

APPENDIX D: SACRAMENTO URBAN AREA TRANSPORTATION PRIORITIES

Rank and Color	Urban Area / County	Facility/Route/Corridor/System	From-To/Route Intersected	Importance of Facility to Local, Regional Mobility and why Improvements are Needed	Improvement Needed	How Improvement will Benefit/Support State's Future Development/Quality of Life	Likely Status (Including Funding) of Project in 2019 under Current Funding
1	Sacramento County	Arterial Roadway System	Various locations Countywide.	The County's arterial roadways serve high volumes of all traffic types including commuters, commercial traffic and goods movement; and connect residents and businesses to the freeway system and other major regional and interregional corridors. Arterials also serve as critical routes for the County's public transit systems. Currently, 43 percent (about 500 lane miles) of the County's arterial system is in a state of disrepair and in need of rehabilitation.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	Sacramento County has a deferred pavement maintenance backlog on Arterial roadways totaling \$65,000,000. Existing funding sources are not sufficient to reduce this backlog, nor do they provide enough funding for preventive maintenance that would keep the backlog from increasing.
	Sacramento County	Collector Roadway System	Various locations Countywide.	The County's collector roadways serve moderate volumes of residential and commercial traffic, and connect residential communities to the arterial system. Collectors also serve as public transit routes. Currently, 48 percent (about 420 lane miles) of the County's arterial system is in a state of disrepair and in need of rehabilitation.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	Sacramento County has a deferred pavement maintenance backlog on collector roadways totaling \$60,000,000. Existing funding sources are not sufficient to reduce this backlog, nor do they provide enough funding for preventive maintenance that would keep the backlog from increasing.
	Sacramento County	Urban Residential Street System	Various locations Countywide.	The County's urban residential streets connect residents to the rest of the transportation system. These streets are also critical to the quality of life in neighborhoods as they are essentially an extension of a resident's home and affect their daily life. Currently, 57 percent (about 1,590 lane miles) of the County's urban residential streets are in a state of disrepair and in need of rehabilitating.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	Sacramento County has a deferred pavement maintenance backlog on urban residential streets totaling \$265,000,000. Existing funding sources are not sufficient to reduce this backlog, nor do they provide enough funding for preventive maintenance that would keep the backlog from increasing.
	Sacramento County	Rural Residential Roadway System	Various locations Countywide.	The County's rural residential roadways connect residents in the County's rural communities to the rest of the County's transportation system. These roadways are critical to the residents as there are few travel options in the communities outside of the urban areas. These roadways also support agricultural operations and serve as farm-to-market routes. Rural residential roadways also include the levee roads maintained by Sacramento County in the Sacramento River Delta. Currently, 62 percent (about 390 lane miles) of the County's rural residential system is in a state of disrepair and in need of rehabilitation.	Pavement and subbase repair; pavement overlay; reconstruction of full pavement section.	Poor pavement conditions impact traffic safety and increase congestion. It also results in increased costs to motorists, businesses and transit operators due to increased wear-and-tear on vehicles. The longer poor pavement conditions persist, the higher the cost to improve roadways to an acceptable condition. A roadway with a fair to poor PCI rating can cost up to five times more to rehabilitate than a road in good condition.	Sacramento County has a deferred pavement maintenance backlog on rural residential roadways totaling \$60,000,000. Existing funding sources are not sufficient to reduce this backlog, nor do they provide enough funding for preventive maintenance that would keep the backlog from increasing.
2	Sacramento and Yolo	I-80 / U.S. 50 Bus/Carpool Lanes in both directions	Richards Blvd PM Yol 80 0.237			Bus/Carpool Lanes in both directions from Richards Blvd. (in Davis) to the I-5/US 50 Interchange. Inc. new bike bridge across the Yolo Causeway.	
3	Sacramento	Green Line: MOS2 & MOS3	Richards blvd			Extend rail from Richards Blvd. to Sacramento International Airport	

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4	Multiple Counties	Broadway Bridge				From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)	
5	Sacramento	Lower American River Crossing				New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through need and purpose study anticipated to begin in 2012.	
6	Placer	I-80/SR 65 Interchange Improvements Phase 3				In Placer County: Between Douglas Blvd. and Rocklin Road; Widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street, and Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes.	
	Placer	I-80/SR 65 Interchange Improvements Phase 2				In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp.	
	Placer	I-80/SR 65 Interchange Improvements Phase 4				In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	
	Placer	I-80/SR 65 Interchange Improvements Phase 1				In Placer County: Between I-80 and Pleasant Grove Blvd; Reconfigure I-80/SR 65 interchange to widen northbound and southbound SR 65 from 2 to 3 lanes, and widen westbound to northbound ramp from 1 to 2 lanes. (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits.)	

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7	Sacramento	Sacramento Intermodal Transportation Facility - Phase 3				Intermodal Facility Phase 3 project is the creation of a larger multi-modal transportation center that can meet the region's expanded transportation needs and accommodate high speed trains, commuter rail, light rail, streetcars, transit bus lines, and intercity buses. It will involve expansion of the terminal facilities including passenger amenities and spaces, transportation operations areas, site and circulation improvements and joint development	
8	Sacramento and Yolo	Sacramento-West Sacramento Downtown/Riverfront Streetcar Project (Phase 1)	Sacramento			Construction of the Phase 1 of the Downtown/Riverfront Streetcar. The alignment runs from West Sacramento Civic Center/Riverfront Street to the Midtown entertainment, retail, and residential district of Sacramento.	
9	Sacramento	Auburn Blvd Complete Streets	Northern City Limits			Rebuild and revitalize Auburn Blvd. from the northern city limits to as far south as Rusch Park by upgrading infrastructure to support mixed land uses and improving bicycle and pedestrian safety. Includes design, ROW acquisition and construction; utility undergrounding, ADA, Pedestrian, Bicycle and Transit Improvements, traffic signal upgrades, LED street light conversion, full road reconstruction, hardscape and landscape.	
10	Yolo	Sacramento River Deep Water Ship Channel Deepening				Dredge remainder of 35 miles of 43 mile ship channel an additional 5' to 35' in depth. This 15% increase in channel depth will allow larger ships and thus will increase allowable ship capacity by 40% (from 25,000 tons to 35,000 tons). Ship channel boundaries are from Collinsville (just above Suisun Bay) up to West Sacramento.	
	Sacramento	Hi-bus on Watt Ave	Watt/Manlove Station			Develop a 12.5 mile Hi Bus corridor on Watt Avenue between Watt/Manlove station to Placer County Line. Include 9 artic buses	
	Sacramento	Hi-bus on Florin Rd	JFK High School			Develop Hi Bus corridor on Florin Road with enhanced bus from JFK High School to Old Town Florin (8 miles), and BRT from Old Town Florin to Bradshaw (3.5 miles). Include 9 artic buses	
	Sacramento	Hi-bus on El Camino Ave	Sunrise Mall			Develop an enhanced bus corridor along 15.5 miles Sunrise Mall to the Royal Oaks station. Include 11 artic buses	

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11	Sacramento	Hi-bus on Stockton Blvd	Downtown Sacramento			Develop an enhanced bus corridor along 12 miles along Stockton Boulevard between Downtown Sacramento and Cosumnes River College. Include 9 artic buses	
	Sacramento	Hi-bus on Arden Way				Develop 9-mile enhanced bus corridor on Arden Way. Include 7 artic buses	
	Sacramento	Hi-bus on Sunrise South				Develop 8-mile enhanced bus corridor on Sunrise Blvd. Include 6 artic buses	
	Sacramento	Hi-bus on Auburn Blvd	Watt/I-80			Develop an enhanced bus corridor along 6.5 miles along Auburn Boulevard between Watt/I-80 and Citrus Heights. Include 5 artic buses. (precursor to LRT to Citrus Heights).	
	Sacramento	Hi Bus from CRC to Elk Grove	Cosumnes River College	Kammerer Rd.		This project is to develop an enhanced bus corridor 8.5 miles along Bruceville Rd to Big Horn to Kammerer to 99 between Cosumnes River College and Elk Grove.	
12	Sacramento	Capital City Freeway (SR 51) widening over the American River	SAC 51 PM 2.682	SAC 51 PM 2.768		Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a bus carpool lane in both directions. New Class I bike path next to the freeway.	
13	Sacramento	Easton Valley Pkwy.	Prairie City Rd	Empire Ranch Rd		Construct New Road: 4 lanes from Prairie City Rd. to Empire Ranch Rd. Extension south of U.S. 50.	
14	Placer and Sacramento	Roseville Third Track				On the UP mainline, from Elvas Tower in Sacramento County to Roseville Station in Placer County: Construct third track. Project involves: extension of freight lead track; construction of track and signal improvements; construction of satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to ten round trips to Roseville.	
15	Yuba	Goldfields Pkwy.				Construct New Interchange: Goldfields Pkwy. at Hwy. 65 / Hwy 70 connection.	

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16	Placer	Placer County - Bus Rapid Transit Capital				Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1-CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	
17	Sutter	Pease Rd.				Construct New Interchange: 4 lanes at Pease Rd. / Hwy 99. Includes: overcrossing and connecting ramps at Hwy 99.	
18	Sacramento	Jackson Hwy. (SR 16)	South Watt Ave.	Excelsior Rd.		Widen: 4 lanes from South Watt Ave. to Excelsior Rd. Includes: continuous left turn lane.	
19	Sacramento	Zinfandel Complex Improvements - Phase2	White Rock Rd.	Folsom Blvd		Construct intersection and pedestrian improvements on Zinfandel Drive between White Rock Road and Folsom Blvd, including modifications at US 50/Zinfandel to improve safety and ease congestion along the corridor, including bridge widenings, ramp and intersection reconstruction and reconstruction of intersections.	
20	Yuba	SR 20 Shoulder Widening	Yuba River Bridge	Smartsville Road		In Yuba County on SR 20 near Smartsville, from east of the Yuba River Bridge to 0.1 mile east of Smartsville Road - Realign and widen roadway	