



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

Project Level Conformity Group Meeting

Wednesday, April 8, 2026, 10:30 a.m. to 11:30 a.m.

Meeting Information

Remote Participation Instructions

- [Join by computer or smart device](#)
- Or dial in using your phone:
 - One tap mobile: [16692192599,,84330150074#](#)
 - Dial: 877 853 5257 US Toll-free
 - Meeting ID: 848 7786 0534

Agenda

1. Welcome and Introductions
2. Consultation to Determine Project of Air Quality Concern (POAQC) Status
 - a. *Update:* I-5 Managed Lanes: I-5/US 50 Interchange to Sacramento River (CAL21275)
3. Review of Regional Conformity Exemption Status
4. Next Steps

SACOG POAQC Coordinator:
Jackie Kahrs
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MTIP ID#: CAL21275 (I-5 Managed Lanes: I-5/US 50 Interchange to Sacramento River)	
<p>Project Description: The California Department of Transportation (Caltrans), in collaboration with the City of Sacramento, Sacramento Area Council of Governments, Sacramento County, Sacramento Regional Transit, and Sacramento Transportation Authority, propose to construct managed lanes with additional safety, congestion relief, and freight mobility strategies in both directions on Interstate 5 in Sacramento County from 1.2 miles south of Route 5/50 Interchange to 0.3 mile south of Yolo County Line.</p> <p>Ten viable build alternatives and a no build alternative are considered. The alternatives consider different managed lane types, strategies, and project limits. The different managed lane types include High Occupancy Vehicle (HOV), High Occupancy Toll (HOT), Express, and Transit Only. Of the ten build alternatives, Alternative 4 is the most operationally feasible single managed lane alternative and Alternative 11 is the most operationally feasible dual managed lane alternative.</p> <p>While each build alternative proposes a different managed lane type, only two unique geometric footprints are proposed (e.g., one for Build Alternatives 2 through 6 and 8 through 11, and one for Build Alternative 7). Build Alternatives 2 through 6 and 8 through 11 would widen I-5 to add the managed lanes, while Build Alternative 7 would repurpose the current #1 lane to a high occupancy vehicle (HOV) lane between I-5 at U.S. Highway 50 (US 50) and the Del Paso Road interchange. <u>Attachment A</u> provides addition description of the build alternatives.</p> <p>The proposed Project is listed in the Sacramento Area Council of Government’s (SACOG) 2023 Federal MTP and draft 2025 Blueprint and SACOG’s 2025–2028 Metropolitan Transportation and Improvement Program (MTIP). The design concept and scope of the Project is consistent with the project description in these documents. However, the Project’s “open to traffic” assumption is currently listed as 2035. Amendment to the “open to traffic” assumption in SACOG’s regional emissions analysis for the MTIP and draft 2025 Blueprint is forthcoming. The amended plans will reflect a project opening year of 2032. Adoption of the revisions is anticipated in early 2026.</p>	
<p>Type of Project: Change to existing state highway</p>	<p>County: Sacramento</p>
<p>Narrative Location/Route & Post Miles: I-5 from just south of the I-5/ US 50 Interchange to just east of the Sacramento River Bridge (PM 21.2 to 34.4) Caltrans Projects – EA#: 03-4H580</p>	
<p>Lead Agency: Caltrans, District 3</p>	
<p>Contact Person: Daniel Kwong</p>	<p>Email: Daniel.Kwong@dot.ca.gov</p>
<p>Phone#: (530) 713-3023</p>	
<p>Hot Spot Pollutant of Concern PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/></p>	

Is this a 23 USC 326 or a 23 USC 327 federal process under MAP-21 (formerly 6004 and 6005)? Typically, EA or above is a 23 USC 327 project. 23 USC 326 <input type="checkbox"/> 23 USC 327 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed Categorical Exclusion (NEPA) <input type="checkbox"/> EA or Draft EIS <input checked="" type="checkbox"/> FONSI or Final EIS <input type="checkbox"/>				
Scheduled Date of Federal Action: May 2027				
Current Programming Dates				
	PE/Environmental	ENG	ROW	CON
Start	1/7/2020	5/28/2027	6/28/2027	10/25/2029
End	5/28/2027	9/25/2029	6/24/2032	6/24/2032

Project Purpose and Need:

The purpose of the Project is to:

- Ease congestion and improve overall person throughput.
- Improve freeway operation on the mainline, ramps, and at system interchanges.
- Support reliable transport of goods and services throughout the region.
- Improve modality and travel time reliability.
- Provide expedited traveler information and monitoring systems.

The Project is needed because:

- Recurring congestion during the AM and PM peak periods exceeds current design capacity limiting person throughput.
- Operational inefficiencies lead to the formation of bottlenecks due to short weaving and merging areas as well as lane drops.
- Currently inefficient movement of goods and services impedes regional and interstate economic sustainability.
- The corridor users rely heavily on single occupancy vehicles, with limited multi-modal options such as transit, carpool, bicycle, pedestrian uses resulting in unreliable travel times.
- Lack of real time traveler information and coordinated traffic communication systems impedes timely response to roadway incidents resulting in secondary collisions and congestion.

Surrounding Land Use/Traffic Generators:

I-5 is designated as part of the “National Network” for trucks and serves as the primary north–south interregional and interstate travel route in California. Within Sacramento County, I-5 serves the cities of Elk Grove and Sacramento, as well as neighboring communities via US 50 and I-80. The segment of the I-5 corridor in the Project limits also serves daily commuters from Sacramento and surrounding cities and is the primary access route to the Sacramento International Airport (SMF). The land uses adjacent to the

project include a mixture of commercial, industrial, residential, agricultural, public/quasi-public, and recreational uses. Primary diesel traffic generators include industrial and manufacturing complexes within the Central City Community Plan area and South and North Natomas Community Plan areas. North of the North Natomas Community Plan area, diesel traffic generators include agricultural land uses and public land use at SMF. Additional industrial uses may be developed in this area on land currently designated as Intensive Industrial.

Attachment B identifies sensitive receptors within 500 feet of the I-5 corridor in the project limits. *Sensitive receptors* are defined as residential dwellings (including single-family houses and multi-family residential buildings, townhouses, and apartments), schools, hospitals, and senior-care facilities. Residences are the primary receptor type within the 500-foot study area. Based on aerial GIS mapping, there are approximately 525 residential dwellings identified near the corridor, the closest of which is about 90 feet from the I-5 right-of-way. There are three medical facilities (closest is 273 feet from I-5) and nine parks/recreational areas (two of which are adjacent to I-5) within the 500-foot study area. There is one school approximately 300 feet from the Project area. There are no senior-care receptors within 500 feet of the Project.

Opening Year (2032): Build and No-Build AADT, Truck Volumes, and Truck Percent; Peak-Hour Volumes; and level of service (LOS) of proposed facility

Table C-1 in Attachment C presents opening year (2032) total AADT, truck volumes, and truck percentages on I-5 within the Project limits under the No-Build Alternative and Build Alternatives 2 through 11. Table C-2 in Attachment C compares the total average annual daily traffic (AADT) and truck volumes associated with the build alternatives to the No-Build Alternative. All data in Attachment C were developed by DKS (2025a) and reviewed by Caltrans District 3.

Table C-1 indicates that highway segments within the Project area are anticipated to serve a substantial volume of AADT with or without the Project. Maximum AADT (239,616) under opening year conditions is forecasted to occur under Build Alternative 2 between Richards Boulevard and Garden Highway. Compared to the No-Build Alternative, implementation of all build alternatives except Build Alternative 6 would increase total AADT on one more highway segment, with a maximum increase of 10,787 (Build Alternative 2, between Garden Highway and El Camino Avenue) predicted on any one segment.

The forecasted increases in total AADT shown in Table C-2 under all build alternatives except Build Alternative 6 are the result of increased passenger vehicle capacity on I-5 and not heavy-duty diesel trucks. This is because the managed lanes proposed by the Project cannot accommodate heavy-duty vehicles. Thus, **while total AADT on I-5 would increase on one or more segments under all build alternatives except Build Alternative 6, the Project would not result in a substantial increase in truck volumes on I-5 within the Project limits.** Table C-2 provides data showing that while the proposed improvements could increase total AADT by up to 4.9 percent, **truck volumes would only increase by a maximum of only 0.7 percent** (Build Alternative 3, between US 50 connectors and J Street). Variations in increased truck volumes for most other segments are not significant, varying by 0.5 percent or less. Thus, implementation of the Project would not substantially increase the number of diesel vehicles on I-5 within the Project limits.

It is important to recognize that data for Build Alternatives 6 through 10 indicate that truck volumes on one or more segments would decrease by more than 0.5 percent compared to the No Build Alternative, with the largest variance (up to 1.9 percent) occurring under Build Alternative 7 between the I-5/I-80

Interchange and US-50 connectors/J Street. These data indicate that a small number of trucks may elect to bypass increased peak-period southbound queuing in the general-purpose lanes predicted to occur under the build alternatives. These vehicles would likely utilize I-80 eastbound as an alternative route. While this change in travel behavior is possible and would increase truck volumes on connecting I-80, the maximum predicted change of 460 vehicles under Build Alternative 7 does not constitute a substantial number of trucks or increase in truck volumes for I-80. For reference, current (2023) truck volumes on I-80 eastbound after the I-5 junction are about 13,000 (Caltrans 2025).

Tables D-1 and D-2 in Attachment D provide 4-hour AM and PM, respectively, peak period directional volume forecasts (DKS 2025b). During either peak period, Build Alternatives 2 through 5 result in the largest increase in volumes compared to the No Build Alternative, with the largest increase for these alternatives being 13 percent between US 50 and I-80 during the PM peak period in the northbound direction. Build Alternatives 6 and 7 generally reduce the mainline peak period demand throughout the study area. Build Alternatives 8 through 11 result in mixed changes in peak period volumes, with marginal increases or decreases (i.e., less than 5 percent) at most locations. The largest increase for Build Alternatives 8 through 11 (about 7 percent) occurs under Build Alternative 11 near Metro Air Parkway during the PM peak period in the northbound direction. The largest decrease (about 11 percent) occurs under Build Alternative 9 between the US 50 connectors and P Street during the PM peak period in the northbound direction.

While the increases in peak period volumes are forecasted under most build alternatives, with moderate (i.e., up to 13 percent) increases under Build Alternatives 2 through 5 and 11, **implementation of the Project would not have a significant effect on the number of diesel vehicles traveling through the study corridor**, as noted above. In addition, traffic analysis conducted by DKS (2025b) demonstrates that Build Alternatives 2 through 5 would **improve operations compared to the No-Build Alternative** in both directions, with notable benefits in the northbound direction. Specifically, the addition of a managed lane along I-5 enhances mainline capacity throughout the corridor, contributing to reduced congestion and improved traffic flow.¹ Additionally, the reconfiguration of lanes at the American River Bridge, which changes from one auxiliary lane and four through lanes to five through lanes, combined with the HOV connector to I-80 and the addition of the Truxel Bridge, significantly reduces congestion at the American River Bridge in both directions. While congestion benefits are not as substantial under Build Alternative 11, the single managed lane avoids restricting access to northbound I-5 from westbound I-80 and allows greater throughput north of I-80 (DKS 2025b).

Peak period traffic operations under Build Alternatives 6 through 10 are less favorable, with analysis indicating increased congestion, particularly under Build Alternatives 6 and 7 (systemwide) (congestion under Build Alternatives 8 through 10 would be greatest in the southbound direction). While increased congestion is expected under these alternatives, peak period volumes would decrease at some locations and would increase only marginally (i.e., less than 5 percent) at others. In addition, as discussed above and shown in *Table C-2*, minor decreases in truck volumes are forecasted under Build Alternatives 6 through 10.

¹ Compared to the No-Build Alternative, Build Alternatives 2 through 5 would decrease vehicle miles traveled (VMT) from vehicles traveling within a range of 3 to 50 miles per hour (mph) by 32 percent to 42 percent, depending on the alternative, and increase VMT at the highest vehicles speeds (i.e., above 50 mph) (DKS 2025a).

Freeway LOS is not available for opening year (2032) conditions but is provided for 2025 Blueprint horizon year(2050)/design year (2052) conditions (see below).

MTP Horizon Year/Design Year: Build and No-Build AADT, Truck Volumes, and Truck Percent; Peak-Hour Volumes; and LOS of proposed facility.

2023 MTP Horizon Year (2044)

Table E-1 in Attachment E presents 2023 MTP horizon year (2044) total AADT, truck volumes, and truck percentages on I-5 within the project limits under the No Build Alternative and Build Alternatives 2 through 11. *Table E-2 in Attachment E* compares the total AADT and truck volumes associated with the build alternatives to the No Build Alternative. All data in *Attachment E* were developed by DKS (2025a) and reviewed by Caltrans District 3.

The data trends and conclusions drawn from *Attachment E* for design year conditions are the same as discussed above for opening year conditions. Principally:

- The I-5 highway segments within the Project area continue to serve a substantial volume of AADT with or without the project (maximum AADT of 259,233) (*Table E-1*).
- While implementation of all build alternatives except Build Alternative 6 would increase total AADT on one more segment compared to the No Build Alternative, the project would not result in a substantial increase in truck volumes on I-5 within the project limits.

Table E-2 provides data showing that while the proposed improvements could increase total AADT by up to 8.6 percent, **truck volumes would only increase by a maximum of only 1.1 percent. This does not constitute a substantial increase in the number of diesel vehicles on I-5 within the Project limits.** The maximum predicted reduction in truck volumes under Build Alternatives 6 through 10 from potential use of I-80 as an alternative route is 2.2 percent.

Peak period volume forecasts and freeway LOS are not available for 2023 MTP horizon year (2044) conditions but are provided for 2025 Blueprint horizon year (2050)/design year (2052) conditions (see below).

2025 Blueprint Horizon Year (2050)/Design Year (2052)²

Table F-1 in Attachment F presents 2025 Blueprint horizon year (2050)/design year (2052) total AADT, truck volumes, and truck percentages on I-5 within the project limits under the No Build Alternative and build alternatives 2 through 11. *Table F-2 in Attachment F* compares the total AADT and truck volumes associated with the Build Alternatives to the No Build Alternative. All data in *Attachment F* were developed by DKS (2025a) and reviewed by Caltrans District 3.

² The project traffic analysis began in spring of 2020 and initially analyzed a design year of 2048. Analysis conducted by DKS (2025c) demonstrates that the original 2048 demand forecasts and traffic analyses provide a more conservative outlook than the updated 2052 forecasts. This means the 2048 results effectively serve as upper-bound tests of corridor performance, offering a sound and appropriately cautious basis for evaluating operational needs between 2048 and 2052. Accordingly, the 2048 traffic forecasts are conservatively used to define the traffic conditions for the 2025 Blue horizon year (2050) and 20-year project design year (2052).

The data trends and conclusions drawn from *Attachment F* for horizon year conditions are the same as discussed above for opening year and 2023 MTP horizon year (2044) conditions. Principally:

- The I-5 highway segments within the Project area continue to serve a substantial volume of AADT with or without the project (maximum AADT of 264,012 between Garden Highway and El Camino Avenue under Build Alternative 2) (*Table F-1*).
- While implementation of all build alternatives except Build Alternative 6 would increase total AADT on one more segment compared to the No Build Alternative, the Project would not result in a substantial increase in truck volumes on I-5 within the Project limits.

Table F-2 provides data showing that while the proposed improvements could increase total AADT by up to 8.5 percent (Build Alternative 2 south of I-5/I-80 Interchange), **truck volumes would only increase by a maximum of only 1.1 percent** (Build Alternative 2, between Arena Boulevard and Del Paso Road). **This does not constitute a substantial increase in the number of diesel vehicles on I-5 within the Project limits.** The maximum predicted reduction in truck volumes under Build Alternatives 6 through 10 from potential use of I-80 as an alternative route is 2.5 percent (Build Alternative 7 between US 50 connectors and J Street). This does not constitute a substantial number of trucks or increase in truck volumes for I-80.

Tables G-1 and G-2 in Attachment G provide four-hour AM and PM, respectively, volume forecasts (DKS 2025b). The data trends and conclusions drawn from *Attachment G* for horizon year conditions are the same as discussed above for opening year conditions. Build Alternatives 2 through 5 results in the largest increase in peak period volumes, relative to the No-Build Alternative (max of 15 percent). Build Alternatives 6 and 7 generally reduce the mainline demand throughout the study area during both peak periods. Changes in peak period volume under Build Alternatives 8 through 11 range from -4 percent (Build Alternative 9) to 11 percent (Build Alternative 11). As discussed above, while the increases in peak period volumes are forecasted under most build alternatives, **implementation of the Project would not have a substantial effect on the number of diesel vehicles traveling through the study corridor.** Build Alternatives 2 through 5 and to an extent, Build Alternative 11, enhance peak period capacity throughout the corridor, contributing to reduced congestion and improved traffic flow.³

Table H-1 in Attachment H presents the total number of locations along I-5 operating at LOS⁴ E/F in the general-purpose lanes (truck travel lanes) in the 2050/2052 AM peak hour by direction. *Table H-1* indicates that the No-Build Alternative is projected to have only five northbound segments operating at LOS E/F. Build Alternative 2 through 6 and 8 show that one to four additional segments were operating at LOS E/F (as compared to the No-Build Alternative), while Build Alternatives 7, 9 10, and 11 have six to eight more segments operating at LOS E/F. In the southbound direction, eight southbound segments are projected to operate at LOS E/F in the No-Build Alternative. Build Alternative 2 shows more congestion in the peak hour in the downtown area, related to the US 50 diverge and increased demand for downtown off-ramps, increasing the number of LOS E/F segments to 19. The number of LOS E/F locations is about the same under Build Alternatives 3 through 6 and 8 (12 to 13). Build Alternatives 7, 9,

³ Compared to the No-Build Alternative, Build Alternatives 2 through 5 and 11 would decrease VMT from vehicles traveling within a range of 3 to 50 mph by 35 percent to 44 percent, depending on the alternative, and increase VMT at the highest vehicles speeds (i.e., above 50 mph) (DKS 2025a).

⁴ LOS is a qualitative description of traffic flow based on speed, travel time, delay, and freedom to maneuver. There are six levels, LOS A being the best operating conditions and LOS F being the worst. LOS E represents the “at-capacity” operation. LOS F indicates that demand exceeds capacity. (DKS 2025b.)

and 10 have more LOS E/F segments (17 to 19). Build Alternative 11 is the same as the No-Build Alternative. (DKS 2025b.).

Table H-2 in Attachment H presents the total number of locations along I-5 operating at LOS E/F in the general-purpose lanes (truck travel lanes) in the 2050/2052 PM peak hour by direction. *Table H-2* indicates that in the northbound direction, the No-Build Alternative is projected to have 32 northbound segments (out of a total of 46) operating at LOS E/F. Build Alternatives 2, 8, 9, and 11 reduce the number of poorly performing segments by 9 to 10 segments, while Build Alternatives 3 through 5 show more improvements, with 20 or more segments improving out of LOS E/F. Build Alternatives 6 and 7 perform similarly to No-Build indicating limited improvement. Build Alternative 10 slightly improves compared to Build Alternatives 8 and 9 with 12 segments at LOS E/F. In the southbound direction, 34 out of 47 segments are projected to operate at LOS E/F under the No Build Alternative. Build Alternatives 2 through 5 and 11 show notable improvement, reducing poorly performing segments to between 19 and 27, with Build Alternative 3 performing best. Build Alternatives 6, 9 and 10 show similar performance to No-Build Alternative, each with 32 to 34 segments in LOS E/F. Build Alternatives 7 and 8 perform worse than the No-Build Alternative, adding five additional segments, respectively. (DKS 2025b.)

While implementation of any build alternative would increase the number of freeway segments operating at LOS E or F, the Project is not affecting diesel truck volumes. Thus, changes in freeway LOS are the result of increased passenger vehicles and **not because of increased traffic volumes from a significant number of diesel vehicles related to the Project.**

Description of potential traffic redistribution effects of congestion relief:

Congestion Relief

Under the No Build Alternative, southbound I-5 suffers from congestion during both the morning (7:30 AM to 9:00 AM) and afternoon (3:45 PM to 6:30 PM) peak periods, while northbound I-5 has congestion in the afternoon peak period (4:00 PM to 6:15PM). Accordingly, many segments of the I-5 corridor operate at LOS E/F during the weekday morning and weekday afternoon peak hours between the Project limits. Continuing development in Sacramento and surrounding areas is expected to be accompanied by increased congestion, which would exacerbate delay on this segment of I-5.

Build Alternatives 2 through 5 and 11 provide systemwide congestion relief benefits over the No-Build Alternative, including reduced vehicle delay, improved travel time and reliability, increased vehicle throughput, increased persons served, and reduced congested vehicle speeds. Across all congestion relief metrics, Build Alternatives 8 through 10 perform similar to the No Build Alternative. However, the build alternatives reduce general-purpose lane capacity on the American River bridge, resulting in southbound congestion that may result in passenger vehicle diversion to local streets (discussed below). Build Alternatives 6 and 7 perform worse than or similar to the No-Build Alternative in most congestion relief metrics. (DKS 2025b.)

Traffic Redistribution

Implementation of Build Alternative 7, which involves repurposing a general-purpose lane, and Build Alternatives 8 through 10, where the conversion of the general-purpose lane in both directions reduced the availability of unrestricted lane capacity, could result in passenger vehicle diversions to local streets. Specifically, Truxel Road is expected to serve as the primary alternate route for both northbound and southbound trips, leading to heavier passenger vehicle volumes at local intersections in Natomas and

the Central City. Based on expected travel patterns, DKS (2025d) analyzed the impacts of diversion under Build Alternative 8 on local street intersections under 2025 Blueprint horizon year (2050)/design year (2052) PM peak hour conditions, which represents the period of highest diversion. The results of the analysis are presented below.

2025 Blueprint Horizon Year (2050)/Design Year (2052) Intersection Analysis for Passenger Vehicle Traffic Diversion under No Build and Build (Alternative 8) Conditions ^a

Intersection	No Build		Build	
	Delay	LOS	Delay	LOS
Richards and Sequoia Pacific	78.0	E	102.6	<u>F</u>
I St and 5th St	27.6	C	30.1	C
Garden Highway and Truxel Road	187.9	F	202.1	F
W St and 5th St	168.2	F	224.9	F
Truxel Road and El Camino Avenue	43.3	D	44.7	D
Truxel Road and San Juan Road	77.5	E	77.2	E
Truxel Road and Gateway Park Blvd.	52.1	D	90.2	<u>F</u>
El Camino Avenue and Gateway Oaks Drive	56	E	56.7	E
Garden Highway and Gateway Oaks Drive	19.7	B	23	C
12th St/16th Street and Richards Blvd (northwest side)	63.2	E	63.3	E
12th St/16th Street and Richards Blvd (southeast side)	85.6	F	88.4	F
Del Paso Road and Cast Commerce Way	55.1	E	75.7	E
Del Paso Road and Truxel Blvd.	46.9	D	89.8	<u>F</u>

Source: DKS 2025c

Note: Bold underline identifies a change to LOS D, E, or F between no-build and build conditions. LOS is a qualitative description of traffic flow based on speed, travel time, delay, and freedom to maneuver. There are six levels, LOS A being the best operating conditions and LOS F being the worst. LOS E represents the “at-capacity” operation. LOS F indicates that demand exceeds capacity. (DKS 2025b.)

^a Traffic diversion analysis is limited to Build Alternatives 7 through 10, which are expected to result in localized diversion of passenger vehicles from congestion on westbound I-80. Build Alternative 8 is selected for analysis and is reasonably representative of conditions under the other build alternatives where diversion would occur. LOS = level of service.

As shown in the above table, many intersections in the study area would operate over capacity under the No-Build Alternative. While implementation of Build Alternatives 7 through 10 would worsen conditions at these intersections, the diverted local traffic from I-5 would consist of primarily light-duty passenger vehicles (DKS 2025c). **The local intersections do not serve a substantial volume of diesel trucks, and implementation of the Project would not increase traffic volumes at these locations from diesel vehicles.**

With respect to diesel vehicles on mainline freeways, a small number of trucks may elect to bypass increased peak-period southbound queuing in the general-purpose lanes predicted to occur under Build Alternatives 6 through 10. As discussed above, these vehicles would likely utilize I-80 eastbound as an alternative route. While this change in travel behavior is possible and would increase truck volumes on connecting I-80, **the maximum predicted change of only 664 vehicles under 2025 Blueprint horizon year (2050)/design year (2052) conditions does not constitute a substantial number of trucks or**

increase in truck volumes for I-80. As such, any truck diversion resulting from implementation of the Project is not expected to substantially worsen connecting freeway congestion or LOS.

Comments/Explanations/Details:

The proposed project is not a project of air quality concern (POAQC) because the Project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for POAQC):

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.

The Project (expanded highway) would not substantially increase the number of diesel vehicles on I-5 within the Project limits. Under 2025 Blueprint horizon year (2050)/design year (2052) conditions, the maximum forecasted increase from the No Build Alternative is 311 vehicles (1.1 percent) and would occur under Build Alternative 2 between Arena Boulevard and Del Paso Road (see *Table F-2 in Attachment F*). If rerouting of diesel vehicles from I-5 to I-80 occurs under Build Alternatives 7 through 10, the maximum predicted change of only 664 vehicles under 2025 Blueprint horizon year (2050)/design year (2052) conditions would not constitute a substantial number of trucks or increase in truck volumes for I-80.

2. Projects affecting intersections that are at level –of –service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

The Project improvements would occur on I-5. Build Alternatives 2 through 6 and 11 are not expected to affect local intersections. Build Alternatives 7 through 10 could result in passenger vehicle diversion from I-5 to local streets, resulting in a LOS change to F (from D or E under the No Build Alternative) at three intersections (Richards Boulevard and Sequoia Pacific Avenue, Truxel Road and Gateway Park Boulevard, and Del Paso Road and Truxel Road). While implementation of Build Alternatives 7 through 10 would worsen conditions at these intersections, the diverted traffic from I-5 would consist of primarily light-duty passenger vehicles (DKS 2025c). The local intersections do not serve a substantial volume of diesel trucks, and implementation of the Project would not increase traffic volumes at these locations from diesel vehicles.

3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The Project does not include the construction of a new bus or rail terminal.

4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.

The Project does not expand an existing bus or rail terminal.

5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5}- or PM₁₀-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The Project does not affect locations, areas, or categories of sites that are identified as sites of violation or possible violation.

Project Assessment Form

Citations:

California Department of Transportation (Caltrans). 2025. Traffic Census Program. 2023 AADT. Available: <https://dot.ca.gov/programs/traffic-operations/census>. Accessed: October 29, 2025.

DKS. 2025a. *I-5 Managed Lanes Forecast and AQ Information_10-22-2025.xlsx*. Submitted to Caltrans District 3 on October 22, 2025.

DKS. 2025b. *I-5 Managed Lanes Project Transportation Analysis Report*. September.

DKS. 2025c. *I-5 Managed Lanes - Opening Year and Horizon Year Change*. Memorandum to California Department of Transportation. September 9, 2025.

DKS. 2025d. *I-5 Managed Lanes Dual Lane Alternatives Diversion Analysis*. September 18.

Project Assessment Form

Attachment A. Detailed Description of the Build Alternatives

Attachment B. Sensitive Receptors within 500 Feet of the Project

Attachment C. Mainline Opening Year (2032) Total AADT, Truck Volumes, and Truck Percentages

Attachment D. Mainline Opening Year (2032) Four-Hour Peak Volume Forecasts

Attachment E. Mainline 2023 MTP Horizon Year (2044) Total AADT, Truck Volumes, and Truck Percentages

Attachment F. Mainline 2025 Blueprint Horizon Year (2050)/Design Year (2052) Total AADT, Truck Volumes, and Truck Percentages

Attachment G. Mainline 2025 Blueprint Horizon Year (2050)/Design Year (2052) Four-Hour Peak Volume Forecasts

Attachment H. Mainline 2025 Blueprint Horizon Year (2050)/Design Year (2052) Level of Service Forecasts

Attachment A. Detailed Description of the Build Alternatives

Project Description

The California Department of Transportation (Caltrans), in collaboration with the City of Sacramento, Sacramento Area Council of Governments, Sacramento County, Sacramento Regional Transit, and Sacramento Transportation Authority, propose to construct managed lanes with additional safety, congestion relief, and freight mobility strategies in both directions on Interstate 5 in Sacramento County from 1.2 miles south of Route 5/50 Interchange to 0.3 mile south of Yolo County Line.

Additional viable congestion relief strategies associated with these alternatives include adding additional lane storage at select metered on-ramps, adding new ramp metering at on-ramps, upgrading nonstandard Americans with Disabilities Act (ADA) features, adding auxiliary lanes, enhancing intelligent transportation system infrastructure freeway monitoring and traveler information capabilities, and improving signage. These operational improvements strengthen the contribution of the National Highway Freight Network (NHFN) for economic competitiveness, reduces congestion and bottlenecks on the NHFN, and increases freight productivity.



Figure 1-1. Project Location and Vicinity

Project Alternatives

This section describes alternatives that were developed to meet the purpose and need of the Project. The Project consists of eleven alternatives: the No-Build Alternative (Alternative 1) and ten Build Alternatives (Alternatives 2-11). While each build alternative proposes a different managed lane type, only two unique geometric footprints are proposed (Build Alternatives 2–6 and 8–11 and Build Alternative 7). The build alternatives are as follows.

- Alternative 2: Add 1 Managed Lane (Type: HOV 2+) in each direction
- Alternative 3: Add 1 Managed Lane (Type: HOT 2+) in each direction
- Alternative 4: Add 1 Managed Lane (Type: HOT 3+) in each direction
- Alternative 5: Add 1 Managed Lane (Type: Express Lane) in each direction
- Alternative 6: Add 1 Managed Lane (Type: Transit Only) in each direction
- Alternative 7: Repurpose existing #1 lane to a Managed Lane (Type: HOV 2+) in each direction
- Alternative 8: Add 1 Managed Lane (Type: HOT 2+) in each direction and repurpose existing #1 lane to a managed lane (Type: HOT 2+)
- Alternative 9: Add 1 Managed Lane (Type: HOT 3+) in each direction and repurpose existing #1 lane to a managed lane (Type: HOT 3+)
- Alternative 10: Add 1 Managed Lane (Type: HOT 3+) in each direction from US 50 to Sacramento River Bridge and repurpose existing #1 lane to a managed lane in each direction between US 50 and Del Paso Road (Type: HOT 3+)
- Alternative 11: Add 1 Managed Lane (Type: HOT 3+) in each direction from US 50 to Sacramento River Bridge and repurpose existing #1 lane to a managed lane between US 50 and Del Paso Road in northbound direction (Type: HOT 3+)

Common Design Features of the Build Alternatives

The build alternatives share a few common design features and standardized measures.

Managed Lanes

Managed lanes are highway facilities or a set of lanes where operational strategies are implemented to manage overall traffic congestion or in response to changing conditions. Managed lane options can include pricing, vehicle eligibility, or access control concepts. The lanes have flexibility to be used by different types of vehicles, depending on the need, and can be actively managed to accommodate peak travel demands. Managed lanes would be designated using a striping pattern or diamond marking to distinguish between the mixed-flow lanes as further described in the *Unique Features of the Build Alternatives* section below.

Complete Streets Elements

Coordination with the City of Sacramento and North Natomas Jibe identified complete streets and active transportation improvements in the North Natomas community that coincide with the north–south I-5 Project corridor. The Project would relocate vehicle lanes and the existing Class II bike lane to add sidewalks on San Juan Road. The sidewalks will be 5 feet wide on the north side and 12 feet wide on the south side, enabling mixed use. This Project would close the gap between two existing Class 1 bike trails (Jackrabbit Trail and Fisherman's Lake Trail) on San

Juan Road between Airport Drive on the east side of I-5 and the Fisherman's Lake Trail trail head on the west side of I-5.

Sidewalk and bike trail improvements at the San Juan Road undercrossing would be included in Build Alternatives 2 through 11. Safe crossing would be included at the new intersection at East Commerce Way as part of off-site improvements associated with developments just north. Signalized bike/pedestrian crossing devices would be installed at the new intersection and would act as a demand-based traffic calming device for San Juan Road.

The sidewalk improvements would also modify existing driveways to accommodate the sidewalk, which would conform to the City's existing, or proposed sidewalks to the east and west. A canal (RD-1000) crosses San Juan Road and would likely require a culvert extension to allow the sidewalk to be built over it.

Electric Vehicle Charging

Caltrans maintains and operates the Elkhorn Safety Roadside Rest Area (SRRA), accessed from SB I-5 near the airport. This SRRA would be upgraded with electric vehicle charging (EVC) stations for vehicles, and solar panels and power conversion equipment would be added to the existing parking. Trenching to hook up new equipment would be required. This effort would require coordination with an EVC contractor using a design-build contract and supplemental environmental studies.

Integrated Corridor Management

Each of the build alternatives will incorporate Integrated Corridor Management (ICM). The vision of ICM is that transportation networks will realize improvements in the efficient movement of people and goods through institutional collaboration and integration of existing infrastructure along major corridors. Transportation professionals would manage the Project corridor as a multimodal system and make decisions that benefit the corridor as a whole. An ICM system incorporates data collected from traffic sensors, control devices, probe vehicles, and transit monitoring systems both on and off the freeway, and external user-generated data gathered from mobile applications and social media networks. Such information can inform the signal timing plan at given intersections or ramp metering rates for freeway on-ramps. As a result, an ICM system can monitor the transportation network in real time.

Intelligent Transportation System/Transportation Management Systems

Each of the build alternatives would include placement of ramp meters and other ITS/transportation management systems (TMS). In addition to ramp metering equipment, four additional ramp lights would be installed and relocation of existing lighting may be needed, traffic monitoring stations may be relocated, weigh-in-motion (WIM) systems may be installed, and closed-circuit television (CCTV) and changeable message signs (CMS) would be added to give motorists real-time traffic safety and guidance information about planned and unplanned events that significantly affect traffic on the state's highway system. In addition, cameras, vehicle detection systems, and fiber-optic cables may be added.

Right-of-Way

Construction and operation of the build alternatives would occur entirely within the Caltrans right-of-way. Accordingly, none of the build alternatives would require acquisition of additional permanent right-of-way to accommodate the Project. One temporary construction easement, 4,000 square feet, would be acquired for construction of a new signpost foundation as a replacement to the J Street off-ramp sign.

Signage

Each of the build alternatives would include several types of signs to provide graphic or text messages that inform motorists of general road guidance, hours of operation restricting certain class of vehicles during peak periods, and/or advanced information for motorists of the approaching conditions. Signs would include small roadside signs and large overhead signs. Small roadside signs would be mounted on the existing freeway concrete median barrier with basic information on hours of operation and regulations restricting certain vehicle classes.

Large overhead signs would be mounted on cantilevered structures spanning above the express lane. The total height of the overhead sign structure (including the sign) would depend on the type of sign being mounted. The maximum height for overhead signs would be approximately 15 feet. The maximum clear height of the single post truss structure would be about 20 feet, and the maximum overall height for a single post structure, including the structure, would be about 36 feet. The maximum height of double post truss sign structures would be about 40 feet. One sign foundation and structure near the J Street off-ramp will be installed using either piles and cap or cast-in-drilled hole column constructed onsite from a 200 x 200-foot temporary construction easement.

Grinding

Cold planing, the process of removing part of the surface of a paved area, would be required throughout the Project limits. Cold planing would be required for ramp conforms at all ramps and may be required where there are lane changes and lane shifts. A mill (cold planing) and fill operation may be proposed to repair roadway surface scarring that happens during temporary restriping associated with some stage construction operations.

Drainage/Culverts

Anticipated work includes extending existing culverts through existing unpaved medians, extending existing culverts at locations where widening may occur outside the existing edge of pavement, and culvert lining. Additional work may include abandoning existing culverts that drain the existing median but would no longer be required where there would be median widening. New culverts or culvert replacements could be required to accommodate areas where existing shoulders are being narrowed, within the median at locations where the addition of the median could create adverse ponding, or to accommodate additional runoff due to the increased pavement area.

Additionally, Biofiltration Strips (BioStrips), or design pollution prevention infiltration areas (vegetated ground used to aid in filtration of road runoff) will be used for treatment of stormwater

runoff from Project areas that are anticipated to produce pollutants of concern from new impervious areas (e.g., expanded roadways and paving of medians). Pollutants that enter into stormwater runoff are removed by filtration through the vegetation, uptake by plant biomass, sedimentation, adsorption to soil particles, and infiltration through the soil. BioStrips would be placed where feasible at locations throughout the Project limits.

Site Preparation

Site preparation may potentially include delineating construction work areas, installing environmentally sensitive area (ESA) fencing around sensitive habitats and cultural resource areas, installing wildlife exclusion fencing around staging areas, installing best management practices (BMPs) in accordance with the Project stormwater pollution prevention plan (SWPPP), and removing vegetation.

Utility Relocation

Approximately 40 utility lines are estimated to be present in the Project area in addition to Caltrans' own utilities. About 15 underground gas and hazardous pipelines cross the highway in the Project area. The build alternatives would not result in conflicts with existing utilities and would not require relocation. Temporary utility relocation is anticipated in locations where pile driving for footings would be implemented and where utility facilities are in conflict with construction equipment and activities. Utility conflict mapping and temporary relocation plans would be developed during the design phase, in coordination with Caltrans staff and the utility owner(s) as needed.

Fiber-Optic Line

The build alternatives would include installation of a fiber-optic cable line through existing conduits between the I-5/ US 50 Interchange and the West End Viaduct. Fiber optic cable in new conduit would be attached to the bridge barriers on the West End Viaduct and American River Bridge. Caltrans would then install fiber-optic cable in new conduit between the West End Viaduct and American River Bridge and between American River Bridge and the Sacramento River (Elkhorn) Bridge by trenching or directional boring to bring these services to the electronic tolling equipment and signage. Installation of pull boxes, controller cabinets, and service enclosures (vaults approximately 5 feet wide by 5 feet long by 5 feet deep) for fiber optic conduits would also be required.

Electrical Conduit

Communications and power would be installed between ITS equipment, which would require subsurface wiring within existing or new conduit. One or more concrete pads would be installed at the service points, with cabinets (about 3 to 4 feet high) or vaults to protect the equipment. Cabinets would be located outside the edge of pavement. Electrical and communication service tie-in connections from existing utility providers at spot locations along the corridor would be made to the equipment and installed at the outside edge of the freeway.

Traffic Management

Various transportation management plan elements, such as portable CMS and the California Highway Patrol Construction Zone Enhanced Enforcement Program, would be used to minimize delays to the traveling public. Flaggers would be used to divert traffic.

Ground Disturbance

The depth of ground disturbance would vary throughout the Project area. At locations where CMS, sign structures, or piles would be installed, disturbance depth could be up to 50 to 60 feet max for CMS/sign foundations. The driven pile depth for the bridge footing piles will be based on the foundation report from Geotech.

Construction Equipment

Center median work for the build alternatives would use excavators, scrapers, motor graders, loaders, backhoes, pavers, concrete barrier slip form pavers, truck mounted cranes, 18-wheel trucks, dump trucks, and water trucks. Reconstruction and modification of ramps /gores/ shoulder embankment would use excavators, motor graders, loaders, backhoes, pavers, 18-wheel trucks, dump trucks, and water trucks. For road surfacing efforts, including placement for sensors in the road surface, core drillers, trailers containing and dispersing sealant, and water trailers would be used.

Equipment for bridge construction, including cast-in drilled holes for footings, would include a crane (for pile driving), excavator, dozer, loader, manlift, articulated 4x4 forklift, haul truck, dump truck, trailer unit air compressor, and water truck. Additionally, this equipment, along with a truck-mounted crane, would be used for structural sign mounts. A truck mounted auger may be used for installing road-side single-post signs.

Site Cleanup and Post-Construction Activities

All construction materials and debris would be removed from the construction work areas and recycled or properly disposed of offsite. Spoils produced from excavated areas that do not meet Caltrans specifications for backfill material would be hauled offsite and disposed of at an established location. Soils that contain aeriually deposited lead would be treated as hazardous waste and disposed of accordingly. Any treated wood waste would be disposed of at a Class 1 hazardous waste disposal site. Caltrans would restore all areas temporarily disturbed by Project activities, such as staging areas and access roads, to near or better than pre-construction conditions in accordance with applicable permits and Caltrans requirements.

Construction Schedule

Construction duration is anticipated to take up to approximately 400 working days for roadway construction and 262 working days for bridge construction, depending on the build alternative. Construction would potentially commence in fall 2029 to spring 2030. Due to high daytime traffic volumes, night work would be expected. Both day and night work should be anticipated throughout the Project duration.

Ramp Modifications

For Build Alternatives 2 through 6 and 8 through 11, four ramps and shoulders connecting to the American River Bridge would be gored and reconstructed. Such ramps would include the Richards Boulevard SB off-ramp, the Richards Boulevard NB on-ramp, the Garden Highway NB off-ramp, and the Garden Highway SB off-ramp. In addition, the Garden Highway SB on-ramp would be reconstructed as a result of conversion of the SB auxiliary lane on the American River Bridge and new ramp metering and guardrail would be installed.

The SB on-ramp to I-5 from El Camino Avenue would be realigned and reconstructed to allow for a storage lane. The SB shoulder would be widened within the right-of-way until approximately PM 25.60. The SB on-ramp to I-5 from Del Paso Road would also be realigned and reconstructed to allow for a storage lane. The SB shoulder would be widened within the right-of-way until approximately PM 28.60. The SB shoulder and off-ramp to the SRRA would be widened from approximately PM 34.20 to PM 34.00.

Ramp Metering

The build alternatives include addition of a new on-ramp metering system at the SB I Street on-ramp. In addition, the build alternatives would include the following actions.

Modify the existing on-ramp metering system from one lane to two lanes at the SB West El Camino Slip on-ramp (both general purpose lanes).

Modify the existing on-ramp metering system from one lane to two lanes at the SB Del Paso Slip on-ramp (one general purpose lane and one HOV lane).

Unique Features of the Build Alternatives

Build Alternative 2: HOV 2+ Managed Lane

Lane Configuration—Build Alternative 2

Build Alternative 2 would modify the existing median pavement delineation and add an HOV lane in the NB and SB direction between the I-5/US 50 Interchange and the American River Bridge. From the I-5/US 50 Interchange to the Sacramento River Bridge, Build Alternative 2 would shift the edge of traveled way (ETW) into the median by 11 feet to add the proposed HOV lane. Build Alternative 2 would convert an existing 11-foot mixed-flow lane at American River Bridge (Br #34-68) to a NB and SB HOV lane by shifting the ETW and converting the existing auxiliary lanes between the Richards Boulevard and Garden Highway Interchanges. Between the American River Bridge and the I-5/I-80 Interchange and between the I-5/I-80 Interchange and the Sacramento River Bridge, Build Alternative 2 would add an HOV lane in the NB and SB direction by shifting the ETW into the median by 12 feet. Vegetation removal and the beam barrier removal in the median would be required. A new 56-inch-tall concrete median barrier would be installed, and new asphalt would be placed.

Lane Access—Build Alternative 2

An HOV lane is a type of managed lane that allows qualified users, who meet the minimum number of passengers, to use the managed lane. The number of vehicle occupants required to qualify can vary depending on location.

Under Build Alternative 2, vehicles with two or more occupants would be permitted to access the HOV lane; however, all other vehicles would be prohibited from using the HOV lanes. The HOV lanes would be designated using a striping pattern and a diamond marking to distinguish them from mixed-flow lanes. HOV and HOT lanes would operate on weekdays from 6:00 a.m. to 10:00 a.m. and 3:00 p.m. to 7:00 p.m. All other times and on weekends they would operate as general purpose lanes.

Ramp Modifications—Build Alternative 2

The four ramps and shoulders connecting to the American River Bridge would be gored and reconstructed. Such ramps would include the Richards Boulevard SB off-ramp, the Richards Boulevard NB on-ramp, the Garden Highway NB off-ramp, and the Garden Highway SB off-ramp. In addition, the Garden Highway SB on-ramp would be reconstructed as a result of conversion of the SB auxiliary lane on the American River Bridge and new ramp metering and new guardrail would be installed.

The SB on-ramp to I-5 from El Camino Avenue would be realigned and reconstructed to allow for a storage lane. The SB shoulder would be widened within the right-of-way until approximately PM 25.60. The SB on-ramp to I-5 from Del Paso Road would also be realigned and reconstructed to allow for a storage lane. The SB shoulder would be widened within the right-of-way until approximately PM 28.60. The SB shoulder and off-ramp to the SRRA would be widened from approximately PM 34.20 to PM 34.00.

Structure Modifications—Build Alternative 2

As summarized in Table 2-1, Build Alternative 2 would widen the median of the I-5 Bridge at the Richards Boulevard undercrossing (Bridge #24-250). I-5 travel lanes have an approximate 10 to 12-foot gap between the NB bridge and SB bridge. In order to widen the median, Caltrans would convert the two bridges into one bridge by adding a polyester concrete overlay to the NB lanes of the structure. The San Juan Road Undercrossing (Bridge #24-209) would be widened by extending the SB bridge to the west.

Table 2-1. Proposed Structure Modifications

Structure	Bridge Number	Modification
Richards Blvd Undercrossing	#24-250	Widen median; convert two bridges to one bridge
San Juan Road Undercrossing	#24-209	Widen west of southbound lane

ITS Elements—Build Alternative 2

Build Alternative 2 would involve upgrading and/or installing ITS elements, such as fiber optics, detection, and CMS to enhance mobility conditions and incident management strategies.

Signage—Build Alternative 2

A total of 99 signs are proposed for Build Alternative 2; of which 48 overhead sign structures are proposed, 51 roadside signs are proposed within the median or the shoulder; and 1 existing guide sign would be replaced.

Lighting—Build Alternative 2

No permanent lighting features are proposed on the I-5 mainline because signage would use reflective lettering. Reconstruction of four SB on-ramps with ramp metering would add a new light at each location. These locations are: I Street (all build alternatives); Garden Highway loop (Build Alternatives 2–6); West El Camino slip; and Del Paso slip. Additionally, some nighttime lighting would occur during nighttime construction work activities.

Staging Areas—Build Alternative 2

Staging areas for equipment storage and maintenance, construction materials, fuels, lubricants, solvents, and other possible contaminants would be located on the median and/or shoulders during construction, behind temporary k-rail barriers. Locations would shift throughout the Project limits as construction proceeds.

Road Cut/Fill—Build Alternative 2

Some locations would require full structural section reconstruction, and other locations would require cut/fill of embankment due to road widening. Center median fill material would be placed throughout the Project limits, except on the West End Viaduct (Br #24-69), American River Bridge, Route I-5/I-80 Separation, and the North Connector undercrossing. The San Juan Road undercrossing would require widening. Gore reconstruction at Richards Boulevard SB off-ramp and NB on-ramp and the Garden Highway NB off-ramp and SB on-ramp would have associated fill material placed. The Garden Highway SB on-ramp would also have fill material for the loop reconstruction associated with conversion of the existing auxiliary lane to a general purpose lane. The SRRA SB off-ramp would be widened with embankment reconstruction, which would also require fill material.

Vegetation and Tree Removal—Build Alternative 2

Vegetation clearing would be required and would be confined to the area within the Project footprint, including construction access routes. Vegetation removal and clearing would be completed with hand tools, where required. Chainsaws, grinders, and excavators would be used for vegetation that cannot be removed by hand. The Project includes work on segments that are within a classified landscaped freeway (CLF) which has additional highway planting requirements.

All vegetation would be removed within proposed cut and fill lines as well as within temporary impact lines. In particular, existing vegetation in the median would be removed wherever widening is proposed. Vegetation would be removed in the NB and SB directions around PM 24.80, PM 25.40, PM 25.60, and PM 34.00 for ramp and shoulder widening. Within areas of temporary impact, it may be possible to avoid some vegetation removal.

Build Alternative 3: High-Occupancy Toll (HOT) 2+ Managed Lane

Build Alternative 3 would be the same as Build Alternative 2 but would include an HOT 2+ managed lane instead of an HOV 2+ lane. *HOT lanes* are a type of managed lane that allows qualified users, who have paid a toll for access and have a minimum number of passengers, to access a dedicated travel lane. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 95 signs are proposed for Build Alternative 3, of which 27 would be overhead signs and 68 would be roadside signs in the median or the shoulder. In addition, one existing guide sign would be replaced.

Build Alternative 4: HOT 3+ Managed Lane

Build Alternative 4 would be the same as Build Alternative 2 but would include an HOT 3+ managed lane instead of an HOV 2+ lane. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 114 signs are proposed for Build Alternative 4, of which 44 would be overhead signs and 70 would be roadside signs in the median or the shoulder. In addition, one existing guide sign would be replaced.

Build Alternative 5: Express Lane Managed Lane

Build Alternative 5 would be the same as Build Alternative 2 but would include an express lane instead of an HOV 2+ lane. An *express lane* is a type of managed lane that allows vehicles of any occupancy to access a dedicated lane if a toll is paid. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 96 signs are proposed for Build Alternative 5, of which 45 would be overhead signs and 51 would be roadside signs in the median or the shoulder. In addition, one existing guide sign would be replaced.

Build Alternative 6: Transit-Only Managed Lane

Build Alternative 6 would be the same as Build Alternative 2 but would include transit-only managed lane instead of an HOV 2+ lane. A *transit-only lane* is a type of managed lane that allows only approved public transit vehicles such as bus services to access a dedicated lane. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 96 signs are proposed for Build Alternative 6, of which 45 would be overhead signs and 51 would be roadside signs in the median or the shoulder. In addition, one existing guide sign would be replaced.

Build Alternative 7: Repurpose Lane to HOV 2+ between I-5 at SR-50 and the Del Paso Interchange

Lane Configuration—Build Alternative 7

Build Alternative 7 would maintain the existing median pavement delineation and add an HOV lane in the NB and SB direction between I-5/US 50 Interchange and the Del Paso Interchange by repurposing an existing mixed-flow lane (lane #1). As a result, Build Alternative 7 would not shift the ETW into the median or require barrier beam removal in the median.

Lane Access—Build Alternative 7

Vehicles with two or more occupants would be permitted to access the HOV lane; however, all other vehicles would be prohibited from using the HOV lanes. The HOV lanes would be designated using a striping pattern and a diamond marking to distinguish them from mixed-flow lanes.

Ramp Modifications—Build Alternative 7

The SB on-ramp to I-5 from El Camino Avenue would be realigned and reconstructed to allow for a storage lane. The SB shoulder would be widened within the right-of-way until approximately PM 25.60. The SB on-ramp to I-5 from Del Paso Road would also be realigned and reconstructed to allow for a storage lane. The SB shoulder would be widened within the right-of-way until approximately PM 28.60. The SB shoulder and off-ramp to the SRRA would be widened from approximately PM 34.20 to PM 34.00.

Structure Modifications—Build Alternative 7

No structures would be modified as part of Build Alternative 7.

ITS Elements—Build Alternative 7

Build Alternative 7 would involve upgrading and/or installing ITS elements, such as fiber optics, detection, and CMS to enhance mobility conditions and incident management strategies.

Signage—Build Alternative 7

A total of 61 signs are proposed for Build Alternative 7, of which 33 would be overhead signs and 28 would be roadside signs in the median or the shoulder. In addition, one existing guide sign would be replaced.

Lighting—Build Alternative 7

No permanent lighting features are proposed because signage would use reflective lettering. However, some nighttime lighting would occur during nighttime construction work activities.

Staging Areas—Build Alternative 7

Staging areas for equipment storage and maintenance, construction materials, fuels, lubricants, solvents, and other possible contaminants would be located on the median and/or shoulders during construction, behind temporary k-rail barriers, or on adjacent intersection land within the right-of-way. Locations would shift throughout the Project limits as construction proceeds.

Build Alternative 8: HOT 2+ Managed Lane and HOT 2+ Repurposed Lane

Build Alternative 8 would be the same as Build Alternative 2 but would include an HOT 2+ managed lane instead of an HOV 2+ lane. In addition, the existing #1 lane is to be repurposed to an HOT 2+ managed lane. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 105 signs are proposed for Build

Alternative 8, of which 57 would be overhead signs and 48 would be roadside signs within the median or the shoulder. In addition, 15 overhead signs would be replaced.

Build Alternative 9: HOT 3+ Managed Lane and HOT 3+ Repurposed Lane

Build Alternative 9 would be the same as Build Alternative 2 but would include an HOT 3+ managed lane instead of an HOV 2+ lane. In addition, existing #1 lane is to be repurposed to an HOT 3+ managed lane. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 105 signs are proposed for Build Alternative 8, of which 57 would be overhead signs and 48 would be roadside signs within the median or the shoulder. In addition, 15 overhead signs would be replaced.

Build Alternative 10: HOT 3+ Managed Lane and HOT 3+ Repurposed Lane

Build Alternative 10 would be the same as Build Alternative 9, but the HOT 3+ managed lane would be from US 50 to Sacramento River Bridge and the repurposed existing #1 lane would be between the I-5/US 50 Interchange and Del Paso Road. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 105 signs are proposed for Build Alternative 8, of which 57 would be overhead signs and 48 would be roadside signs within the median or the shoulder. In addition, 15 overhead signs would be replaced.

Build Alternative 11: HOT 3+ Managed Lane and HOT 3+ Repurposed Lane

Build Alternative 11 would be the same as Build Alternative 10, but the repurposed existing #1 lane would be between the I-5/US 50 Interchange and Del Paso Road in NB direction. All other Project components would be the same, with the exception of ITS features and signage locations. A total of 105 signs are proposed for Build Alternative 8, of which 57 would be overhead signs and 48 would be roadside signs within the median or the shoulder. In addition, 15 overhead signs would be replaced.

No-Build Alternative

The No-Build Alternative would maintain the existing conditions, and no work would be conducted to relieve current traffic conditions. The No-Build Alternative would not provide a transportation facility that functions for all users, including bicyclists, pedestrians, local transit services, and freight. Recurring travel demand would continue to exceed the current design capacity of the highway, resulting in ongoing traffic congestion and impaired mobility. The transportation network would not include adequate facilities for all modes of transportation.

The No-Build Alternative assumes that many other programmed and planned improvements to the corridor would occur.

Attachment B. Sensitive Receptors within 500 Feet of the Project

Sensitive receptors are defined to include residential dwellings (including single-family houses and multi-family residential buildings, townhouses, and apartments), schools, hospitals, senior-care facilities, and parks. Table B-1 lists the type of sensitive receptors, the number identified (or specific facility name) within 500 feet of the Project, and the distance of the receptor to the Project footprint. There are no senior-care receptors within 500 feet of the Project. Figure B-1 shows the locations of sensitive receptors relative to the Project footprint.

Table B-1. Sensitive Receptors Located Within 500 Feet of the Project Site

Sensitive Receptor Group	Number of Receptors Identified	Receptor Names	Distance Between Receptor and Project (feet)
Residences	Approximately 525	N/A due to the abundance of single-family and multi-family buildings identified near the corridor	90—500
Medical	3	24/7 Med staff Mission Home Health of Sacramento Sacramento Rehabilitation Hospital	273 289 340
Parks	9	American River Parkway - Discovery Park Old Sacramento State Historic Park Sacramento River Parkway Robert T. Matsui Waterfront Park Tiscornia Park Harrier Park Pioneer Landing Park Crocker Park Waterfront Park	Adjacent Adjacent 69 93 114 127 130 131 449
Schools	1	Leataata Floyd Elementary School	300

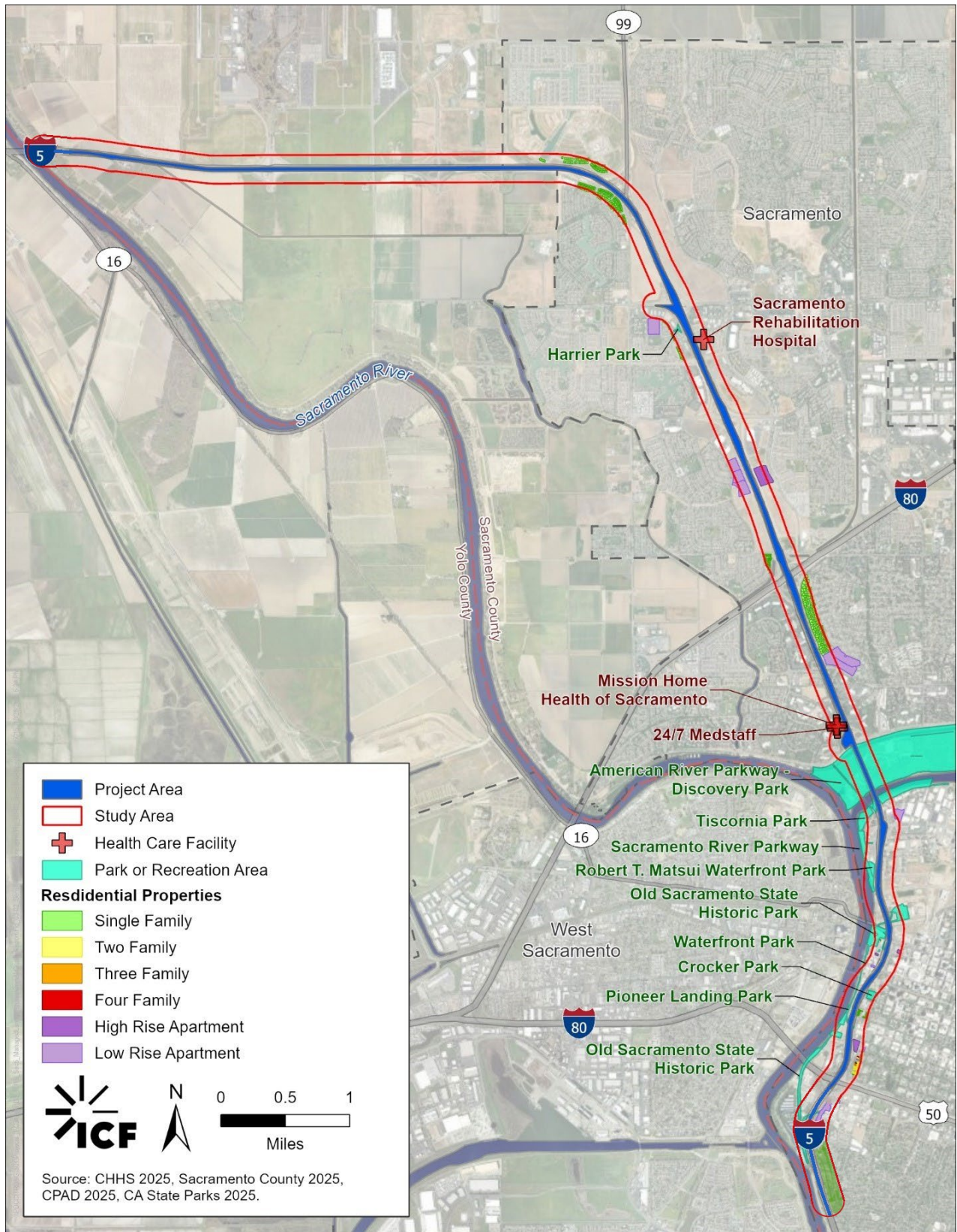


Figure B-1. Sensitive Receptors Located Within 500 Feet of the Project Site

**Attachment C. Mainline Opening Year (2032) Total AADT, Truck Volumes, and
Truck Percentages**

Table C-1. Opening Year (2032) No Build and Build AADT and Truck Volumes

I-5 Project Area Location	No Build			Alt 2 - Add HOV2+ Lane			Alt 3 - Add HOT 2+ Lane			Alt 4 - Add HOT3+ Lane			Alt 5 - Add Express Lane			Alt 6 - Add Transit Lane		
	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume
Between Sutterville Rd and US 50 Connectors	185,090	11.8%	21,814	187,050	11.7%	21,814	188,316	11.6%	21,864	187,638	11.6%	21,824	187,303	11.6%	21,807	184,606	11.8%	21,782
Between US 50 connectors and J St.	204,610	11.0%	22,415	213,430	10.5%	22,503	212,815	10.6%	22,570	210,891	10.7%	22,504	208,822	10.8%	22,516	200,464	11.0%	22,149
Between J St. and Richards Blvd.	215,058	11.4%	24,600	225,356	11.0%	24,727	225,031	11.0%	24,721	222,108	11.1%	24,705	219,537	11.3%	24,700	208,604	11.6%	24,261
Between Richards Blvd. and Garden Highway	229,997	11.5%	26,364	239,616	11.1%	26,488	239,578	11.0%	26,467	236,660	11.2%	26,452	234,558	11.3%	26,454	219,091	11.8%	25,942
Between Garden Highway and El Camino Ave.	225,839	11.5%	25,985	236,626	11.0%	26,115	236,588	11.0%	26,101	233,171	11.2%	26,074	230,948	11.3%	26,065	218,193	11.7%	25,612
South of I-5/I-80 Interchange	205,927	11.5%	23,679	215,885	11.0%	23,805	215,920	11.0%	23,792	212,725	11.2%	23,765	210,670	11.3%	23,758	199,203	11.7%	23,311
North of I-5/I-80 Interchange	202,129	12.6%	25,453	208,095	12.3%	25,589	208,025	12.3%	25,581	206,474	12.4%	25,560	205,673	12.4%	25,552	200,656	12.7%	25,410
Between Arena Blvd. and Del Paso Rd.	168,793	14.0%	23,661	173,475	13.7%	23,780	173,609	13.7%	23,772	172,438	13.8%	23,757	172,009	13.8%	23,750	167,824	14.1%	23,628
Between Del Paso Rd. and State Route 99	151,150	14.0%	21,231	154,697	13.8%	21,339	154,884	13.8%	21,333	153,884	13.9%	21,320	153,845	13.9%	21,314	150,458	14.1%	21,197
Between State Route 99 and Metro Air Pkwy	117,228	22.9%	26,835	119,862	22.4%	26,891	119,701	22.5%	26,888	119,313	22.5%	26,882	119,258	22.5%	26,882	117,069	22.9%	26,821
Between Metro Air Pkwy and Airport Blvd	111,518	16.8%	18,757	114,083	16.5%	18,809	113,905	16.5%	18,805	113,575	16.6%	18,800	113,420	16.6%	18,800	111,395	16.8%	18,742

Table C-1 (cont.). Opening Year (2032) No Build and Build AADT and Truck Volumes

I-5 Project Area Location	Alt 7 - Repurpose GP to HOV			Alt 8 - Dual Lanes HOT2+			Alt 9 - Dual Lanes HOT3+			Alt 10 - Add HOT 3+ and Repurpose GP to HOV (S/O SR99)			Alt 11 - Add HOT 3+ and Repurpose GP to HOV (NB S/O SR99)		
	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume
Between Sutterville Rd and US 50 Connectors	185,651	11.7%	21,780	186,919	11.7%	21,790	186,541	11.7%	21,791	186,687	11.7%	21,786	187,303	11.7%	21,831
Between US 50 connectors and J St.	199,894	11.0%	22,044	202,370	11.0%	22,291	200,667	11.1%	22,268	201,257	11.1%	22,312	204,959	10.9%	22,362
Between J St. and Richards Blvd.	212,141	11.4%	24,140	217,897	11.2%	24,373	214,647	11.3%	24,307	214,986	11.3%	24,368	219,469	11.2%	24,552
Between Richards Blvd. and Garden Highway	227,960	11.4%	25,934	231,990	11.3%	26,137	229,778	11.4%	26,085	230,226	11.4%	26,151	233,407	11.3%	26,305
Between Garden Highway and El Camino Ave.	224,223	11.4%	25,547	228,607	11.3%	25,757	225,225	11.4%	25,692	225,912	11.4%	25,756	229,680	11.3%	25,924
South of I-5/I-80 Interchange	203,829	11.4%	23,246	208,455	11.3%	23,454	205,286	11.4%	23,389	205,815	11.4%	23,455	209,382	11.3%	23,618
North of I-5/I-80 Interchange	199,333	12.7%	25,388	203,340	12.5%	25,446	201,725	12.6%	25,429	202,753	12.6%	25,472	205,019	12.4%	25,513
Between Arena Blvd. and Del Paso Rd.	166,435	14.2%	23,611	170,098	13.9%	23,657	169,091	14.0%	23,644	170,204	13.9%	23,679	171,259	13.8%	23,717
Between Del Paso Rd. and State Route 99	149,939	14.1%	21,190	152,114	14.0%	21,222	151,313	14.0%	21,210	152,924	13.9%	21,253	153,570	13.9%	21,287
Between State Route 99 and Metro Air Pkwy	116,765	23.0%	26,816	118,492	22.6%	26,832	118,025	22.7%	26,822	119,130	22.5%	26,856	119,286	22.5%	26,872
Between Metro Air Pkwy and Airport Blvd	111,089	16.9%	18,738	112,801	16.6%	18,751	112,328	16.7%	18,741	113,389	16.6%	18,775	113,569	16.5%	18,791

Table C-2. Change in Opening Year (2032) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 2 to No Build				Alt 3 to No Build				Alt 4 to No Build				Alt 5 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	1,960	1.1%	0	0.0%	3,226	1.7%	50	0.2%	2,548	1.4%	10	0.0%	2,213	1.2%	-7	0.0%
Between US 50 connectors and J St.	8,820	4.3%	87	0.4%	8,206	4.0%	155	0.7%	6,282	3.1%	89	0.4%	4,212	2.1%	101	0.5%
Between J St. and Richards Blvd.	10,298	4.8%	127	0.5%	9,974	4.6%	121	0.5%	7,051	3.3%	105	0.4%	4,480	2.1%	100	0.4%
Between Richards Blvd. and Garden Highway	9,619	4.2%	124	0.5%	9,581	4.2%	103	0.4%	6,663	2.9%	88	0.3%	4,561	2.0%	90	0.3%
Between Garden Highway and El Camino Ave.	10,787	4.8%	130	0.5%	10,749	4.8%	116	0.4%	7,332	3.2%	89	0.3%	5,109	2.3%	80	0.3%
South of I-5/I-80 Interchange	9,958	4.8%	126	0.5%	9,993	4.9%	113	0.5%	6,798	3.3%	86	0.4%	4,743	2.3%	79	0.3%
North of I-5/I-80 Interchange	5,966	3.0%	136	0.5%	5,896	2.9%	128	0.5%	4,345	2.1%	107	0.4%	3,544	1.8%	99	0.4%
Between Arena Blvd. and Del Paso Rd.	4,682	2.8%	119	0.5%	4,816	2.9%	111	0.5%	3,645	2.2%	96	0.4%	3,216	1.9%	89	0.4%
Between Del Paso Rd. and State Route 99	3,547	2.3%	108	0.5%	3,734	2.5%	101	0.5%	2,734	1.8%	88	0.4%	2,695	1.8%	83	0.4%
Between State Route 99 and Metro Air Pkwy	2,634	2.2%	56	0.2%	2,473	2.1%	53	0.2%	2,085	1.8%	47	0.2%	2,030	1.7%	47	0.2%
Between Metro Air Pkwy and Airport Blvd	2,565	2.3%	52	0.3%	2,387	2.1%	48	0.3%	2,057	1.8%	43	0.2%	1,902	1.7%	43	0.2%

Table C-2 (cont.). Change in Opening Year (2032) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 6 to No Build				Alt 7 to No Build				Alt 8 to No Build				Alt 9 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	-484	-0.3%	-32	-0.1%	561	0.3%	-34	-0.2%	1,830	1.0%	-24	-0.1%	1,452	0.8%	-23	-0.1%
Between US 50 connectors and J St.	-4,146	-2.0%	-266	-1.2%	-4,716	-2.3%	-371	-1.7%	-2,240	-1.1%	-124	-0.6%	-3,943	-1.9%	-148	-0.7%
Between J St. and Richards Blvd.	-6,454	-3.0%	-339	-1.4%	-2,917	-1.4%	-460	-1.9%	2,839	1.3%	-227	-0.9%	-411	-0.2%	-293	-1.2%
Between Richards Blvd. and Garden Highway	-10,906	-4.7%	-422	-1.6%	-2,037	-0.9%	-430	-1.6%	1,994	0.9%	-227	-0.9%	-219	-0.1%	-279	-1.1%
Between Garden Highway and El Camino Ave.	-7,646	-3.4%	-373	-1.4%	-1,616	-0.7%	-438	-1.7%	2,769	1.2%	-228	-0.9%	-614	-0.3%	-294	-1.1%
South of I-5/I-80 Interchange	-6,724	-3.3%	-368	-1.6%	-2,098	-1.0%	-433	-1.8%	2,529	1.2%	-225	-0.9%	-641	-0.3%	-289	-1.2%
North of I-5/I-80 Interchange	-1,473	-0.7%	-43	-0.2%	-2,796	-1.4%	-65	-0.3%	1,211	0.6%	-7	0.0%	-405	-0.2%	-24	-0.1%
Between Arena Blvd. and Del Paso Rd.	-969	-0.6%	-33	-0.1%	-2,358	-1.4%	-50	-0.2%	1,305	0.8%	-4	0.0%	298	0.2%	-17	-0.1%
Between Del Paso Rd. and State Route 99	-692	-0.5%	-35	-0.2%	-1,211	-0.8%	-42	-0.2%	964	0.6%	-10	0.0%	163	0.1%	-22	-0.1%
Between State Route 99 and Metro Air Pkwy	-159	-0.1%	-14	-0.1%	-463	-0.4%	-19	-0.1%	1,264	1.1%	-4	0.0%	797	0.7%	-13	0.0%
Between Metro Air Pkwy and Airport Blvd	-123	-0.1%	-15	-0.1%	-429	-0.4%	-19	-0.1%	1,283	1.2%	-6	0.0%	810	0.7%	-16	-0.1%

Table C-2 (cont.). Change in Opening Year (2032) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 10 to No Build				Alt 11 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	1,598	0.9%	-28	-0.1%	1,269	0.7%	17	0.1%
Between US 50 connectors and J St.	-3,353	-1.6%	-103	-0.5%	2,476	1.2%	-54	-0.2%
Between J St. and Richards Blvd.	-72	0.0%	-232	-0.9%	5,756	2.7%	-48	-0.2%
Between Richards Blvd. and Garden Highway	230	0.1%	-213	-0.8%	4,031	1.8%	-59	-0.2%
Between Garden Highway and El Camino Ave.	74	0.0%	-229	-0.9%	4,385	2.0%	-61	-0.2%
South of I-5/I-80 Interchange	-112	-0.1%	-224	-0.9%	4,627	2.3%	-60	-0.3%
North of I-5/I-80 Interchange	624	0.3%	19	0.1%	4,007	2.0%	60	0.2%
Between Arena Blvd. and Del Paso Rd.	1,411	0.8%	18	0.1%	3,663	2.2%	56	0.2%
Between Del Paso Rd. and State Route 99	1,774	1.2%	21	0.1%	2,175	1.5%	55	0.3%
Between State Route 99 and Metro Air Pkwy	1,902	1.6%	21	0.1%	1,727	1.5%	37	0.1%
Between Metro Air Pkwy and Airport Blvd	1,871	1.7%	18	0.1%	2,051	1.8%	34	0.2%

Source: DKS 2025a

Attachment D. Mainline Opening Year (2032) Four-Hour Peak Volume Forecasts

Table D-1. Opening Year (2032) AM Peak 4-Hour Period Volume Forecasts

Location	No Build	Alt 2 HOV 2+ Lane	Alt 3 HOT 2+ Lane	Alt 4 HOT3+ Lane	Alt 5 Express Lane	Alt 6 Transit ONLY	Alt 7 GP Conv.	Alt 8 DUAL HOT 2+ Lane	Alt 9 DUAL HOT 3+ Lane	Alt 10 Dual HOT 3+ Lane	Alt 11 Dual HOT 3+ Lane
Northbound											
NB I-5 South of Sutterville Rd	32,810	32,940	32,970	32,910	32,950	32,760	32,880	33,000	32,990	33,030	32,960
NB I-5 b/w Sutterville Rd and Q St. off	33,930	34,140	34,180	34,130	34,110	33,850	33,940	34,200	34,180	34,230	34,160
NB I-5 b/w Q St off and US 50 connectors	12,700	13,560	13,940	13,890	13,930	12,540	11,530	13,470	13,440	13,450	13,410
NB I-5 b/w US 50 connectors and P St.	28,840	29,970	30,740	30,860	30,970	28,690	26,720	29,610	29,560	29,600	29,480
NB I-5 b/w I St and Richards Blvd	27,460	28,600	28,850	28,760	28,650	26,880	25,990	28,290	28,140	28,170	28,100
NB I-5 b/w Richards Blvd and Garden Hwy	27,080	27,910	28,170	28,100	28,050	25,990	25,750	27,630	27,560	27,640	27,550
NB I-5 b/w Garden Hwy and El Camino Ave	25,320	26,290	26,480	26,320	26,250	24,620	24,100	25,830	25,780	25,930	25,740
NB I-5 at South of I-5/I-80 Interchange	22,130	22,970	23,190	23,080	23,010	21,470	20,900	22,570	22,550	22,700	22,540
NB I-5 at North of I-5/I-80 Interchange	20,610	21,090	21,120	20,990	20,890	20,610	19,770	20,690	20,640	20,800	20,620
NB I-5 b/w Arena Blvd and Del Paso Rd	17,600	17,890	17,870	17,760	17,780	17,630	17,110	17,600	17,650	17,770	17,630
NB I-5 b/w Del Paso Rd and SR 99 Connectors	15,950	16,200	16,190	16,080	16,150	15,980	15,530	15,930	15,990	16,210	16,080
NB I-5 b/w SR 99 Connectors and Metro Air Pkwy	13,100	13,370	13,360	13,400	13,410	13,150	12,860	13,240	13,320	13,530	13,320
NB I-5 b/w Metro Air Parkway and Airport Blvd	12,070	12,340	12,330	12,370	12,380	12,120	11,830	12,210	12,290	12,500	12,290
Weighted Corridor Average	18,945	19,458	19,575	19,532	19,519	18,744	18,224	19,229	19,230	19,361	19,221
Southbound											
SB I-5 North of Airport Blvd	7,740	8,080	8,100	7,990	7,970	7,660	7,620	7,770	7,560	7,760	7,970
SB I-5 b/w Airport Blvd and Metro Air Pkwy	8,420	8,800	8,810	8,690	8,680	8,310	8,290	8,460	8,250	8,440	8,670
SB I-5 at North of I-5/SR-99 Interchange	8,870	9,250	9,250	9,140	9,130	8,730	8,730	8,900	8,690	8,880	9,120
SB I-5 at South of I-5/SR-99 Interchange	18,700	19,330	19,310	19,070	18,990	18,540	18,280	18,630	18,240	18,600	19,080
SB I-5 b/w Del Paso Rd and Arena Blvd	22,470	23,350	23,350	23,010	22,970	22,330	21,720	22,450	21,950	22,380	23,100
SB I-5 at North of I-5/I-80 Interchange	25,820	26,640	26,660	26,160	26,150	25,380	24,910	25,350	24,360	24,730	26,230
SB I-5 at South of I-5/I-80 Interchange	26,110	27,960	28,130	27,120	26,700	24,870	25,900	26,220	24,790	25,010	27,530
SB I-5 b/w El Camino Ave and Garden Hwy	29,490	31,500	31,620	30,550	30,100	27,910	29,320	29,740	28,260	28,420	31,020
SB I-5 b/w Garden Hwy and Richards Blvd	29,890	31,340	31,470	30,720	30,360	27,840	29,770	30,040	28,940	29,030	31,220
SB I-5 b/w Richards Blvd and J St.	27,620	28,660	28,780	28,030	27,850	26,040	27,840	27,700	26,400	26,500	28,860
SB I-5 b/w Q St off and US-50 Connectors	20,860	21,500	21,330	21,020	20,840	20,040	21,110	20,690	19,780	19,950	21,460
SB I-5 b/w P St on-ramp and US 50 Connectors	8,620	9,260	9,090	8,780	8,600	8,300	9,330	8,810	8,330	8,530	8,910
SB I-5 b/w US 50 connectors and Sutterville Rd	15,100	15,590	15,450	15,150	15,080	14,880	15,950	15,340	14,930	15,130	15,350
Weighted Corridor Average	18,315	19,092	19,094	18,689	18,573	17,728	18,287	18,347	17,683	17,902	18,905

Table D-2. Opening Year (2032) PM Peak 4-Hour Period Volume Forecasts

Location	No Build	Alt 2 HOV 2+ Lane	Alt 3 HOT 2+ Lane	Alt 4 HOT3+ Lane	Alt 5 Express Lane	Alt 6 Transit ONLY	Alt 7 GP Conv.	Alt 8 DUAL HOT 2+ Lane	Alt 9 DUAL HOT 3+ Lane	Alt 10 Dual HOT 3+ Lane	Alt 11 Dual HOT 3+ Lane
Northbound											
NB I-5 South of Sutterville Rd	21,920	22,330	22,410	22,220	22,110	21,830	21,960	22,030	21,950	21,910	21,900
NB I-5 b/w Sutterville Rd and Q St. off	22,630	23,170	23,250	23,010	22,860	22,580	22,680	22,810	22,620	22,590	22,580
NB I-5 b/w Q St off and US 50 connectors	10,900	11,750	11,760	11,420	11,100	10,650	10,180	10,220	9,970	9,980	10,230
NB I-5 b/w US 50 connectors and P St.	23,990	25,770	25,640	25,040	24,370	23,310	22,230	21,810	21,440	21,540	22,140
NB I-5 b/w I St and Richards Blvd	27,810	30,990	31,050	29,960	28,610	26,690	27,460	28,300	26,650	26,740	27,420
NB I-5 b/w Richards Blvd and Garden Hwy	30,770	33,770	33,860	32,760	31,450	28,350	30,710	31,080	29,870	29,920	30,200
NB I-5 b/w Garden Hwy and El Camino Ave	31,050	34,450	34,600	33,350	31,990	29,710	30,990	31,850	30,220	30,200	30,730
NB I-5 at South of I-5/I-80 Interchange	28,060	31,460	31,610	30,360	29,000	26,730	27,970	28,860	27,230	27,210	27,710
NB I-5 at North of I-5/I-80 Interchange	28,350	30,890	31,080	30,730	30,170	28,150	27,590	29,820	29,230	29,210	29,600
NB I-5 b/w Arena Blvd and Del Paso Rd	24,130	25,780	26,010	25,740	25,380	23,920	23,340	25,080	24,900	24,320	24,860
NB I-5 b/w Del Paso Rd and SR 99 Connectors	20,400	21,980	22,280	22,150	21,810	20,300	20,130	21,410	21,280	21,240	21,620
NB I-5 b/w SR 99 Connectors and Metro Air Pkwy	11,150	12,010	12,050	12,050	11,760	11,150	10,940	11,840	11,830	11,590	11,920
NB I-5 b/w Metro Air Parkway and Airport Blvd	10,840	11,600	11,640	11,650	11,360	10,820	10,630	11,460	11,470	11,220	11,550
Weighted Corridor Average	20,030	21,762	21,860	21,428	20,826	19,522	19,660	20,523	19,997	19,890	20,264
Southbound											
SB I-5 North of Airport Blvd	10,380	10,669	10,638	10,617	10,616	10,355	10,334	10,473	10,422	10,590	10,560
SB I-5 b/w Airport Blvd and Metro Air Pkwy	12,520	12,980	12,950	12,890	12,920	12,510	12,490	12,760	12,690	12,880	12,850
SB I-5 at North of I-5/SR-99 Interchange	13,630	14,090	14,060	14,000	14,030	13,630	13,620	13,870	13,800	13,990	13,960
SB I-5 at South of I-5/SR-99 Interchange	17,490	18,040	18,100	17,970	17,960	17,410	17,440	17,680	17,510	17,750	17,940
SB I-5 b/w Del Paso Rd and Arena Blvd	19,720	20,290	20,360	20,230	20,150	19,590	19,680	19,810	19,680	19,890	20,150
SB I-5 at North of I-5/I-80 Interchange	22,700	23,460	23,570	23,400	23,210	22,460	22,580	22,700	22,580	22,610	23,280
SB I-5 at South of I-5/I-80 Interchange	23,060	24,520	24,590	24,170	23,910	21,970	22,890	23,170	22,860	22,580	23,930
SB I-5 b/w El Camino Ave and Garden Hwy	26,900	28,740	28,830	28,210	27,940	25,430	26,640	27,080	26,700	26,360	27,910
SB I-5 b/w Garden Hwy and Richards Blvd	28,760	30,260	30,340	29,830	29,600	26,740	28,420	28,760	28,590	28,380	29,630
SB I-5 b/w Richards Blvd and J St.	28,720	30,850	30,830	30,270	29,750	28,010	28,040	28,570	28,210	28,070	30,030
SB I-5 b/w Q St off and US-50 Connectors	28,270	29,800	29,870	29,490	29,170	27,980	27,640	27,770	27,500	27,420	29,260
SB I-5 b/w P St on-ramp and US 50 Connectors	20,360	20,910	21,180	20,990	20,850	20,290	20,540	20,400	20,330	20,280	21,000
SB I-5 b/w US 50 connectors and Sutterville Rd	37,900	37,990	38,250	38,060	38,020	37,880	38,350	38,010	37,940	37,890	38,170
Weighted Corridor Average	23,455	24,263	24,344	24,108	23,980	23,084	23,381	23,519	23,372	23,384	24,028

Source: DKS 2025b

**Attachment E. Mainline 2023 MTP Horizon Year (2044) Total AADT, Truck
Volumes, and Truck Percentages**

Table E-1. 2023 MTP Horizon Year (2044) No Build and Build AADT and Truck Volumes

I-5 Project Area Location	No Build			Alt 2 - Add HOV2+ Lane			Alt 3 - Add HOT 2+ Lane			Alt 4 - Add HOT3+ Lane			Alt 5 - Add Express Lane			Alt 6 - Add Transit Lane		
	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume
Between Sutterville Rd and US 50 Connectors	203,149	12.2%	24,794	206,517	12.0%	24,872	206,065	12.0%	24,827	204,250	12.1%	24,802	203,365	12.2%	24,798	202,263	12.2%	24,762
Between US 50 connectors and J St.	222,049	11.4%	25,367	237,040	10.8%	25,629	235,570	10.8%	25,528	232,357	11.0%	25,496	231,190	11.0%	25,503	220,625	11.4%	25,140
Between J St. and Richards Blvd.	235,556	11.8%	27,884	252,852	11.1%	28,190	251,147	11.2%	28,098	246,309	11.4%	28,038	244,643	11.5%	28,048	231,072	12.0%	27,633
Between Richards Blvd. and Garden Highway	238,119	12.2%	28,994	256,177	11.4%	29,298	254,517	11.5%	29,173	249,509	11.7%	29,110	248,711	11.7%	29,078	230,427	12.4%	28,625
Between Garden Highway and El Camino Ave.	240,034	12.1%	29,108	259,233	11.3%	29,412	257,587	11.4%	29,307	252,425	11.6%	29,257	251,161	11.6%	29,201	234,245	12.3%	28,812
South of I-5/I-80 Interchange	222,694	12.0%	26,666	241,918	11.1%	26,972	240,219	11.2%	26,868	235,109	11.4%	26,818	233,402	11.5%	26,829	217,900	12.1%	26,376
North of I-5/I-80 Interchange	226,869	12.5%	28,389	238,625	12.0%	28,690	236,857	12.1%	28,615	234,163	12.2%	28,581	233,568	12.2%	28,589	225,787	12.6%	28,350
Between Arena Blvd. and Del Paso Rd.	190,195	14.3%	27,159	199,939	13.7%	27,453	198,671	13.8%	27,385	196,749	13.9%	27,354	196,572	13.9%	27,362	189,641	14.3%	27,126
Between Del Paso Rd. and State Route 99	169,718	14.4%	24,507	178,157	13.9%	24,780	177,247	13.9%	24,716	175,614	14.1%	24,688	175,555	14.1%	24,696	169,122	14.5%	24,475
Between State Route 99 and Metro Air Pkwy	130,384	23.4%	30,557	135,354	22.7%	30,702	134,998	22.7%	30,669	133,680	22.9%	30,656	133,950	22.9%	30,663	130,232	23.5%	30,544
Between Metro Air Pkwy and Airport Blvd	120,628	17.4%	21,020	125,311	16.9%	21,149	125,032	16.9%	21,118	123,760	17.1%	21,106	123,931	17.0%	21,113	120,614	17.4%	21,009

Table E-1 (cont.). 2023 MTP Horizon Year (2044) No Build and Build AADT and Truck Volumes

I-5 Project Area Location	Alt 7 - Repurpose GP to HOV			Alt 8 - Dual Lanes HOT2+			Alt 9 - Dual Lanes HOT3+			Alt 10 - Add HOT 3+ and Repurpose GP to HOV (S/O SR99)			Alt 11 - Add HOT 3+ and Repurpose GP to HOV (NB S/O SR99)		
	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume
Between Sutterville Rd and US 50 Connectors	203,379	12.2%	24,740	204,664	12.1%	24,728	204,418	12.1%	24,698	204,134	12.1%	24,709	204,472	12.1%	24,734
Between US 50 connectors and J St.	218,848	11.3%	24,816	226,357	11.1%	25,073	226,232	11.1%	25,130	225,059	11.1%	25,060	228,530	11.1%	25,298
Between J St. and Richards Blvd.	233,105	11.7%	27,349	242,241	11.4%	27,606	241,657	11.4%	27,665	241,744	11.4%	27,610	245,908	11.3%	27,866
Between Richards Blvd. and Garden Highway	239,945	11.9%	28,544	245,190	11.7%	28,685	244,701	11.8%	28,755	244,555	11.7%	28,702	248,806	11.6%	28,941
Between Garden Highway and El Camino Ave.	241,374	11.9%	28,631	248,363	11.6%	28,829	247,832	11.7%	28,895	247,723	11.6%	28,847	252,087	11.5%	29,094
South of I-5/I-80 Interchange	223,145	11.7%	26,187	231,023	11.4%	26,387	230,492	11.5%	26,451	230,383	11.5%	26,403	234,747	11.4%	26,652
North of I-5/I-80 Interchange	221,976	12.7%	28,235	229,624	12.3%	28,288	228,779	12.4%	28,284	229,386	12.4%	28,394	233,787	12.2%	28,500
Between Arena Blvd. and Del Paso Rd.	186,992	14.5%	27,031	193,317	14.0%	27,082	192,345	14.1%	27,080	192,890	14.1%	27,166	195,907	13.9%	27,274
Between Del Paso Rd. and State Route 99	168,112	14.5%	24,392	172,725	14.1%	24,426	172,198	14.2%	24,424	174,385	14.1%	24,545	175,992	14.0%	24,632
Between State Route 99 and Metro Air Pkwy	130,049	23.4%	30,485	132,271	23.0%	30,462	131,625	23.1%	30,460	134,117	22.8%	30,580	134,778	22.7%	30,630
Between Metro Air Pkwy and Airport Blvd	120,185	17.4%	20,948	122,530	17.1%	20,925	121,934	17.2%	20,921	124,244	16.9%	21,035	124,899	16.9%	21,082

Table E-2. Change in 2023 MTP Horizon Year (2044) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 2 to No Build				Alt 3 to No Build				Alt 4 to No Build				Alt 5 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	3,368	1.7%	78	0.3%	2,916	1.4%	33	0.1%	1,101	0.5%	8	0.0%	216	0.1%	4	0.0%
Between US 50 connectors and J St.	14,991	6.8%	262	1.0%	13,521	6.1%	162	0.6%	10,308	4.6%	130	0.5%	9,141	4.1%	137	0.5%
Between J St. and Richards Blvd.	17,296	7.3%	305	1.1%	15,591	6.6%	214	0.8%	10,753	4.6%	154	0.6%	9,087	3.9%	164	0.6%
Between Richards Blvd. and Garden Highway	18,058	7.6%	304	1.0%	16,398	6.9%	179	0.6%	11,390	4.8%	116	0.4%	10,592	4.4%	84	0.3%
Between Garden Highway and El Camino Ave.	19,199	8.0%	305	1.0%	17,553	7.3%	199	0.7%	12,391	5.2%	150	0.5%	11,127	4.6%	93	0.3%
South of I-5/I-80 Interchange	19,224	8.6%	305	1.1%	17,525	7.9%	201	0.8%	12,415	5.6%	152	0.6%	10,708	4.8%	163	0.6%
North of I-5/I-80 Interchange	11,756	5.2%	301	1.1%	9,988	4.4%	227	0.8%	7,294	3.2%	192	0.7%	6,699	3.0%	200	0.7%
Between Arena Blvd. and Del Paso Rd.	9,744	5.1%	294	1.1%	8,476	4.5%	226	0.8%	6,554	3.4%	196	0.7%	6,377	3.4%	204	0.7%
Between Del Paso Rd. and State Route 99	8,439	5.0%	273	1.1%	7,529	4.4%	209	0.9%	5,896	3.5%	181	0.7%	5,837	3.4%	189	0.8%
Between State Route 99 and Metro Air Pkwy	4,970	3.8%	145	0.5%	4,614	3.5%	112	0.4%	3,296	2.5%	99	0.3%	3,566	2.7%	106	0.3%
Between Metro Air Pkwy and Airport Blvd	4,683	3.9%	129	0.6%	4,404	3.7%	98	0.5%	3,132	2.6%	86	0.4%	3,303	2.7%	93	0.4%

Table E-2 (cont.). Change in 2023 MTP Horizon Year (2044) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 6 to No Build				Alt 7 to No Build				Alt 8 to No Build				Alt 9 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	-886	-0.4%	-32	-0.1%	230	0.1%	-54	-0.2%	1,515	0.7%	-66	-0.3%	1,269	0.6%	-96	-0.4%
Between US 50 connectors and J St.	-1,424	-0.6%	-226	-0.9%	-3,201	-1.4%	-550	-2.2%	4,308	1.9%	-294	-1.2%	4,183	1.9%	-236	-0.9%
Between J St. and Richards Blvd.	-4,484	-1.9%	-251	-0.9%	-2,451	-1.0%	-535	-1.9%	6,685	2.8%	-278	-1.0%	6,101	2.6%	-219	-0.8%
Between Richards Blvd. and Garden Highway	-7,692	-3.2%	-368	-1.3%	1,826	0.8%	-450	-1.6%	7,071	3.0%	-308	-1.1%	6,582	2.8%	-239	-0.8%
Between Garden Highway and El Camino Ave.	-5,789	-2.4%	-296	-1.0%	1,340	0.6%	-476	-1.6%	8,329	3.5%	-278	-1.0%	7,798	3.2%	-213	-0.7%
South of I-5/I-80 Interchange	-4,794	-2.2%	-290	-1.1%	452	0.2%	-479	-1.8%	8,329	3.7%	-279	-1.0%	7,798	3.5%	-216	-0.8%
North of I-5/I-80 Interchange	-1,082	-0.5%	-39	-0.1%	-4,894	-2.2%	-154	-0.5%	2,755	1.2%	-101	-0.4%	1,910	0.8%	-104	-0.4%
Between Arena Blvd. and Del Paso Rd.	-554	-0.3%	-32	-0.1%	-3,204	-1.7%	-127	-0.5%	3,122	1.6%	-77	-0.3%	2,150	1.1%	-79	-0.3%
Between Del Paso Rd. and State Route 99	-596	-0.4%	-32	-0.1%	-1,607	-0.9%	-115	-0.5%	3,007	1.8%	-81	-0.3%	2,480	1.5%	-83	-0.3%
Between State Route 99 and Metro Air Pkwy	-152	-0.1%	-13	0.0%	-336	-0.3%	-72	-0.2%	1,887	1.4%	-95	-0.3%	1,241	1.0%	-98	-0.3%
Between Metro Air Pkwy and Airport Blvd	-14	0.0%	-11	-0.1%	-444	-0.4%	-72	-0.3%	1,902	1.6%	-95	-0.5%	1,306	1.1%	-99	-0.5%

Table E-2 (cont.). Change in 2023 MTP Horizon Year (2044) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 10 to No Build				Alt 11 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	985	0.5%	-85	-0.3%	1,285	0.6%	-60	-0.2%
Between US 50 connectors and J St.	3,010	1.4%	-306	-1.2%	7,509	3.4%	-68	-0.3%
Between J St. and Richards Blvd.	6,188	2.6%	-275	-1.0%	9,136	3.9%	-19	-0.1%
Between Richards Blvd. and Garden Highway	6,436	2.7%	-292	-1.0%	5,246	2.2%	-52	-0.2%
Between Garden Highway and El Camino Ave.	7,689	3.2%	-261	-0.9%	6,989	2.9%	-13	0.0%
South of I-5/I-80 Interchange	7,689	3.5%	-264	-1.0%	7,878	3.5%	-14	-0.1%
North of I-5/I-80 Interchange	2,517	1.1%	5	0.0%	7,649	3.4%	111	0.4%
Between Arena Blvd. and Del Paso Rd.	2,695	1.4%	8	0.0%	6,326	3.4%	115	0.4%
Between Del Paso Rd. and State Route 99	4,667	2.7%	38	0.2%	4,614	2.7%	125	0.5%
Between State Route 99 and Metro Air Pkwy	3,733	2.9%	23	0.1%	2,223	1.7%	73	0.2%
Between Metro Air Pkwy and Airport Blvd	3,616	3.0%	15	0.1%	4,271	3.5%	63	0.3%

Source: DKS 2025a

**Attachment F. Mainline 2025 Blueprint Horizon Year (2050)/Design Year (2052)
Total AADT, Truck Volumes, and Truck Percentages**

Table F-1. 2025 Blueprint Horizon Year (2050)/Design Year (2052) No Build and Build AADT and Truck Volumes

I-5 Project Area Location	No Build			Alt 2 - Add HOV2+ Lane			Alt 3 - Add HOT 2+ Lane			Alt 4 - Add HOT3+ Lane			Alt 5 - Add Express Lane			Alt 6 - Add Transit Lane		
	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume
Between Sutterville Rd and US 50 Connectors	207,397	12.5%	25,888	210,328	12.3%	25,930	210,326	12.3%	25,890	208,586	12.4%	25,876	207,454	12.5%	25,848	206,044	12.5%	25,840
Between US 50 connectors and J St.	226,043	11.7%	26,395	240,190	11.1%	26,628	239,869	11.1%	26,609	237,512	11.2%	26,579	235,690	11.3%	26,555	223,271	11.7%	26,177
Between J St. and Richards Blvd.	239,145	12.1%	28,870	255,719	11.4%	29,165	255,043	11.4%	29,139	251,121	11.6%	29,078	248,735	11.7%	29,048	233,827	12.2%	28,630
Between Richards Blvd. and Garden Highway	242,689	12.4%	30,076	260,670	11.6%	30,350	259,348	11.7%	30,312	254,848	11.9%	30,249	253,638	11.9%	30,250	233,696	12.7%	29,711
Between Garden Highway and El Camino Ave.	244,661	12.3%	30,190	264,012	11.5%	30,482	263,024	11.6%	30,457	258,011	11.8%	30,388	256,241	11.9%	30,374	238,286	12.5%	29,901
South of I-5/I-80 Interchange	227,085	12.2%	27,646	246,488	11.3%	27,941	245,836	11.4%	27,917	240,702	11.6%	27,844	238,699	11.7%	27,829	221,823	12.3%	27,365
North of I-5/I-80 Interchange	233,973	12.7%	29,598	245,370	12.2%	29,903	245,267	12.2%	29,892	243,098	12.3%	29,857	242,084	12.3%	29,864	232,281	12.7%	29,576
Between Arena Blvd. and Del Paso Rd.	195,820	14.4%	28,264	205,511	13.9%	28,575	205,556	13.9%	28,567	204,127	14.0%	28,533	203,558	14.0%	28,543	194,743	14.5%	28,252
Between Del Paso Rd. and State Route 99	175,400	14.6%	25,606	184,015	14.1%	25,885	184,128	14.1%	25,880	183,570	14.1%	25,855	183,018	14.1%	25,864	174,519	14.7%	25,590
Between State Route 99 and Metro Air Pkwy	132,748	23.7%	31,488	137,889	22.9%	31,630	137,695	23.0%	31,632	137,450	23.0%	31,623	137,308	23.0%	31,626	132,253	23.8%	31,482
Between Metro Air Pkwy and Airport Blvd	122,480	17.8%	21,837	127,174	17.3%	21,955	127,002	17.3%	21,957	126,795	17.3%	21,949	126,576	17.3%	21,953	122,055	17.9%	21,832

Table F-1 (cont.). 2025 Blueprint Horizon Year (2050)/Design Year (2052) No Build and Build AADT and Truck Volumes

I-5 Project Area Location	Alt 7 - Repurpose GP to HOV			Alt 8 - Dual Lanes HOT2+			Alt 9 - Dual Lanes HOT3+			Alt 10 - Add HOT 3+ and Repurpose GP to HOV (S/O SR99)			Alt 11 - Add HOT 3+ and Repurpose GP to HOV (NB S/O SR99)		
	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume	AADT	Truck %	Truck Volume
Between Sutterville Rd and US 50 Connectors	207,240	12.5%	25,822	208,219	12.4%	25,800	207,561	12.4%	25,760	207,241	12.4%	25,789	208,227	12.4%	25,812
Between US 50 connectors and J St.	222,241	11.6%	25,731	229,548	11.3%	25,932	229,188	11.3%	25,960	228,786	11.4%	26,055	231,882	11.4%	26,326
Between J St. and Richards Blvd.	236,447	11.9%	28,223	245,657	11.6%	28,425	245,339	11.6%	28,453	245,446	11.6%	28,564	249,782	11.6%	28,868
Between Richards Blvd. and Garden Highway	243,722	12.1%	29,521	248,555	11.9%	29,591	248,464	11.9%	29,632	248,868	12.0%	29,746	253,676	11.8%	30,046
Between Garden Highway and El Camino Ave.	245,450	12.1%	29,602	251,905	11.8%	29,736	251,539	11.8%	29,775	252,135	11.9%	29,888	257,464	11.7%	30,201
South of I-5/I-80 Interchange	226,979	11.9%	27,050	234,530	11.6%	27,188	234,114	11.6%	27,226	234,702	11.6%	27,339	240,079	11.5%	27,657
North of I-5/I-80 Interchange	227,869	12.9%	29,369	236,173	12.5%	29,476	235,271	12.5%	29,463	236,621	12.5%	29,618	242,221	12.3%	29,758
Between Arena Blvd. and Del Paso Rd.	191,297	14.7%	28,080	198,931	14.2%	28,187	198,122	14.2%	28,174	199,474	14.2%	28,299	203,105	14.0%	28,432
Between Del Paso Rd. and State Route 99	173,029	14.7%	25,431	178,867	14.3%	25,519	178,310	14.3%	25,506	180,915	14.2%	25,672	182,844	14.1%	25,780
Between State Route 99 and Metro Air Pkwy	131,631	23.8%	31,368	134,691	23.3%	31,377	134,253	23.4%	31,366	137,160	23.0%	31,521	137,784	22.9%	31,584
Between Metro Air Pkwy and Airport Blvd	121,363	17.9%	21,722	124,185	17.5%	21,720	123,847	17.5%	21,709	126,647	17.3%	21,853	127,195	17.2%	21,914

Table F-2. 2025 Blueprint Horizon Year (2050)/Design Year (2052) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 2 to No Build				Alt 3 to No Build				Alt 4 to No Build				Alt 5 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	2,931	1.4%	42	0.2%	2,929	1.4%	2	0.0%	1,189	0.6%	-11	0.0%	57	0.0%	-40	-0.2%
Between US 50 connectors and J St.	14,147	6.3%	233	0.9%	13,826	6.1%	213	0.8%	11,469	5.1%	183	0.7%	9,647	4.3%	160	0.6%
Between J St. and Richards Blvd.	16,574	6.9%	295	1.0%	15,898	6.6%	270	0.9%	11,976	5.0%	209	0.7%	9,590	4.0%	178	0.6%
Between Richards Blvd. and Garden Highway	17,981	7.4%	274	0.9%	16,659	6.9%	236	0.8%	12,159	5.0%	173	0.6%	10,949	4.5%	174	0.6%
Between Garden Highway and El Camino Ave.	19,351	7.9%	291	1.0%	18,363	7.5%	266	0.9%	13,350	5.5%	198	0.7%	11,580	4.7%	183	0.6%
South of I-5/I-80 Interchange	19,403	8.5%	295	1.1%	18,751	8.3%	270	1.0%	13,617	6.0%	198	0.7%	11,614	5.1%	182	0.7%
North of I-5/I-80 Interchange	11,397	4.9%	305	1.0%	11,294	4.8%	294	1.0%	9,125	3.9%	259	0.9%	8,111	3.5%	266	0.9%
Between Arena Blvd. and Del Paso Rd.	9,691	4.9%	311	1.1%	9,736	5.0%	303	1.1%	8,307	4.2%	270	1.0%	7,738	4.0%	279	1.0%
Between Del Paso Rd. and State Route 99	8,615	4.9%	279	1.1%	8,728	5.0%	274	1.1%	8,170	4.7%	248	1.0%	7,618	4.3%	257	1.0%
Between State Route 99 and Metro Air Pkwy	5,141	3.9%	143	0.5%	4,947	3.7%	144	0.5%	4,702	3.5%	135	0.4%	4,560	3.4%	138	0.4%
Between Metro Air Pkwy and Airport Blvd	4,694	3.8%	119	0.5%	4,522	3.7%	120	0.5%	4,315	3.5%	112	0.5%	4,096	3.3%	116	0.5%

Table F-2 (cont.). 2025 Blueprint Horizon Year (2050)/Design Year (2052) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 6 to No Build				Alt 7 to No Build				Alt 8 to No Build				Alt 9 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	-1,353	-0.7%	-48	-0.2%	-157	-0.1%	-66	-0.3%	822	0.4%	-88	-0.3%	164	0.1%	-128	-0.5%
Between US 50 connectors and J St.	-2,772	-1.2%	-218	-0.8%	-3,803	-1.7%	-664	-2.5%	3,505	1.6%	-463	-1.8%	3,145	1.4%	-436	-1.7%
Between J St. and Richards Blvd.	-5,318	-2.2%	-240	-0.8%	-2,698	-1.1%	-646	-2.2%	6,512	2.7%	-444	-1.5%	6,194	2.6%	-416	-1.4%
Between Richards Blvd. and Garden Highway	-8,993	-3.7%	-364	-1.2%	1,034	0.4%	-554	-1.8%	5,867	2.4%	-485	-1.6%	5,776	2.4%	-444	-1.5%
Between Garden Highway and El Camino Ave.	-6,375	-2.6%	-289	-1.0%	790	0.3%	-589	-1.9%	7,245	3.0%	-454	-1.5%	6,879	2.8%	-415	-1.4%
South of I-5/I-80 Interchange	-5,262	-2.3%	-282	-1.0%	-106	0.0%	-596	-2.2%	7,445	3.3%	-459	-1.7%	7,029	3.1%	-420	-1.5%
North of I-5/I-80 Interchange	-1,692	-0.7%	-23	-0.1%	-6,104	-2.6%	-229	-0.8%	2,201	0.9%	-122	-0.4%	1,299	0.6%	-135	-0.5%
Between Arena Blvd. and Del Paso Rd.	-1,077	-0.5%	-12	0.0%	-4,523	-2.3%	-184	-0.7%	3,112	1.6%	-77	-0.3%	2,303	1.2%	-89	-0.3%
Between Del Paso Rd. and State Route 99	-881	-0.5%	-17	-0.1%	-2,371	-1.4%	-176	-0.7%	3,468	2.0%	-87	-0.3%	2,911	1.7%	-100	-0.4%
Between State Route 99 and Metro Air Pkwy	-495	-0.4%	-6	0.0%	-1,117	-0.8%	-120	-0.4%	1,944	1.5%	-111	-0.4%	1,506	1.1%	-122	-0.4%
Between Metro Air Pkwy and Airport Blvd	-425	-0.3%	-5	0.0%	-1,117	-0.9%	-115	-0.5%	1,706	1.4%	-117	-0.5%	1,368	1.1%	-128	-0.6%

Table F-2 (cont.). 2025 Blueprint Horizon Year (2050)/Design Year (2052) ADT and Truck Volumes from No Build

I-5 Project Area Location	Alt 10 to No Build				Alt 11 to No Build			
	Total AADT		Truck Volumes		Total AADT		Truck Volumes	
	Absolute	Percent	Absolute	Percent	Absolute	Percent	Absolute	Percent
Between Sutterville Rd and US 50 Connectors	-157	-0.1%	-99	-0.4%	979	0.5%	-76	-0.3%
Between US 50 connectors and J St.	2,743	1.2%	-341	-1.3%	7,307	3.3%	-69	-0.3%
Between J St. and Richards Blvd.	6,301	2.6%	-305	-1.1%	9,210	3.9%	-2	0.0%
Between Richards Blvd. and Garden Highway	6,180	2.5%	-330	-1.1%	4,833	2.0%	-30	-0.1%
Between Garden Highway and El Camino Ave.	7,475	3.1%	-302	-1.0%	6,455	2.6%	11	0.0%
South of I-5/I-80 Interchange	7,617	3.4%	-307	-1.1%	7,551	3.3%	11	0.0%
North of I-5/I-80 Interchange	2,649	1.1%	19	0.1%	8,305	3.6%	160	0.5%
Between Arena Blvd. and Del Paso Rd.	3,655	1.9%	35	0.1%	7,635	4.0%	168	0.6%
Between Del Paso Rd. and State Route 99	5,516	3.1%	65	0.3%	5,839	3.4%	173	0.7%
Between State Route 99 and Metro Air Pkwy	4,413	3.3%	33	0.1%	3,061	2.3%	96	0.3%
Between Metro Air Pkwy and Airport Blvd	4,168	3.4%	16	0.1%	4,716	3.9%	77	0.4%

Source: DKS 2025a

**Attachment G. Mainline 2025 Blueprint Horizon Year (2050)/Design Year (2052)
Four-Hour Peak Volume Forecasts**

Table G-1. 2025 Blueprint Horizon Year (2050)/Design Year (2052) Year AM Peak 4-Hour Period Volume Forecasts

Location	No Build	Alt 2 HOV 2+ Lane	Alt 3 HOT 2+ Lane	Alt 4 HOT3+ Lane	Alt 5 Express Lane	Alt 6 Transit ONLY	Alt 7 GP Conv.	Alt 8 DUAL HOT 2+ Lane	Alt 9 DUAL HOT 3+ Lane	Alt 10 Dual HOT 3+ Lane	Alt 11 Dual HOT 3+ Lane
Northbound											
NB I-5 South of Sutterville Rd	33,990	34,270	34,360	34,190	34,080	33,850	34,150	34,290	34,260	34,170	34,200
NB I-5 b/w Sutterville Rd and Q St. off	35,110	35,470	35,570	35,370	35,240	34,910	35,210	35,460	35,410	35,280	35,340
NB I-5 b/w Q St off and US 50 connectors	12,700	13,820	14,030	14,120	14,110	12,330	12,040	13,480	13,450	13,460	13,470
NB I-5 b/w US 50 connectors and P St.	29,500	31,170	31,590	31,940	32,150	29,240	27,520	30,450	30,400	30,460	30,210
NB I-5 b/w I St and Richards Blvd	29,270	31,060	31,000	30,990	31,080	28,440	28,160	30,480	30,380	30,370	30,350
NB I-5 b/w Richards Blvd and Garden Hwy	28,270	30,000	29,950	29,740	29,740	26,660	27,570	29,200	29,080	29,190	29,090
NB I-5 b/w Garden Hwy and El Camino Ave	26,800	28,700	28,650	28,430	28,260	25,840	25,810	27,820	27,690	27,790	27,720
NB I-5 at South of I-5/I-80 Interchange	23,660	25,560	25,510	25,290	24,980	22,730	22,480	24,670	24,540	24,650	24,580
NB I-5 at North of I-5/I-80 Interchange	23,500	25,030	25,060	24,890	24,560	23,420	22,470	24,120	24,010	24,260	24,110
NB I-5 b/w Arena Blvd and Del Paso Rd	19,860	20,940	20,920	20,780	20,570	19,840	19,500	20,170	20,090	20,490	20,230
NB I-5 b/w Del Paso Rd and SR 99 Connectors	18,360	19,360	19,390	19,310	19,080	18,360	18,100	18,640	18,530	19,070	18,830
NB I-5 b/w SR 99 Connectors and Metro Air Pkwy	14,640	15,420	15,410	15,380	15,150	14,700	14,760	14,720	14,670	15,370	14,890
NB I-5 b/w Metro Air Parkway and Airport Blvd	12,610	13,280	13,250	13,230	12,950	12,660	12,730	12,690	12,640	13,180	12,580
Weighted Corridor Average	20,382	21,520	21,540	21,468	21,313	20,063	19,879	20,885	20,808	21,090	20,861
Southbound											
SB I-5 North of Airport Blvd	8,590	9,020	9,040	8,930	8,860	8,520	8,440	8,340	8,310	8,670	8,990
SB I-5 b/w Airport Blvd and Metro Air Pkwy	9,480	9,960	9,990	9,870	9,790	9,390	9,320	9,200	9,180	9,610	9,940
SB I-5 at North of I-5/SR-99 Interchange	9,980	10,490	10,510	10,390	10,310	9,900	9,770	9,680	9,670	10,120	10,500
SB I-5 at South of I-5/SR-99 Interchange	21,100	22,020	22,000	21,780	21,530	20,920	20,480	20,590	20,550	21,180	21,810
SB I-5 b/w Del Paso Rd and Arena Blvd	25,150	26,970	26,930	26,680	26,360	25,110	24,470	24,900	24,860	25,210	26,740
SB I-5 at North of I-5/I-80 Interchange	28,850	30,770	30,710	30,060	29,630	28,610	27,230	28,060	28,000	28,280	30,140
SB I-5 at South of I-5/I-80 Interchange	27,820	30,990	30,790	29,420	28,650	27,060	27,750	28,400	28,500	28,500	29,660
SB I-5 b/w El Camino Ave and Garden Hwy	30,680	33,850	33,650	32,510	31,630	29,600	30,970	31,260	31,360	31,360	32,730
SB I-5 b/w Garden Hwy and Richards Blvd	30,390	32,600	32,430	31,860	31,200	28,160	30,760	30,680	30,630	30,670	31,880
SB I-5 b/w Richards Blvd and J St.	29,750	31,630	31,430	30,890	30,290	28,090	29,710	30,200	30,200	30,160	30,920
SB I-5 b/w Q St off and US-50 Connectors	23,330	24,440	24,300	24,170	23,750	22,070	23,600	23,700	23,720	23,720	24,170
SB I-5 b/w P St on-ramp and US 50 Connectors	10,180	11,280	11,130	11,030	10,620	9,170	10,520	10,210	10,170	10,130	11,010
SB I-5 b/w US 50 connectors and Sutterville Rd	17,820	18,720	18,480	18,500	18,120	16,890	18,340	17,940	17,850	17,780	18,480
Weighted Corridor Average	20,231	21,584	21,480	21,150	20,776	19,530	20,070	20,174	20,147	20,333	21,209

Table G-2. 2025 Blueprint Horizon Year (2050)/Design Year (2052) Year PM Peak 4-Hour Period Volume Forecasts

Location	No Build	Alt 2 HOV 2+ Lane	Alt 3 HOT 2+ Lane	Alt 4 HOT3+ Lane	Alt 5 Express Lane	Alt 6 Transit ONLY	Alt 7 GP Conv.	Alt 8 DUAL HOT 2+ Lane	Alt 9 DUAL HOT 3+ Lane	Alt 10 Dual HOT 3+ Lane	Alt 11 Dual HOT 3+ Lane
Northbound											
NB I-5 South of Sutterville Rd	24,350	24,710	24,670	24,410	24,280	24,120	24,420	24,470	24,470	24,380	24,300
NB I-5 b/w Sutterville Rd and Q St. off	24,910	25,430	25,370	24,990	24,760	24,670	25,050	25,080	25,070	24,900	24,840
NB I-5 b/w Q St off and US 50 connectors	12,140	12,840	12,720	12,340	12,060	11,710	11,580	12,010	12,010	11,800	11,960
NB I-5 b/w US 50 connectors and P St.	25,330	27,600	27,380	26,740	26,140	24,900	23,720	24,720	24,750	24,360	24,580
NB I-5 b/w I St and Richards Blvd	29,790	33,730	33,490	32,180	31,240	28,650	29,970	31,610	31,580	31,520	31,680
NB I-5 b/w Richards Blvd and Garden Hwy	31,170	34,900	34,710	33,360	32,600	30,400	31,990	32,710	32,680	32,490	32,730
NB I-5 b/w Garden Hwy and El Camino Ave	31,970	36,310	36,140	34,680	33,940	31,450	32,130	34,260	34,120	33,960	34,210
NB I-5 at South of I-5/I-80 Interchange	29,160	33,500	33,330	31,870	31,130	28,640	29,110	31,450	31,310	31,150	31,400
NB I-5 at North of I-5/I-80 Interchange	31,610	34,810	34,660	34,350	34,050	31,510	30,340	33,690	33,690	33,260	33,460
NB I-5 b/w Arena Blvd and Del Paso Rd	26,670	29,270	29,280	29,220	29,070	26,530	25,590	28,990	29,060	28,700	28,910
NB I-5 b/w Del Paso Rd and SR 99 Connectors	22,080	24,620	24,790	24,810	24,650	21,980	21,700	24,530	24,590	24,480	24,570
NB I-5 b/w SR 99 Connectors and Metro Air Pkwy	12,940	14,140	14,060	13,830	13,760	12,850	12,580	14,010	14,080	14,070	14,090
NB I-5 b/w Metro Air Parkway and Airport Blvd	12,420	13,420	13,330	13,130	13,020	12,370	12,060	13,240	13,280	13,280	13,320
Weighted Corridor Average	21,688	23,959	23,866	23,335	22,986	21,382	21,332	23,016	23,021	22,868	22,991
Southbound											
SB I-5 North of Airport Blvd	11,140	11,999	12,118	11,997	11,996	11,055	11,084	11,593	11,562	11,920	12,130
SB I-5 b/w Airport Blvd and Metro Air Pkwy	13,570	14,680	14,780	14,660	14,690	13,490	13,520	14,230	14,200	14,580	14,810
SB I-5 at North of I-5/SR-99 Interchange	15,420	16,530	16,630	16,510	16,540	15,340	15,370	16,080	16,050	16,430	16,660
SB I-5 at South of I-5/SR-99 Interchange	19,950	21,420	21,460	21,230	21,240	19,800	19,680	20,660	20,660	21,060	21,440
SB I-5 b/w Del Paso Rd and Arena Blvd	22,670	24,060	24,150	23,910	23,790	22,500	22,300	23,060	22,850	22,900	23,940
SB I-5 at North of I-5/I-80 Interchange	26,040	27,820	27,920	27,570	27,320	25,860	25,240	26,240	25,890	26,070	27,770
SB I-5 at South of I-5/I-80 Interchange	25,700	28,290	28,370	27,510	27,040	24,860	25,970	26,470	26,320	26,300	28,150
SB I-5 b/w El Camino Ave and Garden Hwy	28,980	32,030	32,150	31,080	30,460	27,760	29,660	30,190	30,100	30,040	31,880
SB I-5 b/w Garden Hwy and Richards Blvd	29,880	32,160	32,290	31,250	30,870	28,010	30,310	30,380	30,380	30,250	32,040
SB I-5 b/w Richards Blvd and J St.	30,700	34,260	34,360	33,320	32,670	30,340	30,520	32,140	32,120	32,190	34,100
SB I-5 b/w Q St off and US-50 Connectors	30,260	32,830	32,940	32,260	31,690	30,000	30,040	31,190	31,140	31,160	32,630
SB I-5 b/w P St on-ramp and US 50 Connectors	21,840	22,960	23,380	22,890	22,520	21,800	22,080	22,740	22,750	22,780	22,930
SB I-5 b/w US 50 connectors and Sutterville Rd	40,130	40,790	41,060	40,660	40,300	40,130	40,490	40,860	40,860	40,880	40,770
Weighted Corridor Average	25,524	27,181	27,325	26,860	26,598	25,202	25,500	26,240	26,164	26,305	27,154

Source: DKS 2025b

**Attachment H. Mainline 2025 Blueprint Horizon Year (2050)/Design Year (2052)
Level of Service Forecasts**

Table H-1. 2025 Blueprint Horizon Year (2050)/Design Year (2052) Year AM Peak General Purpose Lane Level of Service E/F Locations

Segment Type	No Build	Alt 2 HOV 2+ Lane	Alt 3 HOT 2+ Lane	Alt 4 HOT3+ Lane	Alt 5 Express Lane	Alt 6 Transit ONLY	Alt 7 GP Conv.	Alt 8 DUAL HOT 2+ Lane	Alt 9 DUAL HOT 3+ Lane	Alt 10 Dual HOT 3+ Lane	Alt 11 Dual HOT 3+ Lane
Northbound (Sutterville Road to the County line)											
On-Ramp	2	3	3	3	3	2	3	2	4	3	3
Off-Ramp	1	1	1	1	0	2	2	2	2	3	3
Basic	2	2	2	3	2	3	5	4	4	5	5
Weave	0	1	1	1	1	0	1	1	1	2	2
Total	5	7	7	8	6	7	11	9	11	13	13
Southbound I-5 (County line to Sutterville Road)											
On-Ramp	2	4	3	3	3	3	6	3	4	3	3
Off-Ramp	1	3	2	2	2	2	1	2	2	3	2
Basic	4	7	4	4	3	5	7	5	7	7	1
Weave	1	5	4	4	4	3	5	4	4	5	2
Total	8	19	13	13	12	13	19	14	17	18	8

Table H-2. 2025 Blueprint Horizon Year (2050)/Design Year (2052) Year PM Peak General Purpose Lane Level of Service E/F Locations

Segment Type	No-Build	Alt 2	Alt 3 (HOT 2+)	Alt 4 (HOT 3+)	Alt 5 (Exp. Lane)	Alt 6 (Tranit)	Alt 7 (GP Conv.)	Alt 8 (Dual HOT 2+)	Alt 9 (Dual HOT 3+)	Alt 10 (Dual HOT 3+)	Alt 11 (Dual HOT 3+)
Northbound (Sutterville Road to the County line)											
On-Ramp	9	9	5	4	3	10	7	9	9	5	8
Off-Ramp	4	1	0	0	0	3	3	2	3	1	2
Basic	12	7	3	2	1	9	12	6	6	4	7
Weave	7	5	3	4	2	6	6	5	5	3	5
Total	32	22	11	10	6	28	28	22	23	13	22
Southbound I-5 (County line to Sutterville Road)											
On-Ramp	9	9	5	6	7	10	12	10	10	10	5
Off-Ramp	4	4	3	3	3	5	6	5	5	4	3
Basic	15	10	7	8	8	13	16	16	12	12	7
Weave	6	4	4	4	4	6	5	6	5	6	4
Total	34	27	19	21	22	34	39	37	32	32	19

Review of Regional Conformity Exemption Status

#	County	MTIP ID	Sponsor	Project Name	Expanded Project Description	Project Type	Grouped Project Description	Group No.
1	SAC	REG18088	Sacramento Regional Transit	Purchase New Paratransit Buses	The project will acquire 15 new paratransit buses and related equipment. Funding sources include FFY 2025 FTA Section 5307 funds (50%) and SB1 LPP F funds (50%).	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Grouped Projects for for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Group35
2	SAC	CAL21501	Caltrans HQ	FTA 5310 SacRT Vehicle Replacements	Sacramento Regional Transit District will use FTA 5310 funds awarded by Caltrans to purchase four gasoline powered replacement large buses, 16 ambulatory passenger, 2 wheelchair position to continue and expand their transportation services. The project received \$652,179 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match. Utilizing toll credits.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Grouped Projects for for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Group35
3	SAC	CAL21500	Caltrans HQ	FTA 5310 Asian Community Center Operating	Asian Community Center of Sacramento Valley, Inc. will use FTA 5310 funds awarded by Caltrans to allow them to continue and expand operations of their ACC Rides transportation services for seniors. The project received \$1,000,000 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match. Utilizing toll credits.	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Grouped Projects for Operating assistance to transit agencies - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies.	Group15
4	VAR	CAL21499	Caltrans HQ	FTA 5310 United Cerebral Palsy Operating	United Cerebral Palsy Association of Greater Sacramento, Inc. will use FTA 5310 funds awarded by Caltrans to continue and expand operating their social service transportation services to people with disabilities. The project received \$973,221 in Sacramento UZA funds. This project is 100% federally funded and does not require a local match. Utilizing toll credits.	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Grouped Projects for Operating assistance to transit agencies - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies.	Group15

Review of Regional Conformity Exemption Status

#	County	MTIP ID	Sponsor	Project Name	Expanded Project Description	Project Type	Grouped Project Description	Group No.
5	VAR	CAL21497	Caltrans HQ	FTA 5310 United Cerebral Palsy Vehicle Replacements 1	Replace 6 large, 16 ambulatory passenger, two wheelchair position buses. All buses will be gasoline powered buses. These vehicles will be used to transport United Cerebral Palsy clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Grouped Projects for for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Group35
6	VAR	CAL21498	Caltrans HQ	FTA 5310 United Cerebral Palsy Vehicle Replacements 2	Replace seven full sized (high roof), 9 ambulatory passenger, two wheelchair position vans. All vans will be gasoline powered. These vehicles will be used to transport United Cerebral Palsy clients who are seniors and those with disabilities. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.	Exempt (40 CFR 93.126) - Mass Transit - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Grouped Projects for for Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	Group35
7	YOL	YCT18301	Yolobus/Yolo Transit District	Woodland Transit Center Relocation	1. Evaluation of alternatives, feasibility study, 10% concept design, and cost estimates for a transit center in the City of Woodland using \$120,000 of the Woodland FFY 2018 5307 funds. 2. Relocation of existing transit center from the County Fair Mall to Main Street between 5th and 6th Streets within the public right-of-way.	Exempt (40 CFR 93.127) - Projects Exempt From Regional Emissions Analyses - Bus terminals and transfer points	Grouped Projects for Bus Terminals and Transfer Points - Projects are consistent with 40 CFR Part 93.127 Exempt Table 3 categories - Bus Terminals and Transfer Points.	Goup29
8	YOL	CAL21506	Caltrans D3	County Road 97 Intersection Improvement	On SR 16, near Woodland, at intersection with County Road 97 (PM 39.407/39.66). Construct roundabout, upgrade lighting, rehabilitate pavement and drainage systems, install Closed-Circuit Television (CCTV) and advanced warning signs with beacon, and construct new curb ramps and driveway.	Exempt (40 CFR 93.127) - Projects Exempt From Regional Emissions Analyses - Intersection channelization projects	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	Group19

Review of Regional Conformity Exemption Status

#	County	MTIP ID	Sponsor	Project Name	Expanded Project Description	Project Type	Grouped Project Description	Group No.
9	Yuba	CAL21505	Caltrans D3	Oakley-Dairy Intersection Improvement	On SR 65, near Wheatland, at intersection with Dairy Road (PM 2.5/2.7). Install traffic signal, Closed-Circuit Television (CCTV), advanced warning beacon, and lighting, construct Maintenance Vehicle Pullout (MVP), and rehabilitate drainage systems.	Grouped Projects for Intersection Signalization - Projects are consistent with 40 CFR Part 93.127 Exempt Table 3 categories - Intersection Signalization Projects.	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	Group19
10	VAR	CAL21502	Caltrans D3	ADA Curb Ramps, APS and Retroreflective Backplate Project	In various counties, on various routes, at various locations. Install backplates with retroreflective borders to existing signal heads and Accessible Pedestrian Signals (APS), stripe crosswalks with ladder style markings, and upgrade facilities to Americans with Disabilities Act (ADA) standards.	Grouped Projects for Bicycle and pedestrian facilities - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Grouped Projects for Safety Improvements - SHOPP Collision Reduction Program - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	Group19
11	ELD	CAL21503	Caltrans D3	Pollock Pines Pavement Preservation	On US 50, near Pollock Pines, from 0.3 mile west of Ridgeway Drive. Undercrossing to 0.1 mile west of Ice House Road (PM 28.6/39.7). Rehabilitate pavement and drainage systems, and upgrade signs, lighting, and Transportation Management System (TMS) elements.	Exempt (40 CFR 93.126) - Safety - Pavement resurfacing and/or rehabilitation	Grouped Projects for Pavement resurfacing and/or rehabilitation - SHOPP Roadway Preservation Program - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow pavements or reconstructing bridges (no additional travel lanes)	Group01
12	YOL	CAL21504	Caltrans D3	Knights Landing Complete Streets	On SR 113, near Knights Landing, from 0.1 mile south of County Road 102 to Sutter County line; also on Route 45, from Route 113 to 0.1 mile south of County Road 108 (PM 0.0/0.2). (PM 21.1/22.076). Rehabilitate sidewalks and pavement, upgrade facilities to Americans with Disabilities Act (ADA) standards, and add Class II bikeway.	Grouped Projects for Bicycle and pedestrian facilities - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Grouped Projects for Safety Improvements - SHOPP Mandates Program - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Railroad/highway crossing, Safer non-Federal-aid system roads, Shoulder improvements, traffic control devices and operating assistance other than signalization projects, Intersection signalization projects at individual intersections, Pavement marking demonstration, Truck climbing lanes outside the urbanized area, Lighting improvements, Emergency truck pullovers	Group25
13	PLA	CAL21507	Caltrans D3	PLA & NEV-80 Bridge Rehabilitation at 6 Locations	On I-80, in Nevada and Placer Counties, on Route 80, at six bridge locations. Replace bridge decks, bridge railings, paint steel girders, and upgrade guardrails and signs. (Long Lead Project)	Exempt (40 CFR 93.126) - Safety - Non capacity widening or bridge reconstruction	Grouped Projects for Bridge Rehabilitation and Reconstruction - SHOPP Program - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Group34

Review of Regional Conformity Exemption Status

#	County	MTIP ID	Sponsor	Project Name	Expanded Project Description	Project Type	Grouped Project Description	Group No.
14	SAC	SAC25442	City of Rancho Cordova	Rancho Cordova Safety Action Plan	Develop a comprehensive Safety Action Plan, evaluating and updating the traffic calming program, and testing different traffic safety data software options.	Exempt (40 CFR 93.126) - Other - Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies.	Grouped Projects for Planning activities - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Planning activities conducted pursuant to titles 23 and 49 U.S.C.	Group16
15	PLA	PLA25900	City of Roseville	Roseville Transit FY 2022 Section 5307 Grant Operating Assistance	Roseville Transit operating assistance utilizing FFY 2022 Section 5307 funds and the required local match. Total project cost is \$2,381,036. FFY 2022 Section 5307 Sacramento (UZA 060390): \$1,190,518. Local match provided by LTF.	Exempt (40 CFR 93.126) - Mass Transit - Operating assistance to transit agencies	Grouped Projects for Operating assistance to transit agencies - Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Operating assistance to transit agencies.	Group15