

# CHAPTER 3 - PROJECT DESCRIPTION

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## INTRODUCTION

This chapter identifies the location of the study area governed by the Metropolitan Transportation Plan (MTP); describes the background for the preparation of the MTP and for this EIR; lists the principles and measures of the MTP; summarizes the MTP components; and summarizes alternative MTP strategies being considered by SACOG.

## PROJECT LOCATION

The study area for the Metropolitan Transportation Plan for 2035 (MTP 2035) includes the counties of Sacramento, Sutter, Yolo, and Yuba, and Placer and El Dorado Counties except for the Tahoe Basin. This area – also referred to as the Sacramento Metropolitan Planning Area (the MTP Plan Area) - is shown in Figure 1-1 of Chapter 1, *Introduction*. Located in the north San Joaquin Valley in Central California, the planning area encompasses 6,500 square miles of land and is bounded by Colusa, Napa and Solano counties to the west, Butte and Nevada counties to the north, the Lake Tahoe Basin to the east, and Amador and San Joaquin counties to the south. The SACOG Region has 22 incorporated cities within its boundaries: Auburn, Citrus Heights, Colfax, Davis, Elk Grove, Folsom, Galt, Isleton, Lincoln, Live Oak, Marysville, Placerville, Rancho Cordova, Rocklin, Roseville, Sacramento, West Sacramento, Wheatland, Winters, Woodland and Yuba City, as well as the Town of Loomis. Proposed MTP transportation improvement projects are located on state highways, regionally significant roads, and some local streets, as well as within railroad rights-of-ways and public lands.

The study area consists of transportation routes, including highways, rail alignments, bicycle trails, state routes, roads, and Caltrans right-of-way in the MTP Plan Area. The major components of the existing metropolitan transportation system within the SACOG region include three interstate highways, several state highways and local arterial roadways, a deep water shipping port, a major international airport, numerous general aviation airports, freight and passenger rail service, and a public transit system that includes 37 miles of light rail transit service, and several thousand miles of regional and local bus routes throughout the MTP Plan Area.

The 2000 census indicates that the current population within the six counties is 1,936,006, representing a nearly 21% increase since 1990 (1,603,745) (U.S. Census, 2000). Projections indicate that, in 2035, the region will grow by almost 1.5 million people, experiencing a growth rate of nearly 63% between 2005 and 2035. Total population in the SACOG region in 2035 is projected to be approximately 3.3 million, or nearly 6.6% of the 2035 population of California as projected by the California Department of Finance (DOF) (SACOG, 2007).

## BACKGROUND

In 2002, SACOG adopted the Metropolitan Transportation Plan for 2025 (MTP 2025), an MTP that involved three years of public involvement, a new set of goals and guiding principles, and major initiatives including new regional funding programs, connector projects, and expansion of public transit. The MTP 2025 FEIR was certified in June 2002.

In October 2004 SACOG lost its ability to demonstrate conformity to the 1994 State Implementation Plan (SIP) for the Sacramento Air Basin, causing an “air quality conformity lapse” to occur for that part of the

region. The lapse was caused because the 1994 SIP – a plan based on older modeling and planning assumptions – did not use the latest planning assumptions and the latest emissions model, as required by federal transportation conformity regulations. As a result, no new air quality conformity determinations could be made until a new SIP, including a new motor vehicle emissions budget, was approved by the Environmental Protection Agency. For the Yuba-Sutter Air Basin, there was no air-quality conformity lapse and MTP 2025 remained in effect until July 2005.

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

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

The 2006 MTP, which restored the MTP 2025 while extending the horizon year to 2027 and adding a few projects, was developed by SACOG concurrently with the ROP SIP for the Sacramento Air Basin. An addendum to the EIR for MTP 2025 that addressed the 2006 MTP was adopted in March 2006.

The MTP is a long-range comprehensive plan for the region’s multi-modal transportation system and one of SACOG’s primary statutory responsibilities. An up-to-date MTP is a legal requirement if projects are to use federal or state transportation funds. Under federal and state law, SACOG must adopt an MTP and update it at least every four years if the region is to receive federal or state transportation dollars. The MTP provides project priorities for public transit, streets/roads, bicycles, and pedestrian improvements. The MTP 2035 will succeed the 2006 MTP, and extends the planning period to 2035 from 2027. The next MTP is expected to be adopted in 2011.

SACOG is also the state-designated Regional Transportation Planning Agency (RTPA) for the counties of Sacramento, Yolo, Sutter and Yuba. A RTPA is a multi-county or county-level agency responsible for regional transportation planning to meet state planning mandates. The Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC) are the state-designated RTPAs for those counties. SACOG prepares the MTP for the entire 6-county region, and under Memoranda of Understanding with the PCTPA and EDCTC, incorporate the regional transportation plans (RTPs) of those counties into the MTP.

## **DEVELOPMENT OF THE MTP FOR 2035**

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) requires that the metropolitan transportation planning process be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services.

SAFETEA-LU also requires the development of a transportation plan addressing no less than a 20-year planning horizon as of the effective date, and that the plan addresses the following factors:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

All of these factors coincide with the adopted goals in the MTP, and thus have been considered in defining the strategies and projects for the MTP. Additionally, the MTP is required to include both long-range and short-range strategies/actions that lead to the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

SACOG has laid the groundwork for a better managed transportation system and a more compact urban form through its Blueprint Transportation and Land Use Study, which began when SACOG was developing the MTP for 2025. The travel modeling for the MTP 2025 showed that despite spending an estimated \$23 billion through the year 2025 for transportation projects throughout the six-county region, vehicular congestion throughout the Sacramento metropolitan area would increase by nearly 60% and vehicle miles traveled per household would increase by 20%. In addition, based on the sprawl-like development patterns of the late 1990s, the region would urbanize 661 additional square miles by 2050 under the base case scenario. With the region expecting to add more than 1 million jobs, 840,000 new dwelling units will need to be created to house the related doubling of the population to 3.8 million.

After months of public workshops in which over 5,000 participants engaged several workshops, a regional land use vision was developed. In December 2004, the SACOG Board of Directors adopted the Blueprint Vision, a conceptual map and seven growth principles (hereafter referred to as “Blueprint Principles”). Those principles are:

- Housing Choice and Diversity
- Using Existing Assets
- Compact Development

- Natural Resources Conservation
- Design for Quality
- Mixed Use Developments
- Provide Transportation Choices

The Blueprint Vision is the result of a three year regional visioning process, which engaged each of SACOG's member jurisdictions, the general public and special interest groups, on how the region should accommodate the future population and employment that is forecast to come to the Sacramento region. Since it does not have land use planning authority, SACOG has served in an advisory role for its member jurisdictions regarding implementation of the Blueprint Vision. Since SACOG Board adoption of the Blueprint Vision, a number of jurisdictions in the region have begun implementing the Blueprint principles in their planning processes. For the MTP 2035, SACOG worked with each of the local jurisdictions to develop a growth forecast and accompanying land use allocation that reflects each of their Blueprint implementation efforts. The MTP 2035 land use assumptions, therefore, are based in the Blueprint principles listed above. The MTP 2035 will be the first MTP for the Sacramento region to proactively link land use, air quality, and transportation needs.

Development of the MTP included an 18-month public priority setting process to identify a list of transportation improvement projects to best meet the needs of our region as a whole. As it was in 2002 during the development of MTP 2025, SACOG was again joined in partnership with Valley Vision, a regional group of leaders primarily from the private sector. The goal of both organizations was to develop a plan that has strong support among the region's residents, that helps maintain and improve our quality of life, and that serves the diversity of needs in our region. Valley Vision has lent its support by providing financial support for regional forums and by making the regional transportation plan a top priority of its members.

The development of MTP 2035 used broad public outreach combined with extensive input from elected officials, community groups and citizen planners to consider a host of potential transportation investments. Over 150 presentations, 17 community workshops, and an Elected Officials Summit were completed during early 2006.

The process began with over 70 elected officials representing every city and county in the six-county region at the Elected Officials Summit in January 2006. These elected officials from diverse communities—large and small, urban and rural—worked together in small groups to identify transportation challenges and opportunities.

The key challenges and priorities identified at the Elected Officials Summit helped to shape the content for the county workshops that followed. Nearly 1,800 citizen planners attended 17 community workshops held throughout the region between February and June 2006 and participated in exercises aimed at identifying their transportation priorities. In the fall, with the Transportation, Air Quality, Land Use and Leadership (“TALL”) Order forums in November, citizens were invited to learn about transportation investment options and indicate their preferences for improving their transportation system. The forums consisted of eight identical workshops held simultaneously throughout the region, linked together electronically to gather public input on the MTP2035. SACOG also partnered with a local television station to hold the first-ever regionally televised “town hall” on transportation issues. Public opinion research was also conducted through a random sample phone survey, a random-sample online survey, a self-sampled online survey on SACOG's website, and randomly sampled focus groups.

In addition to the extensive public input process, SACOG's technical committees of local agency staff and others assisted in the MTP development. These include the Regional Planning Partnership, the Transit Coordinating Committee, the Bicycle and Pedestrian Advisory Committee, and the Transportation Demand Management Task Force. SACOG staff also continued the dialogue with the Board of Directors and the planning and public works departments of local governments. Native American tribal governments, state and federal environmental resource and regulatory agencies, and air quality management districts provided consultation regarding the natural and cultural resources throughout the MTP Plan Area.

## **IMPLEMENTING THE MTP FOR 2035 - THE PROGRAMMING PROCESS**

Implementation of a long-range MTP is carried out gradually through shorter-term decisions over which particular projects should receive state or federal funds, in periodic funding or programming cycles. Under federal law, SACOG is responsible for long-range transportation planning in a six-county area -- Sacramento, Yolo, Yuba, Sutter, El Dorado and Placer Counties (excluding the Tahoe Basin). SACOG also allocates federal funding to implement SAFETEA-LU. Federal funding programs available to the region include Regional Surface Transportation Program (RSTP), and Congestion Mitigation and Air Quality (CMAQ). To receive federal or state funding, projects nominated by cities, counties, and agencies must be consistent with the Metropolitan Transportation Plan.

As a RTPA for four counties (Sacramento, Sutter, Yolo and Yuba) under State law, SACOG also leads a funding or programming process to select specific projects for state-directed funding, which are submitted to the state every other year in a document called the Regional Transportation Improvement Program, or RTIP. This document is an application for state-directed funds for the projects included. The California Transportation Commission must either accept or reject the RTIP in its entirety. Caltrans consolidates these TIPs from all over the state into a statewide TIP which is submitted to the U.S. Department of Transportation for approval. The state-required RTIP is a component of the federally required MTIP.

The federal regulations require all federally-funded and all regionally significant projects to be included in a document called the federal Transportation Improvement Program; SACOG refers to this document as the Metropolitan Transportation Improvement Program or MTIP. A project must be included in the MTIP in order to be eligible for federal funding or federal permits, if needed. The MTP for 2035 will guide the next project programming process in two ways -- first, by the requirement that projects must be consistent with the MTP to be eligible for funding through the MTIP process, and second, by virtue of the fact that the MTP directly identifies candidate projects for funding in the upcoming state and federal funding cycles. In essence, the first four years of the plan makes up the MTIP.

The MTP and the MTIP form a two-step plan and implementation process. To ensure that both are realistic in their approach to achieving the MTP's goals, each must be based on reasonable financial plans, and SACOG must demonstrate that transportation-related emissions of air pollution will not exceed emissions budgets contained in the SIP.

SACOG coordinates the updates of the MTP and the MTIP to ensure that eligibility for federal funds is maintained. Amendments to the MTIP will be accompanied with an amendment to the MTP. These actions are necessary to ensure that SACOG prepares and maintains the necessary air-quality conformity findings for both the MTP and MTIP, a basic requirement for maintaining federal eligibility for our transportation programs and projects.

When the MTP or MTIP is amended, project sponsors are asked for information on the current status of project implementation, such as funding sources and expected start dates for various phases of project delivery (such as preliminary engineering, right-of-way acquisition, and construction for MTIP purposes), and expected project completion dates (for both MTP and MTIP purposes). Based on the information provided by project sponsors, SACOG staff ensures that the project is listed appropriately in both the MTP and the MTIP.

Once project funding and programming decisions are made and adopted into the MTP and subsequently into the MTIP, the design, construction and operation of the projects becomes the responsibility of local jurisdictions and agencies, as well as Caltrans. Before project design or construction can commence, the agency responsible for project implementation must comply with the requirements of the California Environmental Quality Act (CEQA). A project-specific environmental analysis must be prepared for projects that are not exempt from CEQA that identifies specific project impacts and appropriate mitigation measures.

By adopting the MTP 2035, the region will achieve consensus on transportation system needs over the next 28 years, and is also setting the stage for the short-term strategy for implementing the MTP. Local jurisdictions and agencies, Caltrans, and federal agencies carry out the MTP by using available resources to implement the projects that are programmed in the MTIP. The MTP guides these short-term funding decisions by setting priorities. One way the MTP sets priorities is by the years in which individual projects are scheduled to occur; obviously a project scheduled for the year 2010 in a given city is a higher priority than a project scheduled for 2035.

The current 2007 – 2010 MTIP includes funding for projects over a four year period, and must be adopted every two years. Under SAFETEA-LU, a new MTP must now be adopted at least every four years. The MTP 2035 succeeds the 2006 MTP. The next MTP is expected to be adopted in 2011. Through this repetition of the long-term planning process and short-term programming process, the region gradually implements its long-range transportation and air quality plans.

## **DESCRIPTION OF THE PROPOSED PROJECT**

The proposed project for this EIR is the MTP for 2035. This section describes the proposed plan. Key objectives and major capital projects in the MTP 2035 are also discussed.

### **PRINCIPLES FOR THE MTP 2035**

SACOG's purpose in proposing the project is to provide a strategy to approach the many challenges faced by the Sacramento region as the population grows and the region expands over the next few decades. SACOG wants to develop a better managed transportation system for the region, based upon a more compact urban form. SACOG's mission is to "Deliver transportation projects, providing public information and serving as a dynamic forum for regional planning and collaboration in the greater Sacramento Metropolitan Area." In developing the MTP for 2035, the SACOG Board of Directors has defined specific principles, indicators and performance measures upon which to base the MTP and to use for decision-making, as it pertains to the agency's mission. They have been designed to pursue and assess the effective management of planning, programming, and transportation funding, which are integral to delivering transportation projects. The intent of the MTP 2035 is to accommodate the expected growth in demand for transportation in the region through a multi-modal approach intended to achieve the following principles:

- **Access & Mobility**  
Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.
- **Equity & Choice**  
Provide real, viable travel choices for all people throughout our diverse region.
- **Economic Vitality**  
Efficiently connect people to jobs and get goods to market.
- **Environmental Quality and Sustainability**  
Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.
- **Financial Stewardship**  
A transportation system that delivers cost-effective results that are feasible to construct and maintain.
- **Smart Land Use**  
Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.

## **ELEMENTS OF THE MTP 2035**

The Proposed Project, MTP 2035, consists of a “revenue constrained element”, which includes projects supported by revenues that are reasonably expected to be available during the 28-year planning period, per the budget limits that are required by federal metropolitan transportation planning guidance. It also includes an additional element of a transportation system that is generally 10% above the revenues projected for the revenue constrained plan.

The MTP is a performance based plan that has been designed to provide a system that reduces vehicle miles traveled per household, holds growth in congestion to about 10%, even with a 50% growth in population, and increased transit mode share by 150%, which results in far better performance than the increasing vehicle miles traveled, a 58% increase in congestion, and 30% increase in transit mode share that resulted from MTP 2025. The basis for the improved performance lies in the plan’s design to serve more compact development patterns with more infill redevelopment, mixed uses, and a much better jobs/housing balance within sub-areas of the region than that of the MTP 2025. An estimated 75% of the improved performance of MTP 2035 is directly correlated to its underlying land use allocation. The MTP 2035 includes a better mix of activities in local communities that use the road and transit system differently, has more investments in arterials than freeways, and offers opportunities for more effective bus service, walking, and bicycle travel. The Proposed Project is designed to provide a balance of all modes in all of the key corridors.

## *Conserving the Existing Transportation System and Better Optimizing Performance*

Supporting smarter land uses and resource conservation begins with an investment emphasis on good repair and operation of the current system. An extension of good maintenance is essential for a land use pattern that strives to place more growth in and around existing developed areas. Optimizing the existing system makes it possible to squeeze more efficiency out of the existing bicycle, pedestrian, road and transit systems.

### Road Maintenance & Safety

In support of improved conservation of the existing road network, the MTP 2035 includes an investment of \$12.4 billion towards road maintenance, rehabilitation and safety projects, providing an increase of 17 percent from 2006 MTP levels.

The MTP 2035 also supports improving roads and intersections to accommodate all types of travel more safely. These investments are particularly important to avoid friction between more travel modes as the region. There will be more bicycle and pedestrian activity along corridors that were once just for auto and truck traffic. The 17% increase in funding from The MTP 2035 allows more investment in areas that include:

- Safer rail grade crossings and street safety measures such as left-turn lanes at intersections, improved lighting and signage, special paving, and median strips, particularly where there are high numbers of automobile or pedestrian accidents;
- Guardrails and improved shoulders along critical sections of freeways and highways, along with special paving (e.g. diamond grooving, reflectors, skid-reducing material) and lighting along specific road segments.

### Programs and Planning

Supportive transportation programs also help conserve and optimize the existing system to support more compact, mixed-use land uses that generate shorter trips. In support of this, the MTP 2035 provides \$2.3 billion in funding for supplementary programs and planning efforts, an increase of 35 percent from the 2006 MTP levels. Investment areas include the following:

- Community Design: Seed funding to encourage smart-growth development projects complementary to The MTP 2035 that may otherwise not happen. The program has been expanded to allow greater regional coverage and support for projects from the MTP 2035ning phase through implementation. The increased funding can also go towards supporting investments that improve the quality of life for infill areas. Increased funding will allow for more transportation-related investments, including soundwalls, traffic calming, and streetscaping features that can make a corridor or intersection more attractive while also improving its safety and operation.
- Air Quality Improvement Programs: Funding includes extension of the SECAT program for replacing or retrofitting diesel engines and trucks, and Spare the Air programs to reduce vehicle-miles-traveled on bad air days.
- Intelligent Transportation System (ITS): Funding reserved for implementation of the regional ITS Strategic Deployment Plan, which includes automated message signs, crosswalk signals with

pedestrian countdown timers, real-time transit message signs, and transit signal priority for buses. These investments also include Smart Corridors, including Sunrise and Hazel Avenues in Sacramento, where near-term ITS strategies are planned by local agencies, and expansion of Traffic Operations Centers.

- Travel Demand Management: Increased initiatives to help people find travel alternatives to driving alone.

### *System Expansion & Smart Land Uses*

Though the MTP 2035, priority is on conserving and optimizing the existing transportation system, strategic transportation system expansions are also necessary for the region to serve the smarter land uses and accommodate the projected 1.2 million increase in population by 2035. Expanding travel choices so that future residents have alternatives to driving alone is a primary focus.

### Bicycle and Pedestrian Investments

The Plan increases the investment in bicycle and pedestrian facilities by 56 percent. In addition to the \$1.4 billion in direct investments for bicycle and pedestrian facilities, 27 percent of all road investments in the project list include bicycle and pedestrian components. Policies and investments that support smarter land uses include:

- Support for “Complete Streets” concept, where the right-of-way is designed for many types of user’s modes of travel together, including pedestrian, bicyclists and transit as well as automobiles.
- Sidewalk network extensions in urban neighborhoods with segments widened where needed along with complementary pedestrian bridges and pedestrian intersection improvements that include Americans with Disabilities Act (ADA)-compatible ramps, bulb-outs and special crossing signals.
- Bike lanes on more neighborhood and major streets and multi-use bike/pedestrian trails (off-street, grade-separated) the offer residents the opportunity to make utilitarian and leisure trips separated from vehicular traffic.
- Bike facilities (racks, lockers, bathrooms) at major transit stops/hubs [light rail, bus rapid transit (BRT), etc.] and at key activity centers (downtown Sacramento, shopping malls, large office complexes, etc.)

### Public Transit Investments

The MTP 2035 provides \$14.3 billion in transit capital and operating investment, a 21 percent higher investment in transit than the 2006 MTP contained. The MTP 2035 proposes to invest the maximum feasible share of the region’s flexible capital funding into transit expansion, commensurate with funding to operate and need for road capacity for transit to run on. This investment approximately triples the amount of transit available in 2035 compared to today; there are no funds available to operate more service beyond that level, and as noted above, some flexible funds must be invested in road improvements so that transit can move effectively through areas of congested traffic.

The increase in transit funding allows more widespread and frequent bus service on arterial streets along with new services and strategic rail investments. The investments include:

- More buses running on alternative fuels;
- Increased transit options in local areas to better match transit type to the density of development and related demand for service. Options range from increasing the amount of service on existing fixed route and express bus lines, to introducing new services including BRT and neighborhood shuttles.
- More frequent transit service with greater regional coverage, with 15-minute or less service on many corridors. The MTP 2035 calls for 21 percent of all transit services (bus and rail) to operate 15 minute or better service by 2035, versus 6 percent of services today.
- Operational improvements to improve rail service frequencies and strategic expansion of rail where it can be cost effective, considering surrounding housing and employment densities, and introduction of streetcars in Rancho Cordova and between downtown Sacramento and West Sacramento where projected infill development will be great enough to support rail investments.

Figure 3-1 illustrates the transit network included in the MTP 2035.

### Road Capacity Investments

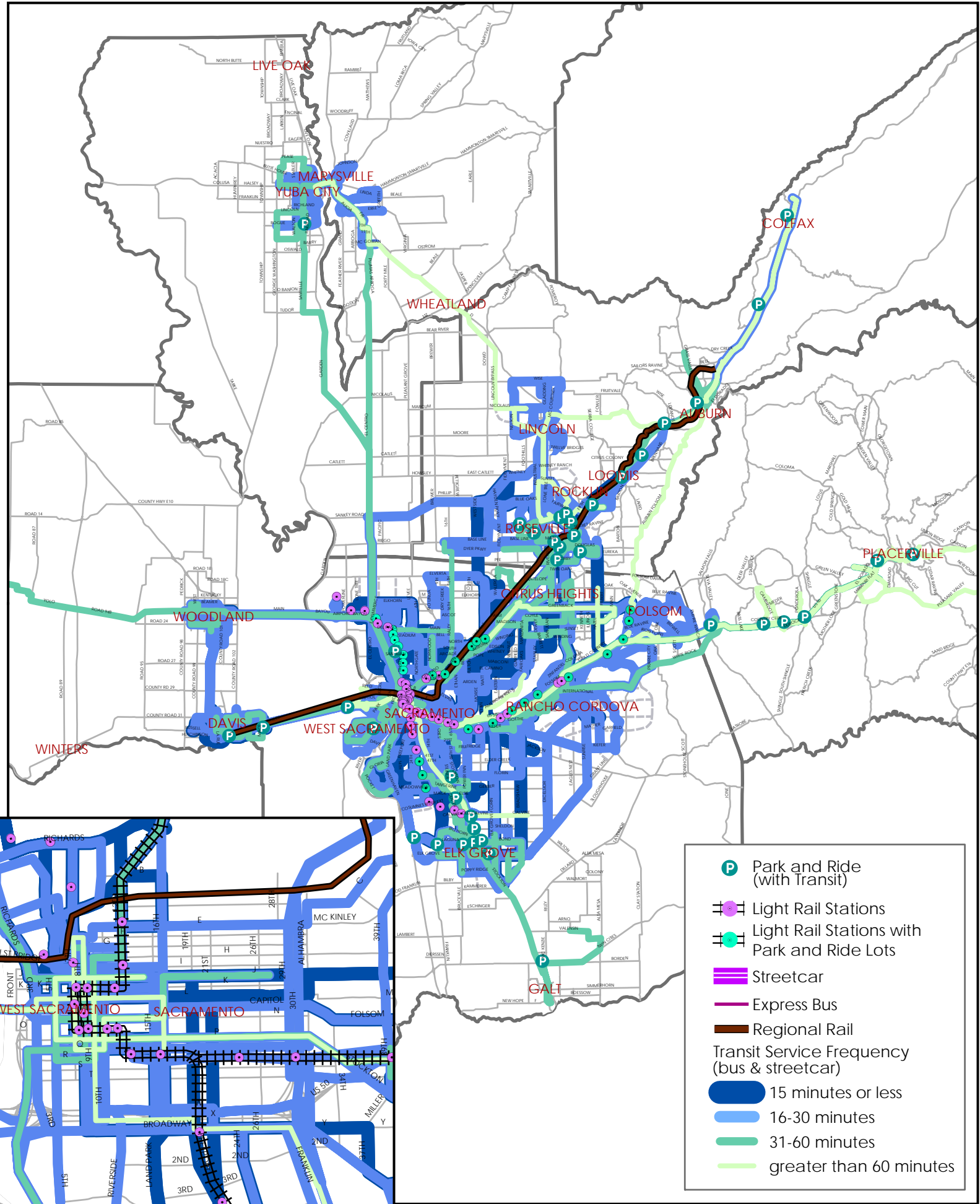
At 2%, the increase in the MTP 2035's investment towards road capacity is the smallest increase of all categories. The result of this funding shift away from roads is more investment in alternative forms of transportation to serve the shorter trips from Blueprint land uses. This includes increases in transit, bicycling, pedestrian and supportive programs.

The focus of the road capacity investments is to provide good access to infill development areas, support bus transit, and confine congestion to peak commute hours (a standard condition for robust urban economies nationwide). The MTP 2035 assumes that the Sacramento region is unlikely to support significant freeway widening or new freeways, so it must conserve a portion of existing freeway capacity for trucking and interregional travel by providing alternatives for regional and local travel.

It is important to note that road capacity investments also support the transit investments previously described. Most transit service is negatively, not positively, affected by road congestion. Congestion hurts the attractiveness of driving, but not in relation to taking the bus. If the region wants bus service to work, then the buses are going to require functional roadways.

The MTP 2035 invests \$11 billion in roads to accommodate projected growth. The investment emphasis is on grids of new and improved arterial streets with pedestrian features rather than extensive freeway expansions.

- The vast majority (89 percent) of new roadway lane miles in MTP2035 are on surface streets, not freeways. The road expansions are within the urbanized footprint and include focused investments along certain corridors designed to provide optimum amounts of needed capacity (i.e. not too much capacity), including the Elk Grove-Rancho Cordova-El Dorado Connector (Grant Line Road) in southeast Sacramento County and the Placer Parkway in Placer County.
- Added freeway lane miles account for only 11 percent of the total in new roadway capacity. Of the added freeway lane miles, 75 percent of these lanes are carpool, auxiliary lanes, new ramps or widened ramps. Only 25 percent are added mainline, mixed-flow lanes.



- Park and Ride (with Transit)
- Light Rail Stations
- Light Rail Stations with Park and Ride Lots
- Streetcar
- Express Bus
- Regional Rail

Transit Service Frequency (bus & streetcar)

- 15 minutes or less
- 16-30 minutes
- 31-60 minutes
- greater than 60 minutes

Figure 3-1: MTP 2035 Transit Network

- The MTP 2035 adds carpool lanes and auxiliary lanes in many interior areas of the freeway system, particularly serving suburban job centers, where it will take time to build up employment densities to the point that transit becomes a serious option for commuting. The MTP2035 includes carpool lanes only as far east as Enterprise Boulevard on Interstate 80/U.S. Highway 50 in Yolo County, as far north as State Route 99/70 on Interstate 5, as far north as Elkhorn Boulevard on State Route 99/70, as far north as Blue Oaks Boulevard on State Route 65, and as far east as Shingle Springs Rancheria on U.S. Highway 50, with some auxiliary lanes beyond those limits, based on funding availability and cost effective performance. Increased frequency of express bus services along these corridors is included to maximize the capacity of the carpool lanes and to give transit a travel-time advantage.
- The MTP 2035 also focuses on accommodating trucks on the highway system, to the greatest extent possible. Reducing overall congestion is important to trucks, as they represent the equivalent of 2 to 4 automobiles in stop-and-go traffic. Goods movement is most benefited by the MTP's strategic investments in new freeway lanes, new roadways connecting activity centers and geometrically improved interchanges, since most trucking prefers to use freeways whenever reasonable.
- Unspecified Operations Funding – With the recognition that there are challenges for circulation of autos, transit, trucks, and pedestrians, the MTP2035 provides lump-sum funding for critical areas that include the Capital City Freeway near Cal Expo, traffic on State Routes 70 and 20 through Marysville, and downtown Sacramento.

Figure 3-2 identifies the MTP 2035 road network.

#### River Crossing Investments

The MTP 2035 includes over \$500 million in investments for the development of more road and transit capacity across the American, Sacramento, and Feather rivers, with local cross-river transit routes and a minimum number of new bridges. The bridges included in the MTP 2035 are in the existing urbanized area versus on the urban edge where they might facilitate outward growth. The MTP 2035 investments include:

- Improved river access across the American and Sacramento rivers into downtown Sacramento – New bridges at Truxel Road across the American River and at Broadway across the Sacramento River to provide access into downtown Sacramento where there will be a large increase in jobs and residents by 2035.
- Feather River crossing at Yuba City – Two 6-lane bridges, at 5<sup>th</sup> Street and 10<sup>th</sup> Street, with redesigned approaches and distribution on both ends, to link Yuba City and Marysville effectively and avoid the high cost of a third bridge in a “greenfields” location.

#### ***Phasing of Transportation Investments***

Implementation of a long-range MTP is carried out gradually through shorter-term decisions, which assign state or federal funds to specific projects, in periodic funding or programming cycles. The MTP 2035 must spread projects through all 28 years covered by the MTP 2035, to match the flow of revenues. The schedule for the draft project list was completed to meet the following objectives:

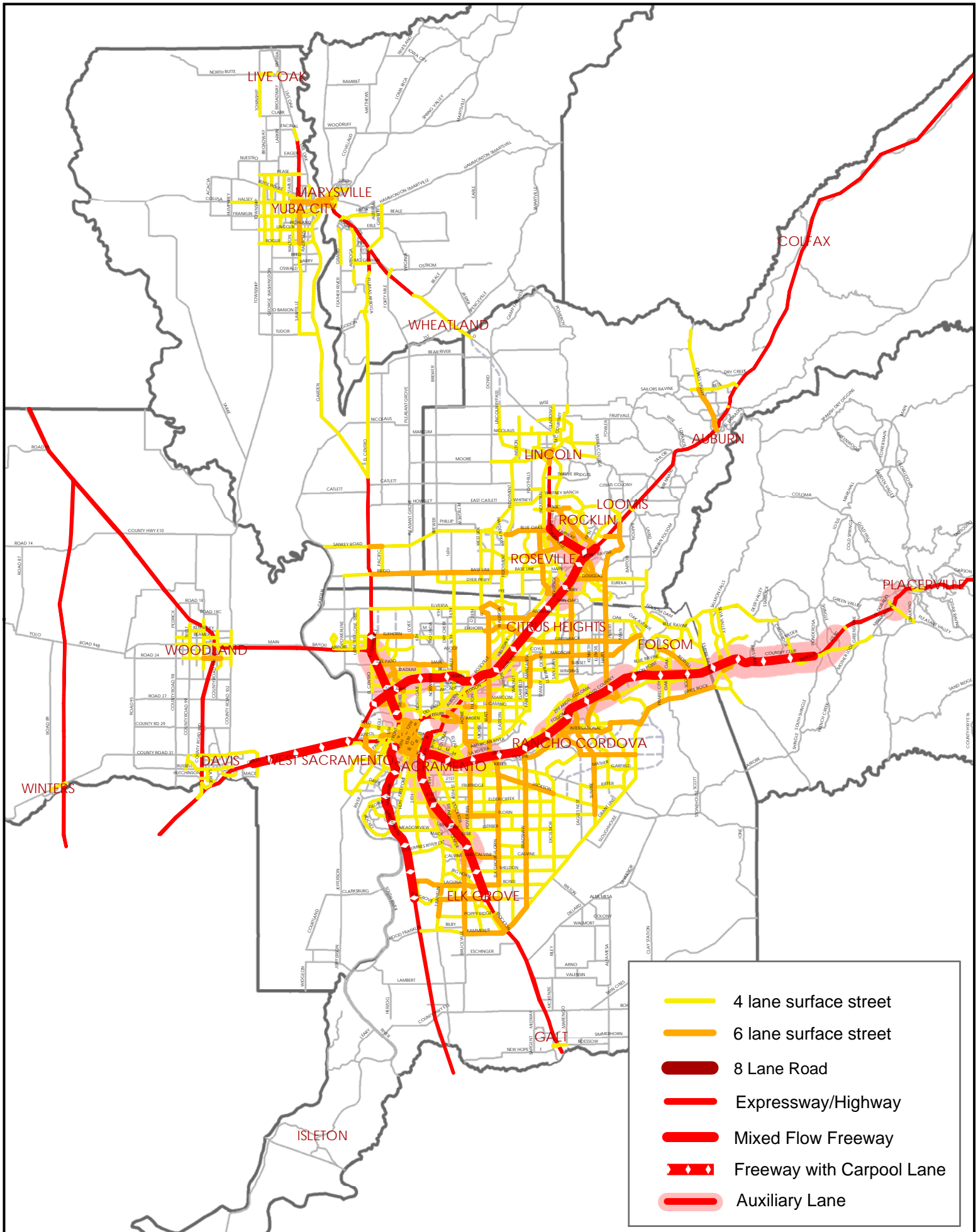


Figure 3-2: MTP 2035 Road Network

- Balance revenues and expenditures over the 28 year planning period – Projects must be scheduled to match the pace at which revenues are available to pay for them, proportionally over 28 years, which limits the number of projects that can be planned for any given year and forces decisions about relative priority; this test is called financial constraint;
- Phases projects to relate to development phasing – The project list is scheduled to be linked to be in line with the location and pace of growth, both infill investments in the urban core and “greenfields” developments that are more focused on compact, mixed-use development than before the MTP2035; and
- Support attainment of air quality standards – The projects in the early years of the MTP 2035, before 2018, were selected in significant part to make as much progress towards attaining federal clean air act standards as soon as feasible.

Table 3-1 provides a summary of the projects contained in the draft MTP 2035. The full list of projects contained in the MTP is provided in Appendix A.

**Table 3 – 1. Draft MTP 2035 Summary**

<b>NEW RAIL</b>	
<b>Transit Strategy</b>	<b>Emphasize widespread and frequent bus service on arterial streets with new services and strategic rail investments</b>
<b>Heavy Rail</b>	<ul style="list-style-type: none"> <li>• 2 more Capitol Corridor trains daily with track improvements</li> </ul>
<b>Lighter Rail</b>	<ul style="list-style-type: none"> <li>• South Line extension to Cosumnes River College</li> <li>• Gold and Blue Line track improvements for increased peak-period frequencies</li> <li>• Downtown Sacramento to Natomas to International Airport</li> <li>• Downtown Sacramento to West Sacramento</li> <li>• Rancho Cordova Town Center</li> </ul>
<b>NEW BUS</b>	
<b>Local Buses &amp; Shuttles</b>	<ul style="list-style-type: none"> <li>• 48 of 133 lines (36%) w/ 10-20 minute peak period service vs. 7 of 83 (8%) total today</li> <li>• 17 neighborhood shuttles</li> <li>• increased ADA paratransit service</li> </ul>
<b>Bus Rapid Transit</b>	<ul style="list-style-type: none"> <li>• 12 lines w/15-20-minute service connecting Roseville, Rocklin, Folsom, eastern Sac. Co, Citrus Heights, Natomas, northern Sac. Co, Rancho Cordova, South Sac, Elk Grove, Downtown</li> <li>• Watt &amp; Sunrise with busways at US 50 interchanges</li> </ul>
<b>Express Bus</b>	<ul style="list-style-type: none"> <li>• 14 of 40 lines (35%) with 20-30-minute service on freeways (utilizing carpool lanes where available)</li> <li>• 26 of 40 lines (65%) with 40 minute or less frequent service on freeways</li> </ul>
<b>BRIDGES</b>	
<b>Sacramento River</b>	<ul style="list-style-type: none"> <li>• New 4-lane bridge, Broadway in Sacramento to 15<sup>th</sup> in West Sac.</li> </ul>
<b>Feather River</b>	<ul style="list-style-type: none"> <li>• 5<sup>th</sup> St. bridge rebuilt/widened to 6 lanes</li> <li>• 10<sup>th</sup> Street bridge widened to 6 lanes</li> </ul>
<b>American River</b>	<ul style="list-style-type: none"> <li>• New Auburn/Folsom Dam Bridge in Folsom</li> <li>• New multi-modal Truxel Bridge between downtown Sacramento and Natomas</li> <li>• Hazel &amp; Howe Bridges expanded to 6 lanes</li> </ul>

<b>NEW ROADS</b>	
<b>Road Strategy</b>	<b>Emphasize grid of improved arterial streets w/sidewalks &amp; bike lanes over freeway expansions to accommodate regional growth</b>
<b>US 50 El Dorado</b>	<ul style="list-style-type: none"> <li>• Carpool lane extension, El Dorado Hills to Shingle Springs interchange</li> <li>• New auxiliary lanes on US50 w/ connected parallel roads between El Dorado Hills and Shingle Springs</li> <li>• 4-lane Green Valley, Folsom to El Dorado Hills</li> </ul>
<b>US50 Sacramento</b>	<ul style="list-style-type: none"> <li>• New carpool lanes, Sunrise to dtn. Sac</li> <li>• New auxiliary lanes, various locations</li> <li>• Rebuilt interchanges at US50 &amp; SR99, US50 &amp; I-5</li> </ul>
<b>I-80 Yolo</b>	<ul style="list-style-type: none"> <li>• New carpool lanes, Davis to West Sac, with new bike bridge across the Yolo Causeway</li> </ul>
<b>I-80 Sacramento</b>	<ul style="list-style-type: none"> <li>• Carpool lane extension, Watt west to I-5</li> <li>• Roseville Road widened to 4 lanes</li> </ul>
<b>I-80 Placer</b>	<ul style="list-style-type: none"> <li>• Carpool lane extension + 2 new auxiliary lanes, Sac. County line to SR65</li> <li>• I-80/SR 65 interchange partial rebuild</li> </ul>
<b>SR 65</b>	<ul style="list-style-type: none"> <li>• New 2 &amp; 4 lane Lincoln Bypass expressway</li> <li>• New carpool lanes, I-80 to Blue Oaks</li> <li>• New 2 lane parkway north and east around Wheatland, connecting to SR 65 on either end</li> <li>• New 4 lane Yuba River Parkway east of Marysville, connecting to SR 65 at Olivehurst</li> </ul>
<b>Placer Parkway</b>	<ul style="list-style-type: none"> <li>• New 4-lane expressway with a northern alignment between SR 65 at Whitney and SR 99/70 at Sankey</li> </ul>
<b>SR 99/70, Sacramento, Sutter &amp; Yuba</b>	<ul style="list-style-type: none"> <li>• New carpool lanes, I-5 to Elkhorn</li> <li>• SR99 &amp; SR70 both 4-lane expressways, Placer Parkway to Yuba City/Marysville</li> </ul>
<b>I-5 North, Sacramento</b>	<ul style="list-style-type: none"> <li>• New carpool lanes, downtown Sacramento to SR 99/70</li> <li>• I-80/SR 99/70 interchange rebuilt</li> </ul>
<b>I-5 South, Sacramento</b>	<ul style="list-style-type: none"> <li>• New carpool lanes, US50 to Elk Grove Boulevard</li> </ul>
<b>SR 99, Sacramento</b>	<ul style="list-style-type: none"> <li>• New auxiliary lanes, Florin to Calvine</li> </ul>
<b>Elk Grove-Rancho Cordova-El Dorado Corridor</b>	<ul style="list-style-type: none"> <li>• Grid of 4 &amp; 6 lane roads, running east-west from Keifer Blvd. to Elk Grove Blvd., and North-South from Watt Ave to Jaeger Rd.</li> <li>• Grant Line Road expanded to 6 lanes from SR 99 to Bradshaw &amp; 4 lanes between Bradshaw and White Rock with right-of-way preserved.</li> </ul>

