources (not part of this project) will be used for conversions on the Gold Line. Station Conversions include raising the platform up at least 8 inched above the top of the rail in order to allow for automatic passenger ramp deployment. Without the conversion of the stations low-floor vehicles will not be able to provide service on the Blue Line NEC.

Component	Implementing Agency
PA&ED	Sacramento Regional Transit District
PS&E	Sacramento Regional Transit District
Right of Way	Sacramento Regional Transit District
Construction	Sacramento Regional Transit District

Legislative Districts					
Assembly:	8	Senate:	6	Congressional:	6

Project Milestone		Existing	Proposed
Project Study Report Approved			
Begin Environmental (PA&ED) Phase			12/01/2018
Circulate Draft Environmental Document	Document Type CE/CE		06/01/2019
Draft Project Report			07/01/2019
End Environmental Phase (PA&ED Milestone)			07/31/2019
Begin Design (PS&E) Phase			08/01/2020
End Design Phase (Ready to List for Advertisement Milestone)			10/31/2020
Begin Right of Way Phase			10/01/2020
End Right of Way Phase (Right of Way Certification Milestone)			10/26/2020
Begin Construction Phase (Contract Award Milestone)			01/01/2021
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/2023
Begin Closeout Phase			01/01/2024
End Closeout Phase (Closeout Report)			03/31/2024

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0003 v2

Date 07/14/2020 09:59:52

Purpose and Need

In 1987 SacRT opened an 18.3 mile light rail system that linked northeastern (Interstate 80) and eastern (Highway 50) corridors with downtown Sacramento. The new system served 30 new stations with 26 new Siemens-Duewag high floor light rail vehicles. The new stations were equipped with mini-high platforms to allow ADA accessibility to the front light rail vehicle. The new system often referred to as the "Starter Line" was a model of cost efficiency being constructed at a mere cost of $176 million including the cost of vehicle and construction of a maintenance/ storage facility).

Flash forward 33 years, SacRT's light rail system now operates on over 43 miles of track and provides service to over 50 stations. However, the SacRT light rail fleet still includes all 26 of the original Siemens-Duewag vehicles which have been in service since the opening of the light rail system and more than 10 other light rail vehicles that are beyond their useful life. The age and the configuration (high floor vehicles) of the fleet have begun to have a negative effect on passenger experience, leading some passengers to use other modes of transportation for their daily trips. These negative experiences include reduced reliability, decreased accessibility, and reduced capacity

SacRT's light rail system is needs substantial modernization, especially of vehicles and stations, to continue to compete as an effective alternative to single occupant vehicle travel and support more transit-oriented development. In 2018 SacRT started implementing these improvement with of the SacRT Light Rail Modernization Phase 1 (Gold Line) project. SacRT was able to secure funding for part of Phase 1 including purchasing 20 new LRVs, partial converting 29 Gold Line stations and constructing new side track and signaling to allow for 15 minute service to Folsom. In the 2020 TIRCP round, SacRT received grant funding to continue to move the project forward and to purchase eight (8) more LRVs for the Gold Line service. However, additional funding is still needed to complete the SacRT Light Rail Modernization Phase 2 (Blue Line) to bring low-floor light rail service to all SacRT light rail users.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	4

Additional Information

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

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

Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
Revitalization of urban, suburban, and rural centers and corridors;
Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.

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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system

Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

PPR ID
ePPR-6005-2021-0003 v2

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	450	230	220
			# of Pedestrians	195	100	95
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	-95,700,000	0	-95,700,000
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	360	360	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0003 v2

District	County	Route	EA	Project ID	PPNO
03	Sacramento				1532

Project Title

PSGC Phase 1 – Light Rail Modernization Stations

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Sacramento Regional Transit District
PS&E									Sacramento Regional Transit District
R/W SUP (CT)									Sacramento Regional Transit District
CON SUP (CT)									Sacramento Regional Transit District
R/W									Sacramento Regional Transit District
CON									Sacramento Regional Transit District
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,040						6,040	
TOTAL		6,040						6,040	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,942						2,942	
TOTAL		2,942						2,942	

PPR ID
ePPR-6005-2021-0003 v2

Fund #2:	Other State - Low Carbon Transit Operations Program (LCTOP) (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									LCTOP are GGRF funds that are distributed by formula to transit agencies across the state.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		800						800	
TOTAL		800						800	

Fund #3:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									SB 1 STA-State of Good Repair, formula funds distributed to transit agencies.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		710						710	
TOTAL		710						710	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0003 v2

Fund #4:	CMAQ - Congestion Mitigation (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,588						1,588	
TOTAL		1,588						1,588	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6158-2021-0001 v3

Amendment (Existing Project) ☐ YES ☒ NO					Date	07/14/2020 10:55:00
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other						
District	EA	Project ID	PPNO	Nominating Agency		
03	3F320	0312000106	5101	Caltrans HQ		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Placer	80	4.100	6.000	Sacramento Area Council of Governments,Placer County Tr		
				MPO	Element	
				SACOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Mohan V. Bonala, P.E., G.E			530-788-3259	mohan.bonala@dot.ca.gov		

Project Title

PSGC Phase 1 - I-80 Transit Reliability

Location (Project Limits), Description (Scope of Work)

In Placer County, the project limits are eastbound I-80 from Highway 65 to Rocklin Road. The project will add an auxiliary lane between Highway 65 and the Rocklin Road Interchanges, providing improved travel time reliability for the more than 90 bus trips that currently pass through this area daily.

Component	Implementing Agency
PA&ED	Placer County Transportation Planning Agency
PS&E	Placer County Transportation Planning Agency
Right of Way	Placer County Transportation Planning Agency
Construction	Caltrans District 3

Legislative Districts

Assembly:	6	Senate:	1	Congressional:	4

Project Milestone	Existing	Proposed
Project Study Report Approved	05/28/2012	
Begin Environmental (PA&ED) Phase		03/03/2014
Circulate Draft Environmental Document Document Type (ND/MND)/CE		01/11/2016
Draft Project Report		10/14/2016
End Environmental Phase (PA&ED Milestone)		10/14/2016
Begin Design (PS&E) Phase		03/12/2018
End Design Phase (Ready to List for Advertisement Milestone)		05/28/2021
Begin Right of Way Phase		12/09/2019
End Right of Way Phase (Right of Way Certification Milestone)		04/02/2021
Begin Construction Phase (Contract Award Milestone)		10/08/2021
End Construction Phase (Construction Contract Acceptance Milestone)		12/29/2023
Begin Closeout Phase		01/02/2024
End Closeout Phase (Closeout Report)		01/31/2025

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6158-2021-0001 v3

Date 07/14/2020 10:55:00

Purpose and Need

The purpose of the project is to provide an auxiliary lane that can reduce vehicle delay, improve travel time reliability, and facilitate smoother travel flow along eastbound I-80 between Highway 65 and Rocklin Road interchanges. The project is needed because the freeway is experiencing operational problems in the eastbound directions caused by high travel demand, especially during peak commute periods and weekends from recreational destinations in the Sierra Nevada and San Francisco Bay Area. At this location, the end of the HOV lane is 0.9 miles east of the Highway 65 interchange, combined with the merge of vehicles from Highway 65 requires two merges within 1/2 mile. This existing freeway configuration impedes the smooth flow of traffic, subjecting this location to recurring congestion, delay, and impaired mobility for freight, transit and passenger vehicles. This results in congestion bottlenecks, increased emissions, increased travel costs, and reduced travel time reliability and transit schedule adherence.

NHS Improvements ☒ YES ☐ NO	Roadway Class 1	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Auxiliary lanes	Miles	1.9
Operational Improvement	Ramp modifications	EA	1

Additional Information

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

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

- Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
  - Revitalization of urban, suburban, and rural centers and corridors;
  - Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
  - Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
- Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.

- 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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system

- Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
- Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

PPR ID
ePPR-6158-2021-0001 v3

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	450	230	220
			# of Pedestrians	195	100	95
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	-95,700,000	0	-95,700,000
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	833	833	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6158-2021-0001 v3

District	County	Route	EA	Project ID	PPNO
03	Placer	80	3F320	0312000106	5101

Project Title

PSGC Phase 1 - I-80 Transit Reliability

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									Placer County Transportation Plannin
R/W SUP (CT)									Placer County Transportation Plannin
CON SUP (CT)									Caltrans District 3
R/W									Placer County Transportation Plannin
CON									Caltrans District 3
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	350							350	
PS&E	361							361	
R/W SUP (CT)									
CON SUP (CT)		1,015						1,015	
R/W	114							114	
CON		8,488						8,488	
TOTAL	825	9,503						10,328	

Fund #1:	Demo - High Priority Projects Program (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)	350							350	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	44							44	
CON									
TOTAL	394							394	

PPR ID
ePPR-6158-2021-0001 v3

Fund #2:	Federal Disc. - Earmark Repurposing (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E	361							361	
R/W SUP (CT)									
CON SUP (CT)									
R/W	30							30	
CON									
TOTAL	391							391	

Fund #3:	Other Fed - Highway Infrastructure Program (HIP) (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	40							40	
CON									
TOTAL	40							40	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6158-2021-0001 v3

Fund #4:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Placer County Transportation Plannin
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		1,015						1,015	
R/W									
CON		8,488						8,488	
TOTAL		9,503						9,503	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6158-2021-0002 v2

Amendment (Existing Project) ☐ YES ☒ NO | Date 07/14/2020 10:56:45

Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other

District	EA	Project ID	PPNO	Nominating Agency	
03			1535	Caltrans HQ	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Placer				Sacramento Area Council of Governments,Placer County Tr	
				MPO	**Element**
				SACOG	Mass Transit (MT)
Project Manager/Contact			**Phone**	**Email Address**	
Mike Dour			916-746-1304	mdour@roseville.ca.us	

Project Title

PSGC Phase 1 - South Placer Transit

Location (Project Limits), Description (Scope of Work)

The Lincoln to Sacramento express bus service will begin in the City of Lincoln and then continue along the Highway 65 corridor with stops at the Galleria Mall, Sutter Hospital and Kaiser Hospital. The express bus service would then travel down Interstate 80 into Sacramento County and terminate at Sacramento Regional Transit's Watt/I-80 light rail station. The light rail service would then enable passengers to travel to and from downtown Sacramento, the Railyards and other key destinations within Sacramento County. This new express bus service is expected to operate on weekdays every 30 minutes between approximately 6 a.m. and 9 p.m.
The service will be provided using five (5) new 40' battery electric buses (4 buses and 1 spare). Battery charging would require three depot chargers (150 KW) and two on-route chargers (450 KW).

Component	Implementing Agency
PA&ED	Placer County Transportation Planning Agency
PS&E	City of Roseville
Right of Way	City of Roseville
Construction	City of Roseville

Legislative Districts

Assembly:	6	Senate:	1	Congressional:	4

Project Milestone	Existing	Proposed
Project Study Report Approved	01/22/2020	
Begin Environmental (PA&ED) Phase		03/02/2020
Circulate Draft Environmental Document Document Type CE		04/27/2020
Draft Project Report		04/27/2020
End Environmental Phase (PA&ED Milestone)		04/27/2020
Begin Design (PS&E) Phase		07/01/2020
End Design Phase (Ready to List for Advertisement Milestone)		04/02/2021
Begin Right of Way Phase		06/01/2020
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2020
Begin Construction Phase (Contract Award Milestone)		10/01/2021
End Construction Phase (Construction Contract Acceptance Milestone)		06/30/2023
Begin Closeout Phase		07/07/2023
End Closeout Phase (Closeout Report)		09/29/2023

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6158-2021-0002 v2

Date 07/14/2020 10:56:45

Purpose and Need

To alleviate traffic congestion along Highway 65 and Interstate 80, improve air quality, provide mobility options and reduce energy consumption. Reducing congestion and improving mobility options will facilitate more economic development. Interstate 80 and Highway 65 in Placer County is one of the most congested corridors in the Sacramento Region. This corridor experiences traffic congestion in all directions several hours a day.

NHS Improvements ☒ YES ☐ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	5
Rail/ Multi-Modal	Station improvements	EA	5

Additional Information

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

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

- Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
  - Revitalization of urban, suburban, and rural centers and corridors;
  - Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
  - Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
- Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.

- 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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system

- Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
- Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
- Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
- Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
- Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
- Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6158-2021-0002 v2

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	195	100	95
			# of Pedestrians	450	230	220
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,289.71	1,290	-0.29
			PM 10 Tons	1,204.72	1,205	-0.28
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	-95,700,000	0	-95,700,000
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	833	833	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
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District	County	Route	EA	Project ID	PPNO
03	Placer				1535

Project Title

PSGC Phase 1 - South Placer Transit

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

Proposed Total Project Cost ($1,000s)								
E&P (PA&ED)	10							10
PS&E	50							50
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON		11,340						11,340
TOTAL	60	11,340						11,400

Implementing Agency
Placer County Transportation Plannin
City of Roseville
City of Roseville
City of Roseville
City of Roseville
City of Roseville

Notes

Fund #1:	Local Funds - Local Transportation Funds (Committed)							
Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total
E&P (PA&ED)								
PS&E								
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON								
TOTAL								

Program Code

Funding Agency

Placer County Transportation Plannin

Proposed Funding ($1,000s)								
E&P (PA&ED)	10							10
PS&E	50							50
R/W SUP (CT)								
CON SUP (CT)								
R/W								
CON		75						75
TOTAL	60	75						135

Notes

Western Placer Consolidated Transportation Services Agency (WPCTSA) operating fund allocation to support startup of new transit services for three years.

Fund #2:	Local Funds - Private Funds (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Roseville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Kaiser and Sutter hospitals operating funding contribution to support startup of new transit services for three years.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		900						900	
TOTAL		900						900	

Fund #3:	CMAQ - Congestion Mitigation (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Roseville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									CMAQ funds to support startup of new transit services for three years.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,101						1,101	
TOTAL		1,101						1,101	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
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Fund #4:	Other State - Low Carbon Transit Operations Program (LCTOP) (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Roseville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									LCTOP funds to support startup of new transit services for three years.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,689						1,689	
TOTAL		1,689						1,689	

Fund #5:	Local Funds - Traffic Impact Fees (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Roseville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									South Placer Regional Transportation Authority (SPRTA) fund allocation to support startup of new transit services for three years.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		573						573	
TOTAL		573						573	

PPR ID
ePPR-6158-2021-0002 v2

Fund #6:	Local Funds - Fare Revenues (Committed)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Roseville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Three year estimate of farebox revenue attributable to express bus service to fund operations.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,002						1,002	
TOTAL		1,002						1,002	

Fund #7:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
	Existing Funding ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									City of Roseville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									Capital funds for five ZEB buses and battery charging requiring three depot chargers and two on-route chargers.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		6,000						6,000	
TOTAL		6,000						6,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0002 v3

Amendment (Existing Project) ☐ YES ☒ NO						Date	07/14/2020 11:21:05
Programs ☐ LPP-C ☐ LPP-F ☒ SCCP ☐ TCEP ☐ STIP ☐ Other							
District	EA	Project ID	PPNO	Nominating Agency			
03			1532	Caltrans HQ			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento				Placer County Transportation Planning Agency,Sacramento			
				MPO	Element		
				SACOG	Mass Transit (MT)		
Project Manager/Contact			Phone	Email Address			
Erik J. Reitz			916-321-2959	ereitz@sacRT.com			

Project Title

PSGC Phase 1 – Light Rail Modernization LRVs

Location (Project Limits), Description (Scope of Work)

LOCATION: Light Rail Vehicles will operate on the Blue Lines North East Corridor (NEC) which includes stations within the City of Sacramento and Sacramento County

DESCRIPTION/SCOPE: Purchase eight (8) Low-Floor Light Rail Vehicles (LRV) to replace eight (8) high floor LRVs which are past their useful life. SacRT has entering into a contact with Siemens Mobility Inc. to acquire up to 76 new Siemens model S700 low floor LRVs. SacRT has identified funding for the first 20 vehicles and has issued Siemens a Notice to Proceed with the manufacturing of those LRV. The contract includes options for the remaining 56 vehicles that will need to be exercised within the next 7 years. The S700 low-floor LRVs will have low-level boarding at every doorway, a spacious seating design, and larger windows for better light and views. They will feature improved accessibility with wider aisles, built-in storage space for luggage and areas for bicycles.

Component	Implementing Agency
PA&ED	Sacramento Regional Transit District
PS&E	Sacramento Regional Transit District
Right of Way	Sacramento Regional Transit District
Construction	Sacramento Regional Transit District

Legislative Districts					
Assembly:	8	Senate:	6	Congressional:	6

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		05/01/2019
Circulate Draft Environmental Document Document Type CE/CE		06/01/2019
Draft Project Report		06/01/2019
End Environmental Phase (PA&ED Milestone)		07/17/2019
Begin Design (PS&E) Phase		10/01/2018
End Design Phase (Ready to List for Advertisement Milestone)		02/22/2019
Begin Right of Way Phase		01/07/2019
End Right of Way Phase (Right of Way Certification Milestone)		01/25/2019
Begin Construction Phase (Contract Award Milestone)		06/30/2022
End Construction Phase (Construction Contract Acceptance Milestone)		07/01/2026
Begin Closeout Phase		07/02/2026
End Closeout Phase (Closeout Report)		08/01/2026

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0002 v3

Date 07/14/2020 11:21:05

Purpose and Need

In 1987 SacRT opened an 18.3 mile light rail system that linked northeastern (Interstate 80) and eastern (Highway 50) corridors with downtown Sacramento. The new system served 30 new stations with 26 new Siemens-Duewag high floor light rail vehicles. The new stations were equipped with mini-high platforms to allow ADA accessibility to the front light rail vehicle. The new system often referred to as the "Starter Line" was a model of cost efficiency being constructed at a mere cost of $176 million including the cost of vehicle and construction of a maintenance/ storage facility).

Flash forward 33 years, SacRT's light rail system now operates on over 43 miles of track and provides service to over 50 stations. However, the SacRT light rail fleet still includes all 26 of the original Siemens-Duewag vehicles which have been in service since the opening of the light rail system and more than 10 other light rail vehicles that are beyond their useful life. The age and the configuration (high floor vehicles) of the fleet have begun to have a negative effect on passenger experience, leading some passengers to use other modes of transportation for their daily trips. These negative experiences include reduced reliability, decreased accessibility, and reduced capacity

SacRT's light rail system is needs substantial modernization, especially of vehicles and stations, to continue to compete as an effective alternative to single occupant vehicle travel and support more transit-oriented development. In 2018 SacRT started implementing these improvement with of the SacRT Light Rail Modernization Phase 1 (Gold Line) project. SacRT was able to secure funding for part of Phase 1 including purchasing 20 new LRVs, partial converting 29 Gold Line stations and constructing new side track and signaling to allow for 15 minute service to Folsom. In the 2020 TIRCP round, SacRT received grant funding to continue to move the project forward and to purchase eight (8) more LRVs for the Gold Line service. However, additional funding is still needed to complete the SacRT Light Rail Modernization Phase 2 (Blue Line) to bring low-floor light rail service to all SacRT light rail users.

NHS Improvements ☐ YES ☒ NO	Roadway Class NA	Reversible Lane Analysis ☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Rail/ Multi-Modal	Rail cars/ transit vehicles	EA	8

Additional Information

The Placer-Sacramento Gateway Corridor Phase 1 improvements support the following goals and policies identified in the SACOG 2020 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS):

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

Policy 1: Provide incentives, information, tools, technical assistance, and encouragement to support implementation of the Sacramento region's Sustainable Communities Strategy through:
Revitalization of urban, suburban, and rural centers and corridors;
Complete communities that include a balance of homes, jobs, services, amenities, and diverse transportation options; and
Complete streets that provide safe, comfortable, and equitable facilities for people of all ages and abilities to walk, bike, and ride transit.
Policy 2: Pursue funding opportunities that support the infrastructure improvements needed to support new housing and employment opportunities in existing urban, suburban, and rural communities.

Goal 2: Foster the next generation of mobility solutions.

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 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.

Goal 4: Build and maintain a safe, resilient, and multimodal transportation system

Policy 19: Transit expansion, particularly light rail and other fixed infrastructure transit options, should be targeted at communities with supportive land use policies and development patterns that will generate transit ridership and improve the cost recovery rates for transit service.
Policy 20: Prioritize cost effective safety improvements that will help the region eliminate fatal transportation related accidents.
Policy 22: Invest in bicycle and pedestrian infrastructure to encourage healthy, active transportation trips and provide recreational opportunities for residents and visitors.
Policy 23: Prioritize and incentivize transportation investments that benefit environmental justice communities.
Policy 24: Invest in transportation improvements that improve access to major economic assets and job centers.
Policy 25: Prioritize investments in transportation improvements that reduce greenhouse gas emissions and vehicle miles traveled.

PPR ID
ePPR-6005-2021-0002 v3

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	22,583,529	22,602,243	-18,714
			VMT per Capita	29.92	29.95	-0.03
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	2,991,330	3,009,718	-18,388
			Hours per Capita	3.96	3.99	-0.03
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	20.81	20.81	0
Throughput	Optional	Bicyclist/ Pedestrian Screen Line Counts	# of Bikes	450	230	220
			# of Pedestrians	195	100	95
	Optional	Peak Period Person Throughput by Applicable Mode	# of Persons	10,985	10,380	605
	Optional	Passengers Per Vehicle Service Hour	# of Passengers	102	96	6
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	97.8	94.5	3.3
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28
			PM 10 Tons	1,289.71	1,290	-0.29
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1,568.45	1,569	-0.55
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	117,294.04	117,339	-44.96
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.4	77.6	-0.2
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	9.38	9.83	-0.45
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	159.52	163.8	-4.28
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124
	Optional	Accident Cost Savings	Dollars	-95,700,000	0	-95,700,000
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	687,439	687,439	0

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	360	360	0
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	71.8	70.5	1.3
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.46	0	2.46

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0002 v3

District	County	Route	EA	Project ID	PPNO
03	Sacramento				1532

Project Title

PSGC Phase 1 – Light Rail Modernization LRVs

Existing Total Project Cost ($1,000s)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)									Sacramento Regional Transit District
PS&E									Sacramento Regional Transit District
R/W SUP (CT)									Sacramento Regional Transit District
CON SUP (CT)									Sacramento Regional Transit District
R/W									Sacramento Regional Transit District
CON									Sacramento Regional Transit District
TOTAL									
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		47,206						47,206	
TOTAL		47,206						47,206	

Fund #1:	State SB1 SCCP - Solution for Congested Corridors Program (Uncommitted)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		22,994						22,994	
TOTAL		22,994						22,994	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0002 v3

Fund #2:	RSTP - STP Local (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Sacramento Regional Transit District Contribution SACOG Regional Funds. Funds will be committed before Dec. 2020.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,523						10,523	
TOTAL		10,523						10,523	

Fund #3:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									If SacRT does not receive funding from this year's LPP Competive cycle, SacRT is also applying or funds through two other competive programs AHSC and BUILD.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,000						5,000	
TOTAL		5,000						5,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0002 v3

Fund #4:	Other State - Low Carbon Transit Operations Program (LCTOP) (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									This funding is distributed by formula, applicants are just required to have a project that meet program requirements. Award announcements are expected to be in July 2020.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		400						400	
TOTAL		400						400	

Fund #5:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									SB 1 STA-State of Good Repair (SGR)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,296						3,296	
TOTAL		3,296						3,296	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 06/2020)

PPR ID
ePPR-6005-2021-0002 v3

Fund #6:	FTA Funds - FTA5307 - Urbanized Area Formula Program (Committed)								Program Code
Existing Funding ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									Regional 5307 Discretionary Funds, Distribute by SACOG. Funds will be committed before Dec. 2020.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,993						4,993	
TOTAL		4,993						4,993	

APPENDIX II
PERFORMANCE INDICATORS AND MEASURES

PLACER-SACRAMENTO GATEWAY PLAN

Measure	Indicator	Unit	Build Total	Future No Build Total	Change	Methodology	Data/Assumptions
Congestion Reduction	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	VMT per Capita (Corridor)	29.92	29.95	-0.03	Estimated using the latest SACOG regional travel demand model (SACSIM19).	Calculated for TAZs and roadway links within two miles of the Gateway Corridor.
		Total Miles (Corridor)	22,583,529	22,602,243	-18,714	Estimated using the latest SACOG regional travel demand model (SACSIM19).	Calculated for roadway links within two miles of the Gateway Corridor.
Congestion Reduction	Person Hours of Travel Time Saved	Person Hours	-1,755,388	0	-1,755,388	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19).	
Congestion Reduction	Daily Vehicle Hours of Delay	Hours	8,281	8,331	-50	Estimated using the latest SACOG regional travel demand model (SACSIM19).	Calculated as the vehicle hours of delay experienced on Gateway Corridor freeway links for vehicles traveling less than 35 mph during a typical weekday.
Congestion Reduction	Percent Change in Non-Single Occupancy Vehicle Travel	% Non-SOV Trips	20.81%	20.81%	0.00%	Estimated using the latest SACOG regional travel demand model (SACSIM19).	
Congestion Reduction	Per Capita and Total Person Hours of Delay per Year	Person Hours	2,991,330	3,009,718	-18,388	Estimated using the latest SACOG regional travel demand model (SACSIM19).	Calculated as the person hours of delay experienced on Gateway Corridor freeway links for vehicles traveling less than 35 mph during a typical weekday.
		Person Hours per Capita	3.96	3.99	-0.02	Estimated using the latest SACOG regional travel demand model (SACSIM19).	Calculated as the person hours of delay experienced on Gateway Corridor freeway links for vehicles traveling less than 35 mph during a typical weekday. Population calculated from TAZs within two miles of the Gateway Corridor.
		Vehicle	8,540	8,400	140	Estimated using base year PeMS data and SACSIM19 regional travel demand model. Future year volume = Average PeMS peak hour volume + (Future Year Model Volume - Base Year Model Volume).	PM peak hour person trips by vehicle passing through EB I-80 between Auburn Boulevard and Douglas Boulevard.
		LRT	1,435	1,360	75	Estimated using transit ridership elasticity.	PM peak hour person trips by SacRT Blue Line LRT passing through the Arden/Del Paso Station. Base year ridership data provided by SacRT. Assumes a 3% annual ridership growth rate and a 5% ridership elasticity resulting from Phase 1 LRT improvements.
		Bus	365	290	75	Estimated using SACSIM19 regional travel demand model.	PM peak hour person trips by bus on the Gateway Corridor east of Watt Avenue.

Throughput	Peak Period Person Throughout by Applicable Mode	Walk/Bike	645	330	315	Estimates derived by City of Roseville staff.	Peak hour bicycle/pedestrian activity in the Dry Creek Greenway vicinity. Estimates based on base year bicycle/pedestrian counts and surveys of parents of students attending schools within vicinity of Dry Creek Greenway project.
		Passengers per Vehicle Service Hour (South Placer County Transit Project)	11	0	11	Average weekday passengers per vehicle service hour for the South Placer County Transit Project.	Average weekday passenger boardings and vehicle service hours estimated by PCTPA.
Throughput	Passengers per Vehicle Service Hour	Passengers per Vehicle Service Hour (SacRT Blue Line LRT)	102	96	6	Average weekday passengers per vehicle service hour for the SacRT Blue Line light rail service.	Base year ridership data provided by SacRT. Assumes a 3% annual ridership growth rate and a 5% ridership elasticity resulting from Phase 1 LRT improvements.
		Peak Hour Bicycle Trips	450	230	220		Estimates based on base year bicycle/pedestrian counts and surveys of parents of students attending schools within vicinity of Dry Creek Greenway project.
Throughput	Bicyclist/Pedestrian Screen Line Counts	Peak Hour Pedestrian Trips	195	100	95	Estimates derived by City of Roseville staff.	
System Reliability	Peak Period Travel Time Reliability Index	Index	1.02	1.04	-0.02	Travel Time Reliability metric (LOTTR) is the 80th percentile travel time divided by the 50th percentile travel time during the different time periods. This was estimated based on base year LOTTR from PeMS and the SACSIM19 regional travel demand model.	Calculated for PM peak period (3pm-6pm) on EB I-80 east of SR 65. Future year LOTTR = Average PeMS LOTTR + (Future Year Model LOTTR - Base Year Model LOTTR).
System Reliability	Transit Service On-Time Performance	% On-Time (SacRT Blue Line LRT)	97.8	94.5	3.31	On-time performance benefit of LRT Modernization estimated by SacRT Operations staff.	Base year Blue Line light rail on-tier performance derived from SacRT Service Performance Report, 2018 Q4.
		PM 10 Tons	1,289.71	1,290	-0.29		
Air Quality & GHG	Particulate Matter	PM 2.5 Tons	1,204.72	1,205	-0.28		
Air Quality & GHG	Carbon Dioxide (CO2)	Tons	159,422,178	159,476,158	-53,980		
Air Quality & GHG	Volatile Organic Compounds (VOC)	Tons	21,338.83	21,348	-9.17		
Air Quality & GHG	Sulphur Dioxides (SOX)	Tons	1,568.45	1,569	-0.55	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19).	
Air Quality & GHG	Carbon Monoxide (CO)	Tons	488,100.71	488,276	-175.29		
Air Quality & GHG	Nitrogen Oxides (NOX)	Tons	117,294.04	117,339	-44.96		
Safety	Number of Fatalities	Number	9.38	9.83	-0.45	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19) and TASAS Table B.	Base year collision data derived from TASAS Table B prepared by Caltrans for Gateway Corridor highway facilities from 2016 to 2018.

Safety	Fatalities per 100 Million VMT	Number	0.11	0.12	-0.01	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19) and TASAS Table B.	Base year collision data derived from TASAS Table B prepared by Caltrans for Gateway Corridor highway facilities from 2016 to 2018.
Safety	Number of Serious Injuries	Number	159.52	163.80	-4.28	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19) and TASAS Table B.	Base year collision data derived from TASAS Table B prepared by Caltrans for Gateway Corridor highway facilities from 2016 to 2018.
Safety	Number of Serious Injuries per 100 Million VMT	Number	1.94	1.99	-0.05	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19) and TASAS Table B.	Base year collision data derived from TASAS Table B prepared by Caltrans for Gateway Corridor highway facilities from 2016 to 2018.
Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	77.40	77.60	-0.20	Estimated based on average number of non-motorized fatalites and serious injuries per year from SWITRS dataset (2016-2018). Collision reduction factors applied to Phase 1 active transportation improvements and associated existing collision data.	Statewide Integrated Traffic Records System (SWITRS) accessed via the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS).
Safety	Number of Property Damage Only and Non-Serious Injury Collisions	Number	1,966	2,090	-124	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19) and TASAS Table B.	Base year collision data derived from TASAS Table B prepared by Caltrans for Gateway Corridor highway facilities from 2016 to 2018.
Safety	Accident Cost Savings	Number	-$95,700,000	0	-$95,700,000	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19).	
Accessibility	Number of Jobs Accessible by Mode	Number of Jobs Accessible by Transit	278,405	278,388	17	Number of jobs within 1/4 mile buffer of high quality transit stops from the SACSIM19 parcel layer.	High quality transit stop is defined as stops on corridor with fixed route service with service intervals no longer than 15 minutes during peak commute hours. This was defined from SACOG's high frequency transit layer. Transit stops within 2 miles of the Gateway Corridor were used for this metric.
		Number of Jobs Accessible by Bike	687,439	687,439	0	Number of jobs within 3 mile buffer of residential parcels estimated from the SACSIM19 parcel layer.	Residential parcels within 2 miles of the project corridor were used for this metric.
		Number of Jobs Accessible by Walking	421,809	421,809	0	Number of jobs within 1/2 mile buffer of residential parcels estimated from the SACSIM19 parcel layer.	Residential parcels within 2 miles of the project corridor were used for this metric.

		Number of Key Destinations Accessible by Transit	115	115	0	Key destinations within 1/4 mile buffer of high quality transit stops from the SACSIM19 parcel layer.	High Frequency transit stop is defined as stops on corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. This was defined from SACOG's high frequency transit layer. Transit stops within 2 miles of the project corridor were used for this metric. Key destinations defined as schools, local and regional shopping centers, and employment centers.
		Number of Key Destinations Accessible by Bike	360	360	0	Key destinations within 3 mile buffer of residential parcels estimated from the SACSIM19 parcel layer.	Residential parcels within 2 miles of the project corridor were used for this metric. Key destinations defined as schools, local and regional shopping centers, and employment centers.
Accessibility	Access to Key Destinations by Mode	Number of Key Destinations Accessible by Walking	358	358	0	Key destinations within 1/2 mile buffer of residential parcels estimated from the SACSIM19 parcel layer.	Residential parcels within 2 miles of the project corridor were used for this metric. Key destinations defined as schools, local and regional shopping centers, and employment centers.
Accessibility	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	% of Population Defined as Low Income or Disadvantaged	71.8%	70.5%	1.3%	Percent of low income or disadvantaged community population within 1/2 mile of high quality transit stops.	Disadvantaged communities defined per Senate Bill (SB) 535 and low-income community defined per Assembly Bill (AB) 1550.
Economic Development	Jobs Created (Direct and Indirect)	Number	1,461	0	1,461	Caltrans Multiplier based on Project Cost - 11 jobs per $1 million invested.	
Cost Effectiveness	Cost Benefit Ratio	Ratio	2.46	0	2.46	Estimated using California Life-Cycle Benefit/Cost Analysis Model (Cal-B/C) Tool using inputs from the latest SACOG regional travel demand model (SACSIM19).	

APPENDIX III
STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

This appendix contains State Highway System Project Impact Assessment forms (Form CTC-0002) for the following Phase 1 components:

- Dry Creek Greenway East, Phase 1
- EB I-80 Auburn Boulevard Ramp Meter
- I-80 Transit Reliability Improvement
- Watt Avenue Complete Streets, Phase 1
- Watt/I-80 Station Improvements

Other Phase 1 components do not require Form CTC-0002.

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

APPENDIX III

CTC-0002 (NEW 9/2019)

I. APPLICANT INFORMATION

1. NOMINATING AGENCY

CITY OF ROSEVILLE

2. NAME OF PERSON SUBMITTING THE NOMINATION	3. TITLE
CATHERINE GOSALVEZ	ASSISTANT ENGINEER - PUBLIC WORKS
4. PHONE	**5. EMAIL**
916-746-1300	CGosalvez@roseville.ca.us

II. PROJECT INFORMATION

6. PROJECT TITLE

DRY CREEK GREENWAY EAST TRAIL PHASE 1 PROJECT

7. PERCENT OF PROJECT AREA WITHIN STATE R/W	8. TOTAL CONSTRUCTION COST WITHIN STATE R/W
3	$200,000

9. ANTICIPATED ENVIRONMENTAL DOCUMENT FOR:

CEQA: EIR **NEPA:** CATEGORICAL EXCLUSION WITH TECH STUDIES

10. CHECK ALL OF THE FOLLOWING THAT APPLY:

- ☑ PROJECT IS NOT IN AND WILL NOT DISCHARGE INTO AN ENVIRONMENTALLY SENSITIVE AREA AND IS NOT EXPECTED TO NEED AN EIR/EIS
- ☐ PROJECT DOES NOT REQUIRE FHWA COORDINATION OR APPROVAL
- ☑ PROJECT DOES NOT REQUIRE RIGHT OF WAY DEDICATION FROM CALTRANS
- ☑ PROJECT DOES NOT REQUIRE CALTRANS STRUCTURE DESIGN APPROVAL FOR MODIFICATION TO A CALTRANS BRIDGE OR STRUCTURE.
- ☑ PROJECT DOES NOT REQUIRE DESIGN EXCEPTIONS TO MANDATORY DESIGN STANDARDS (*REF. HIGHWAY DESIGN MANUAL, DESIGN INFORMATION BULLETIN 78)*
- ☐ PROJECT DOES NOT REQUIRE ENCHROACHMENT EXCEPTIONS APPROVAL (*REF. ENCHROACHMENT PERMIT MANUAL, CH. 300)*

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT-OF-WAY

PLACE CONCRETE CLASS 1 BIKE TRAIL ALONG AN EXISTING BENCH LOCATED UNDER INTERSTATE 80 (BRIDGE # 19-0027) ADJACENT TO CIRBY CREEK. CONSTRUCT START OF CITY RETAINING WALL ON SOUTH OF SIDE OF I-80, BEYOND EXISTING BRIDGE ABUTMENT.

12. EXPECTED LEVEL OF CALTRANS INVOLVEMENT:

☐ **Cooperative Agreement Oversight Process:** *Cooperative Agreement oversight process reviews are generally used for projects with a construction cost within the State Right of Way greater than $1 Million.*

☑ **Encroachment Permits Oversight Process:** *Office of Encroachment Permits oversight process reviews are generally used for projects with a construction cost within the State Right of Way of $1 Million or less.*

III. CALTRANS PROJECT SUPPORT

SIGNATURE: Samantha Belcher **DATE:** 6/29/20

PRINT NAME: For Nadarajah Suthahar

Deputy District Director Program Project Management

The above signature indicates, based on available information:

1. Caltrans supports the project;
2. The project is consistent with Caltrans's standards;
3. Durations and start and end dates to achieve the major milestones are reasonable;
4. The funding plan is reasonable.

IV. ATTACHMENTS

The Project Programming Request must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

APPENDIX III

CTC-0002 (NEW 9/2019)

I. APPLICANT INFORMATION

1. NOMINATING AGENCY

Caltrans

2. NAME OF PERSON SUBMITTING THE NOMINATION	3. TITLE
Sukhvinder Takhar	Deputy District Direction - DPLAS
4. PHONE	**5. EMAIL**
916-203-4574	sukhvinder.takhar@dot.ca.gov

II. PROJECT INFORMATION

6. PROJECT TITLE

EB I-80 Auburn Boulevard Ramp Meter

7. PERCENT OF PROJECT AREA WITHIN STATE R/W	8. TOTAL CONSTRUCTION COST WITHIN STATE R/W
100	$660,000

9. ANTICIPATED ENVIRONMENTAL DOCUMENT FOR:

CEQA: CE NEPA: CE

10. CHECK ALL OF THE FOLLOWING THAT APPLY:

- ☑ PROJECT IS NOT IN AND WILL NOT DISCHARGE INTO AN ENVIRONMENTALLY SENSITIVE AREA AND IS NOT EXPECTED TO NEED AN EIR/EIS
- ☑ PROJECT DOES NOT REQUIRE FHWA COORDINATION OR APPROVAL
- ☑ PROJECT DOES NOT REQUIRE RIGHT OF WAY DEDICATION FROM CALTRANS
- ☑ PROJECT DOES NOT REQUIRE CALTRANS STRUCTURE DESIGN APPROVAL FOR MODIFICATION TO A CALTRANS BRIDGE OR STRUCTURE.
- ☑ PROJECT DOES NOT REQUIRE DESIGN EXCEPTIONS TO MANDATORY DESIGN STANDARDS *(REF. HIGHWAY DESIGN MANUAL, DESIGN INFORMATION BULLETIN 78)*
- ☑ PROJECT DOES NOT REQUIRE ENCHROACHMENT EXCEPTIONS APPROVAL *(REF. ENCHROACHMENT PERMIT MANUAL, CH. 300)*

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT-OF-WAY

In Placer County, add metering to the HOVPL on EB I-80 at the Auburn Slip onramp. This project will allow for responsive control of traffic at a key entrance point onto the corridor.

12. EXPECTED LEVEL OF CALTRANS INVOLVEMENT:

☐ **Cooperative Agreement Oversight Process:** *Cooperative Agreement oversight process reviews are generally used for projects with a construction cost within the State Right of Way greater than $1 Million.*

☐ **Encroachment Permits Oversight Process:** *Office of Encroachment Permits oversight process reviews are generally used for projects with a construction cost within the State Right of Way of $1 Million or less.*

III. CALTRANS PROJECT SUPPORT

SIGNATURE:  DATE: 6/15/2020

PRINT NAME: Nadarajah Suthahar

Deputy District Director Program Project Management

The above signature indicates, based on available information:

1. Caltrans supports the project;
2. The project is consistent with Caltrans's standards;
3. Durations and start and end dates to achieve the major milestones are reasonable;
4. The funding plan is reasonable.

IV. ATTACHMENTS

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STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

APPENDIX III

CTC-0002 (NEW 9/2019)

I. APPLICANT INFORMATION

1. NOMINATING AGENCY

Placer Co Transportation Planning Agency

2. NAME OF PERSON SUBMITTING THE NOMINATION	3. TITLE
Michael Luken	Executive Director
4. PHONE	**5. EMAIL**
530.823.4030	mluken@pctpa.net

II. PROJECT INFORMATION

6. PROJECT TITLE

Interstate 80 Transit Reliability Improvement

7. PERCENT OF PROJECT AREA WITHIN STATE R/W	8. TOTAL CONSTRUCTION COST WITHIN STATE R/W
100%	$9,503,000

9. ANTICIPATED ENVIRONMENTAL DOCUMENT FOR:

CEQA: Mitigated Negative Declaration 10/14/16 NEPA: Categorical Exclusion 8/22/15

10. CHECK ALL OF THE FOLLOWING THAT APPLY:

- ☑ PROJECT IS NOT IN AND WILL NOT DISCHARGE INTO AN ENVIRONMENTALLY SENSITIVE AREA AND IS NOT EXPECTED TO NEED AN EIR/EIS
- ☑ PROJECT DOES NOT REQUIRE FHWA COORDINATION OR APPROVAL
- ☑ PROJECT DOES NOT REQUIRE RIGHT OF WAY DEDICATION FROM CALTRANS
- ☐ PROJECT DOES NOT REQUIRE CALTRANS STRUCTURE DESIGN APPROVAL FOR MODIFICATION TO A CALTRANS BRIDGE OR STRUCTURE.
- ☐ PROJECT DOES NOT REQUIRE DESIGN EXCEPTIONS TO MANDATORY DESIGN STANDARDS *(REF. HIGHWAY DESIGN MANUAL, DESIGN INFORMATION BULLETIN 78)*
- ☑ PROJECT DOES NOT REQUIRE ENCHROACHMENT EXCEPTIONS APPROVAL *(REF. ENCHROACHMENT PERMIT MANUAL, CH. 300)*

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT-OF-WAY

In Placer County, the project limits are eastbound I-80 from Highway 65 to Rocklin Road. The project will add an auxiliary lane between Highway 65 and the Rocklin Road Interchanges, providing improved travel time reliability for the more than 90 bus trips that currently pass through this area daily.

12. EXPECTED LEVEL OF CALTRANS INVOLVEMENT:

☑ **Cooperative Agreement Oversight Process:** *Cooperative Agreement oversight process reviews are generally used for projects with a construction cost within the State Right of Way greater than $1 Million.*

☐ **Encroachment Permits Oversight Process:** *Office of Encroachment Permits oversight process reviews are generally used for projects with a construction cost within the State Right of Way of $1 Million or less.*

III. CALTRANS PROJECT SUPPORT

SIGNATURE:  DATE: 6/15/2020

PRINT NAME: Nadarajah Suthahar

Deputy District Director Program Project Management

The above signature indicates, based on available information:

1. Caltrans supports the project;
2. The project is consistent with Caltrans's standards;
3. Durations and start and end dates to achieve the major milestones are reasonable;
4. The funding plan is reasonable.

IV. ATTACHMENTS

The Project Programming Request must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

APPENDIX III

CTC-0002 (NEW 9/2019)

I. APPLICANT INFORMATION

1. NOMINATING AGENCY

Sacramento County DOT

2. NAME OF PERSON SUBMITTING THE NOMINATION	3. TITLE
Rick Carter	Principal Engineer
4. PHONE	**5. EMAIL**
C 530-919-4814	carterr@saccounty.net

II. PROJECT INFORMATION

6. PROJECT TITLE

Watt Avenue Complete Streets, Phase 1

7. PERCENT OF PROJECT AREA WITHIN STATE R/W	8. TOTAL CONSTRUCTION COST WITHIN STATE R/W
0.10%	$11,110.00

9. ANTICIPATED ENVIRONMENTAL DOCUMENT FOR:

CEQA: Mitigated Negative Declaration **NEPA:** Categorical Exclusion

10. CHECK ALL OF THE FOLLOWING THAT APPLY:

- ☑ PROJECT IS NOT IN AND WILL NOT DISCHARGE INTO AN ENVIRONMENTALLY SENSITIVE AREA AND IS NOT EXPECTED TO NEED AN EIR/EIS
- ☑ PROJECT DOES NOT REQUIRE FHWA COORDINATION OR APPROVAL
- ☑ PROJECT DOES NOT REQUIRE RIGHT OF WAY DEDICATION FROM CALTRANS
- ☑ PROJECT DOES NOT REQUIRE CALTRANS STRUCTURE DESIGN APPROVAL FOR MODIFICATION TO A CALTRANS BRIDGE OR STRUCTURE.
- ☑ PROJECT DOES NOT REQUIRE DESIGN EXCEPTIONS TO MANDATORY DESIGN STANDARDS (*REF. HIGHWAY DESIGN MANUAL, DESIGN INFORMATION BULLETIN 78)*
- ☑ PROJECT DOES NOT REQUIRE ENCHROACHMENT EXCEPTIONS APPROVAL (*REF. ENCHROACHMENT PERMIT MANUAL, CH. 300)*

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT-OF-WAY

Construct approximately 40 feet of sidewalk connecting Orange Grove Avenue and southbound Watt Avenue at the WB onramp, south of the intersection of Watt Avenue and Orange Grove Avenue.

12. EXPECTED LEVEL OF CALTRANS INVOLVEMENT:

☐ **Cooperative Agreement Oversight Process:** *Cooperative Agreement oversight process reviews are generally used for projects with a construction cost within the State Right of Way greater than $1 Million.*

☑ **Encroachment Permits Oversight Process:** *Office of Encroachment Permits oversight process reviews are generally used for projects with a construction cost within the State Right of Way of $1 Million or less.*

III. CALTRANS PROJECT SUPPORT

SIGNATURE: Nadarajah (Sutha) Suthahar Digitally signed by Nadarajah (Sutha) Suthahar Date: 2020.06.15 11:27:23 -07'00' **DATE:** 06/15/2020

PRINT NAME: Nadarajah Suthahar

Deputy District Director Program Project Management

The above signature indicates, based on available information:

1. Caltrans supports the project;
2. The project is consistent with Caltrans's standards;
3. Durations and start and end dates to achieve the major milestones are reasonable;
4. The funding plan is reasonable.

IV. ATTACHMENTS

The Project Programming Request must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).

STATE HIGHWAY SYSTEM PROJECT IMPACT ASSESSMENT

APPENDIX III

CTC-0002 (NEW 9/2019)

I. APPLICANT INFORMATION

1. NOMINATING AGENCY

Sacramento Regional Transit Distric (SacRT)

2. NAME OF PERSON SUBMITTING THE NOMINATION	3. TITLE
Erik J. Reitz	Grants Manager
4. PHONE	**5. EMAIL**
916-321-2959	ereitz@sacrt.com

II. PROJECT INFORMATION

6. PROJECT TITLE

Watt/I-80 Light Rail Station Improvements

7. PERCENT OF PROJECT AREA WITHIN STATE R/W	8. TOTAL CONSTRUCTION COST WITHIN STATE R/W
10%	$950,000

9. ANTICIPATED ENVIRONMENTAL DOCUMENT FOR:

CEQA: January 2021 **NEPA:** January 2021

10. CHECK ALL OF THE FOLLOWING THAT APPLY:

- ☑ PROJECT IS NOT IN AND WILL NOT DISCHARGE INTO AN ENVIRONMENTALLY SENSITIVE AREA AND IS NOT EXPECTED TO NEED AN EIR/EIS
- ☑ PROJECT DOES NOT REQUIRE FHWA COORDINATION OR APPROVAL
- ☑ PROJECT DOES NOT REQUIRE RIGHT OF WAY DEDICATION FROM CALTRANS
- ☐ PROJECT DOES NOT REQUIRE CALTRANS STRUCTURE DESIGN APPROVAL FOR MODIFICATION TO A CALTRANS BRIDGE OR STRUCTURE.
- ☑ PROJECT DOES NOT REQUIRE DESIGN EXCEPTIONS TO MANDATORY DESIGN STANDARDS (*REF. HIGHWAY DESIGN MANUAL, DESIGN INFORMATION BULLETIN 78)*
- ☐ PROJECT DOES NOT REQUIRE ENCHROACHMENT EXCEPTIONS APPROVAL (*REF. ENCHROACHMENT PERMIT MANUAL, CH. 300)*

11. DESCRIBE THE SCOPE OF WORK TO BE DONE WITHIN STATE HIGHWAY RIGHT-OF-WAY

In northeast Sacramento County, construct improvements at the Watt/I-80 Light Rail Station operated by SacRT located near the Interstate 80/Business 80 interchange. Improvements include bicycle and pedestrian access enhancements, safety improvements, enhanced connections between bus and light rail, increased bus capacity, and enhanced passenger amenities.

12. EXPECTED LEVEL OF CALTRANS INVOLVEMENT:

☑ **Cooperative Agreement Oversight Process:** *Cooperative Agreement oversight process reviews are generally used for projects with a construction cost within the State Right of Way greater than $1 Million.*

☐ **Encroachment Permits Oversight Process:** *Office of Encroachment Permits oversight process reviews are generally used for projects with a construction cost within the State Right of Way of $1 Million or less.*

III. CALTRANS PROJECT SUPPORT

SIGNATURE: Nadarajah (Sutha) Suthahar Digitally signed by Nadarajah (Sutha) Suthahar Date: 2020.06.15 13:56:36 -07'00' **DATE:** 06/15/2020

PRINT NAME: Nadarajah Suthahar

Deputy District Director Program Project Management

The above signature indicates, based on available information:

1. Caltrans supports the project;
2. The project is consistent with Caltrans's standards;
3. Durations and start and end dates to achieve the major milestones are reasonable;
4. The funding plan is reasonable.

IV. ATTACHMENTS

The Project Programming Request must be provided to Caltrans with this form. Additional information may be required by Caltrans, including, but, not limited to: (1) project level documents and (2) draft funding application(s).

APPENDIX IV
LETTERS OF SUPPORT

This appendix contains letters of support from the following entities:

- Assemblymember Kevin McCarty
- Assemblymember Kevin Kiley
- 80 Watt District PBID
- Auburn Boulevard Business Association (ABBA)
- Downtown Sacramento Partnership
- Health Education Council (HEC)
- Mercy Housing
- Placer County Air Pollution Control District (PCAPCD)
- Sacramento Area Bicycle Advocates (SABA)
- Sacramento Asian Pacific Chamber of Commerce
- Sacramento Metropolitan Air Quality Management District (SMAQMD)
- Sutter Health

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0007
(916) 319-2007
FAX (916) 319-2107

WEBSITE
Assembly.ca.gov/McCarty

Assembly
California Legislature

KEVIN McCARTY
CHAIR: BUDGET SUBCOMMITTEE NO. 2 ON EDUCATION FINANCE
ASSEMBLYMEMBER, SEVENTH DISTRICT

DISTRICT OFFICE
915 L STREET, SUITE 110
SACRAMENTO, CA 95814
(916) 324-4676
FAX (916) 327-3338

SOCIAL MEDIA
@AsmKevinMcCarty

June 18, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

RE: Support for SB1 Solutions for Congested Corridors Program (SCCP)
Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

As the Assemblymember representing California's Seventh Assembly District, I am writing in support of the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program (SCCP).

The Placer-Sacramento Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles every weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle, as opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan Project Development team identified over 150 eligible projects across the corridor and narrowed the proposal down to eight highly impactful projects for Cycle 2 funding. These projects achieve the SCCP goals by increasing safety, reducing congestion, and providing accessible multi-modal transportation options with over $40 million in matching funds across the eight projects. The implementation of the Gateway Plan represents a unique opportunity to connect residents to jobs while reducing traffic congestion, air pollution, and travel time.

The Cycle 2 grant application represents "Regional Voices for Mobility Choices" by addressing mobility challenges and adding real choice to the regional transportation system. The proposal includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters. It is a transformational opportunity to improve the transportation network in the Placer-Sacramento Gateway Corridor.

For these reasons, I respectfully ask you to give full consideration to the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements. Thank you for your consideration.

Sincerely,

Kevin McCarty

Kevin McCarty
Assemblymember, 7th District

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0006
(916) 319-2006
FAX (916) 319-2106

Assembly
California Legislature

KEVIN KILEY
ASSEMBLYMEMBER, SIXTH DISTRICT

June 19, 2020

Mitch Weiss
Executive Director
California Transportation Commission
1120 N Street, MS52
Sacramento, CA 95814

RE: Support for SB1 Solutions for Congested Corridors Program (SCCP) Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Director Weiss:

I am writing to inform you of my support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why I support this funding application.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

In short, it is a transformational opportunity to improve the way we get around.

For these reasons, I ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

KEVIN KILEY
Assemblyman, 6th District

80 WATT DISTRICT

P.O. Box 1340,
North Highlands, CA 95660
80wattdistrict.com

July 1, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for SB1 Solutions for Congested Corridors Program (SCCP) Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

On behalf of **the 80 Watt District-PBID**, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. We fully support this funding application.

This project will improve signal crossings and add buffered bike lanes and sidewalks along Watt Avenue. It will also expand bus capacity, improve transfer connections between bus and light rail, and provide better pedestrian and bicycle access at the main light rail station on the corridor. This will greatly improve the Watt Ave corridors safety and business viability, taking it to the next level of a 'sense of place.'

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents “Regional Voices for Mobility Choices” because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters. In short, it is a transformational opportunity to improve the way we get around.

For these many reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

Rebekah Evans
Executive Director
June 20, 2018

June 5, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: **Support for SB1 Solutions for Congested Corridors Program (SCCP)**
Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

On behalf of **Auburn Blvd Business Association**, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why we support this funding application.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

In short, it is a transformational opportunity to improve the way we get around.

For these reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

Richard A. Hale Sr. - Chairman
7549 Auburn Blvd. • Citrus Heights, CA 95610 • www.auburnblvd.com

July 7, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for SB1 Solutions for Congested Corridors Program (SCCP)
Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

On behalf of the Downtown Partnership, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. While the majority of these investments are outside of Sacramento's downtown core, the core will benefit from a more efficient and sustainable regional transportation network.

The Gateway Corridor experiences increasing travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

In short, it is a transformational opportunity to improve the way we get around. For these reasons, I ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

Michael T. Ault
Executive Director
Downtown Sacramento Partnership

cc: Downtown Sacramento Partnership Board of Directors

June 30, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

HEALTH EDUCATION COUNCIL
PROMOTING HEALTHY COMMUNITIES.
HEALTHEDCOUNCIL.ORG

Subject: Letter of Support for SB1 Solutions for Congested Corridors Program (SCCP)
Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

I am writing to confirm support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

All people have a right to live healthy, full lives. Healthy residents participate more fully in the economy and their communities, making safer, thriving communities. However, nearly one-fifth of all Americans live in lower-wealth communities, where job opportunities are scarce; access to adequate housing and nutritious, affordable food is poor; and pollution and crime are too often prevalent, creating inequities and barriers to achieving health and well-being. Dramatic differences in health outcomes across racial and ethnic groups are well-documented and systemic inequities that must be addressed to improve health for all. To improve these outcomes at scale, we need to start where most American's live—in small to mid-sized cities.

The Health Education Council is a private, non-profit organization that serves as the backbone entity for the Roseville Invest Health Initiative. For over the past 4 years, Invest Health Roseville has focused on addressing the underlying drivers of health inequities to improve health and well-being among some of Roseville's lowest income residents. Funded by the Robert Wood Johnson Foundation, Roseville is one of 10 mid-sized cities across the country working to improve health by deepening cross sector collaboration and increasing investment in development to address barriers to healthy living. The ability to efficiently connect employees, students, goods, and services to where they need to be is crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to implement changes that will reduce traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. Residents from targeted neighborhoods engage in identifying changes that will impact their lives positively. For example, residents underwent the reimagination of Weber Park, which suffers from high crime, poor lighting, and underuse. "Re-Imaging Our Neighborhood Parks" engages residents to improve health and well-being in Downtown Roseville's core residential neighborhoods of Roseville Heights, Cherry Glenn, and Thieles Manor as part of the Invest Health Field Building effort.

Roseville residents in our target area experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity

express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters. This is a transformational opportunity to improve mobility for underserved communities.

For this reason, we support this funding application. We encourage your full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements. If I can answer any questions, please do not hesitate to contact me.

Sincerely,

Debra S. Oto-Kent, MPH
Founder and Executive Director

3950 Industrial Boulevard, Suite 600 | West Sacramento, CA 95691 | Phone (916) 556-3344 | Fax (916)446-0427

June 5, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for SB1 Solutions for Congested Corridors Program (SCCP)
Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

On behalf of Mercy Housing California, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why we support this funding application.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

In short, it is a transformational opportunity to improve the way we get around.

For these reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

Stephan Daues, Regional Director of Housing Development

Mercy Housing California
2512 River Plaza Drive, Suite 202, Sacramento, California 95833 o | 916-414-4400 f | 916-414-4490
mercyhousing.org

Placer County
AIR POLLUTION CONTROL DISTRICT

110 Maple Street, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373 • www.placerair.org

Erik C. White, Air Pollution Control Officer

June 9, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for SB1 Solutions for Congested Corridors Program (SCCP) Placer Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss,

The Placer County Air Pollution Control District is pleased to offer this letter of support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why we support this funding application.

By way of background, the Gateway Corridor experiences bi-directional travel between Sacramento and Placer counties of up to nearly 270,000 vehicles during a typical weekday. Most corridor travelers use private vehicles due to limited transit, walking, or biking opportunities. Because of the sheer number of vehicles, motorists experience congestion delays resulting in longer and less reliable travel times, while resulting in increased air pollution that jeopardizes our ability to meet health based air quality standards. Even more critical is that by 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor, further exasperating the existing system.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding practical options to the regional transportation system. The Cycle 2 grant application proposes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects, such as an auxiliary lane and ramp meters. The grant proposal will provide various transportation options for corridor travelers and help to shape the future transportation diagram in the region. It is a truly transformational opportunity to improve the way we get around.

For these reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements. Should you have any questions, please do not hesitate to contact me at (530) 745-2321 or ecwhite@placer.ca.gov.

Sincerely,

Erik C. White
Air Pollution Control Officer

cc: Mike Luken, Placer County Transportation Planning Agency

June 16, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for SB1 Solutions for Congested Corridors Program (SCCP)
Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

On behalf of Sacramento Area Bicycle Advocates (SABA), I am writing to lend our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents an opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and effective for our economic rebound.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects.

In short, it is an important opportunity to improve the way we get around.

For these reasons, I encourage you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

Debra Banks
Executive Director, Sacramento Area Bicycle Advocates

sacramento
ASIAN PACIFIC
chamber of commerce

2331 Alhambra Blvd. Suite 100, Sacramento, CA 95817
W: 916.446.7883
F: 916.446.7098
sacasiancc.org

May 26, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: **Support for SB1 Solutions for Congested Corridors Program (SCCP) Placer-Sacramento Gateway Plan Cycle 2 Grant Application**

Dear Mr. Weiss:

On behalf of the Sacramento Asian Pacific Chamber of Commerce, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represents a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why we support this funding application.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

In short, it is a transformational opportunity to improve the way we get around.

For these reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements.

Sincerely,

Pat Fong Kushida

Pat Fong Kushida
President & CEO

SACRAMENTO METROPOLITAN
AIR QUALITY
MANAGEMENT DISTRICT

June 3, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

RE: Support for SB1 Solutions for Congested Corridors Program (SCCP) Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss,

On behalf of the Sacramento Metropolitan Air Quality Management District (Sac Metro Air District), I am writing to support the Placer-Sacramento Gateway Cycle 2 grant application for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The Sac Metro Air District is the agency with the primary responsibility for the development, implementation, monitoring, and enforcement of air pollution control strategies, clean fuels programs, and motor vehicle use reduction measures within Sacramento County. The project is located in the Sacramento Federal Non-Attainment Area and will advance many clean air and climate goals by reducing vehicle miles traveled and tailpipe emissions through new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

I encourage the CTC to fund the grant application for the Placer-Sacramento Gateway Cycle 2. Thank you for your consideration. If we can provide additional information or you have any questions, please contact our CEQA and Land Use Program Supervisor, Paul Philley, AICP at pphilley@airquality.org.

Sincerely,

Alberto Ayala, Ph.D., M.S.E.
Executive Director/Air Pollution Control Officer

cc: Paul Philley, AICP, Sac Metro Air District
Celia McAdams, AIM Consulting, cmcadam@aimconsultingco.com

June 22, 2020

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street MS 52
Sacramento, CA 95814

Subject: Support for SB1 Solutions for Congested Corridors Program (SCCP)
Placer-Sacramento Gateway Plan Cycle 2 Grant Application

Dear Mr. Weiss:

On behalf of Sutter Health, I am writing to confirm our support for the Placer-Sacramento Gateway Cycle 2 grant application, for inclusion in the California Transportation Commission's SB1 Solutions for Congested Corridors Program.

The ability to efficiently connect employees, students, goods, and services to where they need to be is absolutely crucial to the success of our economy and our quality of life. The improvements to the transportation systems that would come from the implementation of the Gateway Plan represent a unique opportunity to make those connections while reducing traffic congestion, in a way that is environmentally responsible and still effective for our economic rebound. That's why we support this funding application.

By way of background, the Gateway Corridor experiences increasing bi-directional travel between Sacramento and Placer counties carrying nearly 270,000 vehicles during a typical weekday. Motorists experience delays resulting in longer and less reliable travel times. Most corridor travel requires use of a private vehicle. Opportunities to take transit, walk or bike are currently limited. By 2040, an additional 150,000 residents and 100,000 employees are anticipated to live and work in the corridor.

The Gateway Plan represents "Regional Voices for Mobility Choices" because it addresses these challenges by adding real choice to the regional transportation system. The Cycle 2 grant application includes new intercity express bus service, bicycle facilities, complete streets improvements, an upgrade to the Watt Avenue light rail station, modernization of corridor light rail vehicles, and transportation system management projects such as an auxiliary lane and ramp meters.

In short, this is a transformational opportunity to improve the way we get around. It's also an important step in creating a healthier community for all of us. Improved transportation opens the door for activities such as biking and exercise, and allows for greater connectivity when traveling to health care appointments. As a hospital system headquartered in Sacramento, we believe this project will have a positive impact on the overall health of this region.

For these reasons, we ask you to give full consideration of the Gateway Cycle 2 grant application to the California Transportation Commission and look forward to construction of these key transportation improvements

Sincerely,

Ryan Loofbourrow

Ryan Loofbourrow
Government Affairs Manager
Sutter Health

APPENDIX V
CAL B/C WORKSHEETS

This appendix contains the following Cal B/C worksheet outputs:

- Auburn Boulevard Complete Streets, Phase 2A
- Dry Creek Greenway East, Phase 1
- Light Rail Modernization
- Phase 1 Freeway Components, including:
  - EB I-80 Auburn Boulevard Ramp Meter
  - I-80 Transit Reliability Improvement
  - South Placer County Transit Project
- Watt Avenue Complete Streets, Phase 1
- Watt/I-80 Station Improvements

The worksheet labeled "Phase 1 Freeway Components" includes combined Cal B/C calculations for Phase 1 components for which Cal B/C inputs could be prepared using the SACOG regional travel demand model. Individual Cal B/C calculations were prepared for the five remaining Phase 1 components.

Electronic copies of the completed Cal B/C Excel workbooks are included as part of the application submittal.

Phase 1 Combined Emissions Reduction

Cal B/C Worksheet	Tons Saved Over 20 Years						
	CO	CO2	NOX	PM10	PM2.5	SOX	VOC
Auburn Boulevard Complete Streets, Phase 2A	0.82	277.11	0.04	0.00	0.00	0.00	0.03
Dry Creek Greenway East, Phase 1	1.52	512.26	0.08	0.00	0.00	0.01	0.05
Light Rail Modernization	64.40	13,599.57	12.57	(0.03)	(0.01)	0.14	2.43
Phase 1 Freeway Components	84.26	33,667.52	26.61	0.27	0.26	0.35	5.69
Watt Avenue Complete Streets, Phase 1	0.53	173.36	0.03	0.00	0.00	0.00	0.02
Watt/I-80 Station Improvements	23.76	5,750.43	5.62	0.04	0.04	0.05	0.96
Phase 1 Total	**175.29**	**53,980.24**	**44.96**	**0.29**	**0.28**	**0.55**	**9.17**

Phase 1 Combined Benefit/Cost Ratio

Cal B/C Worksheet	Life-Cycle Costs (mil. $)	Life-Cycle Benefits (mil. $)	Net Present Value (mil. $)
Auburn Boulevard Complete Streets, Phase 2A	$ 16.50	$ 32.10	$ 15.60
Dry Creek Greenway East, Phase 1	$ 15.48	$ 17.60	$ 2.13
Light Rail Modernization	$ 51.62	$ 35.36	$ (16.26)
Phase 1 Freeway Components	$ 18.82	$ 178.67	$ 159.85
Watt Avenue Complete Streets, Phase 1	$ 13.99	$ 32.09	$ 18.10
Watt/I-80 Station Improvements	$ 9.64	$ 14.73	$ 5.10
Phase 1 Total	**$ 126.04**	**$ 310.56**	**$ 184.52**

Benefit/Cost Ratio	2.46

District: 3

PROJECT: Auburn Boulevard Complete Streets, Phase 2A

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$16.5
Life-Cycle Benefits (mil. $)	$32.1
Net Present Value (mil. $)	$15.6
Benefit / Cost Ratio:	1.9
Rate of Return on Investment:	18.8%
Payback Period:	8 years
NON-INFRASTRUCTURE IMPLEMENTATION COST	
Per Bike Program Impact Score	N/A
Per Ped Program Impact Score	N/A

ITEMIZED BENEFITS (mil. $)	Total Over 20 Years	Average Annual
Journey Quality	$0.7	$0.0
Additional Delay Savings	$0.0	$0.0
Additional Safety Benefits	$23.2	$1.2
Health Benefits	$8.1	$0.4
Emission Cost Savings	$0.0	$0.0
TOTAL BENEFITS	**$32.1**	**$1.6**
SRTS-SPECIFIC BENEFITS (mil. $)		
Journey Quality	N/A	N/A
Additional Delay Savings	N/A	N/A
Additional Safety Benefits	N/A	N/A
TOTAL SRTS BENEFITS	**N/A**	**N/A**

Factors that Differentiate Benefits and Performance Measures

Safe Route to School	No
Intersection Improvements on SRTS	No
Programmatic Initiatives	No
Recreational Benefits	1

(enter 1 for Yes, 0 for No)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	1	0	$0.0	$0.0
CO2 Emissions Saved	277	14	$0.0	$0.0
NOX Emissions Saved	0	0	$0.0	$0.0
PM10 Emissions Saved	0	0	$0.0	$0.0
PM2.5 Emissions Saved	0	0		
SOX Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	0	0	$0.0	$0.0

District: 3

PROJECT: Dry Creek Greenway East, Phase 1

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$15.5
Life-Cycle Benefits (mil. $)	$17.6
Net Present Value (mil. $)	$2.1
Benefit / Cost Ratio:	1.1
Rate of Return on Investment:	7.3%
Payback Period:	14 years
NON-INFRASTRUCTURE IMPLEMENTATION COST	
Per Bike Program Impact Score	N/A
Per Ped Program Impact Score	N/A

ITEMIZED BENEFITS (mil. $)	Total Over 20 Years	Average Annual
Journey Quality	$2.5	$0.1
Additional Delay Savings	$0.0	$0.0
Additional Safety Benefits	$0.2	$0.0
Health Benefits	$14.9	$0.7
Emission Cost Savings	$0.0	$0.0
TOTAL BENEFITS	**$17.6**	**$0.9**
SRTS-SPECIFIC BENEFITS (mil. $)		
Journey Quality	$0.3	$0.0
Additional Delay Savings	$0.0	$0.0
Additional Safety Benefits	$0.0	$0.0
TOTAL SRTS BENEFITS	**$0.3**	**$0.0**

Factors that Differentiate Benefits and Performance Measures

Safe Route to School	Yes
Intersection Improvements on SRTS	No
Programmatic Initiatives	No
Recreational Benefits	1

(enter 1 for Yes, 0 for No)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	2	0	$0.0	$0.0
CO2 Emissions Saved	512	26	$0.0	$0.0
NOX Emissions Saved	0	0	$0.0	$0.0
PM10 Emissions Saved	0	0	$0.0	$0.0
PM2.5 Emissions Saved	0	0		
SOX Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	0	0	$0.0	$0.0

District: HQ

PROJECT: Light Rail Modernization

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$51.6
Life-Cycle Benefits (mil. $)	$35.4
Net Present Value (mil. $)	-$16.3
Benefit / Cost Ratio:	0.7
Rate of Return on Investment:	1.3%
Payback Period:	19 years

ITEMIZED BENEFITS (mil. $	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$13.9	$1.4	$15.2	$0.8
Veh. Op. Cost Savings	$11.4	$1.2	$12.6	$0.6
Accident Cost Savings	$6.7	$0.2	$7.0	$0.3
Emission Cost Savings	$0.4	$0.2	$0.6	$0.0
TOTAL BENEFITS	$32.4	$2.9	$35.4	$1.8
Person-Hours of Time Saved			1,464,656	73,233

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO2e	Y (Default = Y)

	Tons		Value (mil. $)	
EMISSIONS REDUCTION	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	64	3	$0.0	$0.0
CO2 Emissions Saved	13,600	680	$0.4	$0.0
NOX Emissions Saved	13	1	$0.1	$0.0
PM10 Emissions Saved	0	0	-$0.0	-$0.0
PM2.5 Emissions Save	0	0		
SOX Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	2	0	$0.0	$0.0

District: 3

PROJECT: Phase 1 Freeway Components

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$18.8
Life-Cycle Benefits (mil. $)	$178.7
Net Present Value (mil. $)	$159.9
Benefit / Cost Ratio:	9.49
Rate of Return on Investment:	121.4%
Payback Period:	2 years

ITEMIZED BENEFITS (mil. $)	Total Over 20 Years	Average Annual
Travel Time Savings	$20.5	$1.0
Veh. Op. Cost Savings	$60.2	$3.0
Accident Cost Savings	$95.7	$4.8
Emission Cost Savings	$2.3	$0.1
TOTAL BENEFITS	$178.7	$8.9
Person-Hours of Time Saved	1,755,388	87,769
Fatalities Avoided	9	0
Injuries Avoided	503	25
PDO Avoided	2,862	143

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y	Default = Y
2) Vehicle Operating Costs? (y/n)	Y	Default = Y
3) Accident Costs? (y/n)	Y	Default = Y
4) Vehicle Emissions? (y/n) includes value for CO2e	Y	Default = Y

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	84	4	$0.0	$0.0
CO2 Emissions Saved	33,668	1,683	$1.0	$0.1
NOX Emissions Saved	27	1	$1.1	$0.1
PM10 Emissions Saved	0	0	$0.1	$0.0
PM2.5 Emissions Save	0	0		
SOX Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	6	0	$0.0	$0.0

District: 3

PROJECT: Watt Avenue Complete Streets, Phase 1

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$14.0
Life-Cycle Benefits (mil. $)	$32.1
Net Present Value (mil. $)	$18.1
Benefit / Cost Ratio:	2.3
Rate of Return on Investment:	79.8%
Payback Period:	7 years
NON-INFRASTRUCTURE IMPLEMENTATION COST	
Per Bike Program Impact Score	N/A
Per Ped Program Impact Score	N/A

ITEMIZED BENEFITS (mil. $)	Total Over 20 Years	Average Annual
Journey Quality	$0.3	$0.0
Additional Delay Savings	$0.0	$0.0
Additional Safety Benefits	$28.0	$1.4
Health Benefits	$3.7	$0.2
Emission Cost Savings	$0.0	$0.0
TOTAL BENEFITS	**$32.1**	**$1.6**
SRTS-SPECIFIC BENEFITS (mil. $)		
Journey Quality	N/A	N/A
Additional Delay Savings	N/A	N/A
Additional Safety Benefits	N/A	N/A
TOTAL SRTS BENEFITS	**N/A**	**N/A**

Factors that Differentiate Benefits and Performance Measures

Safe Route to School	No
Intersection Improvements on SRTS	No
Programmatic Initiatives	No
Recreational Benefits	0

(enter 1 for Yes, 0 for No)

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	1	0	$0.0	$0.0
CO2 Emissions Saved	173	9	$0.0	$0.0
NOX Emissions Saved	0	0	$0.0	$0.0
PM10 Emissions Saved	0	0	$0.0	$0.0
PM2.5 Emissions Saved	0	0		
SOX Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	0	0	$0.0	$0.0

District: HQ

PROJECT: Watt/I-80 Station Improvements

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. $)	$9.6
Life-Cycle Benefits (mil. $)	$14.7
Net Present Value (mil. $)	$5.1
Benefit / Cost Ratio:	1.5
Rate of Return on Investment:	8.2%
Payback Period:	11 years

ITEMIZED BENEFITS (mil. $	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Travel Time Savings	$4.3	$0.5	$4.8	$0.2
Veh. Op. Cost Savings	$4.4	$0.5	$5.0	$0.2
Accident Cost Savings	$4.5	$0.1	$4.6	$0.2
Emission Cost Savings	$0.1	$0.1	$0.2	$0.0
TOTAL BENEFITS	$13.5	$1.2	$14.7	$0.7
Person-Hours of Time Saved			493,867	24,693

Should benefit-cost results include:

1) Induced Travel? (y/n)	Y (Default = Y)
2) Vehicle Operating Costs? (y/n)	Y (Default = Y)
3) Accident Costs? (y/n)	Y (Default = Y)
4) Vehicle Emissions? (y/n) includes value for CO2e	Y (Default = Y)

EMISSIONS REDUCTION	Tons: Total Over 20 Years	Tons: Average Annual	Value (mil. $): Total Over 20 Years	Value (mil. $): Average Annual
CO Emissions Saved	24	1	$0.0	$0.0
CO2 Emissions Saved	5,750	288	$0.2	$0.0
NOX Emissions Saved	6	0	$0.1	$0.0
PM10 Emissions Saved	0	0	$0.0	$0.0
PM2.5 Emissions Save	0	0		
SOX Emissions Saved	0	0	$0.0	$0.0
VOC Emissions Saved	1	0	$0.0	$0.0

APPENDIX VI
ENVIRONMENTAL DOCUMENTS

This appendix contains the following environmental documents:

- Auburn Boulevard Complete Streets, Phase 2 - NEPA Categorical Exclusion
- Light Rail Modernization - CEQA Notice of Exemption and NEPA Categorical Exclusion

Please refer to Table 1 for links to all other completed environmental documents.

DEPARTMENT OF TRANSPORTATION
DISTRICT 3
703 B STREET
MARYSVILLE, CA 95901
PHONE (530) 741-7113
FAX (530) 741-4457
TTY 711
www.dot.ca.gov/dist3

Serious Drought.
Serious drought.
Help save water!

December 1, 2015

03-SAC – City of Citrus Heights
CMAQ 5475 (038)
Auburn Boulevard Complete Streets Project

Mr. Kevin Becker
6237 Fountain Square Drive
Citrus Heights, Ca 95621

Dear Mr. Becker:

Enclosed is a copy of the approved Preliminary Environmental Studies (PES) form for the Auburn Boulevard Complete Streets Project. Our evaluation was based on information contained in the PES.

We agree with the determination of the PES including the conclusion that the project qualifies for a Categorical Exclusion (CE) in accordance with the Code of Federal Regulations Title 23, Section 771.117(c)(3). It is evident that no significant environmental impacts could occur as a result of this project. The City of Citrus Heights is responsible for ensuring that all required minimization measures are incorporated into project design and included in the construction contract. A copy of the approved CE is enclosed for your files.

This completes the requirement for conformance with the National Environmental Policy Act and other federal environmentally-related processes. Questions may be directed to Kelly McNally, Caltrans Environmental Coordinator, at (530) 741-4134.

Sincerely,

Susan D. Bauer

Susan D. Bauer
Branch Chief, North Region Environmental Planning M-1
Caltrans, District 3

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

03-SAC-City of Citrus Heights	P.M./P.M.	E.A/Project No.	CMAQ 5475 (038) Federal-Aid Project No. (Local Project)/Project No.
Dist.-Co.-Rte. (or Local Agency)			

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. *Use Continuation Sheet, if necessary.)*

The City of Citrus Heights (City), in conjunction with the California Department of Transportation (Caltrans) is proposing a street widening project on Auburn Blvd. In February of 2005, the City adopted a specific plan to guide the revitalization and enhancement of Auburn Blvd between Sylvan Corners and Interstate 80. Construction on the Phase 1 Project, which extended from Sylvan Corners to north of the Cripple Creek Bridge, was recently completed. The Phase 2 Project is 0.99 mile and begins on the north side of Cripple Creek and ends at Whyte Avenue. Project components include widening of Auburn Blvd to accommodate bike lanes, construction of new curbs, gutters and sidewalks.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

☐ Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

☐ Categorically Exempt. Class _____. (PRC 21084; 14 CCR 15300 et seq.)

☐ Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3].)

Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date	Signature	Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(_3__)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

☐ **23 USC 327:** Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Susan D. Bauer		Felicia Haslem	
Print Name: Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Susan D. Bauer	12-1-15	Felicia Haslem	12/1/15
Signature	Date	Signature	Date

Date of Categorical Exclusion Checklist completion: 11/23/15 Date of ECR or equivalent : N/A

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

03-SAC-City of Citrus Heights			CMAQ 5475 (038)
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

The project includes:

- Pedestrian safety improvements
- Bus pull-outs
- ADA improvements
- Installation of 9,600 lineal feet of bike lanes and sidewalks
- Planting of street trees and landscaping buffer where feasible
- Installation of energy-efficient street lights
- Installation of landscaped medians
- Traffic signal installation and modification

Purpose and Need: The purpose of the project is for the improvement of Auburn Blvd. in order to upgrade the corridors image and improve the function as a transportation facility serving adjacent land uses and provide for better connections with the neighborhoods bordering the corridor. The City identified the need to address land use, community design and circulation issues along the existing Auburn Boulevard Corridor.

Utilities and Right of Way: Minor relocation of utilities will occur, and right of way acquisition will be required. The City plans to underground the existing overhead utilities.

ENVIRONMENTAL COMMITMENTS: Construction will be completed in one season for impacts to be considered minimal. The City is responsible for acquiring any necessary permits and authorizations from any jurisdictional resource and permitting agencies. It is the City's responsibility to ensure that there will be no additional impacts from such work. There will be no environmental impacts resulting from the proposed project with implementation of the following minimization measures:

Hazardous Waste: It is possible that hazardous waste/material will be encountered during project construction. By complying with California law regarding hazardous waste, the City will comply with Federal law based on the project scope of work. Pavement markings historically contain lead and chromium. If pavement markings are removed, notification and compliance with Title 8, California Code of Regulations Section, 1532.1 (Title 8) is required. Additionally, based on the levels of lead and/or chromium present, removed pavement markings may be a hazardous waste, requiring special storage, treatment and disposal. Potential contaminants of concern also include lead from historic vehicle emissions and notification and compliance with Title 8 will be required for aerial deposited lead (ADL). The City and Contractor will manage any impacted earth material in accordance with all federal, State and local statutes and regulations.

Air Quality and Noise: This project is exempt from all air quality conformity requirements. However, the contractor will be required to be knowledgeable of, and in compliance with, any local noise ordinances and air quality standards since the project may result in the generation of short-term construction-related emissions, including noise, fugitive dust, and exhaust from construction equipment.

Permits: The local agency will be responsible for obtaining all required permits from regulatory agencies and forwarding copies of approved permits to Caltrans, Office of Environmental Management, District 3.

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Sacramento
600 8th St.
Sacramento, CA 95814

From: (Public Agency): Sacramento Regional Transit
P.O. Box 2110
Sacramento, CA 95812-2110
(Address)

ENDORSED
SACRAMENTO COUNTY
JUL 02 2019
DONNA ALLRED, CLERK/RECORDER
BY _____ DEPUTY

Project Title: Light Rail Vehicle (LRV) Replacement/ LRV Station Modifications

Project Applicant: Sacramento Regional Transit District

Project Location - Specific:
Purchase of replacement light rail vehicles to replace existing light rail vehicles that have reached the end of their useful life. Vehicles to be run on Sacramento RT's existing light rail track.

Project Location - City: Sacramento Project Location - County: Sacramento

Description of Nature, Purpose and Beneficiaries of Project:
Replace light rail vehicles that have reached the end of their useful life. Existing vehicles are becoming increasingly unreliable and more costly to maintain. Replacement vehicles will be low floor. Benefits include increased boarding speed , capacity, reliability, safety, and enhanced access for everyone.

Name of Public Agency Approving Project: Sacramento Regional Transit District

Name of Person or Agency Carrying Out Project: Sacramento Regional Transit District

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: PRC Sec. 21080 (b) (10) and CEQA Guidelines 15275

Reasons why project is exempt:
Replacement LRVs will run on rail lines already in use. Replacement would be done in conjunction with conversion of existing light rail stations to accommodate low floor vehicles. Collectively these activities are statutorily exempt from CEQA per PRC section 21080 (b)(10) and CEQA guidelines Sections 15275

Lead Agency Contact Person: Darryl Abansado Area Code/Telephone/Extension: (916) 321-3876

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: _____ Date: 7/1/2019 Title: Director, Eng & Constr

☒ Signed by Lead Agency ☒ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011

SUPPORTING INFORMATION FOR PROBABLE CATEGORICAL EXCLUSION

(Per 23 C.F.R. Part 771.118)

The purpose of this worksheet is to assist grantees in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as a Categorical Exclusion (CE) or Documented Categorical Exclusion (DCE).

The following information may be included in the request letter or attached to the letter from the grantee to FTA Region 9 to support the recommendation for a Categorical Exclusion (CE) determination.

__X__A. **DETAILED PROJECT DESCRIPTION:**

Project Sponsor: Sacramento Regional Transit District (SacRT)

Project Features: SacRT is working on the projects to replace its existing obsolete high-floor light rail vehicles with new low-floor light rail vehicles (LRVs). This change in vehicle type requires modification to the existing station platforms to accommodate the floor height of the new vehicles. The stations to be modified in order to be compatible with low-floor LRVs are identified in **Table 1**.

Anticipated changes at each station include:

- Adjusting all platforms to an 8-inch elevation above top of rail
- Replacing detectable warning surface (DWS) and directional guidance tiles
- Adjusting, if needed, all facilities and furniture currently on the platform to the new height including (shelters, fare vending machines, smart card/connect card readers, display kiosks, signage, benches, railings)
- Removing and replacing if required all in-ground artwork in direct conflict
- Modifying tree grates and planters
- Modifying impacted drainage facilities
- Modifying adjacent improvements to meet ADA requirements
- Assess existing mini-highs for removal and replacement with temporary structure
- Adding crosswalk areas, fencing, signage in ballasted track stations
- Where existing track is embedded track the existing concrete will remain in place

Table 1. Light Rail Stations to be Modified

No	Light Rail Station	Number of Platforms at Station
1	Watt/I-80	1
2	Watt/I-80 West	1
3	Roseville Road	1
4	Marconi/Arcade	2
5	Swanston	2
6	Royal Oaks	2
7	Arden/Del Paso	2
8	Globe	1
9	Alkalai Flat	1
10	12th and I	1
11	Cathedral Square	2
12	St. Rose of Lima/9th and K	1
13	7th and Capitol	1
14	8th and Capitol	1
15	8th and O	2
16	8th and K	1
17	Archives Plaza	2
18	13th Street	2
19	16th Street	2
20	Broadway	2
21	4th Avenue/Wayne Hulgren	2
22	City College	2
23	Fruitridge	2
24	47th Avenue	2
25	Florin	2
26	Meadowview	2
27	Sacramento Valley	2
28	7th and I /County Center	1
29	23rd Street	2
30	29th Street	2
31	39th Street	2
32	48th Street	2
33	59th Street	2
34	University/65th Street	2
35	Power Inn	2
36	College Greens	2
37	Watt/Manlove	2
38	Starfire	2
39	Tiber	2
40	Butterfield	2
41	Mather Field/Mills	2
42	Zinfandel	2
43	Cordova Town Center	2
44	Sunrise	2
45	Hazel	1
46	Iron Point	1
47	Glenn	1
48	Sutter Street/Historic Folsom	1

Funding Sources:
To date, SacRT has programmed $1.65 million of STP for the Preliminary Engineering (PE) through Final Design (FD) phases of this project. SacRT has also secured and programmed a large amount of state and local funds for this project, both for match for the $1.65 million in federal funds in the PE and FD phases, as well as for the construction phase. Additional federal funds may ultimately be used for station construction if needed, including the following potential fund sources: FTA formula funds; FTA discretionary funds, if awarded to the project in a nationwide competition by FTA/DOT; and/or FHWA/FTA flexible funds, if awarded to the project in a regional competition by the Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA).

__X__B. **LOCATION (INCLUDING ADDRESS): Attach a site map or diagram, which identifies the land uses and resources on the site and the adjacent or nearby land uses and resources. This is used to determine the probability of impact on sensitive receptors (such as schools, hospitals, residences) and on protected resources.**

The following Site Maps are attached:

- Attachment 1A – Site Map in relation to Section 4(f) Resources
- Attachment 1B – Site Map in relation to Critical Habitat
- Attachment 1C – Site Map in relation to Wetlands

__X__C. **METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY: Is the proposed project "included" in the current adopted MPO plan, either explicitly or in a grouping of projects or activities? What is the conformity status of that plan? Is the proposed project, or are appropriate phases of the project included in the TIP? What is the conformity status of the TIP?**

The proposed project is included in the current adopted MPO plan and in the Transportation Improvement Program (TIP), both of which received federal approval for their Air Quality Conformity Analysis on December 7, 2018 (see https://www.sacog.org/current-2019-22-mtip for documentation)

Adopted MPO Plan & MTIP Year:

- Regional Transportation Plan: SACOG's 2016 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) Amendment #2
- Metropolitan Transportation Improvement Program (MTIP): 2019 MTIP

Adopted MPO Plan & MTIP Project Number: REG18048 - Light Rail Low Floor Station Conversion (Sub-Project of Group30 – Grouped Projects for Reconstruction or Renovation of Transit Buildings and Structures)

Date that 2016 MTP/SCS Amendment #2 and 2019 MTIP was found to be conforming: December 7, 2018

Consistency between project description and MPO plan: The project is described in the 2016 MTP/SCS Amendment #2 as follows: "In Sacramento Region, for the 48 light rail stations, design and construct improvements to convert stations to accommodate future low-floor vehicles."

Is the proposed project, or are appropriate phases of the project included in the TIP?
Yes, the current TIP listing (Revision 19-02, Federally Approved on 2/15/19) lists the following funding amounts in the following fiscal years and phases:

Fed FY	Revenue Source	Engineering	Right of Way	Construction	Total Revenue
2019	Local - Developer - Transportation Improvement Fee	$100,000			$100,000
2019	Regional Surface Transportation Program	$1,650,000			$1,650,000
2019	Transportation Development Act	$113,774			$113,774
2020	Cap and Trade Program			$10,000,000	$10,000,000
2029	Future Need - Unfunded Need			$38,000,000	$38,000,000
		$1,863,774	**$0**	**$48,000,000**	**$49,863,774**

__X__ D. **LAND USE AND ZONING: Description of zoning, if applicable, and consistency with proposed use. Attach maps.**

There will be no land use or zoning impacts as part of this project. All work is to be completed within the SacRT/SPTC-JPA property boundary or existing right-of-way and no new right of way or easements are required.

__X__ E. **PRIME AND UNIQUE FARMLANDS: Does the proposal involve the use of any prime or unique farmlands? If so, describe potential impacts and any coordination with the Soil Conservation Service of the U.S. Department of Agriculture (attach maps).**

No, the proposed project does not involve the use of any prime or unique farmlands. All work is to be completed within the SacRT/SPTC-JPA property boundary or existing right-of-way.

__X__ F. **TRAFFIC AND PARKING IMPACTS: Describe potential traffic impacts; including whether the existing roadways have adequate capacity to handle increased bus and other vehicular traffic. Describe potential impacts to on and off street parking.**

The proposed project will not impact on-street or off-street parking, or vehicular access and egress to the stations and parking lots. The project will not require traffic signal work or modification of lanes (e.g. add turn lanes, removal of medians, removal of lanes, restriping, shifting location of lanes) because existing stations are not within roadway network.

The existing roadways are currently maintained by specific jurisdictions and the proposed project will not increase bus or any other vehicular traffic. While the intent of the station conversions is to enhance transit service (through low-floor boarding) and attract new riders, since this is an enhancements project and not an expansion project, the ridership and associated vehicular traffic will not exceed the maximum levels that were accounted for with each station's original environmental analysis at the time of construction.

The station conversions themselves will not result in increased light rail or bus service; they will simply accommodate existing service when it is provided with new replacement vehicles.

__X__ G. **AESTHETICS AND VISUAL QUALITY: Will the project have an adverse effect on a scenic vista? Will the project substantially degrade the existing visual character or quality of the site and its surroundings? Will the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?**

The project will modify existing light rail stations to accommodate low-floor LRT vehicles as efficiently as possible with minimal changes to existing stations. The project will not impact any scenic vistas, and will not substantially degrade the existing visual character or quality of the existing stations or their surroundings. The project does not include site lighting work, so there will be now new sources of substantial light or glare.

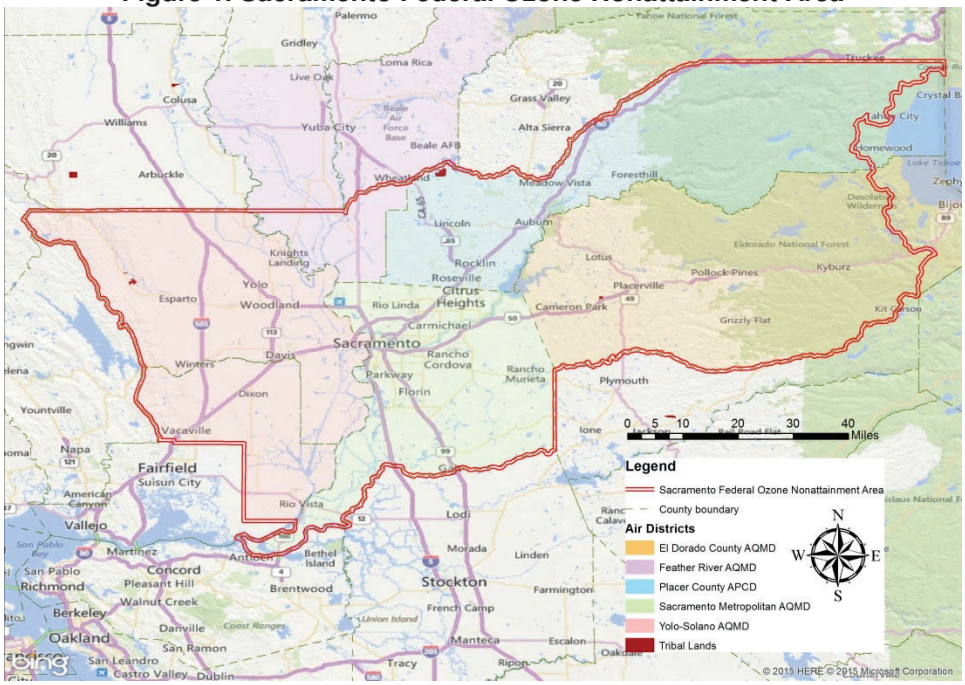
It is not anticipated that artwork will be included in the new platform flatwork. If removal, relocation or modification of existing artwork is needed, SacRT will do so in accordance with all FTA requirements, including consulting with the artist on any needed repairs or restorations and allowing the artist to sever their association with the Artwork as a result of repairs or restoration if desired. SacRT will review the existing patterns and decorative effects (brick pavers, colored bands, etc) in the current station platform flatwork and it is anticipated that these effects will largely be replicated to maintain the existing appearance.

__X__H. **AIR QUALITY: Does the project have the potential to impact air quality? Is the project located in an non-attainment or maintenance area If there are serious traffic impacts at any affected intersection, and if the area is nonattainment for CO, demonstrate that CO hot spots will not result.**

The Sacramento region is in an EPA-designated nonattainment area for two out of the six criteria pollutants: ozone and particulate matter 2.5 microns (PM2.5). See Figures 1 & 2 for maps of the nonattainment areas. The Sacramento region currently meets the National Ambient Air Quality Standard (NAAQS) for the remaining criteria pollutants: carbon monoxide, lead, nitrogen dioxide, sulfur dioxide and particulate matter – 10 microns (PM10). Maintenance plans for carbon monoxide and PM10 are still required.

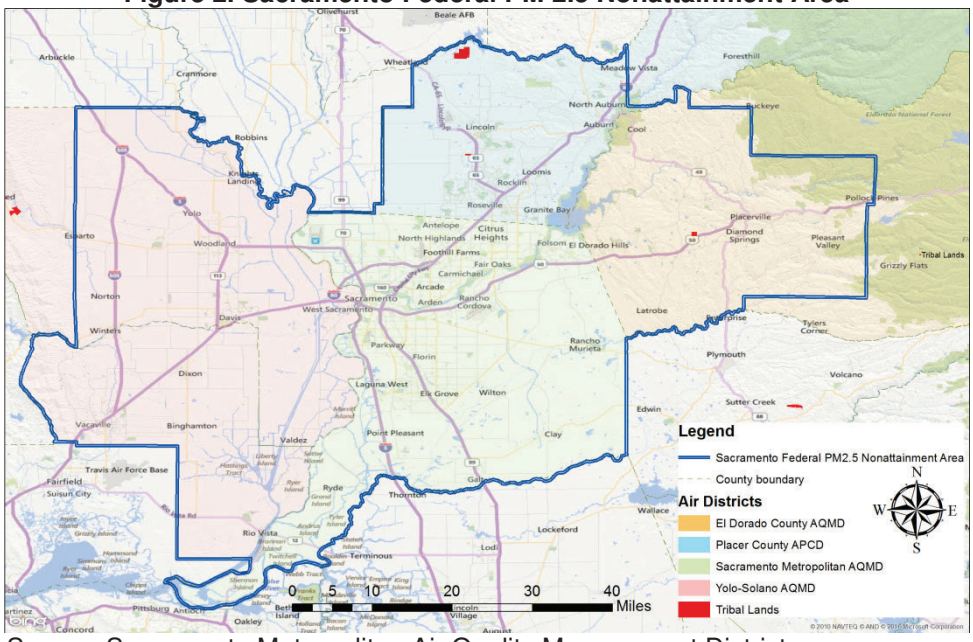
Since this is a transit enhancements project, which will modify stations to accommodate existing transit service and will not result in an increase in service, any increased ridership and associated vehicular traffic to and from the stations will not exceed the levels that were already accounted for in each station's design and environmental analysis at the time of the original construction. The project will not result serious traffic impacts at any intersection; therefore, there will not be any resulting CO hot spots or exacerbate conditions of an existing hotspot or non-attainment area.

Figure 1. Sacramento Federal Ozone Nonattainment Area



Source: Sacramento Metropolitan Air Quality Management District

Figure 2. Sacramento Federal PM 2.5 Nonattainment Area



Source: Sacramento Metropolitan Air Quality Management District

The overall project does not have the potential to have significant negative impacts on air quality. SacRT used the California Air Resources Board's (CARB's) greenhouse gas (GHG) Calculator Tool to conduct a GHG reduction analysis for this project, and SacRT found that by converting all 49 of the existing high floor stations systemwide to low-floor, and replacing 36 aging high floor LRVs with new, modern, low-floor LRVs, over the 31-year life of the project (LRVs have a useful life of approximately 25-31 years), it would reduce passenger vehicle miles traveled (VMT) by approximately 35 million miles, and reduce emissions of criteria pollutants significantly, as detailed in Table 2.

Table 2. Anticipated Air Quality Benefits of Project to Convert 49 Stations to Low Floor and Replace 36 LRVs with high floor LRVs

Key Variables	Passenger VMT Reductions (miles)	34,826,472
	Fossil Fuel Use Reductions	N/A
	Fossil Fuel Energy Use Reductions (kWh)	N/A
Co-Benefits	ROG Emission Reductions (lbs)	10,338
	NOx Emission Reductions (lbs)	57,750
	PM2.5 Emission Reductions (lbs)	1,554
	Diesel PM Emission Reductions (lbs)	2,756

See Attachment 2 for the detailed GHG quantification methodology that was prepared using CARB's GHG Calculator tool, and the assumptions that were used in the analysis.

__X__ I. **HISTORIC AND CULTURAL RESOURCES: Describe any cultural, historic, or archaeological resource that is located in the immediate vicinity of the proposed project and the impact of the project on the resource. Discuss State Historic Preservation Officer (SHPO) consultation and findings. Discuss consultation with the Native American Heritage Commission (NAHC) and other Native American tribes. Attach any relevant correspondence.**

Cultural and historic sites that are on the National Register of Historic Places and are in the vicinity of the project are identified on Attachment 1A. There are no archaeological resources located in the immediate vicinity of this project. All work is to be completed within the SacRT/SPTC-JPA property boundary or existing right-of-way and no new right of way or easements are required. The project will not impact the cultural and historic sites in the vicinity.

__X__ J. **NOISE: Compare the distance between the center of the proposed project and the nearest noise receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Noise Assessment" with conclusions.**

All stations will remain in the same location; therefore, the project will not change the distance between the existing stations and the nearest noise receptor(s). Furthermore, the project will not result in an increase in light rail service, so the operational noise generated at each station will be the same after the project as it was before the project.

__X__ K. **VIBRATION: If the proposed project involves new or relocated steel tracks, compare the distance between the center of the proposed project and the nearest vibration receptor to the screening distance for this type of project in FTA's guidelines. If the screening distance is not achieved, attach a "General Vibration Assessment" with conclusions.**

The project does not involve track work, so there will be no impact on vibration receptors as a result of the project.

__X__ L. **ACQUISITIONS & RELOCATIONS REQUIRED: Describe land acquisitions and displacements of residences and businesses. Include discussion of any permanent or temporary easements required.**

There are no lands acquisitions or displacements as part of this project. All work is to be completed within the SacRT/SPTC-JPA property boundary or existing right-of-way and no new right of way or easements are required.

__X__ M. **HAZARDOUS MATERIALS: Is there any known or potential contamination at the project site? This may include, but is not limited to, lead/asbestos in existing facilities or building materials; above or below ground storage tanks; or a history of industrial uses of the site. If real property is to be acquired, has a Phase I site assessment for contaminated soil and groundwater been performed? If a Phase II site assessment is recommended, has it been performed? What steps will be taken to ensure that the community in which the project is located is protected from contamination during construction and operation of the project? State the results of consultation with the cognizant State agency regarding the proposed remediation?**

There is no known or potential contamination at the project site, nor is there any current ongoing remediation at the project site. All work is to be completed within the SacRT/SPTC-JPA property boundary or existing right-of-way and no real property is going to be acquired, so a site assessment will not be required. Because there is no potential contamination at the project site, it is not necessary to take steps to ensure that the community will be protected from contamination, nor is there a need to consult with a cognizant State agency regarding proposed remediation.

__X__ N. **COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE: Provide a socio-economic profile of the affected community. Describe the impacts of the proposed project on the community. Identify any community resources that would be affected and the nature of the effect.**

The result of the project will be a continuation of existing light rail services that are already operating in the community. Except during the temporary construction phase, there will be no disruption to the community. The project will be completed within the SacRT/SPTC-JPA property boundary and will not have a physical impact on the community. Existing light rail stations will be modified to accommodate low-floor LRT vehicles as efficiently as possible with minimal changes so that there is no impact on community character.

__X__ O. **SECTION 4(f) USE: Indicate parks and recreational areas, historic resources and any other Section 4(f) resources on the site map. If the activities and purposes of these resources will be affected by the proposed project, state how. State if the project will result in a use (direct and/or constructive use) or temporary occupancy of a Section 4(f) resource. If the project results in a Section 4(f) use, would the impacts be considered *de minimis*?**

The project will not require right-of-way of any parks, recreation areas, historic resources or other Section 4(f) resources, nor will it change access or require temporary closures or detours of any Section 4(f) resources.. Section 4(f) resources in the vicinity of the project are identified on the site map in Attachment 1A. The activities and purposes of these resources will not be affected by the proposed project. The project will not result in a use or temporary occupancy of any Section 4(f) resources.

__X__ P. **SECTION 6(f): If the project located in or adjacent to a park or recreation area, indicate if the park involved Land and Water Conservation Act funds (Section 6(f)).**

The project is not located in or adjacent to a park or recreation area that involved Land and Water Conservation Act funds (Section 6(f).

__X__Q. **SIESMIC AND SOILS. Are there any unusual seismic or soil conditions in the project vicinity? If so, indicate on project map and describe the seismic standards to which the project will be designed.**

There is no any unusual seismic or soil condition in the proposed project vicinity.

__X__R. **IMPACTS ON WETLANDS: Show potential wetlands on the site map. Describe the project's impact on on-site and adjacent wetlands.**

Wetlands within the project vicinity are identified in Attrachment 1C. The project will not directly drain into a waterway supporting wetlands or require alteration of surface water features, wetlands, navigable waterways or waters of the U.S. The project will not require any water permits such as the Clean Water Act Section 404 permit.

__X__S. **FLOODPLAIN IMPACTS: Is the proposed project located within the 100-year floodplain? If so, address possible flooding of the proposed project site and flooding induced by proposed project due to its taking of floodplain capacity.**

According to the flood hazard information provided by the FEMA Flood Map Service Center (MSC) (http://msc.fema.gov/portal), all of the light rail stations that are proposed to be modified with this project are either within an "area with reduced flood risk due to levee" or an "area of minimal flood hazard." The project will not introduce a large structure that will change floodplain elevations or floodways.

__X__T. **IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, & COASTAL ZONES: Describe surface and ground water resources in the project vicinity and their approximate distance to the project. State if any Clean Water Act 303d Listed Impaired Water Bodies are in the project vicinity. Explain if the project would alter or create a new direct connection to a surface water body. If any of these are implicated, provide detailed analysis.**

This project does not include any surface water features. This project will not change the distance between any stations and the closest surface water bodies, nor will it alter or create a new direct connection to a surface water body. The proposed improvements are replacing existing improvements and no in-situ soil is anticipated to be exposed to potentially affect water quality; therefore, a Stormwater Pollution Prevention Plan is not considered necessary for the project.

__X__U. **IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES: Describe any natural areas (woodlands, prairies, wetlands, rivers, lakes, streams, designated wildlife or waterfowl refuges, and geological formations) on or near the proposed project area. If present, state the results of consultation with a federal or state resources agency on the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected.**

As shown in Attachment 1B, there are no Critical Habitat areas within the project area.[1] All work is to be completed within the SacRT/SPTC-JPA property boundary or existing right-of-way and no new right of way or easements are required. The project does not require mature tree removal, and there are no known threatened or endangered species

[1] Critical Habitat areas are defined by the U.S. Fish and Wildlife Service (USFWS) and are geographic areas believed to be essential to an endangered or threatened species' conservation.

occurrences in the vicinity of the project. The project will not require permits or consultation from U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, or the National Marine Fisheries Service. The project will not have any impact on any designated biological or environmentally sensitive areas, designated critical habitat, wildlife corridors, or essential fish habitat.

__X__V. **IMPACTS ON SAFETY AND SECURITY: Describe the measures that would need to be taken to provide for the safe and secure operation of the project after its construction.**

The following are the measures that will be taken to provide for the safe and secure operation of the project after its construction:

- Crosswalk areas, fencing, and signage will be added in ballasted track stations
- Detectable warning surface (DWS) and directional guidance tiles will be replaced
- Adjacent improvements will be modified to meet American Disability Act (ADA) requirements
- ADA requirements and design will be confirmed including input from SacRT's Mobility Advisory Council (MAC)

The project will not include any track work, lighting, security, systems work, so there will not be any safety impacts related to those elements of the stations.

During design and construction, all contractors and consultants will be working under SacRT staff supervision and follow all the rules and guidelines established by SacRTon and around the active light rail tracks.

__X__W. **IMPACTS CAUSED BY CONSTRUCTION: Describe the construction plan and identify impacts due to construction noise, utility disruption, debris and spoil disposal, air and water quality, safety and security, and disruptions of traffic and access to property.**

During modification of each platform, each station under construction will be closed to the public. Any passengers impacted by the closure will be transported to the nearest revenue station via shuttle service. Adjacent traffic lanes may be closed temporarily during construction if required by the contractor. Temporary closures (Traffic management plans) will be submitted to and approved by the local jurisdiction. Temporary construction easements will not be required during construction because all the station modification work is within SacRT/SPTC-JPA property.

__X__X. **SUPPORTING TECHNICAL STUDIES OR MEMORANDA: List any technical studies or memoranda prepared for the project.**

California Environmental Quality Act (CEQA) Notice of Exemption (NOE) included as Attachment 3.

__X__Y. **PUBLIC OUTREACH AND AGENCY COORDINATION: Describe any federal/ state agency coordination, public outreach efforts, public meetings, or public hearing held or public notices posted for the project. Discuss if project information is posted on a project website.**

The project will have information on SacRT website and outreach media. Public outreach/notices will be scheduled during conceptual design, prior to construction and during construction. In addition, SacRT staff will meet with various stake holders including SacRT's Mobility Advisory Committee and Federal/State agencies if required.

The action described above meets the criteria for a NEPA categorical exclusion (CE) in accordance with 23 CFR Part 771.118 (INSERT CE CATEGORY).

Applicant's Environmental Reviewer	**Date**

Class II (CEs). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an EA or EIS. A specific list of CEs normally not requiring NEPA documentation is set forth in §771.117(c) for FHWA actions or pursuant to §771.118(c) for FTA actions. When appropriately documented, additional projects may also qualify as CEs pursuant to §771.117(d) for FHWA actions or pursuant to §771.118(d) for FTA actions.

It is FTA's responsibility to determine whether the action described by the grant applicant ("applicant") falls within the CE category (i.e., the action meets all conditions listed in the CE), whether the action is inappropriately segmented from a larger project, and whether there are unusual circumstances that would make a CE determination inappropriate).

Grant applicants should include sufficient information for FTA to make a CE determination. A description of the project in the grant application, as well as any maps or figures typically included with the application or as requested by the FTA Regional Office, should be submitted to FTA to determine whether the CE applies. Section 771.118(d), which is an open-ended categorical exclusion authority, lists example actions and requires documentation to verify the application of a CE is appropriate (i.e., the action meets the criteria established in § 771.118(a) and (b)).

Documentation demonstrating compliance with environmental requirements other than NEPA, such as Section 106 of the National Historic Preservation Act ("Section 106"), or Section 7 of the Endangered Species Act, may be necessary for the processing of the grant. Other applicable environmental requirements must be met regardless of the applicability of the CE under NEPA, but compliance with other environmental requirements does not elevate an action that otherwise is categorically excluded under section 771.118(c) to section 771.118(d).

Pursuant to 40 C.F.R. § 1506.5, applicants or applicants' contractors may prepare NEPA documents for submittal to federal agencies. However, the applicant is responsible for submitting accurate and complete documentation to FTA. The applicant should prepare a separate transmittal letter or statement to accompany the CE verifying that they have reviewed the information contained in the document when they transmit it to FTA. The transmittal should include the following statement:

> *"in submitting the _(project name)_ categorical exclusion (CE) to the FTA, the applicant _(insert name/agency info)_ affirms that it has reviewed and supports the information presented documenting the proposed action as meeting the criteria for a CE in accordance with 23 CFR Part 771.118 (d)(# - insert appropriate number here). Following independent review and verification by FTA, applicant (insert DOT name/info) requests that it be notified of the acceptability of its submission"*

FTA Planning and Environment Resources: http://www.fta.dot.gov/12347_15129.html

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23 C.F.R Part 771.118 FTA Categorical Exclusions
[as amended, January 29, 2016]

(a) Categorical exclusions (CEs) are actions which meet the definition contained in 40 CFR 1508.4, and, based on past experience with similar actions, do not involve significant environmental impacts. They are actions which: do not induce significant impacts to planned growth or land use for the area; do not require the relocation of significant numbers of people; do not have a significant impact on any natural, cultural, recreational, historic or other resource; do not involve significant air, noise, or water quality impacts; do not have significant impacts on travel patterns; or do not otherwise, either individually or cumulatively, have any significant environmental impacts.

(b) Any action which normally would be classified as a CE but could involve unusual circumstances will require FTA, in cooperation with the applicant, to conduct appropriate environmental studies to determine if the CE classification is proper. Such **unusual circumstances** include:

(1) Significant environmental impacts;

(2) Substantial controversy on environmental grounds;

(3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or

(4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

(c) Actions that FTA determines fall within the following categories of FTA CEs and that meet the criteria for CEs in the CEQ regulation (40 CFR 1508.4) and paragraph (a) of this section normally do not require any further NEPA approvals by FTA.

(1) Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.

(2) Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.

(3) Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, and employ construction best management practices, such as: noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.

(4) Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.

(5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.

(6) Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) and does not result in a substantial change in the functional use of the property or in substantial displacements, such as: acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.

(7) Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.

(8) Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.

(9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied

by the physical footprint of the existing facility or otherwise maintained or used for transportation operations; and parking facilities.

(10) Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project and do not substantially enlarge such facilities, such as: police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.

(11) The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):

(i) Emergency repairs under 49 U.S.C. 5324; and

(ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:

(A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

(B) Is commenced within a 2-year period beginning on the date of the declaration.

(12) Projects, as defined in 23 U.S.C.101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.

(13) Federally funded projects:

(i) that receive less than $5,179,656.40 of Federal funds; or

(ii) with a total estimated cost of not more than $31,077,938.40 and Federal funds comprising less than 15 percent of the total estimated project cost

Based on the attached formula and as required by Section 1314 of the FAST Act, the following adjustments are made for Categorical Exclusions for Projects of Limited Federal Assistance:

1. The $5,000,000 monetary limit is adjusted to $5, 179,656.40.

2. The $30,000,000 monetary limit is adjusted to $31,077,938.40.

Effective January 29, 2016, these adjusted figures must be used when applying the limited Federal assistance categorical exclusion to projects. This change also affects Title 23 of the Code of Federal Regulations (CFR), subsections 771.117(c)(23) and 771.118(c)(13), which will be amended as soon as practicable. (14) Bridge removal and bridge removal related activities, such as in channel work, disposal of materials and debris in accordance with applicable regulations, and transportation facility realignment.

(15) Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.

(16) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

(d) Additional actions which meet the criteria for a CE in the CEQ regulations (40 CFR 1508.4) and paragraph (a) of this section may be designated as CEs only after FTA approval. The applicant shall submit documentation which demonstrates that the specific conditions or criteria for these CEs are satisfied and that significant environmental effects will not result. Examples of such actions include but are not limited to:

(1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).

(2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.

(3) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.

(i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.

(ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.

(4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.

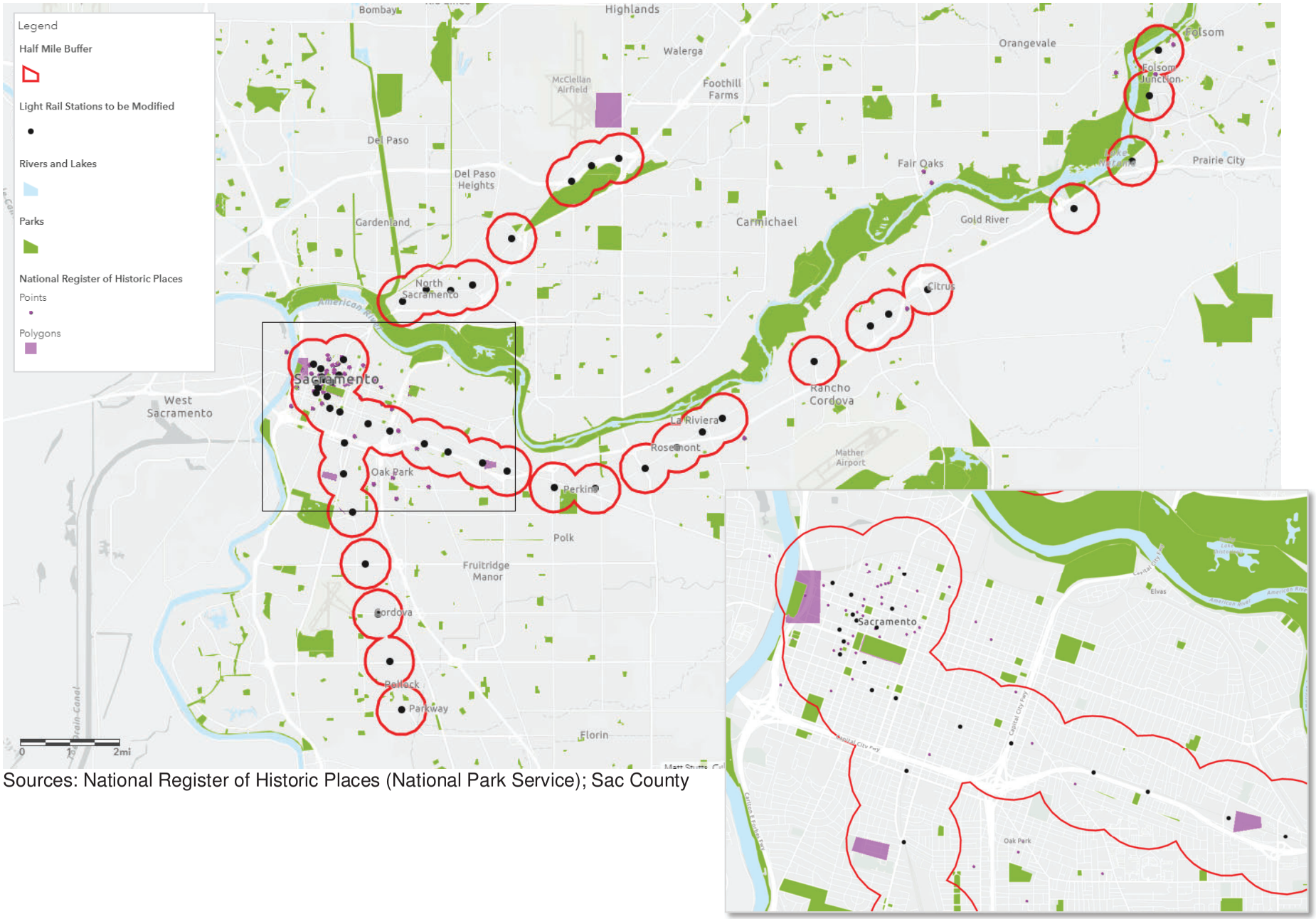
(5) [Space Holder]

(6) Facility modernization through construction or replacement of existing components.

(7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.

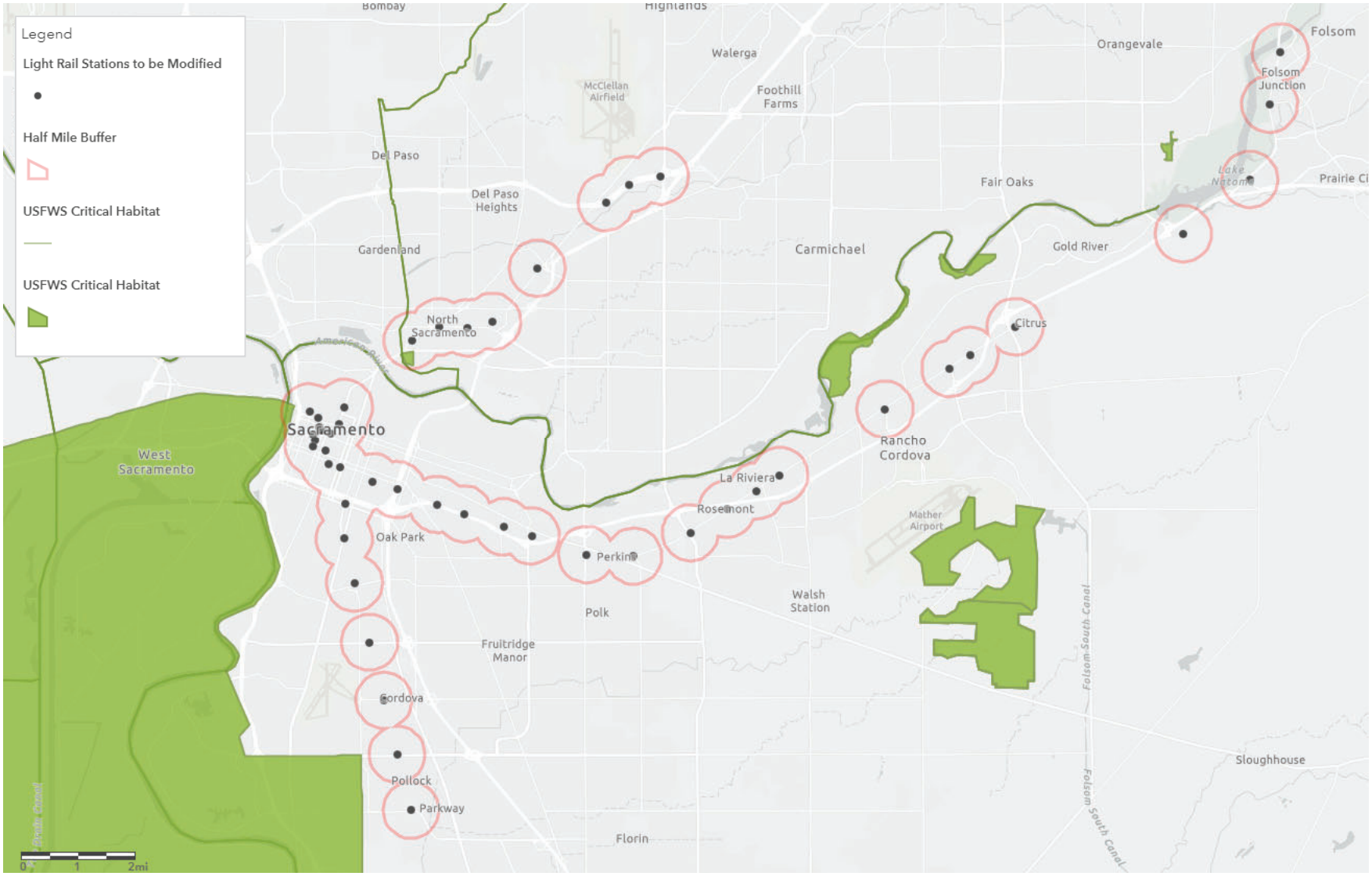
(8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.

Attachment 1A – Site Map in relation to Section 4(f) Resources



Sources: National Register of Historic Places (National Park Service); Sac County

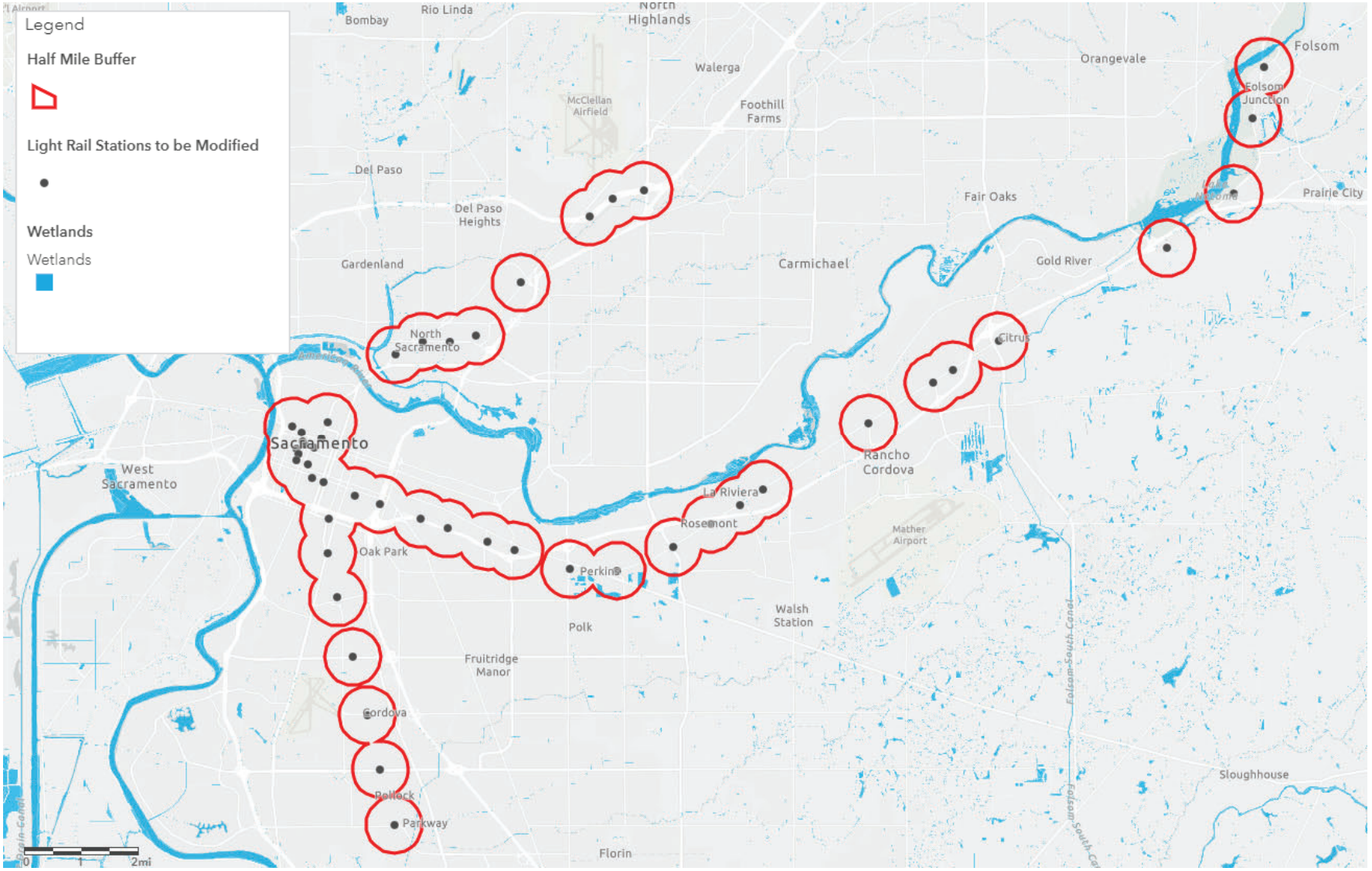
Attachment 1B – Site Map in relation to USFWS Critical Habitat *



Source: U.S. Fish & Wildlife Service (USFWS) Critical Habitat

* Critical habitat = geographic areas believed to be essential to an endangered or threatened species' conservation

Attachment 1C – Site Map in relation to Wetlands



Source: U.S. Fish and Wildlife Service, National Wetlands Inventory

Attachment 2
Methodology for GHG Quantification for Project

California Air Resources Board
Calculator Tool for the
California State Transportation Agency
Transit and Intercity Rail Capital Program
Greenhouse Gas Reduction Fund
Fiscal Year 2018-19

Project Name:	Accelerating Rail Modern. & Expansion - Capitol Region

Input	Description	Quantified Component 1	
Identifying Descriptor (ID)	Brief description of the quantifiable component identifying it from other separable components.	Purchase 36 Light Rail Vehicles and modify 48 stations to accommodate low floor vehicles	
Funding Inputs			
TIRCP Funds Requested	Total TIRCP funds requested for this separable component.	$197,150,000	
Multi-Year	Will this component request several California Transportation Commission allocations over multiple calendar years?	Yes	
Additional CCI Program 1			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 1.		
Additional CCI Program 2			
CCI Program	Other CCI Program from which project has or will be requesting GGRF funds.		
Additional GGRF Funds	Total GGRF funds requested or to be requested from Additional CCI Program 2.		
Total GGRF Funds Requested	Total GGRF funds requested from all CCI Programs	$197,150,000	
Project Inputs			
Project Type	For the purposes of this quantification, eligible TIRCP projects fall into four project types. Select the project type that best describes this component.	New/Expanded Service	
Service Type	The transit service (e.g., Intercity/Express Bus (Long Distance), Light Rail, Vanpool, etc.) directly associated with the proposed project. For projects that serve multiple services, select Multi-modal.	Light Rail	
Vehicle Type	The vehicle type (e.g., Transit Bus, Streetcar, Ferry, etc.) that will operate the new service or will be procured.	Light Rail	
Region	The region that best encompasses the geographic location for the proposed project type.	County	
Sub region	The County or Air Basin where the majority of the service occurs.	Sacramento	
Year 1 (Yr1)	The first year of service or the first year the facility or rolling stock will be in use.	2024	
Year F (YrF)	The final year of service or the final year the facility or rolling stock's useful life.	2055	
Useful Life	The number of years the service is funded or the useful life of the facility or rolling stock.	31	
Displaced Autos Inputs		**Input**	**Reference**
Yr1 Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the first year (Yr1).	545,210	Sac RT internal analysis
YrF Ridership	The increase in unlinked passenger trips directly associated with the proposed project in the final year. If the ridership is not expected to change, Yr1 and YrF should be the same value.	13,418,053	2016 MTP/SCS growth rates
Adjustment Factor (A)	Discount factor applied to annual ridership to account for transit-dependent riders. Use: document project-specific data or system average developed from a recent, statistically valid survey or default.	0.83	CARB Default

Length of Average Trip (L)	Annual passenger miles over unlinked trips directly associated with the proposed project.	6.01	Sac RT FY17 NTD data
New/Expanded Service Vehicle Inputs		**Input**	**Reference**
Hybrid Vehicle	Is the vehicle for the new/expanded service, or vehicle(s) to be procured, a hybrid?	No	
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the vehicle for the new/expanded service, or of the new vehicle(s) to be procured.	Electric	
Model Year	The engine model year of the vehicle that will operate the new/expanded service, or of the new vehicle(s) to be procured.		
Project-Specific Emission Factor	If used, applicant must be able to demonstrate an approved carbon intensity value under the Low Carbon Fuel Standard and submit additional documentation.		
Annual VMT	The estimated annual VMT required to operate the new/expanded service or of the new vehicle(s) to be procured (e.g., 72,000). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel (i.e., gallon of diesel, KWh of electricity) required to operate the new/expanded service, or of the new rail or ferry vehicle(s) to be procured (e.g., 26,000).	1,147,572	Additional KWh during peak times
Displaced Vehicle/Fuel Reductions Inputs		**Input**	**Reference**
Fuel Type	The fuel type (e.g., electric, diesel, etc.) of the displaced vehicle(s) or of fuel reductions as a result of the project.		
Model Year	The average engine model year(s) of the displaced vehicle(s) or of the vehicle(s) to realize fuel reductions as a result of the project.		
Annual VMT	The estimated annual VMT of the displaced vehicle(s). For rail and ferry vehicles, applicants may alternatively use Annual Fuel.		
Annual Fuel	The estimated annual fuel reductions expected to be realized as a result of the project or the estimated annual fuel the displaced vehicle(s) would have required to operate the equivalent as the new vehicle to be procured.		

California Air Resources Board
Calculator Tool for the
California State Transportation Agency
Transit and Intercity Rail Capital Program
Greenhouse Gas Reduction Fund
Fiscal Year 2018-19

Project Name:	Accelerating Rail Modern. & Expansion - Capitol Region

	Quantified GHG Component 1	Quantified GHG Component 2	Quantified GHG Component 3	Quantified GHG Component 4	Quantified GHG Component 5	Quantified GHG Component 6	Total Project
Identifying Descriptor	Purchase 36 Light Rail Vehicles and modify 48 stations to accommodate low floor	Folsom Light Rail Frequency Improvements-Purchase 10 LRVs		Dos Rios Light Rail Station Construction	Horn Rd. Light Rail Station Construction		
GHG Emission Reduction Start Date (Year)	2024	2023		2022	2022		
Total CCI							
Total GHG Emission Reductions ($MTCO_2e$)	315,808	87,659		26,380	24,083		453,931
Total GGRF Funds Requested ($)	197,150,000	78,899,360		24,000,000	10,850,000		310,899,360
Total GHG Emission Reductions/Total GGRF Funds Requested ($MTCO_2e$/$)	0.001602	0.001111		0.001099	0.002220		0.001460
TIRCP							
TIRCP GHG Emission Reductions ($MTCO_2e$)	315,808	84,771		26,380	24,083		451,043
TIRCP Funds Requested ($)	197,150,000	76,300,000		24,000,000	10,850,000		308,300,000
TIRCP GHG Emission Reductions/TIRCP Funds Requested ($MTCO_2e$/$)	0.001602	0.001111		0.001099	0.002220		0.001463
TIRCP Funds Requested/TIRCP GHG Emission Reductions ($/$MTCO_2e$)	624	900		910	451		684
Additional CCI Program 1							
CCI Program							
GHG Emission Reductions Attributable to other GGRF Programs (MTCO2e)							
Total Additional GGRF Funds to Implement Project ($)							
Additional CCI Program 2							
CCI Program		LCTOP					
GHG Emission Reductions Attributable to other GGRF Programs (MTCO2e)		2,888					
Total Additional GGRF Funds to Implement Project ($)		2,599,360					

California Air Resources Board
Calculator Tool for the
California State Transportation Agency
Transit and Intercity Rail Capital Program
Greenhouse Gas Reduction Fund
Fiscal Year 2018-19

Project Name:	Accelerating Rail Modern. & Expansion - Capitol Region

		Quantified Co-Benefit Component 1	Quantified Co-Benefit Component 2	Quantified Co-Benefit Component 3	Quantified Co-Benefit Component 4	Quantified Co-Benefit Component 5	Quantified Co-Benefit Component 6	Total Project
	Identifying Descriptor	Purchase 36 Light Rail Vehicles and modify 48 stations to accommodate low floor vehicles	nsom Light Rail Frequency provements- Purchase 10 LRVs and Double Track 2 Sections of Gold Line		Dos Rios Light Rail Station Construction	Horn Rd. Light Rail Station Construction		
	Total CCI							
Key Variables	Passenger VMT Reductions (miles)	34,826,472	10,466,570		1,624,505	1,451,597		48,369,143
Key Variables	Fossil Fuel Use Reductions	N/A	N/A		N/A	N/A		
Key Variables	Fossil Fuel Energy Use Reductions (kWh)	N/A	N/A		N/A	N/A		
Co-Benefits	ROG Emission Reductions (lbs)	10,338	5,777		1,065	1,042		18,221
Co-Benefits	NOx Emission Reductions (lbs)	57,750	30,200		5,735	5,561		99,246
Co-Benefits	PM2.5 Emission Reductions (lbs)	1,554	758		143	137		2,592
Co-Benefits	Diesel PM Emission Reductions (lbs)	2,756	2,905		440	466		6,568
	TIRCP							
Key Variables	Passenger VMT Reductions (miles)	34,826,472	10,121,746		1,624,505	1,451,597		48,024,320
Key Variables	Fossil Fuel Use Reductions	N/A			N/A	N/A		
Key Variables	Fossil Fuel Energy Use Reductions (kWh)	N/A			N/A	N/A		
Co-Benefits	ROG Emission Reductions (lbs)	10,338	5,586		1,065	1,042		18,031
Co-Benefits	NOx Emission Reductions (lbs)	57,750	29,205		5,735	5,561		98,251
Co-Benefits	PM2.5 Emission Reductions (lbs)	1,554	733		143	137		2,567
Co-Benefits	Diesel PM Emission Reductions (lbs)	2,756	2,810		440	466		6,472
	Additional CCI Program 1							
Key Variables	Passenger VMT Reductions (miles)							
Key Variables	Fossil Fuel Use Reductions							
Key Variables	Fossil Fuel Energy Use Reductions (kWh)							
Co-Benefits	ROG Emission Reductions (lbs)			#VALUE!				#VALUE!
Co-Benefits	NOx Emission Reductions (lbs)			#VALUE!				#VALUE!
Co-Benefits	PM2.5 Emission Reductions (lbs)			#VALUE!				#VALUE!
Co-Benefits	Diesel PM Emission Reductions (lbs)			#VALUE!				#VALUE!
	Additional CCI Program 2							
Key Variables	Passenger VMT Reductions (miles)		344,824					344,824
Key Variables	Fossil Fuel Use Reductions							
Key Variables	Fossil Fuel Energy Use Reductions (kWh)							
Co-Benefits	ROG Emission Reductions (lbs)		190	#VALUE!				#VALUE!
Co-Benefits	NOx Emission Reductions (lbs)		995	#VALUE!				#VALUE!
Co-Benefits	PM2.5 Emission Reductions (lbs)		25	#VALUE!				#VALUE!
Co-Benefits	Diesel PM Emission Reductions (lbs)		96	#VALUE!				#VALUE!

ATTACHMENT 2 - Narrative

GHGR Component 1 (Project Components 1 and 2): Low Floor LRV Station Conversion/Acquire 36 LRVs:

PeakTimes: Out of a fleet of 97 LRVs, 26 vehicles have reached the end of their 31 year useful life and 10 will reach it by 2022. These vehicles have a high floor design and because technology has moved to the low floor configuration, the industry no longer supports them, and it is increasingly difficult to find replacement parts. Because of their age repairs on these 36 vehicles are more frequent, costly, and time consuming. During peak times RT has had to run trains with fewer vehicles. In a sample period June to Nov 2017 out of the peak requirement of 69 vehicles, RT was only able to run 63- see "Available LRVs vs Peak Requirement," Exhibit 1.* Annual riders displaced- not able to board trains- represented 8.7% of peak rail ridership (Table 1) or 423,584 riders annually. If new vehicles were available to replace those out of service, and using a sensitivity factor of .62, it is estimated 259,148 riders would return within the first year - see Table 1. Over time, the remainder of those displaced riders would return along with other riders due to population growth in the Sacramento region, particular in the center and corridor communities, thereby resulting in a total increase during peak times of 5,861,081 riders annually by year 31.

By restoring consists to peak vehicle needs, additional GHG is generated to run the additional cars. The additional annual fuel consumed is 1,147,572 KWh. See Table 1.

Non Peak Times: Non peak ridership is expected to increase with population growth over the 31 year life of this component- see Table 2. This assumes no increase in consist size for non peak trains, as new cars will have greater capacity, so no additional KWh of fuel would be consumed during non peak times.

Station low floor conversions No separate ridership impact data is included for the 48 Station low floor conversion subcomponent, though it is reasonable to assume the modification to a low floor configuration itself would attract riders.

See Table 2A for summary of ridership impact.

RT Rider Alert
Bus and Light Rail Service Disruptions Notice Log

Text	AccidentDate	EstimateDate	Contact	Phone	Pager	Category	ShowOnWeb	Notes
Message Regarding Commute Time Trains	1/27/2017 15:44	1/27/2017 15:44	NULL	NULL	NULL	NULL	1	RT has received comments regarding short trains during commute hours. Unfortunately, RT has been struggling for some time now to meet our commute time peak vehicle requirement of 4-car trains (3-cars for VTA trains). A major part of our fleet, the Siemens light rail vehicles, reach the end of their 30-year useful life in March of this year. We realize that this causes crowding and while "standing room only" trips are common and considered normal during commute times for transit systems around the country, we certainly want to operate the design capacity of the system. A 30-year-old vehicle with several million miles of service, has more issues requiring maintenance and are less reliable overall. Staff is working diligently to repair and return vehicles to service as quickly as possible, but the real solution is to replace our aging fleet as they reach the end of their 30 year life. This will require a major financial commitment on the part of the community in order to fund light rail vehicle replacement and other state of good repair projects for RT's aging system. We apologize for any inconvenience this may cause and thank you for your patience.

ATTACHMENT 2
TABLE 1
Low Floor LRV Station Conversion/Acquire 36 LRVs
Ridership Impact during Peak Hours

			Source/ Comment
Peak period LRT Boardings	4,871,217		NTD 2017
#LRVs peak service	69		See Exhibit 1
Actual vehicles available	63		See Exhibit 1
Capacity loss from out of service vehicles	6		
Riders displaced =6/69*4,871,217	423,584		per year
Headway elasticity (a)	-0.46		TCRP report 95, Ch. 9, p. 9-8 (b)
Unplanned adjustment factor - unannounced or sudden vehicle unavailability (c)	1.33		TCRP report 95, Ch. 9, p. 9-20 (b)
Ridership loss per year-will get back because of immediate availability of more cars.	259,149		Headway elasticity x unplanned factor x riders
Recaptured riders and new riders who would be attracted over time because of population/jobs/employment growth Population growth 2.5% per year over the life of project	5,601,933		2016 MTP/SCS growth rates- Exhibit 5

	Year 1 increase	Year F increase
Peak	380,929	5,861,081

Capacity loss from out of service vehicles	8.70%		
Capacity restored from replacement with new vehicles	8.70%		
Miles per day per vehicle during peak service	100.4	VM	Existing service data
# of vehicles restored to service under low floor conversion project	6		
Additional VMT to run 6 vehicles	602.4		
Additional VMT per year: 254 weekdays X 602.4 mi/day	153,009.60	mi	254 weekdays of peak service
Additional KWh used: 153009.6 mi x 7.5 KWh=	1,147,572		See Exhibit 6 for KWh rate

(a) Percent change in ridership in response to a 1% change in the headway. A negative sign indicates the effect is opposite in direction from the cause. In this case a 1% increase in headway- because riders have to wait (cannot board an already full peak time train that is running a smaller than optimal consist)- results in a 0.46% loss in ridership.

(b) TCRP = Transit Cooperative Research Program. Traveler Response to Transportation Systems Handbook, Third Edition: Chapter 9, Transit Scheduling and Frequency.

(c) This factor measures the impact on ridership of "unplanned" (versus scheduled) service cuts- such as out of service vehicles

ATTACHMENT 2

TABLE 2

Low Floor LRV Station Conversion/Acquire36 LRVs

Ridership Impact during Non Peak Hours

		Source/ Comment
Total Rail boardings	11,442,458	NTD data 2017
Peak Boardings	4,871,217	NTD data 2017
Non Peak Boardings	6,571,241	
Population growth 2.5% per year over the life of project		2016 MTP/SCS growth rates- Exhibit 2
Year 1 increase in non peak ridership	164,281	
Year F increase in non peak ridership	7,556,972	2017 Nonpeak boardings X 2.5% per year (over 31 years)

ATTACHMENT 2

TABLE 2A

Low Floor LRV Station Conversion/Acquire36 LRVs

Summary of Ridership Impact

Service	**Year 1 Ridership Increase**	**Year F Ridership Increase**
Peak	380,929	5,861,081
Non Peak	164,281	7,556,972
Total	**545,210**	**13,418,053**

ATTACHMENT 2
EXHIBIT 1
Low Floor LRV Station Conversion/Acquire 36 LRVs
Available LRVs vs Peak Requirement
June- Nov 2017

	Total Fleet	LRV Hold List	Pull-out LRV's	Stored LRV's for adds	**VAMS**	*VOMS*	**LRV spares or (shortage)**
11/01/17	*97*	31	42	24	**66**	*69*	**(3)**
11/03/17	*97*	33	42	22	**64**	*69*	**(5)**
11/09/17	*97*	29	43	25	**68**	*69*	**(1)**
11/14/17	*97*	27	44	26	**70**	*69*	**1**
11/16/17	*97*	31	44	22	**66**	*69*	**(3)**
11/21/17	*97*	29	44	24	**68**	*69*	**(1)**
11/28/17	*97*	32	44	21	**65**	*69*	**(4)**
10/06/17	*97*	35	40	22	**62**	*69*	**(7)**
10/09/17	*97*	32	42	23	**65**	*69*	**(4)**
10/10/17	*97*	31	43	23	**66**	*69*	**(3)**
10/13/17	*97*	32	43	22	**65**	*69*	**(4)**
10/25/17	*97*	30	42	25	**67**	*69*	**(2)**
10/27/17	*97*	30	43	24	**67**	*69*	**(2)**
10/31/17	*97*	30	44	23	**67**	*69*	**(2)**
09/05/17	*97*	36	39	22	**61**	*69*	**(8)**
09/06/17	*97*	40	34	23	**57**	*69*	**(12)**
09/11/17	*97*	33	42	22	**64**	*69*	**(5)**
09/13/17	*97*	35	40	22	**62**	*69*	**(7)**
09/18/17	*97*	36	38	23	**61**	*69*	**(8)**
09/21/17	*97*	34	41	22	**63**	*69*	**(6)**
09/29/17	*97*	31	44	22	**66**	*69*	**(3)**
08/03/17	*97*	39	36	22	**58**	*69*	**(11)**
08/09/17	*97*	37	38	22	**60**	*69*	**(9)**
08/14/17	*97*	42	35	20	**55**	*69*	**(14)**
08/16/17	*97*	38	37	22	**59**	*69*	**(10)**
08/23/17	*97*	36	38	23	**61**	*69*	**(8)**
08/28/17	*97*	35	40	22	**62**	*69*	**(7)**
08/30/17	*97*	38	36	23	**59**	*69*	**(10)**
07/03/17	*97*	37	39	21	**60**	*69*	**(9)**
07/11/17	*97*	36	39	22	**61**	*69*	**(8)**
07/13/17	*97*	33	42	22	**64**	*69*	**(5)**
07/14/17	*97*	31	44	22	**66**	*69*	**(3)**
07/19/17	*97*	34	41	22	**63**	*69*	**(6)**
07/25/17	*97*	35	41	21	**62**	*69*	**(7)**
07/26/17	*97*	36	39	22	**61**	*69*	**(8)**
06/01/17	*97*	31	41	25	**66**	*69*	**(3)**
06/02/17	*97*	31	42	24	**66**	*69*	**(3)**
06/06/17	*97*	32	40	25	**65**	*69*	**(4)**
06/14/17	*97*	37	36	24	**60**	*69*	**(9)**
06/22/17	*97*	41	32	24	**56**	*69*	**(13)**
06/29/17	*97*	40	34	23	**57**	*69*	**(12)**
06/30/17	*97*	37	37	23	**60**	*69*	**(9)**
AVERAGE LRV Shortage							**(6)**

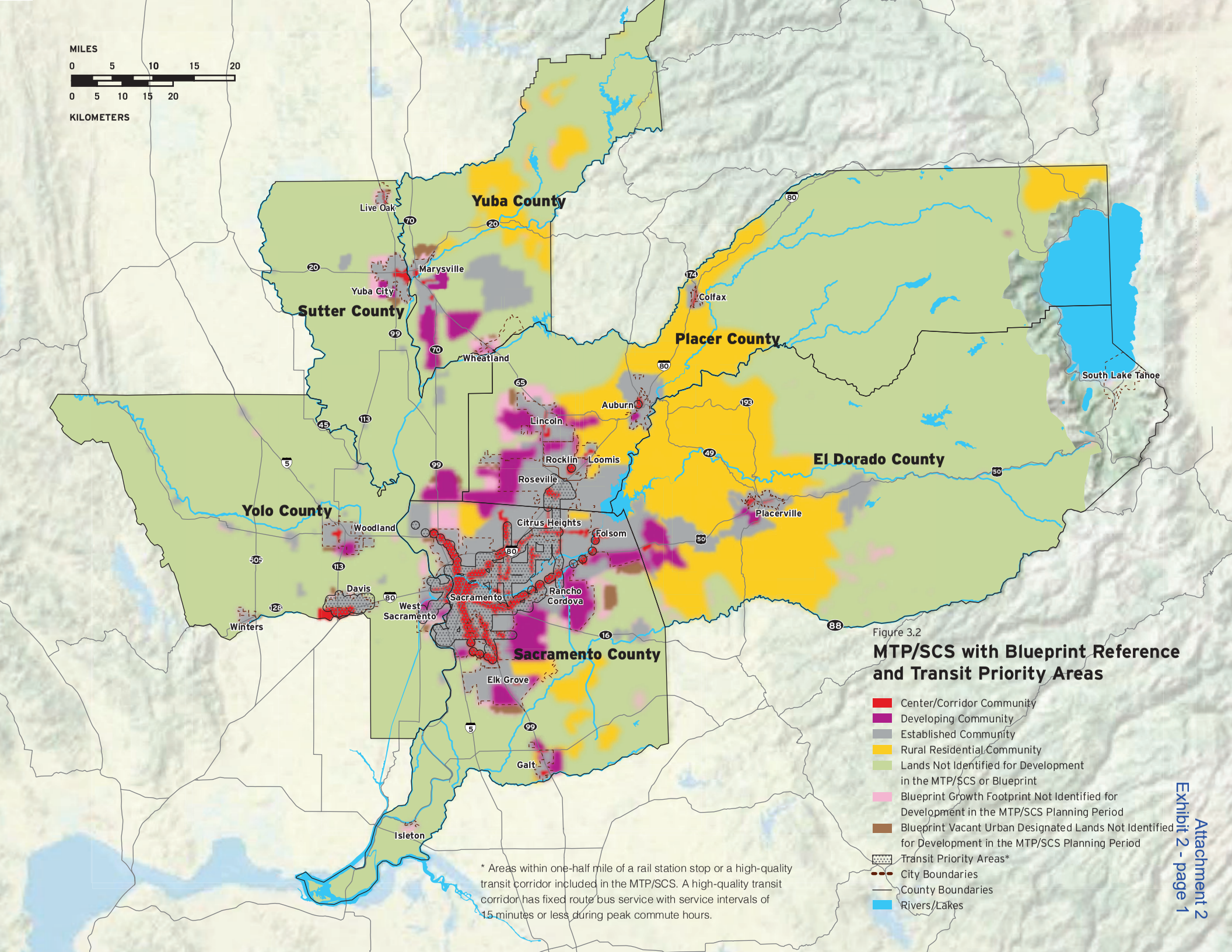


Figure 3.2

MTP/SCS with Blueprint Reference and Transit Priority Areas

- Center/Corridor Community
- Developing Community
- Established Community
- Rural Residential Community
- Lands Not Identified for Development in the MTP/SCS or Blueprint
- Blueprint Growth Footprint Not Identified for Development in the MTP/SCS Planning Period
- Blueprint Vacant Urban Designated Lands Not Identified for Development in the MTP/SCS Planning Period
- Transit Priority Areas*
- City Boundaries
- County Boundaries
- Rivers/Lakes

* Areas within one-half mile of a rail station stop or a high-quality transit corridor included in the MTP/SCS. A high-quality transit corridor has fixed route bus service with service intervals of 15 minutes or less during peak commute hours.

MTP/SCS Land Use Distribution by Community Type

A summary discussion of the approach taken to growth allocations for each Community Type follows. In each case, the forecast largely relies on growth that is generally consistent with the location, density and intensity of use (Gov. Code, § 65080(b)(2)(B)) in existing general plans or other local adopted plans, but does not utilize all available capacity in those plans by 2036. Tables 3.2 and 3.3 show the housing and employment by sector projected in the MTP/SCS. The Community Type map in Figure 3.2 is included in this plan to depict the general areas projected for growth.

TABLE 3.2

Summary of Housing Units Forecasted in MTP/SCS

Community Type	2012 Existing Housing Units	Total 2036 Forecasted Housing Units
Center and Corridor Communities	107,718	193,885
Established Communities	686,075	764,825
Developing Communities	31,422	146,258
Rural Residential Communities	78,237	83,380
Region Total	**903,451**	**1,188,347**

TABLE 3.3

Summary of Employment Forecasted in MTP/SCS[1]

Community Type	Center and Corridor	Established	Developing	Rural Residential	Region Total
2012 Retail Employees	92,444	144,159	6,622	13,503	256,728
2036 Retail Employees	**120,273**	**172,443**	**28,062**	**14,312**	**335,090**
2012 Office Employees	150,150	202,231	3,692	5,853	361,926
2036 Office Employees	**267,955**	**354,393**	**38,467**	**7,278**	**668,094**
2012 Industrial Employees	24,347	93,339	5,603	6,778	130,067
2036 Industrial Employees	**24,977**	**112,633**	**7,858**	**7,728**	**153,196**
2012 Public Employees	35,833	51,742	2,718	2,978	93,272
2036 Public Employees	**41,667**	**66,440**	**13,132**	**3,053**	**124,292**

1 Does not include employees of home-based businesses.

Attachment 1- Exhibit 2 page 3

2016 MTP/SCS
Sacramento Region - Center and Corridor Communities*

	2012	2036	% increase 2016-2036
Jobs	302,774	454,872	50%
Housing Units	107,718	193,885	80%

Annual population growth rate	2.5%

* Assumed same rate of increase in future years

Attachment 3
Signed and Stamped CEQA Notice of Exemption (NOE)

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Sacramento
600 8th St.
Sacramento, CA 95814

From: (Public Agency): Sacramento Regional Transit
P.O. Box 2110
Sacramento, CA 95812-2110
(Address)

ENDORSED
SACRAMENTO COUNTY
JUL 02 2019
DONNA ALLRED, CLERK/RECORDER
BY _____ DEPUTY

Project Title: Light Rail Vehicle (LRV) Replacement/ LRV Station Modifications

Project Applicant: Sacramento Regional Transit District

Project Location - Specific:
Purchase of replacement light rail vehicles to replace existing light rail vehicles that have reached the end of their useful life. Vehicles to be run on Sacramento RT's existing light rail track.

Project Location - City: Sacramento Project Location - County: Sacramento

Description of Nature, Purpose and Beneficiaries of Project:
Replace light rail vehicles that have reached the end of their useful life. Existing vehicles are becoming increasingly unreliable and more costly to maintain. Replacement vehicles will be low floor. Benefits include increased boarding speed , capacity, reliability, safety, and enhanced access for everyone.

Name of Public Agency Approving Project: Sacramento Regional Transit District

Name of Person or Agency Carrying Out Project: Sacramento Regional Transit District

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption. State type and section number: _____
- ☒ Statutory Exemptions. State code number: PRC Sec. 21080 (b) (10) and CEQA Guidelines 15275

Reasons why project is exempt:
Replacement LRVs will run on rail lines already in use. Replacement would be done in conjunction with conversion of existing light rail stations to accommodate low floor vehicles. Collectively these activities are statutorily exempt from CEQA per PRC section 21080 (b)(10) and CEQA guidelines Sections 15275

Lead Agency Contact Person: Darryl Abansado Area Code/Telephone/Extension: (916) 321-3876

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Signature: _____ Date: 7/1/2019 Title: Director, Eng & Constr

☒ Signed by Lead Agency ☒ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Revised 2011