

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT

US 50 Gold Line Corridor Enhancement Project - Hazel Avenue/US 50 Interchange

Resolution LPP-P-2526-12BA, Amending LPP-P-2324-05B
(to be completed by CTC)

1. FUNDING PROGRAM

- Active Transportation Program
- Local Partnership Program (Competitive)
- Solutions for Congested Corridors Program
- State Highway Operation and Protection Program
- Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) effective on May 14, 2026 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, Sacramento Transportation Authority, and the Implementing Agency, Sacramento County, SacRT, sometimes collectively referred to as the "Parties".

3. RECITAL

- 3.1 Whereas at its 06/28/2023 meeting the Commission approved the Local Partnership Program and included in this program of projects the US 50 Gold Line Corridor Enhancement Project - Hazel Avenue, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Project Report attached hereto as Exhibit B, the Performance Metrics Form, if applicable, attached hereto as Exhibit C, as the baseline for project monitoring by the Commission.
- 3.2 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

- 4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.
- 4.2 To adhere, as applicable, to the provisions of the Commission:
- Resolution [redacted], "Adoption of Program of Projects for the Active Transportation Program", dated [redacted]
 - Resolution G-23-47, "Adoption of Program of Projects for the Local Partnership Program", dated 6/28/2023
 - Resolution [redacted], "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated [redacted]
 - Resolution [redacted], "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated [redacted]

- 4.3 All signatories agree to adhere to the Commission's Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.
- 4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.
- 4.5 The Implementing Agencies, as identified in Section 5.4 agrees to secure funds for any additional costs of the project.
- 4.6 The Implementing Agencies, as identified in Section 5.4 agrees to report to Caltrans on a quarterly basis; on the progress made toward the implementation of the project, including scope, cost, schedule, and anticipated benefits/performance metric outcomes.
- 4.7 Caltrans agrees to prepare program progress reports on a on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.
- 4.8 The Implementing Agencies, as identified in Section 5.4 agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.9 The Implementing Agencies, as identified in Section 5.4 agrees to submit a timely Project Performance Analysis as specified in the Commission's SB 1 Accountability and Transparency Guidelines.
- 4.10 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits and performance metric outcomes during the course of the project, and retain those records for six years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.
- 4.11 The Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for six years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

- 5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.
- 5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.
- 5.3 Performance Metrics
See Performance Metrics Form, if applicable, attached as Exhibit C.
- 5.4 Additional Provisions and Conditions *(Please attach an additional page if additional space is needed.)*

Implementing Agency	PPNO	Project	LPP Amount
Sacramento County	03-6222	Hazel Avenue/US 50 Interchange-Segment 1	\$15,000,000
Sacramento County	03-6222A	Hazel Avenue/US 50 Interchange-Segment 2	\$0
SacRT	03-LP008	Gold Line Light Rail Platform Mod. - Ph 2	\$10,000,000

This is a Project Baseline Agreement Amendment to capture: (1) the Program Amendment approved under Resolution G-26-39 at the March 2026 CTC Meeting to split the Hazel Avenue/US 50 Interchange project into two segments, and (2) the minor scope change approved by Commission staff in November 2025 for the Gold Line Light Rail Platform Modifications - Phase 3 project.

Attachments:

- Exhibit A: Project Programming Request Form
- Exhibit B: Project Report
- Exhibit C: Performance Metrics Form *(if applicable)*

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

Project Name US 50 Gold Line Corridor Enhancement Project - Hazel Avenue/US 50 Interchange

Resolution LPP-P-2526-12BA, Amending LPP-P-2324-05B

(to be completed by CTC)

Kevin Bewsey

Digitally signed by Kevin Bewsey
Date: 2026.01.29 11:06:41 -08'00'

1/29/2026

Kevin M. Bewsey, Executive Director

Date

Sacramento Transportation Authority

Project Applicant

DocuSigned by:

Ron Vicari

A3ED7206A3DA453...


1/29/2026

Ron Vicari, Director

Date

Sacramento County, Dept. Transportation

Implementing Agency


Sergio Aceves (Apr 8, 2026 15:29:02 PDT)

04/08/2026

Sergio Aceves

Date

District Director

California Department of Transportation


Cory Binns (May 19, 2026 18:09:49 PDT)

05/19/2026

FOR

Dina El-Tawansy

Director

California Department of Transportation

Date



06/18/2026

Tanisha Taylor

Date

Executive Director

California Transportation Commission

ADDITIONAL SIGNATURE PAGE

TO

PROJECT BASELINE AGREEMENT

Project Title: US 50 Gold Line Corridor Enhancement Project - Hazel Avenue/US 50 Interchange

Resolution: Amending Resolution LPP-P-2324-05B

(to be completed by CTC)



4/6/2026

Henry Li, General Manager/CEO

Date

Sacramento Regional Transit District

Implementing Agency

Date

Project Applicant

Date

Project Applicant

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	03/13/2026
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
03	3E380	0300020439	6222	Sacramento Transportation Authority		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Sacramento County	50	15.000	17.200			
				MPO	Element	
				SACOG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Spencer Ord			916-876-6601	ords@saccounty.gov		

Project Title

Hazel Avenue/US 50 Interchange - Segment 1

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

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Widen the existing Hazel Avenue overcrossing of U.S. Highway 50 (PM 15.5/17.2), modify the existing westbound on and off ramp to accommodate a shared use path to improve the multi-modal connection through the corridor, construct a retaining wall at the existing eastbound loop on-ramp to increase shoulder width and clear recovery zone, and construct a portion of a transition auxiliary lane on U.S. Highway 50 between Alder Pond and Folsom Boulevard eastbound off-ramp.

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

Legislative Districts

Assembly:	7	Senate:	6	Congressional:	3,6
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/02/2015	07/02/2015
Circulate Draft Environmental Document Document Type EIR/FONSI	03/30/2020	03/30/2020
Draft Project Report	07/27/2020	07/27/2020
End Environmental Phase (PA&ED Milestone)	10/05/2020	10/05/2020
Begin Design (PS&E) Phase	01/17/2022	01/17/2022
End Design Phase (Ready to List for Advertisement Milestone)	02/28/2025	02/28/2025
Begin Right of Way Phase	01/17/2022	01/17/2022
End Right of Way Phase (Right of Way Certification Milestone)	02/28/2025	02/28/2025
Begin Construction Phase (Contract Award Milestone)	07/31/2025	07/31/2025
End Construction Phase (Construction Contract Acceptance Milestone)	09/30/2027	09/30/2027
Begin Closeout Phase	10/01/2027	10/01/2027
End Closeout Phase (Closeout Report)	09/30/2028	09/30/2028

Date 03/13/2026

Purpose and Need

The primary purpose of the project is to modify the existing interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel, including bicycles and pedestrians. The project will meet the following objectives.

- Improve operations by removing the close intersection spacing between the eastbound ramps and Folsom Boulevard and minimizing conflict with heavy rail and light rail. This is accomplished by grade separating Hazel Avenue from Folsom Boulevard and the Sacramento Regional Transit District Gold Line corridor.
- Provide sufficient capacity in the ramps and roadways for future traffic volumes. This is accomplished through widening and lengthening on-and off-ramps.
- Maintain the Aerojet Road off-ramp connection to the approved development while improving the mainline operations. This is accomplished by removing the Aerojet Road exit from US 50 but still providing direct access to Aerojet Road through the eastbound Hazel Avenue off-ramp.

The project is needed for the following reasons.

- Existing and forecasted traffic operations and congestion are below acceptable operating standards at the Hazel Avenue/US 50 Interchange.
- Planned and approved developments identified by the adopted Sacramento County General Plan and the Sacramento Area Council of Governments' Regional Transportation Plan, including the increased traffic volumes associated with the proposed Easton Project, will increase the traffic volumes at the Hazel Avenue/US 50 interchange beyond acceptable operating standards.
- Implementation of mitigation identified in the Easton Project Final Environmental Impact Report (EIR) (County of Sacramento 2008) is required in order to accommodate the increased traffic volumes associated with that development. The Easton Project mitigation includes reconstruction of the Hazel Avenue/US 50 interchange as well as grade separation of Hazel Avenue over Folsom Boulevard and the light rail tracks. The Easton Project will contribute its fair share of funding to the improvements.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO

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

Project Outputs

Category	Outputs	Unit	Total
Bridge / Tunnel	New bridges/tunnels	SQFT	19,190
Operational Improvement	Interchange modifications	EA	2
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.36

Date 03/13/2026

Additional Information

Performance Indicators and Measures are based on construction of the complete project:

- Hazel Ave/US 50 Interchange- Segment 1 (PPNO 6222)
- Hazel Ave/US 50 Interchange- Segment 2 (PPNO 6222A)
- Gold Line Light Rail Platform Modifications - Phase 2 (PPNO LP008)

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	5,741,943	5,751,463	-9,520
			VMT per Capita	47.03	47.11	-0.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-47.52	0	-47.52
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	2.92	-2.92
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	97.8	95.6	2.2
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0406	0	0.0406
			PM 10 Tons	0.0414	0	0.0414
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-885	0	-885
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-2.37	0	-2.37
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0592	0	0.0592
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-28.4	0	-28.4
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-3.4	0	-3.4
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1	1	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.0575	0.0575	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	14.75	14.8	-0.05
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.852	0.8549	-0.0029
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,662	0	1,662
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.03	0	1.03
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	21,563,969	21,586,218	-22,249
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	23,060,450	23,106,897	-46,447

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	50	3E380	0300020439	6222

Project Title
 Hazel Avenue/US 50 Interchange - Segment 1

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	5,505							5,505	Sacramento County
PS&E	6,707							6,707	Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W	16,959							16,959	Sacramento County
CON			75,794					75,794	Sacramento County
TOTAL	29,171		75,794					104,965	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	5,505							5,505	
PS&E	4,495							4,495	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			35,624					35,624	
TOTAL	10,000		35,624					45,624	

Fund #1:	Local Funds - Sacramento Co Measure A (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	2,283							2,283	Sacramento Transportation Authority
PS&E	6,707							6,707	
R/W SUP (CT)									
CON SUP (CT)									
R/W	10,080							10,080	
CON			11,931					11,931	
TOTAL	19,070		11,931					31,001	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	2,283							2,283	
PS&E	4,495							4,495	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,312					10,312	
TOTAL	6,778		10,312					17,090	

Fund #2:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	3,222							3,222	Sacramento County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,879							6,879	
CON			11,863					11,863	
TOTAL	10,101		11,863					21,964	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,222							3,222	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,312					10,312	
TOTAL	3,222		10,312					13,534	

Fund #3:	Other Fed - SACOG Revolving Match (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm SACOG Revolving Match funds. Funding program to be determined.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,000					2,000	
TOTAL			2,000					2,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Fund swap \$2M RSTP off of Hazel in order to deliver the project in 2026 with a state-funded project.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento County Update to show Local Funds in place of US DOT - Mega Program (the National Infrastructure Project Assistance program) as application outcome is pending.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			35,000					35,000	
TOTAL			35,000					35,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Fund #5:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									20.20.210.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio \$15000 CON EXT. TO 06/30/26
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	

Complete this page for amendments only

Date 03/13/2026

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	50	3E380	0300020439	6222

SECTION 1 - All Projects

Project Background

In June 2023, \$15 million was programmed through the Local Partnership Program and the Road Repair and Accountability Act of 2017 for the construction of the Hazel Avenue/U.S. 50 Interchange Project. In May 2025, the County of Sacramento (County) requested a 12-month time extension for allocation of the Construction phase in order to complete right-of-way acquisitions. That extension was granted with a deadline of June 30, 2026. The County has made substantial progress on the critical path tasks related to right-of-way acquisition. However, due to the complexity of the process, right-of-way certification will not be achievable by the June 2026 deadline.

In response, the County proposes to divide the project into two separate construction contracts. Segment 1 will include all components that have independent utility and do not require right-of-way acquisition, for which the County intends to request construction allocation.

The County remains fully committed to delivering Segment 2 upon completion of the right-of-way phase.

Programming Change Requested

The overall project scope remains unchanged. The County proposes to segment the project into two construction contracts with a goal of requesting construction allocation for all components of the project that have independent utility and do not require right-of-way acquisition as part of Segment 1. The County will deliver Segment 1 within the timeline of the LPP-C delivery milestones.

Reason for Proposed Change

In June 2023, \$15 million was programmed through the Local Partnership Program and the Road Repair and Accountability Act of 2017 for the construction of the Hazel Avenue/U.S. 50 Interchange Project. In May 2025, the County of Sacramento (County) requested a 12-month time extension for allocation of the Construction phase in order to complete right-of-way acquisitions. That extension was granted with a deadline of June 30, 2026.

The County has made substantial progress on the critical path tasks related to right-of-way acquisition. However, due to the complexity of the process, right-of-way certification will not be achievable by the June 2026 deadline.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

The delay in project delivery is primarily attributed to the complex and high-profile nature of the right-of-way acquisition process. Given the public-facing aspects and intricacies involved, this phase requires a considerable amount of time to be completed appropriately and in compliance with all applicable procedures. Segment 2 will be delivered upon the successful completion of right-of-way acquisition.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Project Scope Change Request is sent concurrently to Caltrans, SB1, and CTC staff.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	03/18/2026
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input checked="" type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
03	03E381	0326000083	6222A	Sacramento Transportation Authority	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Sacramento County	50	15.000	17.200		
				MPO	Element
				SACOG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Spencer Ord			916-876-6601	ords@saccounty.gov	

Project Title

Hazel Avenue/US 50 Interchange - Segment 2

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

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements from Folsom Boulevard to the American River Parkway.

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

Legislative Districts

Assembly:	7	Senate:	6	Congressional:	3,6
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Project Milestone	Existing	Proposed
Project Study Report Approved	07/15/2014	
Begin Environmental (PA&ED) Phase		07/02/2015
Circulate Draft Environmental Document	Document Type EIR/FONSI	03/30/2020
Draft Project Report		07/27/2020
End Environmental Phase (PA&ED Milestone)		10/05/2020
Begin Design (PS&E) Phase		01/17/2022
End Design Phase (Ready to List for Advertisement Milestone)		04/02/2029
Begin Right of Way Phase		06/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		04/02/2029
Begin Construction Phase (Contract Award Milestone)		12/28/2029
End Construction Phase (Construction Contract Acceptance Milestone)		11/28/2031
Begin Closeout Phase		06/01/2032
End Closeout Phase (Closeout Report)		12/31/2032

Date 03/18/2026

Purpose and Need

The primary purpose of the project is to modify the existing interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel, including bicycles and pedestrians. The project will meet the following objectives.

- Improve operations by removing the close intersection spacing between the eastbound ramps and Folsom Boulevard, and minimizing conflict with heavy rail and light rail. This is accomplished by grade separating Hazel Avenue from Folsom Boulevard and the Sacramento Regional Transit District Gold Line corridor.
- Provide sufficient capacity in the ramps and roadways for future traffic volumes. This is accomplished through widening and lengthening on-and off-ramps.
- Maintain the Aerojet Road off-ramp connection to the approved development while improving the mainline operations. This is accomplished by removing the Aerojet Road exit from US 50 but still providing direct access to Aerojet Road through the eastbound Hazel Avenue off-ramp.

The project is needed for the following reasons.

- Existing and forecasted traffic operations and congestion are below acceptable operating standards at the Hazel Avenue/US 50 Interchange.
- Planned and approved developments identified by the adopted Sacramento County General Plan and the Sacramento Area Council of Governments' Regional Transportation Plan, including the increased traffic volumes associated with the proposed Easton Project, will increase the traffic volumes at the Hazel Avenue/US 50 interchange beyond acceptable operating standards.
- Implementation of mitigation identified in the Easton Project Final Environmental Impact Report (EIR) (County of Sacramento 2008) is required in order to accommodate the increased traffic volumes associated with that development. The Easton Project mitigation includes reconstruction of the Hazel Avenue/US 50 interchange as well as grade separation of Hazel Avenue over Folsom Boulevard and the light rail tracks. The Easton Project will contribute its fair share of funding to the improvements.

NHS Improvements YES NO Roadway Class 2 Reversible Lane Analysis YES NO

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

Project Outputs

Category	Outputs	Unit	Total
Operational Improvement	Interchange modifications	EA	1
Bridge / Tunnel	Modified / Improved interchanges	SQFT	35,100
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.38

Date 03/18/2026

Additional Information

Performance Indicators and Measures are based on completion of the entire project:

- Hazel Ave/US 50 Interchange- Segment 1 (PPNO 6222)
- Hazel Ave/US 50 Interchange- Segment 2 (PPNO 6222A)
- Gold Line Light Rail Platform Modifications - Phase 2 (PPNO LP008)

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	5,741,943	5,751,463	-9,520
			VMT per Capita	47.03	47.11	-0.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-47.52	0	-47.52
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	2.92	-2.92
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	97.8	95.6	2.2
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0406	0	0.0406
			PM 10 Tons	0.0414	0	0.0414
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-885	0	-885
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-2.37	0	-2.37
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0592	0	0.0592
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-28.4	0	-28.4
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-3.4	0	-3.4
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1	1	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.0575	0.0575	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	14.75	14.8	-0.05
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.852	0.8549	-0.0029
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,662	0	1,662
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.03	0	1.03
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	21,563,969	21,586,218	-22,249
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	23,060,450	23,106,897	-46,447

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	50	03E381	0326000083	6222A

Project Title
 Hazel Avenue/US 50 Interchange - Segment 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Sacramento County
PS&E									Sacramento County
R/W SUP (CT)									Sacramento County
CON SUP (CT)									Sacramento County
R/W									Sacramento County
CON									Sacramento County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E	3,400							3,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W	17,100							17,100	
CON							121,488	121,488	
TOTAL	20,500						121,488	141,988	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E	3,400							3,400	
R/W SUP (CT)									
CON SUP (CT)									
R/W	17,100							17,100	
CON							50,000	50,000	
TOTAL	20,500						50,000	70,500	

Fund #2:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Update to show Local Funds in place of US DOT - Mega Program (the National Infrastructure Project Assistance program) as application outcome is pending.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON							71,488	71,488	
TOTAL							71,488	71,488	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #3:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Update to show Local Funds in place of US DOT - Mega Program (the National Infrastructure Project Assistance program) as application outcome is pending.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	10/29/2025 17:26:32	
Programs <input type="checkbox"/> LPP-C		<input type="checkbox"/> LPP-F	<input type="checkbox"/> SCCP	<input type="checkbox"/> TCEP	<input type="checkbox"/> STIP	<input type="checkbox"/> Other	
District	EA	Project ID	PPNO	Nominating Agency			
03			LP008	Sacramento Transportation Authority			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Sacramento County	OFF			MPO		Element	
				SACOG		Mass Transit (MT)	
Project Manager/Contact			Phone	Email Address			
Joe Paglieroni			916-869-6746	jpaglieroni@sacrt.com			

Project Title

Gold Line Light Rail Platform Modifications- Phase 2

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

City of Sacramento and Sacramento County.
 Original Scope: Light rail vehicle station conversions to accommodate low floor light rail vehicles (LRVs). Funds used for phase 2 conversions of light rail stations along the Gold Line (29 stations).

Revised Scope:

- Modify/update existing station platforms, entrance/exit ramps, concrete retaining walls, concrete curbing
 - Adjusting & relocating existing handrails, station furniture, wayfinding signage (station name, no solicitation, no loitering, no walking, no crossing) and other amenities
 - Replacing/upgrading/install braille signs, detectable warning tiles, and fencing
 - SacRT administrative/oversight labor.
 - Landscaping modifications - Trees and planters may need to be removed, moved or replaced due to new shelter & platform heights
 - Station signal/communication rehabilitation/renovation
 - Modifying/repairing/upgrading impacted drainage facilities
- See "Additional Information" for more scope of work detail

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

Legislative Districts

Assembly:	8	Senate:	6	Congressional:	6
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	06/01/2019	06/01/2019
Circulate Draft Environmental Document Document Type		
Draft Project Report	07/01/2019	07/01/2019
End Environmental Phase (PA&ED Milestone)	08/31/2019	08/31/2019
Begin Design (PS&E) Phase	04/30/2022	04/30/2022
End Design Phase (Ready to List for Advertisement Milestone)	11/30/2024	11/30/2024
Begin Right of Way Phase	12/01/2024	12/01/2024
End Right of Way Phase (Right of Way Certification Milestone)	12/01/2024	12/01/2024
Begin Construction Phase (Contract Award Milestone)	05/31/2025	05/31/2025
End Construction Phase (Construction Contract Acceptance Milestone)	07/31/2026	07/31/2026
Begin Closeout Phase	08/01/2026	08/01/2026
End Closeout Phase (Closeout Report)	12/31/2026	12/31/2026

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Purpose and Need

The Gold Line Modernization is a multi-phase project to accommodate the transition from high floor to low-floor light rail vehicles (LRVs), resulting in significantly improved accessibility for people with disabilities, seniors, bicycles, and all passengers requiring ramp access improve transit accessibility for all transit riders, particularly for those using mobility devices. This project will provide better accessibility for all passengers and will increase ridership along the Gold Line connecting Folsom, Downtown Sacramento, and points in between.

NHS Improvements <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class NA	Reversible Lane Analysis <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	

Project Outputs			
Category	Outputs	Unit	Total
Rail/ Multi-Modal	Station improvements	EA	29

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Additional Information

This section includes additional information pertaining to the revised scope of work to be performed:

- Painting on concrete, rails, shelters and other areas as needed
- Removing all in-ground artwork in direct conflict
- Marketing Materials & Supplies
- Crosswalk areas, fencing, painting
- Flagging Services
- Construction Management
- Contingency for unforeseen items that may arise during design and construction
- Train Wayside Communication (TWC) signal relocation and equipment
- Route selector switches relocation and equipment
- 23rd Street Spur Track Removal. Spur track (must be removed before the station can be extended)
- Adjusting shelter heights.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	5,741,943	5,751,463	-9,520
			VMT per Capita	47.03	47.11	-0.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	-47.52	0	-47.52
			Hours per Capita	0	0	0
System Reliability (Freight)	LPPC, SCCP, LPPF	Peak Period Travel Time Reliability Index (Only 'No Build' Required)	Index	0	2.92	-2.92
	LPPC, SCCP, LPPF	Level of Transit Delay (if required)	% "On-time"	97.8	95.6	2.2
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.0406	0	0.0406
			PM 10 Tons	0.0414	0	0.0414
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	-885	0	-885
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	-2.37	0	-2.37
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0.0592	0	0.0592
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	-28.4	0	-28.4
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	-3.4	0	-3.4
Safety	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	1	1	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.0575	0.0575	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	14.75	14.8	-0.05
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0.852	0.8549	-0.0029
Economic Development	LPPC, SCCP, TCEP, LPPF	Jobs Created (Only 'Build' Required)	Number	1,662	0	1,662
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	1.03	0	1.03
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	21,563,969	21,586,218	-22,249
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	23,060,450	23,106,897	-46,447

District	County	Route	EA	Project ID	PPNO
03	Sacramento County	OFF			LP008

Project Title
 Gold Line Light Rail Platform Modifications- Phase 2

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	214							214	Sacramento Regional Transit District
PS&E	1,650							1,650	Sacramento Regional Transit District
R/W SUP (CT)									Sacramento Regional Transit District
CON SUP (CT)									Sacramento Regional Transit District
R/W									Sacramento Regional Transit District
CON	4,142	19,863	25,647	5,000				54,652	Sacramento Regional Transit District
TOTAL	6,006	19,863	25,647	5,000				56,516	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	214							214	
PS&E	1,250		917					2,167	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	14,899		45,253					60,152	
TOTAL	16,363		46,170					62,533	

Fund #1:	Local Funds - Developer Fees (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	100							100	Sacramento County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)	100							100	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	100							100	

Fund #2:	Other State - STA Transit Assist (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)	114							114	Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,089							1,089	
TOTAL	1,203							1,203	
Proposed Funding (\$1,000s)									
E&P (PA&ED)	114							114	
PS&E			517					517	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,982		3,572					7,554	
TOTAL	4,096		4,089					8,185	
Fund #3:	RSTP - STP Local (Committed)								
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E	1,650							1,650	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				5,000				5,000	
TOTAL	1,650			5,000				6,650	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E	1,250							1,250	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,250							1,250	

Fund #4:	Other Fed - SACOG Revolving Match (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,000					2,000	
TOTAL			2,000					2,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,000					2,000	
TOTAL			2,000					2,000	
Fund #5:	Other Fed - THUD appropriation (Committed)								
Existing Funding (\$1,000s)									20.30.010.300
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,647					3,647	
TOTAL			3,647					3,647	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,516					2,516	
TOTAL			2,516					2,516	

Fund #6:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									20.20.210.200
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL			10,000					10,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL			10,000					10,000	

Fund #7:	FTA Funds - Section 5307/5337 (Committed)								Program Code
Existing Funding (\$1,000s)									FTA-TRANSIT
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Regional Transit District
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		19,863	10,000					29,863	
TOTAL		19,863	10,000					29,863	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			400					400	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	10,917		17,395					28,312	
TOTAL	10,917		17,795					28,712	

Fund #8:	Other State - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Sacramento Regional Transit District State-Housing and Community Development- Transit Oriented Development Program
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,053							2,053	
TOTAL	2,053							2,053	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund #9:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Folsom Folsom Annexation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,000							1,000	
TOTAL	1,000							1,000	

Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,000					1,000	
TOTAL			1,000					1,000	

Fund #10:	Other State - State Transportation Improvement Program (STIP) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	
Fund #11:	Other State - State of Good Repair (SB1) (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,770					3,770	
TOTAL			3,770					3,770	

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District	County	Route	EA	Project ID	PPNO
03	Sacramento County	OFF			LP008

SECTION 1 - All Projects

Project Background

No change to project.

Programming Change Requested

Move all CON funds not programmed in FY24/25 to FY24/25. Reduce STP in PE from \$1,650 to \$1,250.

Reason for Proposed Change

Since LPP-C funds are programmed in FY24/25, all other CON funds must be programmed in FY24/25. Only \$1,250 STP funds needed for PE. Remainder (\$400) removed.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

4/29/25: Design phase incorporated additional items not previously anticipated- including modification of entrance/exit ramps, retaining walls, curbing; relocation of wayfinding signage; installing braille signs; additional landscaping modifications; train wayside communication signal relocation and equipment; route selector switch relocation and equipment; and spur track removal at the 23rd St. station. extending design completion date to June 2025.

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

N/A

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

Exhibit B:

1. **Hazel Ave/US 50 Interchange Project Report Links**
PPNO 6222 / 03-3E380
PPNO 6222A
2. **Gold Line Light Rail Platform Modifications- Phase 2
Project Report**
PPNO LP008

1. **Hazel Ave/US 50 Interchange Project Report Links**

PPNO 6222 / 03-3E380

PPNO 6222

Exhibit B: Project Report

Baseline Agreement links to documents

Hazel Ave/ US 50 Interchange Project

- Segment 1 – PPNO 6222
- Segment 2 – PPNO 6222A

Sacramento County, Department of Transportation Project WebPage:

<https://sacdot.saccounty.net/Pages/Project-Hazel-StateRoute50.aspx>

Project Report

[Hazel Avenue/US 50 Interchange Project - PPNO 6222](#)

Supplemental Memo – 10/17/2023

[Supplemental Memo 10/17/2023](#)

Scope Change Request Document – 1/30/2026

[Scope Change Request 1/30/2026](#)

Environmental Impact Report

[Hazel Avenue/U.S. 50 Interchange Project – EIR](#)

Project Report

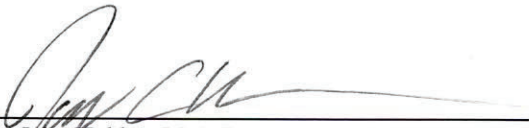
On Route U.S. 50
Between Post Mile 15.0
And Post Mile 17.2

I have reviewed the right-of-way information contained in this report and the right-of-way data sheet attached hereto, and find the data to be complete, current and accurate:



John Ballantyne, *CHIEF, NORTH REGION RIGHT OF WAY*

APPROVAL RECOMMENDED:



John Holder, *PROJECT MANAGER*

APPROVED:



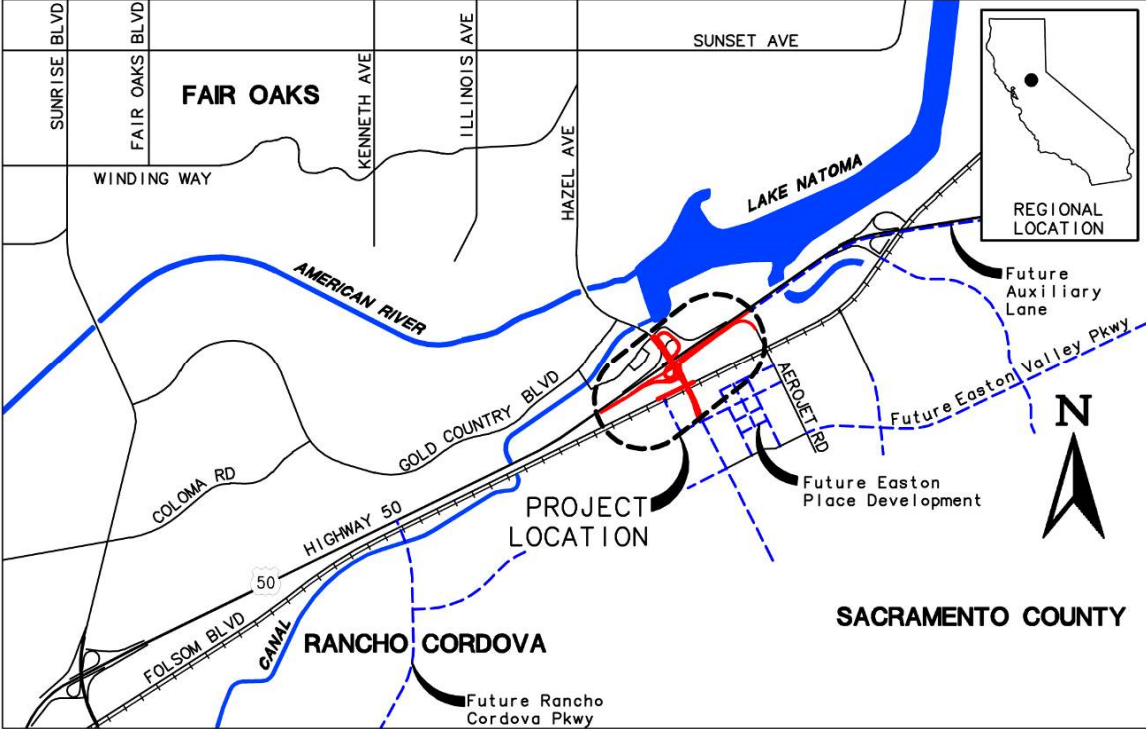
for

Amarjeet S. Benipal, *DISTRICT 3 DIRECTOR*

1/14/2021

DATE

Vicinity Map



This project report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



12/15/2020

R. MATTHEW BROGAN, REGISTERED CIVIL ENGINEER

DATE



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1. INTRODUCTION

The County of Sacramento (County), in cooperation with the California Department of Transportation (Caltrans) and the City of Rancho Cordova, is proposing the Hazel Avenue/U.S. 50 (US 50) Interchange Project (proposed project) to modify the existing interchange, and extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Placerville Transportation Corridor Joint Power Authority (SPTC-JPA) rail corridor. Hazel Avenue will be extended further south to a proposed intersection with the future Atlanta Street (a new roadway to be constructed as part of the Easton Place development). This project has been assigned Project Development Processing Category 4 for modifying an interchange and will need a revised freeway agreement.

The proposed project would construct modifications to the existing US 50/Hazel Avenue interchange and extend Hazel Avenue to the south. Improvements include an overhead over Folsom Boulevard and the SPTC-JPA rail line corridor, ramp modifications at the US 50/Hazel Avenue interchange and widening of the existing Hazel Avenue Overcrossing. The project also includes the widening of eastbound US 50 to the Folsom Boulevard eastbound off-ramp. See Attachment B.

The Preferred Alternative, Alternative 1 (L-9 Interchange with Viaduct Connector) includes the following improvements:

- Widen Hazel Avenue overcrossing on the west side over US 50.
- Reconstruction of eastbound off-ramp, eastbound loop on-ramp and eastbound diagonal on-ramp, generally in the same location as existing, to conform to proposed Hazel Avenue profile and to accommodate ultimate fifth lane on mainline, per the U.S. Highway 50 Transportation Corridor Concept Report.
- Construction of viaduct connection to Aerojet Road, crossing over Hazel Avenue.
- Grade-separation of Hazel Avenue over Folsom Boulevard
- Construction of a portion of an eastbound transition auxiliary lane on US 50 from Hazel Avenue to the eastbound Folsom Boulevard loop-on ramp.
- Modification of the Aerojet Road off-ramp to eliminate the weave on eastbound US 50.
- Widening of eastbound US 50 to the Folsom Boulevard eastbound off-ramp.
- Realignment of the westbound loop on-ramp, with the ramp intersection shifted north towards the westbound off-ramp terminus, increasing storage lengths. The ramp would be metered with two lanes; one mixed flow and one HOV bypass with signal heads at both lanes.
- Realignment of the eastbound diagonal off-ramp to conform with the new Hazel Avenue profile.
- Realignment of the eastbound diagonal on-ramp to conform with the new Hazel Avenue profile. The ramp would be metered with two lanes: one mixed-flow lane and one HOV bypass with signal heads at both lanes.
- Reconstruction of the eastbound loop on-ramp to conform with the new Hazel Avenue profile. The ramp would be metered with two lanes: one mixed-flow lane and one HOV bypass with signal heads at both lanes. A tie-back wall at the

abutment of the overcrossing is proposed to maximize the opening through the structure. The loop ramp would develop an additional lane on US 50 that would continue on to the Folsom Boulevard interchange.

- Construction of eastbound on- and off-ramp auxiliary lanes on US 50, from west of the Hazel Avenue to eastbound off-ramp, and from the loop on-ramp extending to the Folsom Boulevard interchange.
- Construction of Atlanta Street, which would connect Folsom Boulevard and the southern extension of Hazel Avenue. This section of Atlanta Street is referred to as the “jughandle” due to its shape from an aerial perspective.
- Modification of traffic signals at the ramp terminal intersections and at Tributary Point. Installation of safety lighting at the ramp intersections will also be included.
- Installation of an overhead sign truss to help drivers identify the correct lanes to use to access the US 50 westbound on-ramp, the eastbound loop on-ramp, and Tributary Point Drive.
- Construction of a new signalized intersection and at-grade railroad crossing at Folsom Boulevard and the jughandle; this would include dual left turns and a right turn from Folsom Boulevard onto the jughandle and dual right and left turns from the jughandle onto Folsom Boulevard.
- Creation of a new bicycle/pedestrian route along Hazel Avenue that is separated from vehicular traffic between Folsom Boulevard and the American River Bicycle Trail. The new 12-foot-wide facility would run along the east side of Hazel Avenue beginning at the intersection with the jughandle. It would extend to the north and cross the proposed US 50 eastbound on-ramp at grade. It would then continue along the east side of the Hazel Avenue overcrossing to cross US 50. The trail would then extend adjacent to the loop on-ramp and be grade separated at the US 50 westbound ramp terminal. The bike path would cross underneath the US 50 ramps with concrete slab bridge structures.
- Removal of existing Hazel Avenue/Folsom Boulevard intersection, re-striping lanes, and addition of sidewalk on the south side of Folsom Boulevard.

Project Limits	03-SAC-50; PM 15.0-17.2	
Number of Alternatives	4 Alternatives - 2 Alternatives with 1 sub-alternative and a no build	
	Current Cost Estimate:	Escalated Cost Estimate:
Capital Outlay Support	\$26.9 Million	\$29.6 Million
Capital Outlay Construction	\$55.8 Million	\$62.1 Million
Capital Outlay Right-of-Way	\$11.9 Million	\$13.0 Million
Funding Source	Local (Development Fees, CIP funds and Measure A)	
Funding Year	2020	
Type of Facility	Freeway	
Number of Structures	6	

Environmental Determination or Document	Environmental Impact Report (CEQA) - Environmental Assessment/Finding of No Significant Impact (NEPA)
Legal Description	In Sacramento County, Hazel Avenue, between Folsom Boulevard and US Highway 50: multi-modal corridor improvements, interchange improvements; widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and US Highway 50.
Project Development Category	4

2. RECOMMENDATION

It is recommended to approve the project using the Preferred Alternative as described herein, allow the project to proceed to the first phase of design, and to negotiate the following agreements:

- Maintenance Agreement with Sacramento County
- Freeway Agreement with Sacramento County
- Construction and Maintenance Agreement with SPT-JPA

The affected agencies (City of Rancho Cordova and Sacramento County) have been consulted with respect to the project and they are in general accord with the plan as presented.

3. BACKGROUND

Project History

The Hazel Avenue extension to Easton Valley Parkway and ultimately White Rock Road is a priority improvement within the sub-region surrounding US 50 in eastern Sacramento County.

On January 28, 2009, the Sacramento County Board of Supervisors approved the General Plan Amendment, Zoning Ordinance, Tentative Subdivision map and Affordable Housing Plan for Easton Place and Glenborough developments. These developments are located on approximately 6,699 acres of land owned by GenCorp Realty Investments (GenCorp) in eastern Sacramento County, and are identified by the adopted Sacramento Area Council of Governments (SACOG) Blueprint and Regional Transportation Plan.

Through the efforts of the 50 Corridor Mobility Partnership, preliminary studies were initiated to identify potential improvements to the interchange and the extension of Hazel Avenue south beyond Folsom Boulevard to accommodate the planned and approved growth.

The Project Study Report (PSR) was approved July 2014 allowing the project to move into the PA&ED Phase. The Final Traffic Operations Report was submitted in 2016. Advance Planning Studies (APS) have been submitted for each of the bridge alternatives. The Draft Project Report (DPR) was approved on February 11, 2020 identifying two build alternatives plus one variation on Alternative 1. Alternative 1 was selected as the preferred alternative during the environmental process.

Related Projects – Natoma Overhead Widening/Folsom Boulevard Ramp Metering

Caltrans and the County entered into a Cooperative Agreement (03-0545) on November 7, 2013, which specified the terms and conditions for improvements to the US 50/Folsom Boulevard interchange. The Folsom Boulevard Overcrossing, also known as the Natoma Overhead, was widened (varied width) in the eastbound direction, the eastbound on-ramps were reconstructed with ramp metering and HOV bypass, the entrance lane was extended on the new widening and 1,000 feet beyond the structure, and the eastbound off-ramp was minimally reconstructed to accommodate the improvements. The project was completed in 2016.

Related Projects – Easton Place “Jughandle”

As part of a separate project, the County is currently designing improvements on Hazel Avenue south of US 50. A new roadway will be constructed from the western leg of the intersection of Hazel Avenue and the future Atlanta Street, which will turn north to connect to Folsom Boulevard. This quadrant roadway is referred to as the “jughandle” within this DPR. This roadway will remain with the ultimate interchange improvements, providing full access between Folsom Boulevard and the grade-separated Hazel Avenue.

Community Interaction

The following public outreach efforts have been conducted:

- Community open house on March 7, 2013
- Public scoping meeting on March 3, 2016
- Web site updates
- Press releases to various publications
- EIR Public Information Meeting on March 9, 2020

Existing Roadway Facilities

Between the US 50/Sunrise Boulevard and US 50/Hazel Avenue interchanges, US 50 is an eight-lane freeway, including two high-occupancy vehicle (HOV) lanes. The US Highway 50 Transportation Corridor Concept Report (TRC) has identified this section as having an ultimate build-out of 10 lanes including HOV lanes, and two auxiliary lanes to Folsom Boulevard.

Between the US 50/ Hazel Avenue and Folsom Boulevard interchanges, this is a 6-lane freeway with a west bound through lane addition from Folsom Boulevard and an eastbound lane drop at Folsom Boulevard. The TRC has identified this section ultimate build-out of 8-lanes including HOV lanes.

The existing interchange at Hazel Avenue is a Type L-9 (partial cloverleaf), with two-lane off-ramps in both directions. The WB on-ramp from SB Hazel Avenue is a two-lane ramp with HOV bypass. The WB on-ramp from NB Hazel Avenue is a single lane without HOV bypass. The EB on-ramps are single lane ramps with HOV bypass.

Hazel Avenue is a six-lane arterial trending north-south and terminating at the Folsom Boulevard intersection south of US 50. The existing overcrossing was constructed in 1994 and is a two-span cast-in-place post-tensioned concrete box girder. The existing profile of Hazel Avenue over US 50 contains a non-standard vertical curve providing sight distance that corresponds with a design speed of 33 mph (using calculations per the State of California Department of Transportation Highway Design Manual [HDM]).

A private roadway extends south of the intersection of Hazel Avenue and Folsom Boulevard into the Aerojet facility. The roadway contains a public at-grade crossing of the SPTC-JPA rail corridor.

There is an existing 5-foot wide sidewalk on the east side of the Hazel Avenue Overcrossing spanning over US 50. Immediately north of US 50, the existing sidewalk to remain exceeds 5% longitudinal slope. Hazel Avenue has standard outside shoulders that accommodate bicycle traffic.

Folsom Boulevard is a four-lane arterial trending east-west, generally running parallel to US 50. The existing Folsom Boulevard/Hazel Avenue intersection is approximately 640 feet from the Hazel Avenue Overcrossing and 200 feet from the eastbound ramp intersections.

The SPTC-JPA rail corridor parallels Folsom Boulevard to the south. Within the corridor Sacramento Regional Transit District (SacRT) operates single-tracked light rail, and Union Pacific Railroad (UPRR) operates a single-tracked heavy rail.

Approximately 350 feet east of the Hazel Avenue eastbound on-ramp is the Aerojet Road off-ramp. The isolated off-ramp exits to Folsom Boulevard. Aerojet Road continues south of Folsom Boulevard as a private road but is proposed to become a Main Street access point to the Easton Place development.

East of the Aerojet Road off-ramp is the Folsom Boulevard Bikeway and Pedestrian Overcrossing (POC). The POC was constructed in 1998 and carries the AKA Jediah Smith Trail over US 50, connecting into Folsom Boulevard and Lake Natoma near Hazel Avenue.

4. PURPOSE AND NEED

PURPOSE:

The primary purpose of the project is to modify the existing interchange to reduce congestion, improve traffic operations, accommodate travel demand due to planned and approved developments, and improve safety of all modes of travel including bicycles and pedestrians. The preferred alternative will meet the following objectives.

- Improve operations by removing the close intersection spacing between the eastbound ramps and Folsom Boulevard and minimizing conflict with heavy and light rail.
 - Proposed alternatives accomplish this by grade-separating Hazel Avenue over Folsom Boulevard.
- Provide sufficient capacity in the ramps and roadways for future traffic volumes.
 - Proposed alternatives accomplish this by widening and/or lengthening the on- and off-ramps and Hazel Avenue as required by their respective traffic analyses.
- Maintain the Aerojet Road off-ramp connection to the approved development while improving the mainline operations.
 - Proposed alternatives accomplish this by removing the Aerojet Road exit from US 50 but still providing direct access to Aerojet Road through the eastbound Hazel Avenue off-ramp.

NEED:

The proposed project is needed for the following reasons.

- Existing and forecasted traffic operations and congestion are below acceptable operating standards (i.e. Level of Service [LOS] "D") at the Hazel Avenue/US 50 interchange.
- Planned and approved developments identified by the adopted Sacramento County General Plan and SACOG's Regional Transportation Plan, including the increased traffic volumes associated with the proposed Easton Project, will increase the traffic volumes at the Hazel Avenue/US 50 interchange beyond acceptable operating standards.
- Implementation of mitigation identified in the Easton Project Final EIR (County of Sacramento, 2008) is required to accommodate the increased traffic volumes associated with that development. The Easton Project mitigation includes reconstruction of the Hazel Avenue/US 50 interchange as well as grade separation of Hazel Avenue over Folsom Boulevard and the light rail tracks. The Easton Project will contribute a share of funding to the improvements.

4A. PROBLEM, DEFICIENCIES, JUSTIFICATION

The approved developments within and near the project area will increase traffic demand beyond what the existing interchange can accommodate. The close intersection spacing

between the Folsom Boulevard and eastbound ramp intersections does not provide sufficient queuing for increased traffic volumes. Additionally, the County of Sacramento recently completed the widening Hazel Avenue from the interchange to Madison Avenue from four to six traffic lanes. This increase in roadway capacity will deliver more traffic to the interchange during peak traffic periods.

Traffic demand forecasts for this project were conducted using the SACOG Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) to 2042 (20 years after anticipated opening day) and supplemented by anticipated levels of additional development currently in application or advanced planning stages. Based on these projections, it is anticipated the existing interchange will degrade to LOS “F”.

4B. REGIONAL AND SYSTEM PLANNING

Identify Systems

The June 2014 Caltrans District 3 Transportation Concept Report and Corridor System Management Plan (TCR/CSMP) classifies US 50 as a freeway within the National Highway System for the segment between Sunrise Boulevard and Folsom Boulevard. This segment is also on the State Freeway and Expressway System (F&E), the Interregional Road System (IRRS), the Surface Transportation Assistance Act (STAA) National Network, and is a high emphasis route in the Caltrans Interregional Transportation Strategic Plan (ITSP).

State Planning

The US 50 Transportation Concept Report and Corridor System Management Plan, dated June 2014, recommends the 20-year Facility and the Ultimate Facility as follows:

	Sunrise Ave. to Hazel Blvd.	Hazel Blvd. to Folsom Blvd.
Existing	6F + 2HOV	4F + 2HOV
20-Year	8F + 2HOV+ITS+ Aux Lanes	4F + 2HOV+ITS+ Aux Lanes
Ultimate Facility	8F + 2HOV+ITS+ ICM + Aux Lanes	4F + 2HOV+ITS+ ICM + Aux Lanes

The design of the project will accommodate the future widening identified for the Ultimate Facility. This project is included in the Caltrans’ 3-Year Project Initiation Document Program.

Regional Planning

The project is included in the SACOG 2016 MTP/SCS; and is programmed in the SACOG 2017-20 Metropolitan Transportation Improvement Program (MTIP).

The project augments other projects that have been constructed or are planned to be constructed in the vicinity such as the widening of Hazel Avenue to six lanes from US 50 to Curragh Downs Drive (Phase 1 completed in 2011) and from Curragh Downs Drive to Madison Avenue (Phases 2 and 3 to be completed by 2021).

The project is also considered a “Near Term Priority Improvement Project” by the 50 Corridor Mobility Partnership, a cooperative public-private effort by the County of Sacramento, City of Rancho Cordova, City of Folsom, County of El Dorado, and several major private landowners. The Partnership is supported in an advisory capacity by Caltrans, SACOG and SacRT.

Local Planning

This project is consistent with the Sacramento County General Plan dated November 11, 2011 and as amended on December 13, 2017.

Transit Operator Planning

Construction of a grade-separated crossing of SacRT tracks at Hazel Avenue and adding the new at-grade jughandle crossing is consistent with SacRT’s planning.

4C. TRAFFIC

Current and Forecasted Traffic

A Traffic Operations Report was prepared by DKS on March 6, 2016 and approved by Caltrans. The report evaluated existing (2015), opening year (2022) and horizon year (2042) conditions. Current and forecasted traffic volumes are provided in Table 1 on the following page.

Table 1 – Existing and Future Traffic Volumes						
0	Year	AADT	AM Peak Hour		PM Peak Hour	
			Peak Hour Volume	Directional Split (%)	Peak Hour Volume	Directional Split (%)
Existing	2015	137,660	11,130	61%	9,522	51%
Opening	2022	166,910	12,880	56%	11,540	52%
Horizon	2042	208,250	16,560	53%	17,970	50%

The results of the operations analysis indicate that the no build scenario would result in extreme and unacceptable levels of congestion during the horizon year. All build alternatives perform acceptably during the opening and horizon year. All build alternatives also meet applicable level of service policies (relating to freeway and intersection operations) and provide adequate storage for estimated queues at ramp terminals.

Table 2 - Existing (2015) Freeway Operations Analysis (US 50 Eastbound)					
Existing (2015) No Build					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Sunrise Blvd to Hazel Ave	Basic	B	14.9	B	16.3
Hazel Ave Exit	Two- Lane Diverge	A	9.0	B	13.3
SB Hazel Ave Loop Entrance	One- Lane Merge	B	19.7	B	17.5
NB Hazel Ave Slip Entrance	Weave	B	17.6	B	13.9
Aerojet Exit					
Aerojet Rd to Folsom Blvd (Mixed)	Basic	C	19.7	B	16.9
Folsom Blvd Exit	Two- Lane Diverge	C	26.2	C	21.3
Folsom Blvd Entrance	One- Lane Merge	C	24.5	C	22.3
Folsom Blvd to Prairie City Rd	Basic	C	19.5	B	17.4
Note: Bold values indicate unacceptable level of service.					

Table 3 - Existing (2015) Freeway Operations Analysis (US 50 Westbound)					
Existing (2015) No Build					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Prairie City Rd to Folsom Blvd (Mixed)	Basic	C	24.1	B	17.3
Folsom Blvd Exit	One- Lane Diverge	D	32.3	C	25.0
Folsom Blvd Entrance	One- Lane Merge	D	29.8	C	24.6
Folsom Blvd to Hazel Ave	Basic	D	26.4	C	21.7
Hazel Ave Exit	Two- Lane Diverge	A	9.8	A	8.5
NB Hazel Ave Loop Entrance	One- Lane Merge	C	25.2	C	20.3
SB Hazel Ave Slip Entrance	One- Lane Merge	D	32.5	C	21.3
Hazel Ave to Sunrise Blvd (Mixed)	Basic	D	30.6	C	19.4
Note: Bold values indicate unacceptable level of service.					

Table 4 - Opening Year (2022) Freeway Operations Analysis (US 50 Eastbound)											
Opening Year (2022) No Build						Opening Year (2022) with Alternative 1/1A or Alternative 2					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour		Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Sunrise Blvd to Hazel Ave	Basic	C	21.9	C	23.7	Sunrise Blvd to Hazel Ave	Basic	C	21.9	C	23.7
Hazel Ave Exit	Two-Lane Diverge	B	17.7	C	23.4	Hazel Ave Exit	Two-Lane Diverge	B	19.3	C	24.1
SB Hazel Ave Loop Entrance	One-Lane Merge	C	23.1	B	19.9	SB Hazel Ave Loop Entrance	One-Lane Merge	C	21.6	B	19.1
NB Hazel Ave Slip Entrance	Weave	C	21.2	B	15.3	NB Hazel Ave Slip Entrance	Weave	B	19.2	B	14.7
Aerojet Exit						Folsom Blvd Exit					
Aerojet Rd to Folsom Blvd	Basic	C	24.0	C	18.1						
Folsom Blvd Exit	Two-Lane Diverge	F	32.8	C	23.4						
Folsom Blvd Entrance	One-Lane Merge	D	30.4	C	24.2	Folsom Blvd Entrance	One-Lane Merge	B	19.8	B	17.0
Folsom Blvd to Prairie City Rd	Basic	D	26.0	C	19.2	Folsom Blvd to Prairie City Rd	Basic	D	26.0	C	19.2

Note: **Bold** values indicate unacceptable level of service.

Table 5 - Opening Year (2022) Freeway Operations Analysis (US 50 Westbound)											
Opening Year (2022) No Build						Opening Year (2022) with Alternative 1 or Alternative 2					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour		Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Prairie City Rd to Folsom Blvd	Basic	D	26.7	C	19.4	Prairie City Rd to Folsom Blvd	Basic	D	26.7	C	19.4
Folsom Blvd Exit	One-Lane Diverge	D	34.7	C	27.5	Folsom Blvd Exit	One-Lane Diverge	D	34.7	C	27.5
Folsom Blvd Entrance	One-Lane Merge	F	32.8	C	26.9	Folsom Blvd Entrance	One-Lane Merge	F	32.8	C	26.9
Folsom Blvd to Hazel Ave	Basic	D	30.2	C	23.3	Folsom Blvd to Hazel Ave	Basic	D	30.2	C	23.3
Hazel Ave Exit	Two-Lane Diverge	B	11.5	A	9.2	Hazel Ave Exit	Two-Lane Diverge	B	11.5	A	9.2
NB Hazel Ave Loop Entrance	One-Lane Merge	C	27.7	C	21.7	NB Hazel Ave Loop Entrance	One-Lane Merge	C	27.7	C	21.7
SB Hazel Ave Slip Entrance	One-Lane Merge	D	34.7	C	25.9	SB Hazel Ave Slip Entrance	One-Lane Merge	D	34.7	C	25.9
Hazel Ave to Sunrise Blvd	Basic	D	34.4	C	23.7	Hazel Ave to Sunrise Blvd	Basic	D	34.4	C	23.7

Note: **Bold** values indicate unacceptable level of service.

Table 6 - Horizon Year (2042) Freeway Operations Analysis (US 50 Eastbound)											
Horizon Year (2042) No Build						Horizon Year (2042) with Alternative 1/1A or Alternative 2					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour		Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Rancho Cordova Pkwy to Hazel Ave	Basic	F	54.2	F	60.8	Rancho Cordova Pkwy to Hazel Ave	Basic	F	54.2	F	60.8
Hazel Ave Exit	Two-Lane Diverge	F	35.0	F	38.1	Hazel Ave Exit	Two-Lane Diverge	F	23.5	F	26.9
SB Hazel Ave Loop Entrance	One-Lane Merge	D	34.1	D	33.0	SB Hazel Ave Loop Entrance	One-Lane Merge	D	32.1	D	31.4
NB Hazel Ave Slip Entrance	Weave	D	28.7	C	27.9	NB Hazel Ave Slip Entrance	Weave	C	26.2	C	26.2
Aerojet Exit						Folsom Blvd Exit					
Aerojet Rd to Folsom Blvd	Basic	E	35.7	E	35.5						
Folsom Blvd Exit	Two-Lane Diverge	F	45.8	F	45.7						
Folsom Blvd Entrance	One-Lane Merge	F	41.4	F	44.4	Folsom Blvd Entrance	One-Lane Merge	C	26.3	D	28.9
Folsom Blvd to Prairie City Rd	Basic	F	56.2	F	67.7	Folsom Blvd to Prairie City Rd	Basic	F	56.2	F	67.7

Note: **Bold** values indicate unacceptable level of service.

Table 7 - Horizon Year (2042) Freeway Operations Analysis (US 50 Westbound)											
Horizon Year (2042) No Build						Horizon Year (2042) with Alternative 1/1A or Alternative 2					
Analysis Segment	Type	AM Peak Hour		PM Peak Hour		Analysis Segment	Type	AM Peak Hour		PM Peak Hour	
		LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)			LOS	Density (pc/mi/ln)	LOS	Density (pc/mi/ln)
Prairie City Rd to Folsom Blvd	Basic	E	41.4	F	51.8	Prairie City Rd to Folsom Blvd	Basic	E	41.4	F	51.8
Folsom Blvd Exit	One-Lane Diverge	E	44.0	F	48.0	Folsom Blvd Exit	One-Lane Diverge	E	44.0	F	48.0
Folsom Blvd Entrance	One-Lane Merge	F	42.7	F	46.0	Folsom Blvd Entrance	One-Lane Merge	F	42.7	F	46.0
Folsom Blvd to Hazel Ave	Basic	D	30.1	D	33.8	Folsom Blvd to Hazel Ave	Basic	D	30.1	D	33.8
Hazel Ave Exit	Two-Lane Diverge	B	11.5	B	13.0	Hazel Ave Exit	Two-Lane Diverge	B	11.5	B	13.0
NB Hazel Ave Loop Entrance	One-Lane Merge	D	29.4	D	32.6	NB Hazel Ave Loop Entrance	One-Lane Merge	D	29.4	D	32.6
SB Hazel Ave Slip Entrance	One-Lane Merge	F	35.7	F	39.8	SB Hazel Ave Slip Entrance	One-Lane Merge	F	35.7	F	39.8
Hazel Ave to Rancho Cordova Pkwy	Basic	E	41.8	F	52.3	Hazel Ave to Rancho Cordova Pkwy	Basic	E	41.8	F	52.3

Note: **Bold** values indicate unacceptable level of service.

Table 8 - Existing (2015) Intersection Operations Analysis				
Intersection	Existing (2015) No Build			
	AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)
Hazel Ave & US 50 WB Ramps/ Tributary Point Dr	C	32.4	E	62.8
Hazel Ave & US 50 EB Ramps	D	50.1	D	47.4
Hazel Ave & Folsom Blvd	C	34.7	D	39.8
Hazel Ave & Jug Handle	Does not exist			
Folsom Blvd & Jug Handle	Does not exist			

Table 9 - Opening Year (2022) Intersection Operations Analysis												
Intersection	Opening Year (2022) No Build				Opening Year (2022) with Alt. 1/1A				Opening Year (2022) with Alt. 2			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Hazel Ave & US 50 WB Ramps/ Tributary Point Dr	D	40.3	D	42.6	D	36.4	D	40.5	C	30.0	E	63.7
Hazel Ave & US 50 EB Ramps	D	43.1	F	82.7	B	14.4	C	23.4	Free movement			
Hazel Ave & Folsom Blvd	D	50.9	F	120.8	Does not exist				Does not exist			
Hazel Ave & Jug Handle	Does not exist				E	64.1	C	26.8	E	64.1	C	26.7
Folsom Blvd & Jug Handle	Does not exist				C	26.1	D	44.3	C	26.1	D	44.3

Note: **Bold** values indicate unacceptable level of service.
For intersections shared between Sacramento County (LOS "E" policy) and the City of Folsom (LOS "C" policy), Folsom's policy was used.

Table 10 - Horizon Year (2042) Intersection Operations Analysis												
Intersection	Horizon Year (2042) No Build				Horizon Year (2042) with Alt. 1/1A				Horizon Year (2042) with Alt. 2			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)
Hazel Ave & US 50 WB Ramps/ Tributary Point Dr	D	42.2	F	86.6	D	42.1	E	72.4	C	32.1	E	65.7
Hazel Ave & US 50 EB Ramps	E	78.2	F	90.9	C	27.1	D	36.6	Free movement			
Hazel Ave & Folsom Blvd	F	84.3	F	316.8	Does not exist				Does not exist			
Folsom Blvd & Aerojet Rd	B	10.5	B	15.8	B	10.5	B	15.8	B	10.5	B	15.8
Hazel Ave & Jug Handle	Does not exist				D	37.2	E	71.9	C	32.8	E	68.0
Folsom Blvd & Jug Handle	Does not exist				B	12.5	E	61.6	B	12.5	E	61.6

Note: **Bold** values indicate unacceptable level of service.
For intersections shared between Sacramento County (LOS "E" policy) and the City of Folsom (LOS "C" policy), Folsom's policy was used.

Collision Analysis

Table 11 provides collision and collision rate data on the Route 50 mainline between Sunrise Boulevard and Folsom Boulevard, ramps at the Hazel Avenue and Folsom Boulevard interchanges based on a three-year period from January 1, 2015 to December 31, 2017. For each location, these collision rates are compared to average state rates from similar Caltrans facilities (rate groups).

Table 11 - Collisions and Collision Rates							
Dates: <i>January 1, 2015 to December 31, 2017</i>		Actual Rates (Collisions / million vehicles)			Average Rates (Collisions / million vehicles)		
Location (Post Miles)	Total Collisions	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
<i>Mainline</i>							
EB Route 50 – Sunrise Blvd to Hazel Ave	48	0.000	0.26	0.89	0.003	0.20	0.61
EB Route 50 – Hazel Ave to Folsom Blvd	75	0.000	0.23	0.79	0.004	0.21	0.65
WB Route 50 – Folsom Blvd to Hazel Ave	41	0.000	0.11	0.43	0.004	0.21	0.65
WB Route 50 – Hazel Ave to Sunrise Blvd	20	0.000	0.17	0.37	0.003	0.20	0.61
<i>Ramps</i>							
EB off-ramp to Hazel Ave	18	0.000	0.86	1.71	0.004	0.32	0.92
EB loop on-ramp from SB Hazel Ave	4	0.000	0.00	0.38	0.003	0.23	0.71
EB slip on-ramp from NB Hazel Ave	2	0.000	0.00	1.04	0.003	0.19	0.56
EB off-ramp to Aerojet Rd	2	0.000	0.64	1.29	0.002	0.23	0.78
EB off-ramp to Folsom Blvd	7	0.000	0.18	0.42	0.004	0.32	0.92
EB on-ramp from Folsom Blvd	6	0.000	0.63	1.88	0.001	0.23	0.67
WB off-ramp to Folsom Blvd	18	0.000	0.60	2.38	0.002	0.31	0.92
WB on-ramp from Folsom Blvd	16	0.000	0.40	0.92	0.002	0.21	0.60
WB off-ramp to Hazel Ave	18	0.000	0.50	1.51	0.004	0.32	0.92
WB loop on-ramp from NB Hazel Ave	2	0.000	0.42	0.84	0.003	0.23	0.71
WB slip on-ramp from SB Hazel Ave	13	0.000	0.43	0.93	0.003	0.19	0.56
EB on-ramp from Hazel (Loop and Slip Merged)	0	0.000	.000	0.00	0.001	.06	0.20
Rates in bold exceed average rates for similar State facilities.							

5. ALTERNATIVES

5A. PREFERRED ALTERNATIVE

Detailed description of the preferred alternative is provided below.

L-9 INTERCHANGE WITH VIADUCT CONNECTOR

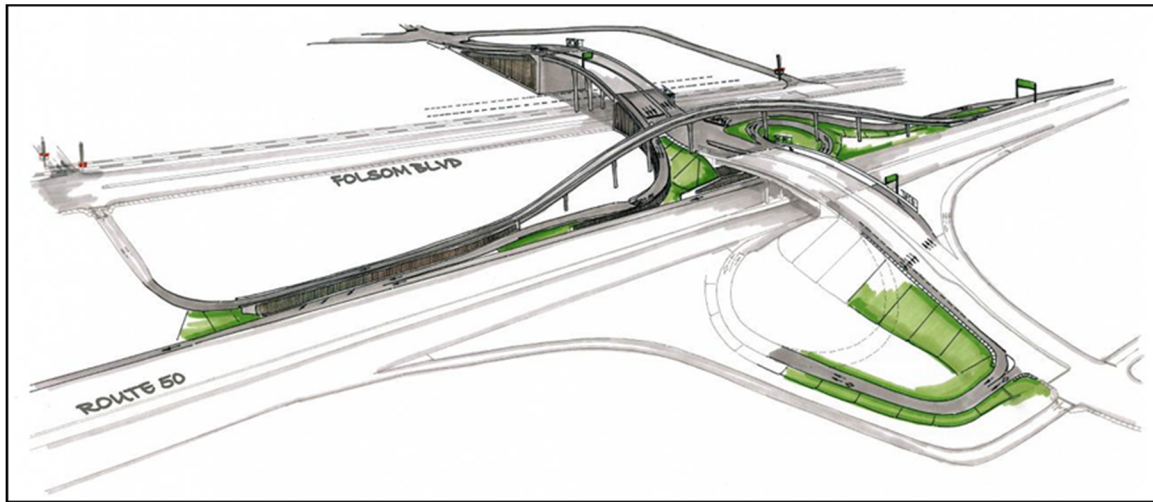


Figure 1: Preferred Alternative 1 (looking south)

Proposed Engineering Features

The Preferred Alternative consists of a modified type L-9 interchange configuration. Hazel Avenue will extend and grade separate over Folsom Boulevard and the SPTC-JPA rail corridor and will extend further south to a proposed intersection with the future Atlanta Street (a new roadway as part of the Easton Place development). The existing at-grade intersection of Hazel Avenue and Folsom Boulevard will be removed, sidewalks will be extended across the former intersection, and the lanes will be re-stripped to remove left turn lanes.

The location of the departure point of the existing Aerojet Road off-ramp from US 50 will be moved. The eastbound Hazel Avenue off-ramp will split and introduce a direct viaduct ramp over Hazel Avenue to carry eastbound off-ramp traffic to Aerojet Road and Folsom Boulevard. The off-ramp diverge from US 50 will be shifted approximately 830 feet to the east to provide decision sight distance before the Aerojet Road split. The two-lane off-ramp will widen to five lanes at the ramp terminal intersection, with three left turn lanes and two right turn lanes. Retaining walls and barriers placed at the proposed right-of-way will minimize acquisition. The eastbound off-ramp will also have an auxiliary lane prior to the exit.

The Aerojet Road viaduct will land adjacent to the eastbound diagonal on-ramp and then turn southerly to conform to Folsom Boulevard along its existing alignment. Retaining walls are proposed between the viaduct and the diagonal on-ramp to accommodate the grade difference, and to the outside of the ramp after the viaduct lands, to minimize right-of-way acquisitions. Retaining walls are also proposed along Aerojet Road as it approaches the horizontal curve towards Folsom Boulevard to accommodate the grade difference between the off-ramp and mainline and to minimize right-of-way acquisition.

The eastbound diagonal on-ramp will be reconstructed to conform to the new Hazel Avenue profile and will be metered with two lanes; one mixed flow, and one HOV bypass.

The eastbound loop on-ramp will be reconstructed to conform to the new Hazel Avenue profile and will be metered with two lanes; one mixed flow, and one HOV bypass (with signal heads on both lanes). A tie-back wall at the abutment of the overcrossing is proposed to maximize the opening through the structure. The loop ramp will develop an auxiliary lane on US 50 that will continue to the Folsom Boulevard interchange.

The existing Hazel Avenue overcrossing of US 50 will be widened on the west side to accommodate eight lanes (3 through lanes and 1 freeway-only lane in both directions). The existing raised concrete median across the structure will be removed and reconstructed as a 5-foot median to the west. The existing sidewalk and barrier on the east side of the structure will be reconstructed as a barrier separated 12-foot wide sidewalk/ multiuse path that will serve pedestrians and bicycle riders.

Pedestrian access will be maintained on the east side of Hazel Avenue with the construction of 12-foot multi-use path from Easton Place to the CSUS aquatic center, crossing under the westbound off-ramp and loop on-ramp.

The westbound loop on-ramp will be reconstructed, with the ramp intersection shifted north towards the westbound off-ramp terminus, increasing storage lengths. The ramp will be metered with two lanes (one mixed use, and one HOV bypass with signal heads at both lanes), and a squared-up “pedestrian friendly entrance”. The on-ramp includes construction of an undercrossing to accommodate the sidewalk/ multi-use path.

The westbound off-ramp configuration would remain; however, an undercrossing (not shown in Figure 1) is proposed for the sidewalk/ multiuse path near the ramp terminal intersection.

Traffic signals at the ramp intersections will be modified. Safety lighting will be installed. A new signalized intersection and at-grade railroad crossing will be constructed for the Jughandle.

Other Considered Alternatives

Alternative 1A was evaluated. The design features are identical to the Preferred Alternative except connection to Aerojet Road would cross under Hazel Avenue and the ramps. This alternative was not selected because construction of undercrossing has potential groundwater risks and would be more difficult to stage construct.

Alternative 2 (Direct Flyover to Hazel Avenue with Connector) was evaluated. It includes the following improvements to the preferred alternative.

- Construction of eastbound off-ramp to northbound Hazel Avenue/Aerojet Road to cross underneath Hazel Avenue and the eastbound diagonal on-ramp. The off-ramp crosses under Hazel Avenue and over US 50.
- Provide a free-right connection for traffic onto southbound Hazel Avenue.
- Realignment of westbound off-ramp to merge with the eastbound off-ramp.
- Removal of concrete median on existing US 50 overcrossing. Re-striping of the overcrossing to accommodate three (3) northbound lanes and three (3) southbound lanes. No widening is proposed of the existing overcrossing structure.

Alternative 2 was not selected because it provides the same operational improvements as the preferred alternative at a higher cost. This alternative has greater visual and aesthetic impacts, more impervious surface and greater impacts to elderberry shrubs than the preferred alternative.

Environmental Review

There were no changes to the proposed design features as a result of comments received from the circulation of the environmental document.

Nonstandard Mandatory and Advisory Design Features

The Design Exceptions for the following were approved on December 17, 2018. The following summary table summarizes the design features.

Table 12 – Nonstandard Design Features			
HDM Section	Description of Design Standard	Minimum Standard	Comments
Advisory Design Exceptions			
202.5(1)	Superelevation Transition	Varies per Figure 202.5A	Non-standard superelevation transition runoff lengths.
204.4	Vertical Curve Length (Sag)	Minimum Length of VC should equal 10 times V (Design Speed)	Sag VC's do not meet 10V or SSD for the design speed because they match existing conditions.
Mandatory Design Exceptions			
308.1	Lane Width	Conventional Highway Standard (12' lanes; outer lane to be 12')	Proposed 11' outer lanes; number 1 lane to be 12'. Existing number 1 SB lane is 12'; outer lanes are 11'.
201.1	Stopping Sight Distance (Crest Curve)	V=35 mph HDM: S=250'	Proposed S=227' (V=33mph) Existing S=227' (V=33mph) HDM 201.4: Stopping sight distance determined by Figure 201.4.
201.1	Stopping Sight Distance (Sag Curve)	V=45mph HDM: S=360'	Proposed S=250' with lighting (V=35mph) HDM 201.5: lighting may be considered if headlight sight distance is not obtainable.
502.2	Isolated Off-Ramps	No isolated off-ramps	The proposed project will maintain the existing isolated off-ramp to Aerojet Road.
504.3(3)	Location and Design of Ramp Intersections on the Crossroads	The minimum distance (curb return to curb return) between ramp intersections and local road intersections shall be 400 feet.	The entrance to the westbound loop on-ramp is proposed to be shifted towards the intersection with Tributary Point Drive. The existing westbound off-ramp and westbound on-ramp are located at the Tributary Point Drive intersection.

The following design exceptions (Design Standard Decision Document) was approved on December 22, 2020 by a Supplemental DSDD.

Table 13 – Supplemental DSDD			
HDM Section	Description of Design Standard	Minimum Standard	Comments
504.3(5)	Single Lane Ramps over 1000'	Widen to Two Lanes	The eastbound flyover ramp to Aerojet Road has low traffic volume and truck volume does not warrant the additional lane.
309.1 (1)	Vertical Clearance at Structures	16.5'	The alternative that would replace the existing structure was not selected.
202.2	Superelevation Rate	Varies per Curve	Proposed superelevation is based on the curve radius and maximum comfortable speed.

High-Occupancy Vehicle Lanes

US 50 currently has an HOV lane in each direction of traffic. HOV bypass is proposed for the northbound Hazel Avenue to westbound US 50 ramps. The existing HOV bypass at the southbound Hazel Avenue to both westbound and eastbound US 50 ramps and northbound Hazel Avenue to eastbound US 50 ramps will remain.

Ramp Metering

The existing ramp meters will be replaced with new signal heads placed at each lane (HOV bypass and mixed flow).

California Highway Patrol (CHP) Enforcement Areas

CHP enforcement areas will be included on all entrance ramps.

Park-and-Ride Facilities

Two existing park-and-ride lots serve the existing interchange. There is a SacRT owned 432 space lot located on Folsom Boulevard at the Hazel Avenue SacRT station. There is a Caltrans owned 33 space lot located immediately adjacent to the US 50 westbound exit ramp. The Caltrans park-and-ride lot will be reconstructed to allow for the multiuse path to connect back into Hazel Avenue after crossing under the westbound off-ramp. There will be no reduction in the number of parking spaces in the reconstructed lot. No additional park-and-ride lots are proposed.

Utility and Other Owner Involvement

The project will require the relocation of the following utilities and their associated appurtenances: gas lines, overhead electric lines, underground electric lines, fiber optic cables, water lines, sewer lines, and storm drain lines.

Railroad Involvement

The SPTC-JPA owns the rail line corridor that is parallel to the south side of Folsom Boulevard. Within this right of way, SacRT operates a single track for light rail vehicles serving Hazel Avenue and into Folsom. There is also a heavy freight track located within the SPTC-JPA corridor that UPRR has trackage rights to. The Hazel Avenue extension will span these tracks and eliminate the current at-grade crossing.

The existing crossing will be replaced/ relocated approximately 750-feet west for the jughandle connector.

SacRT and the California Public Utilities Commission (CPUC) will need to approve the new grade separation and the relocated at-grade crossing for the jughandle. A formal application for the new Hazel Avenue grade separation will be submitted to the CPUC as part of the project design phase. The jughandle connection should be submitted to the CPUC prior to the interchange construction project as part of a development project. However, if not, it will be submitted concurrently with the Hazel Avenue Interchange project.

Highway Planting

Highway planting, in accordance with Caltrans standard cost per acre practice, will be installed within 12 months of the completion of the roadway/ bridge project.

Water Quality

The project will disturb approximately 36 acres. The site has been classified as medium sediment risk and high receiving water risk. Existing stormwater along Hazel Avenue is collected in a series of unlined ditches and discharges into the County of Sacramento's drainage system. Storm water is conveyed underneath Highway 50 and drains into the American River.

The project will perpetuate the existing drainage path, however ditches and drainage facilities will be designed and sized to handle the additional stormwater. Furthermore, the project will utilize BMPs such as energy dissipation devices and flared end sections to eliminate potential erosion and scour.

Temporary erosion control will be required. Best Management Practices (BMP's) will include temporary hydroseeding, temporary fiber rolls and temporary silt fence. Permanent erosion control and treatment of stormwater runoff will be accommodated by

cobble lined and vegetated swales and energy dissipation devices. Permanent BMP's will be installed as soon as practicable during each stage/construction season.

Noise Barriers

A Noise Study was prepared for the project. The residential land uses south of US 50 between Hazel Avenue and the Aerojet Road off-ramp will experience noise levels in excess of current standards and be eligible for noise abatement. There are no other adjacent land uses containing sensitive receptors. A 12' to 14' tall sound wall, 1520' long would be installed on the south side of US 50 between Hazel Avenue and the Aerojet Road off-ramp.

Non-motorized and Pedestrian Features

The existing sidewalk located on the east side of Hazel Avenue will be replaced with a 12-foot barrier separated multi-use path meeting ADA grade requirements serving pedestrians and bicycle riders. This is not a Class 1 path because it terminates at sidewalks at both ends of the project limits. In order to provide a safer facility, the crossing of the westbound off-ramp and westbound loop on-ramp will be grade-separated.

Class 2 bike lanes are also proposed along Hazel Avenue for those users choosing not to use the grade-separated multiuse path.

Needed Structure Widening

For this alternative, the Hazel Avenue Overcrossing will need to be widened. Due to existing 16'-2" vertical clearance over US 50, adequate vertical clearance does not exist for the use of falsework. Construction will require the proposed cast-in-place prestressed box girder structure to be cast high above the existing structure and lowered into final position. This type of construction will require additional detailing and more complex construction methods than typically used for this type of structure.

Cost Estimate

Preliminary cost estimates for the project are:

Roadway Items	\$37.6M
Structure Items	\$18.2M
Subtotal Construction	\$55.8M
Right of Way	\$11.9M
Total Project Cost	\$67.7M

Right of Way Data

Right of way will be required from parcels largely south of the interchange; a Right of Way Data Sheet is included in Attachment E. There will be 16 parcels impacted by the improvements, including full acquisition and demolition of structures at the Chevron gas station (APN 069-0160-012). Acquisitions and building impacts are anticipated at Cattleman's restaurant (APN 069-0060-085) and Sentry Storage (APN 069-0160-015). The viaduct structure will cross over the northern portion of the Nimbus Winery parking lot (APN 069-0050-013) on an aerial easement, to allow parking below the structure and minimize impacts to the business.

Effect of Projects-Funded-by-Others on State Highway

There are no programmed or planned projects by others for this segment of US 50.

Aesthetics

Due to the prominence of the Aerojet flyover viaduct, special aesthetics have been considered. The viaduct crosses over Hazel Avenue and would provide a gateway entrance to the proposed developments. One aesthetic concept is shown on the following page using an open railing, decorative arch structure and prominent column treatment. Aesthetic features for the bridges will be coordinated with the County, Caltrans, and Easton Place and adjacent Glenborough at East developers in future phases of the design. No other special aesthetic features are proposed except for interchange landscaping.



Figure 2: Potential aesthetic treatment of the viaduct

5B. REJECTED ALTERNATIVES

The “No-Build” alternative would not modify the US 50/Hazel Avenue interchange. The interchange would remain with the same existing configuration, ramps, and lanes. This alternative does not meet the purpose and need of the project.

6. CONSIDERATIONS REQUIRING DISCUSSION

6A. HAZARDOUS WASTE

A Phase I Initial Site Assessment (ISA) was performed to identify potential environmental impacts and identify and evaluate potential hazardous waste sites and update the evaluation of environmental factors that may have affected the soil and groundwater quality in the project vicinity due to past and present environmental and commercial activities. The ISA studies included the following:

- Site visit and visual inspection of exterior of the project vicinity
- Review of Previous Environmental Reports in the project vicinity
- Review of computer database government record search of hazardous waste sites within 1-mile of the project
- Review of available agency records for the project vicinity

A review of previous land use and the site reconnaissance indicates that the nearby roadways have supported vehicular activity since the 1960s. It is highly likely that the surface soils along these roadways are affected by deposition of aerial lead. Therefore, it is recommended that surface samples of soil be collected and analyzed for total lead. The pavement markings consist of yellow paint and possibly thermoplastic stripes that contain lead. These will have to be addressed for disposal.

Active railroad tracks are present to the south of Folsom Boulevard south of the intersection of Hazel Avenue with Folsom Boulevard. Historical USGS maps and aerial photos have shown the tracks to be present since early 20th century. The soil within the railroad right-of way may be impacted with heavy metals, total petroleum hydrocarbons as diesel, and polynuclear aromatic hydrocarbons (PNAs). Soil samples should be collected within the railroad right-of-way and the project area and analyzed for the above constituents.

Review of Geotracker files indicate that a 30,000-gallon heating oil underground storage tank (UST) was removed on the Lakha Properties under the project name of Nimbus Winery at 12401 Folsom Blvd. The UST was removed in 2000 and the site was issued closure letter in 2009. Review of reports indicates that the residual soil and groundwater impacts were left behind. Groundwater was impacted with TPH G and volatile organic compounds below the action levels designated by the RWQCB. Soil was impacted with total petroleum hydrocarbons as diesel, and motor oil at levels as high as 15,000 ppm at 25 feet. In the event project involves excavations in this area or installation off foundations (piles) in this area, soils and groundwater should be tested and a risk

management plan needs to be developed describing management of contaminated soils encountered during construction.

Folsom Street Chevron is located on the northwest corner of Folsom Boulevard and Hazel Avenue. This service station is to be acquired as portion of the right of way. There are no groundwater monitoring reports available for the property. There are USTs on this facility that need to be removed as part of the closure. There is potential of leaks associated with the USTs or the fuel dispenser areas. These areas should be investigated prior to acquisition of the property.

The Hazel Avenue and Folsom Boulevard right of way areas have been a traffic bearing road since 1960s. It is likely that the surface soils along these roads are impacted with lead as a result of past operations. It is highly likely that the surface soils along the project area are impacted with aerially deposited lead (ADL) and should be investigated. A work plan for investigating surface soils along the proposed right of way will be prepared during the PS&E phase to determine which of the surface soils may have been impacted with hazardous levels of ADL.

6B. VALUE ANALYSIS

The estimated project cost is above \$50 million and federal funding is being utilized for the project. Therefore, a VA study will be required and will be conducted during the design phase of the project.

6C. RESOURCE CONSERVATION

Energy – Implementation of the “Energy Decision Tree” (Caltrans Environmental Handbook Volume 1, Chapter 13) determined that this project is not a “major project” requiring further energy analysis. When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the project would not have substantial energy impacts.

6D. RIGHT OF WAY ISSUES

Right of Way Required

Right of way is anticipated from parcels largely south of the interchange. Sixteen parcels will be affected by the improvements, including full acquisition and demolition of structures at the Chevron gas station (APN 069-0160-012) and Cattleman’s restaurant (APN 069-0060-085). The viaduct structure is proposed to cross over the northern portion of the Nimbus Winery parking lot (APN 069-0050-013) on an aerial easement, to allow parking below the structure and minimize impacts to the business.

Relocation Impact Memorandum

A Relocation Impact Memorandum was approved on May 9, 2019. There are no residential relocations required. There are two business to be required to relocate. Based

on current retail-commercial- industrial real estate listings, all affected businesses will be able to find suitable replacement sites in the City of Rancho Cordova.

Air Space Lease

The area under the flyover ramp will be made available for parking to serve the adjacent business.

6E. ENVIRONMENTAL COMPLIANCE

An Environmental Impact Report/EA/FONSI has been prepared in accordance with Caltrans' environmental procedures, as well as State and federal environmental regulations. The attached Environmental Impact Report/EA/FONSI is the appropriate document for the proposal." A Notice of Determination was filed with the State Clearing House on October 5, 2020. See Attachment F.

Wetlands and Flood Plains

A total of 0.91 acre of wetlands and non-wetland waters were identified in the delineated project area that will be impacted. Emergent wetlands (0.20 acre) occur at the edges of open water in Alder Creek below riparian woodland vegetation and below the OHWM of the creek. Seasonal wetlands (0.02 acre) occur in the cloverleaf areas of the US 50/Hazel Avenue interchange. Non-wetland waters include the open water in Alder Creek (0.56 acre), roadside/freeway side ditches (0.13 acre) and 0.001 acre of ephemeral drainage.

The project will result in permanent and temporary impacts to the 0.22 acres of wetlands. The County will implement the avoidance, minimization, and mitigation measures detailed in the attached environmental document.

The project includes construction of an auxiliary lane bridge, supported on piles, at Alder Creek, just upstream of its intersection with Lake Natoma on the American River. The soffit elevation of the proposed auxiliary lane bridge deck is above the Federal Emergency Management Agency (FEMA) Base Flood Elevation, which is a static flood elevation for both Alder Creek and lower Lake Natoma due to the presence of Nimbus Dam. The impact associated with this floodplain encroachment is minimal because of the small volume of the proposed piles relative to the large storage area of Lake Natoma. No minimization or mitigation measures are proposed because the floodplain impacts are negligible.

Natural Environment Study/Biological Assessment

The biological study area (BSA) contains potential habitat for three special-status plant species known to occur in the project region – Brandegees' clarikia, legenere, and Sanford's arrowhead; however, no special-states plants were observed during the botanical surveys. As a result, special-status plants are presumed to be absent from BSA and there would be no impacts on special-status plants as a result of the project.

The project has the potential to impact several special-status wildlife species, including the vernal pool fairy shrimp, valley elderberry longhorn beetle, western pond turtle, Swainson's hawk, white-tailed kite, yellow-breasted chat, tricolored blackbird, song sparrow, pallid bat and western bat, and migratory birds. Permanent and temporary impacts to suitable habitats for these special-status wildlife species, along with avoidance, minimization, and mitigation measure that will be implemented with the project are detailed in the attached environmental document.

Paleontological Evaluation Report/Mitigation Plan

Potential impacts are expected on the Riverbank Formation and Modesto Formation, which underlie the project area. The Riverbank Formation and Modesto Formation are regarded as having a high potential to contain significant fossils due to their recorded fossiliferous nature from known localities throughout the Sacramento and San Joaquin Valleys. The measures outlined in the attached environmental document to salvage significant fossil resources found during construction activities would serve as a method to reduce potential effects on paleontological resources to a level that would not be adverse under NEPA and would be less than significant under CEQA.

Visual Impact Assessment

The visual changes would generally appear similar under all the build alternatives. Although changes to visual resources would range from low to moderate, viewer response to these changes would range from moderate-high to high, and the resulting visual impacts would range from moderate to moderate-high. Overall, all build alternatives would result in the same or very similar visual impacts. Mitigation measures include minimizing fugitive light during construction, applying minimum lighting standards, implementing wildflower seeding and landscaping, and incorporating project design aesthetics that will help to offset these visual impacts and improve project aesthetics.

Section 4(f) Analysis

The project would entail construction between 50 to 150 feet of the Jedediah Smith Memorial Bicycle Trail. No temporary detours or other changes to the trail are required. Access to the trail would be maintained during the construction period.

A small parking lot near Lake Natoma at the corner of Tributary Point Drive and Hazel Avenue, would be reconfigured; however, this lot is a Caltrans park-and-ride and is not typically used for recreational use parking. It is anticipated that adequate parking would remain at Sacramento State Aquatic Center and along the segment of the bike trail that is just east of the aquatic center during the construction period and temporary construction is not anticipated to affect recreational opportunities at the American River Parkway, Lake Natoma, or the Jedediah Smith Memorial Trail.

A Section 4(f) Report was prepared for the project in December 2016 and concluded that the provisions of Section 4(f) would not be triggered for any recreational resources in the study area. Access to the recreation facilities within Lake Natoma would not change. During the construction period, recreationists traveling to the Lake Natoma on U.S. 50 or on Hazel Avenue could experience short-term, intermittent delays or traffic detours over a period of 24 months, depending on the sequence of construction activities. However, these temporary construction-related delays would not affect recreation use or enjoyment of the recreation area or facilities.

6F. AIR QUALITY CONFORMITY

The Air Quality Study Report was prepared for the project in January 2017. The report identifies several impacts that could result from the project implementation. The following table summarizes the impacts, mitigation measures, and significance conclusions discussed in the Air Quality Study Report.

Table 14 - Air Quality Study Report Summary	
Impact	Conclusion
AQ-1: Conformity of the Regional Transportation Plan with the State Implementation Plan	The proposed project (SAC24255) is listed in SACOG’s 2016 MTP/SCS, 2017/20 MTIP, and corresponding Air Quality Conformity analysis.
AQ-2: Potential Violations of CO NAAQS or CAAQS	CO concentrations under the Build Alternatives are not expected to exceed the 1- or 8- hour NAAQS and CAAQS.
AQ-3: Potential Violations of PM10 or PM2.5 NAAQS or CAAQS	Sacramento County is currently classified as a nonattainment area with regard to the PM2.5 NAAQS and a maintenance area with regard to the PM10 NAAQS. However, due to virtually no change in AADT or truck volumes between the No Build and Build Alternatives, the project is determined not to be a POAQC. SACOG’s PLCG issued concurrence that the project is not a POAQC on August 2016.
AQ-4: Potential for Generation of MSAT Emissions	The project would result in decreases in all MSAT emissions between existing (2015) and opening (2022) year conditions. Under design (2042) year conditions, the Build Alternatives would result in minor increases of Benzene and DPM and decreases of all other MSATs. The predicted increase in Benzene and DPM under the Build Alternatives would be minor.
AQ-5: Generation of Operation-Related Emissions of O3 Precursors, CO, and Particulate Matter	The project would result in decreases in ROG, NOx, and CO, and minor increases in PM10 and PM2.5 between existing (2015) and design (2042) year conditions. Emissions increases are a result of background growth in VMT between 2015 and 2042. Minor increases in all criteria pollutants except NOx are also expected between the Build and No Build Alternatives under design (2042) year conditions as a result of increasing VMT and changes in vehicle speeds.
AQ-6: Potential Temporary Increase in O3 Precursors	The project would result in temporary increases in O3 precursors, CO, PM10, and PM2.5 during construction. Temporary impacts

(ROG and NOX), CO, and Particulate Matter Emissions during Grading and Construction Activities	would be addressed by construction-related PM10 emission minimization measure in Caltrans Standard Specifications Section 14.
AQ-7: Potential for Generation of GHG Contaminant Emissions	The project would result in minor increases in GHG emissions during construction and long-term operation. Operational emission increases over existing conditions are a result of background growth in VMT between 2015 and 2042. Increases between Build and No Build Alternatives under design (2042) year conditions as a result of increasing VMT and changes in vehicle speeds.

6G. TITLE VI CONSIDERATIONS

The proposed project makes provisions for low mobility groups. ADA curb ramps are placed at intersection curb returns. On the north side of the interchange a grade-separated path will be provided to remove conflict at the ramp intersection.

6H. NOISE ABATEMENT DECISION REPORT

The Noise Abatement Decision Report (NADR) presents the preliminary noise abatement decision as defined in the California Department of Transportation (Caltrans) Traffic Noise Analysis Protocol for the US 50/Hazel Avenue Interchange Project. The report has been approved by a California licensed professional civil engineer. The project level noise study report (NSR) (ICF 2017) was approved by Caltrans on February 1, 2017.

Land uses in the project area consist of a mobile home park (Activity Category B), multi-family apartment buildings (Activity Category B), parks (Activity Category C), recreational use areas (Activity Category C), hotels (Activity Category E), and several commercial uses that include no apparent outdoor areas of frequent human use (Activity Category F).

Existing traffic noise levels, expressed in terms of the A-weighted equivalent sound level (dBA $L_{eq}[h]$), were found to range from 57 to 79 dBA $L_{eq}(h)$ at modeled receiver locations. Predicted worst-case traffic noise levels range from 58 to 80 dBA $L_{eq}(h)$ for design year no-build conditions and 58 to 81 dBA $L_{eq}(h)$ for design year build conditions under all 3 alternatives. The highest increase in noise levels is predicted to be 4 decibels (dB), which would not be considered a substantial increase in noise levels.

Traffic noise levels from the proposed project are predicted to approach or exceed the noise abatement criteria (NAC). Pursuant to Caltrans and FHWA regulations and guidance, noise abatement must be considered for land uses affected by traffic noise. For noise-sensitive receptors where traffic noise levels were predicted to approach or exceed the noise abatement criteria, noise abatement in the form of barriers was considered. One noise barrier was evaluated to benefit Activity Category B land uses along the proposed Aerojet Drive off-ramp. All design options were found to be acoustically feasible and met the design goal of 7 dB of noise reduction for at least one receiver at 10 feet. The NADR recommended a wall of 14 feet provided the most benefit at an acceptable cost.

6I. REVERSABLE LANES

Reversible lanes were not considered because no additional lanes are added to SR 50.

7. OTHER CONSIDERATIONS AS APPROPRIATE

Public Hearing Process

A public meeting was held on March 9, 2020 during the circulation of the Draft EIR/EA.

Route Matters

The project will require revised freeway agreements. The project will also require a revised Maintenance Agreement to identify the responsibilities for maintaining the multiuse path and to include the widened portion of the Hazel Avenue Overcrossing to match existing County responsibilities. These agreements will need to be executed prior to the issuance of the encroachment permit.

Permits

The following permits are anticipated to be required prior to construction of the project:

Table 15 – Permits	
Agency	Permit/Approval
United States Fish and Wildlife Service	Coordination and consultation regarding Federal threatened and endangered species
United States Army Corps of Engineers	Section 404 Permit for filling or dredging waters of the United States
State Water Resources Control Board	Construction General Permit Stormwater Pollution Prevention Plan and Municipal Separate Storm Sewer System Permit requirements.
Central Valley Regional Water Quality Control Board	Section 401 Water Quality Certification. Waste Discharge Permit Review and approval of stormwater discharge treatments.
California Department of Fish and Wildlife	1602 Agreement for Streambed Alteration and Coordination Regarding State Species
Sacramento Metropolitan Air Quality Management District	Formal Notification Prior to Construction
City of Rancho Cordova Encroachment Permit	For construction of improvements on local roadways within the City of Rancho Cordova.
Caltrans Encroachment Permit	For construction of improvements within State right-of-way

Cooperative Agreements

Caltrans and the County executed a cooperative agreement on April 13, 2015 for PA/ED, PS&E design, Right of Way Support, Right of Way Capital, Construction Support and Construction Capital.

Separate cooperative agreements will be required for the subsequent landscaping project at the interchange and for the maintenance and operations of the bicycle/pedestrian facilities at the interchange which will be constructed, operated and maintained by the County. The scope and timing of the follow-up landscape project will be determined in the construction cooperative agreement.

Other Agreements

SPTC-JPA

A Construction and Maintenance Agreement (C&M Agreement) will be required for construction of the overhead structure at the SPTC-JPA rail lines.

CPUC

Formal permits are required for the Hazel Avenue Overhead and the Jughandle crossing.

Transportation Management Plan

The Transportation Management Plan (TMP) Datasheet is included as Attachment H. Consistent with district policy and procedures, it is expected that construction of the project, especially staging and traffic control systems, would be coordinated closely with the district TMP coordinator. These traffic control systems would include appropriate work zone measures, including Extinguishable Message Signs (EMS) and/or Changeable Message Signs (CMS). It is also anticipated that there will be a Construction Zone Enhanced Enforcement Program (COZEEP) in place as part of traffic management during construction, including setting and removal of K-rails. It is expected that no work will be allowed on holiday weekends nor the preceding Friday.

The project cannot be constructed without some impact to traffic, primarily due to driver curiosity, construction area signs and controls, and can be reduced with a well-planned stage construction/traffic handling plan and aggressive public awareness during construction. It is anticipated on a project this large that the following traffic control items will be required:

- Temporary striping will be required to shift traffic away from construction zones;
- Temporary railing (Type K) to separate construction zones from traffic;
- Work-period lane closures will be required for mainline US 50 and ramps (i.e. for removing pavement delineation, setting K-rail, pavement conforms, falsework erection and removal, etc.)

Accommodation of Oversize Loads

The project will not reduce the vertical clearance or affect the ability for oversized loads to use US 50 during or following construction.

Graffiti Control

Per a recent Caltrans Traffic Operations Policy Directive, proposed overhead signs will not have walkways installed to decrease the potential for graffiti on overhead signs. For potential graffiti-prone areas along bicycle/pedestrian walkways or access areas, aesthetic or fractured texturing with graffiti coat may be considered to discourage vandals from “tagging” bridges, signs, and walls. Texturing or planting vines may be employed on walls to avoid providing a canvas for graffiti vandals.

Complete Streets

Pedestrian and bicycles are not allowed on the freeway. Shoulders for bicycle use are included on the local roadways. The project adds a new bicycle/pedestrian route along Hazel Avenue that is separated from vehicular traffic between Folsom Boulevard and the American River Bicycle Trail. The new 12-foot-wide facility would run along the east side of Hazel Avenue beginning at the intersection with the jughandle, continue along the east side of the Hazel Avenue overcrossing to cross US 50 and then extend adjacent to the loop on-ramp and be grade separated at the US 50 westbound ramp terminal. The path connects to a Park-n-Ride lot and other existing sidewalks and bicycle paths.

Pedestrian Facilities

Facility Type and Location	Meets ADA Standards?	If Facility Does Not Meets ADA Standards, What Features are not ADA Compliant?	Status of Each Noncompliant Location
US 50	NO	NA	Pedestrians are not allowed on the freeway
Hazel Avenue	YES	Sidewalk is adjacent to the roadway and matches the roadway profile grade	NA
Curb Ramps	YES	New curbs ramps at all intersections will meet ADA Standards	NA

Bicycle facilities

Location	Deficiency
US 50	NA- Bicycles are not allowed on the freeways
Hazel Avenue	6-foot minimum shoulders will be added to accommodate bicycles

Transit facilities

Location	Deficiency
Sacramento Regional Transit Hazel Light Rail Station	None
Sacramento Regional Transit Hazel to Downtown Express Bus Service	No bus stops within the project limits

Climate Change Considerations

Operational Green House Gas (GHG) emissions would decrease relative to the No Build Alternative under opening year (2022) conditions. This is a GHG benefit. While emissions are projected to slightly increase under horizon year (2042) conditions, emissions would not exceed SMAQMD’s land use threshold of 1,100 metric tons CO₂e. The project would also be consistent with the following strategies indicated in the 2016 MTP/SCS.

The proposed project is listed in the 2016 MTP/SCS and its design concept and scope is consistent with the project description in the MTP/SCS (Sacramento Area Council of Governments 2016a). The Final EIR for the 2016 MTP/SCS demonstrates that projects identified in the MTP/SCS meet CARB’s issued SB 375 GHG targets for the SACOG region in 2020 and 2035 (Sacramento Area Council of Governments 2016b). GHG emissions associated with the MTP/SCS, including those projects identified in the MTP/SCS, would therefore be less than significant. Accordingly, the proposed project’s project-level GHG emissions would be consistent with SB 375. This impact is considered less than significant. No mitigation is required.

Other Caltrans Projects in the Vicinity

Caltrans has two fiber optic projects, 03-3H330 and 03-1H820, that will end and start at Hazel Avenue along US 50. The work for these projects will occur within the shoulder area of US 50 and the contractor will have the option to utilize cut and cover or jack and bore for construction. These projects began construction in 2020 and will be complete prior to the construction of this project.

8. FUNDING, PROGRAMMING AND ESTIMATE

Funding

The project will be funded with a mix of funding types including local development impact fees or capital improvement funds, local Sacramento County Measure A transportation sales tax funds, potential state funds or grants, and potential federal funding.

It has been determined that this project is eligible for Federal-aid funding.

Programming

The following table indicates the proposed Capital and Support Cost for the Proposed Project.

Fund Source	Fiscal Year Estimate								
	Prior	17/18	18/19	19/20	20/21	21/22	22/23	Future	Total
2014-2023									
Component	In thousands of dollars (\$1,000)								
PA&ED Support	550	750	500						1,800
PS&E Support					6,800	3,400			10,200
Right-of-Way Support						2,700			2,700
Construction Support							7,300	4,900	12,200
Right-of-Way Capital						11,900			11,900
Construction Capital							34,800	21,000	55,800
Total	550	750	500		6,800	18,000	42,100	25,900	94,600

The support cost ratio is 28%.

Estimate

The preliminary un-escalated costs are listed below:

	Alternative 1
Roadways	\$37.6M
Structures	\$18.2M
Right of Way & Utilities	\$11.9M
Total Capital Costs	\$67.7M
Project Report/ Environmental Document	\$1.8M
PS&E Design (15%)	\$10.2M
Right of Way (4%)	\$2.7M
Construction Support (18%)	\$12.2M
Total Support Costs	\$26.9M
Total Project Costs	\$94.6M

9. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	July 2015	Actual
BEGIN ENVIRONMENTAL	M020	September 2017	Actual
NOTICE OF PREPARATION (NOP)	M030	September 2017	Actual
CIRCULATE DED EXTERNALLY	M120	February 2020	Actual
PA & ED	M200	January 2021	Actual
PROJECT PS&E	M377	2021	Target
RIGHT OF WAY CERTIFICATION	M410	2022	Target
READY TO LIST	M460	2023	Target
AWARD	M495	2023	Target
APPROVE CONTRACT	M500	2023	Target
CONTRACT ACCEPTANCE	M600	2025	Target
END PROJECT	M800	2025	Target

10. RISKS

A risk register has been developed for the project as part of the PA&ED process and is included in Attachment I. The risks having the greatest impact on the project include:

- Acquisitions of parcels taking longer than anticipated. Due to the large number of parcels and businesses that will be affected by the project, condemnation procedures are likely. This could delay the start of construction by up to one year.
- Utility companies' schedule/workload delays utility relocation process.

11. EXTERNAL AGENCY COORDINATION

Federal Highway Administration (FHWA)

FWHA approvals are not anticipated at this time. The proposed project is not located on the Interstate System and NEPA delegation will be coordinated through Caltrans.

Sufficient funding is expected to be reasonably available or identified at the time of the circulation and/or approval of the environmental determination/document to allow for the inclusion of the fully funded preferred alternative in the financially constrained SACOG RTP and Federal Transportation Improvement Plan (FTIP).

Additionally, it is possible that the project will provide air quality improvements and congestion relief and therefore will be eligible for funding through the Congestion

Mitigation and Air Quality Improvement (CMAQ) Program that is included within the FTIP.

The project requires the following coordination:

US Army Corps of Engineers

Department of the Army Permit
Clean Water Act Section 404

California Department of Fish and Wildlife

California Fish and Game Code Section 1602
Lake or Streambed Alteration Agreement

California Public Utilities Commission

General Order 131-D Permit to Construct / Notice of Construction (if greater than 2000' of relocations of 50 KV lines are required)
Rule 3.7 Formal Application to construct a new Highway/Rail Crossing (Hazel & Jughandle locations)

Regional Water Quality Control Board

Clean Water Act Section 401
Water Quality Certification

Local Agency

Cooperative Agreements with State of California.

Railroads

Railroad Agreements for new grade-separated crossing and relocated at-grade crossing (Design Review and Construction & Maintenance Agreement)

12. PROJECT REVIEWS

Scoping team meeting _____ *	Date	<u>03/03/2011</u>
*Scoping team meeting attendance roster included as Attachment M.		
District Maintenance _____	Gerald Kracher	Date _____
Headquarters Project Delivery Coordinator _____	Jesus Mora	Date _____
Project Manager _____	John Holder	Date _____
FHWA _____	Scott McHenry	Date _____
District Safety Review _____	Kevin Espinoza	Date _____
Constructability Review _____		Date _____

13. PROJECT PERSONNEL

To facilitate coordination with team members and to provide contact information for any questions or concerns on the PR included herein is contact information for individuals responsible for the preparation of this document:

Local Sponsor (County of Sacramento)		
Steve White, Senior Civil Engineer	(916) 874-5354	whitest@SacCounty.net
Marianne Biner, Senior Planner	(916) 874-7520	binerm@saccounty.net
Carol Gregory, Associate Planner	(916) 874-5458	gregoryc@saccounty.net
Consultants		
Matthew Brogan (Mark Thomas)	(916) 381-9100	mbrogan@markthomas.com
Julie Passalacqua (Mark Thomas)	(916) 381-9100	jpassalacqua@markthomas.com
John Long (DKS & Associates)	(916) 368-2000	jpl@dksassociates.com
Gary Parikh (Parikh Consultants, Inc.)	(916) 444-6292	gparikh@parikhnet.com
Michael Pattison (Pattison & Associates)	(916) 714-3010	mike@pattisonappraisals.com
Caltrans (District 3)		
John Holder, Project Manager	(530) 741-5448	john.holder@dot.ca.gov
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Rodolfo Avila, NR Design Oversight	(916) 274-0623	rodolfo.avila@dot.ca.gov
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Navid Vaziri, NR Design Oversight	(916) 274-5912	navid.vaziri@dot.ca.gov
Jesus Mora, HQ Project Delivery Coordinator	(916) 653-5747	jesus.mora@dot.ca.gov
Suzanne Melim, NR Environmental Services, South	(530) 741-4393	Suzanne.Melim@dot.ca.gov
Julia K. Green, Senior Environmental Planner	(530) 741-5181	julia_green@dot.ca.gov

14. ATTACHMENTS

- A. Location Map (1)
- B. Geometric Drawing (2)
- C. Advance Planning Studies (7)
- D. Preliminary Cost Estimate (10)
- E. Right of Way Data Sheet / Utility Information Sheets (9)
- F. Environmental Document (915)
- G. Traffic Operations Report (63)
- H. Transportation Management Plan Data Sheet (8)
- I. Risk Register (1)
- J. Initial Site Assessment (342)
- K. Storm Water Data Report (65)
- L. Scoping Team Meeting Attendance Roster (1)



Department of Transportation

Ron Vicari
Director

Divisions

Planning & Programs
Maintenance & Operations
Engineering & Design
Administrative Services

County of Sacramento

Date: October 17, 2023

To: Sudha Kodali
Office Chief
Office of Capital Improvement Programming
Division of Financial Programming

File: EA 03-3E380
ID 0300020439
PPNO 6222

From: Ron Vicari
Director, Department of Transportation 

Subject: Update Schedule and Funding to the Project Report 03-3E380
Hazel Avenue/US 50 Interchange Project for the SB-1 Baseline of
Project

The purpose of this memorandum is to document the change in the funding and schedule since the project report was approved on January 14, 2021. There has been an increase in project cost estimates.

The project description remains unchanged. The project description is as follows:

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at US 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento Regional Transit District Gold Line corridor, and provide Class I path/multimodal from Folsom Boulevard to the American River Parkway.

Cost Estimate:

As shown below in the funding/programming section, the project cost estimates for construction capital, construction support and right of way capital have increased from the amounts in the project report.

Schedule Update:

Delivery schedule was delayed due to lack of a complete funding plan and unexpected right of way negotiations. Funds were sufficient to complete earlier developmental phases with local funding, but construction funds were lacking until SB-1 funds were awarded in 2023. The "Proposed" milestones below are the same as proposed in the 2022 Local Partnership Competitive Program (LPP-C) grant application.

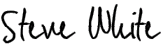
Project Milestones	Existing	Proposed
Project Study Report Approved	7/15/2014	
Begin Environmental (PA&ED) Phase	Sep 2017	7/2/2015
Circulate Draft Environmental Document	Feb 2020	3/30/2020
Final Project Report		1/14/2021
End Environmental Phase (PA&ED Milestone)	Jan 2021	10/5/2020
Begin Design (PS&E) Phase	2021	1/17/2022
End Design Phase (Ready to List for Advertisement Milestone)	2023	2/28/2025
Begin Right of Way Phase	2021	1/17/2022
End Right of Way Phase (Right of Way Certification Milestone)	2022	2/28/2025
Begin Construction Phase (Contract Award Milestone)	2023	7/31/2025
End Construction Phase (Construction Contract Acceptance Milestone)	2025	9/30/2027
Begin Closeout Phase	2025	10/1/2027
End Closeout Phase (Closeout Report)	2026	9/30/2028

Funding :

The project components remain the same as in the 2021 Project Report, but unit prices have increased for these components. The original cost estimate was during the preliminary engineering stage. Since then, the cost of right of way and construction estimates had been updated for the 2022 Local Partnership Competitive Program (LPP-C) grant application and are reflected in the following funding plan:

	Fiscal Year Estimate				
	Prior	2023/24	2024/25	2025/26	Total
Component	<i>In thousands of dollars (\$1,000)</i>				
PA&ED	5,505				5,505
PS&E	6,707				6,707
Right of Way	16,959				16,959
Construction			75,794		75,794
Total					104,965

Approval Recommended:

DocuSigned by:

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10/19/2023

Stephen White
 Chief, Department of Transportation
 Sacramento County

Date

Approved:

DocuSigned by:

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10/20/2023

Sathanathan Thileepan, P.E.
 Project Manager
 Office of Project Management, Caltrans
 District 3

Date

Department of Transportation
Ron Vicari
Director



Office of the County Executive
David Villanueva
County Executive
Community Services Agency
David Defanti
Deputy County Executive

County of Sacramento

REQUEST FOR PROJECT SCOPE CHANGE

Date: November 20, 2025

To: Sharon Bertozzi
Division of Local Assistance
LPP Program Manager
Caltrans

Project Name: Hazel Avenue/ US 50 Interchange

Approved Project Description

Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements from Folsom Boulevard to the American River Parkway.

Approved Project Limits

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50

Provide the approved scope, and explain the proposed change (to scope, cost, or schedule):

Approved Scope (LPP-C Grant)

The US 50 Interchanges are comprised of safety and operational improvements to three existing interchanges. The Hazel Avenue Interchange consists of modifying the eastbound off ramp, eastbound on ramp, and westbound loop on ramp; grade-separating Hazel Avenue over Folsom Boulevard and the Gold Line; and constructing a Class I path along Hazel Avenue connecting the Hazel Avenue Gold Line station to the American River Parkway. The Aerojet Road

Interchange off ramp is improved through the construction of a viaduct to separate traffic from the Hazel Avenue off ramp and improvements to the Aerojet Road and Folsom Boulevard intersection. Lastly, the Folsom Boulevard Interchange eastbound off ramp is improved with the lengthening of a deceleration lane.

Specifically, the Project components consist of:

- Ramp improvements to the Hazel Avenue, Aerojet Road, and Folsom Boulevard interchanges
- Hazel Avenue grade separation over Folsom Boulevard and the Gold Line
- Class I path on Hazel Avenue crossing US 50 connecting to the Hazel Light Rail station
- Sidewalks along Folsom Boulevard connecting to the Hazel Light Rail station

Proposed Change

The overall scope of the project remains unchanged. The County, however, proposes to divide the project into two separate construction contracts. Segment 1 will include all components that possess independent utility and does not require the acquisition of additional right-of-way, for which the County intends to seek construction allocation. The County remains committed to delivering Segment 2 upon the successful completion of the right-of-way acquisition phase.

Cost: (Segment 1) (\$1,000s)

Phase	Programmed		Proposed		Cost Expended to Date			Change		
	Value	FY	Value	FY	Expended	% Expended	% Completed	Value	%	FY
PA&ED	\$ 5,505	15	\$ 5,505	15	\$ 5,505	100%	100%	0	0	N/A
PS&E	\$ 4,495	22	\$ 4,495	22	\$ 3,295	75%	75%	0	0	N/A
R/W										
CON	\$ 30,000	26	\$ 35,624	26	0	0	0	\$5,624	18.75%	0
Con(Cap)										
R/W(Cap)										
Total	\$ 40,000		\$ 45,624		\$ 8,800					

The Project Approval and Environmental Document (PA&ED) was completed for the entire project in conjunction with Segment 1. All right-of-way activities and associated costs are planned to be addressed under Segment 2. The Plans, Specifications, and Estimates (PS&E) phase remains on schedule to support construction delivery in alignment with the Local Partnership Program – Competitive (LPP-C) delivery milestones.

Cost: (Segment 2)(\$1,000s)

Phase	Programmed		Proposed		Cost Expended to Date			Change		
	Value	FY	Value	FY	Expended	% Expended	% Completed	Value	%	FY
PA&ED	0		0		0		100%	0	0	0
PS&E	\$2,212	22	\$3,400	22	0	0	0	\$ 1,118	18%	0
R/W	\$16,959	23	\$17,100	23	\$ 332	2%	5%	\$ 141	1%	0
CON	\$ 75,794	26	\$121,488	29	0	0	0	\$ 59,206	60.29%	3
Con(Cap)										
R/W(Cap)										
Total	\$64,965		\$ 141,988		\$ 332					

Since the initial cost estimate was developed at the 20% design milestone in 2022, the projected construction cost for Segment 2 has increased to \$105 million, an increase of 60.29%. This escalation is the result of several converging factors, including market volatility, regional cost trends, and the natural evolution of the project's design.

At the time of the original estimate, the project was in its early conceptual phase. Many design elements were undefined, and cost projections relied heavily on broad assumptions and industry-standard contingencies. As the design has progressed, the scope has been refined and detailed, allowing for more accurate quantity takeoffs, specification development, and identification of site-specific constraints. This increased design maturity has led to a more realistic and comprehensive cost estimate that better reflects the actual requirements for construction.

In parallel, external market conditions have significantly impacted construction pricing. The Caltrans Construction Cost Index has shown a marked increase since 2022, indicating statewide inflation in material, labor, and equipment costs. These trends are consistent with broader economic pressures affecting public infrastructure projects across California.

Locally, Sacramento County has experienced its own surge in construction costs. Factors such as labor shortages, supply chain disruptions, and heightened demand for public works have contributed to elevated bid prices and reduced contractor availability. These regional dynamics have directly influenced the cost environment in which this project will be delivered. Additionally, regulatory updates and refined risk assessments have introduced new compliance requirements and adjusted contingency allocations. These changes ensure the

project remains aligned with current standards and is adequately prepared for potential construction challenges.

Schedule: (Segment 1) LPP-C Funding

Project will meet program delivery schedule

	Current Milestone Date	Proposed Milestone Date	Change (Months)	Current Allocation Date	Proposed Allocation Date	Change (Months)
PA&ED					Complete	
PS&E	4/2026	4/2026	0		In progress	
R/W					Complete	
CON	4/2026	4/2026	0	6/2026	6/2026	0

Schedule: (Segment 2)

Critical path is right of way. The Milestone dates are completion dates for PS&E and R/W; delivery date for CON.

	Current Milestone Date	Proposed Milestone Date	Change (Months)	Current Allocation Date	Proposed Allocation Date	Change (Months)
PA&ED					Complete	0
PS&E	4/2026	4/2029	36		In progress	0
R/W	4/2026	4/2029	36		In progress	0
CON	4/2026	4/2029	36	6/2026	6/2029	36

ADDITIONAL REQUIRED ELEMENTS:

1. The reason for the proposed scope change:

In June 2023, \$15 million was programmed through the Local Partnership Program and the Road Repair and Accountability Act of 2017 for the construction of the Hazel Avenue/U.S. 50 Interchange Project. In May 2025, the County of Sacramento (County) requested a 12-month time extension for allocation of the Construction phase in order to complete right-of-way acquisitions. That extension was granted with a deadline of June 30, 2026.

The County has made substantial progress on the critical path tasks related to right-of-way acquisition. However, due to the complexity of the process, right-of-way certification will not be achievable by the June 2026 deadline.

In response, the County proposes to divide the project into two separate construction contracts. Segment 1 will include all components that have

independent utility and do not require right-of-way acquisition, for which the County intends to request construction allocation.

The County remains fully committed to delivering Segment 2 upon completion of the right-of-way phase.

2. The impact the proposed scope change would have on the overall cost of the project;

Segmenting the Hazel Avenue / US 50 Interchange project introduces several cost considerations, but the overall financial impact to the project is expected to be minimal. While segmenting can lead to certain increases—such as repeated mobilization and demobilization, exposure to inflation for the deferred segment, and the need for temporary infrastructure and conforms—these effects are expected to be limited in scale. There would likely be a minimal increase to administrative overhead as the contractor manages separate schedules and resources for each phase.

A common concern with segmenting is the potential loss of economies of scale. A single continuous construction effort typically benefits from bulk material procurement, consolidated labor deployment, and efficient equipment use. While segmenting does disrupt some of these efficiencies, the expected loss is not anticipated to materially change the total cost of project delivery. If the project was constructed in one segment, the work would likely span four construction seasons while the sum of the two segments will span the same duration. Unit costs may increase modestly, but the magnitude of these changes remains small compared to the overall construction value.

Importantly, segmenting the work will provide meaningful financial and strategic advantages. Segmenting enables more manageable cash flow, allowing expenditures to be aligned with budget cycles and available funding. It also provides an opportunity to refine design elements based on lessons learned in the initial phase, which can partially offset any minor cost increases. Additionally, a segmented approach may position the project to pursue supplemental funding sources that favor incremental delivery. As a result, phasing introduces greater flexibility and risk mitigation with negligible impact on the overall cost of the project.

Despite the associated cost implications, the right-of-way acquisition phase for this project is not expected to meet the stringent delivery milestone set by the LPP-C program. Nevertheless, the County remains committed to utilizing all available resources and authority to advance the project and deliver meaningful improvements to the community.

As seen in the table below, the cost to segment the project has little impact on the overall project's cost - under \$2 million dollars.

Segment 1 Engineer's Estimate (ATT 4a):	\$28,499,414
Segment 2 Engineer's Estimate (ATT 4b):	\$97,190,360
Combined Current Engineer's Estimate (ATT 4c):	\$123,805,552
Original Engineer's Estimate - Baseline Agreement (ATT 3):	\$65,981,000

3. An estimate of the impact the proposed scope change would have on the potential of the project to increase the safety of pedestrians and bicyclists as compared to the benefits identified in the project application (increase or decrease in benefit);

The overall project scope remains unchanged. This request is to segment the project. At completion of Segment 2, the project will provide the same benefits as proposed in the original project application. The table of outputs and outcomes is below.

OUTPUTS							
Output	Approved Quantity	Anticipated at	Unit	Output	Approved Quantity	Anticipated at	Unit
Interchange modification(s)	3	3	Each	Modified/Improved interchange(s)	35,100	35,100	SQFT
New bridge(s)/tunnel(s)	19,190	19,190	SQFT	Pedestrian/Bicycle facilities mile(s)	0.74	0.74	Miles
OUTCOMES							
Outcome/Benefit	Approved Quantity	Anticipated at	Unit	Outcome/Benefit	Approved Quantity	Anticipated at	Unit
Air Quality & GHG (only 'Change')	-885	-885	Tons	Air Quality & GHG (only 'Change')	-28.4	-28.4	Tons
Air Quality & GHG (only 'Change')	-3.4	-3.4	Tons	Air Quality & GHG (only 'Change')	0.0406	0.0406	PM 2.5 Tons
Air Quality & GHG (only 'Change')	0.0414	0.0414	PM 10 Tons	Air Quality & GHG (only 'Change')	0.0592	0.0592	Tons
Air Quality & GHG (only 'Change')	-2.37	-2.37	Tons	Congestion Reduction: Change in Daily	5,741,943	5,741,943	Miles
Congestion Reduction: Change in Daily	47.03	47.03	VMT per	Congestion Reduction: Person Hours of	-47.52	-47.52	Person
Congestion Reduction: Person Hours of	0	0	Hours per	Cost Effectiveness (only 'Change')	1.03	1.03	Ratio
Economic Development: Jobs Created (Only)	1,662	1,662	Number	Safety: Fatalities per 100 Million VMT	0.0575	0.0575	Number
Safety: Number of Fatalities	1	1	Number	Safety: Number of Serious Injuries	14.75	14.75	Number
Safety: Number of Serious Injuries per 100	0.852	0.852	Number	System Reliability (Freight): Level of	97.8	97.8	% "On-time"
System Reliability (Freight): Peak Period	0	0	Index	Vehicle Volume: Estimated Year 20 Average	23,060,450	23,060,450	Number
Vehicle Volume: Existing Average Annual	21,563,969	21,563,969	Number				

4. An explanation of the methodology used to develop estimates;

Cost estimates for transportation roadway projects involves a structured methodology that accounts for the scope, complexity, and risks of the project. Quantity takeoffs are based on the topographic surveys and AutoCAD design of the proposed improvements. Unit costs are based on Sacramento County historical bid data and Caltrans contract cost data.

5. For projects programmed in the Metropolitan Planning Organization (MPO) component, evidence of MPO approval and the MPO rationale for their approval.

Sacramento Transportation Authority (STA) was the lead nominating agency for the LPCP application. Kevin Bewsey, the Executive Director of STA, has provided a letter of concurrence for the proposed segmentation plan. The concurrence letter is included as Attachment 6.

6. Does this scope change require revalidation of your environmental document? (Yes/No) If yes, what is the actual/estimated date of revalidation?

It has been determined that while the timing of construction has changed due to the segmenting plan, the Environmental Impact Report is still valid and requires no supplemental or subsequent EIR. The Environmental Assessment (EA) requires revalidation due to the amount of time passed since the last action. The County expects to have NEPA revalidation in place by March 2026, prior to the construction allocation request.

7. Explain the additional public outreach efforts you have made with respect to this proposed scope change and provide a summary of the public response to these efforts:

Since the overall project scope remains unchanged and the only change is the timing to deliver the various improvements, the County is not planning a robust public outreach process. The proposal to segment the project will be discussed during the negotiation process with the various property owners that require acquisition. Since Segment 1 can be constructed without any right-of-way acquisitions, public opposition is not anticipated.

REQUIRED Attachments: (check boxes of attached required documents)

- ATT 1 - Original plan – Ultimate Project
- ATT 2 - Segmented plans with highlighting
- ATT 3 - Original Detailed Engineer's Est.
- ATT 4a – Eng Estimate – Segment 1
- ATT 4b - Eng Estimate – Segment 2
- ATT 4c - Eng Estimate – Ultimate Project
- ATT 5a - Proposed ePPR - Segment 1
- ATT 5b - Proposed ePPR - Segment 2
- ATT 5c - original ePPR for LPP-C Baseline agreement
- ATT 6 - Written Concurrence by Lead Nominating Agency, STA

Required revisions to the Project's Description and/or Limits:

The proposed Project Amendments documented above will require the following changes to the Project's Description and/or Limits:

Proposed changes to the Project Description:

The overall project remains unchanged. The project will be segmented to meet funding deadlines.

Segment 1 Project Description:

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Widen the existing Hazel Avenue overcrossing of U.S. Highway 50 (PM 15.5/17.2), modify the existing westbound on and off ramp to accommodate a shared use path to improve the multi-modal connection through the corridor, construct a retaining wall at the existing eastbound loop on-ramp to increase shoulder width and clear recovery zone, and construct a portion of a transition auxiliary lane on U.S. Highway 50 between Alder Pond and Folsom Boulevard eastbound off-ramp.

Segment 2 Project Description:

In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at U.S. Highway 50 including US 50 eastbound off ramp modifications at Aerojet Road and Folsom Boulevard (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements from Folsom Boulevard to the American River Parkway.

Proposed changes to the Project Limits:

The overall project limits remain unchanged. The project will be segmented to meet funding deadlines.

For Federally Funded Projects: N/A

Project Delivery Status:

The following is a side-by-side comparison of the original project schedule and the current project schedule. The explanations for each milestone date change is listed below:

Original CTC Allocation Dates: (as programmed at application approved):

PA&ED: _____ PS&E: _____ R/W: _____ CON: 6/2025 CON-NI: _____

Actual/Currently Anticipated CTC Allocation Dates: (at the time of this request)

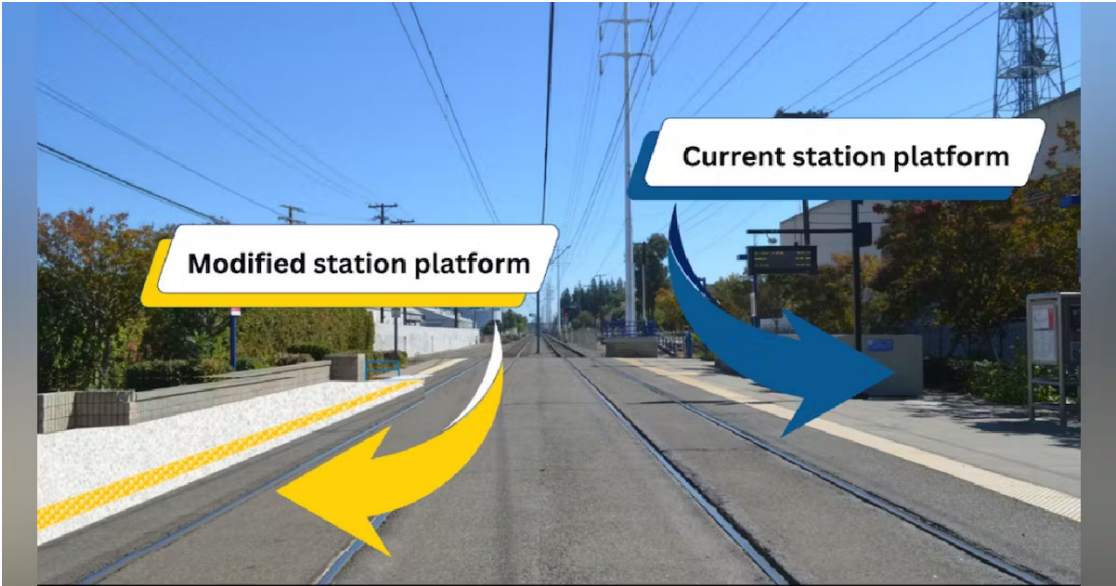
PA&ED: _____ PS&E: _____ R/W: _____ CON: 6/2026 CON-NI: _____

2. Gold Line Light Rail Platform Modifications Phase 2 Project Report

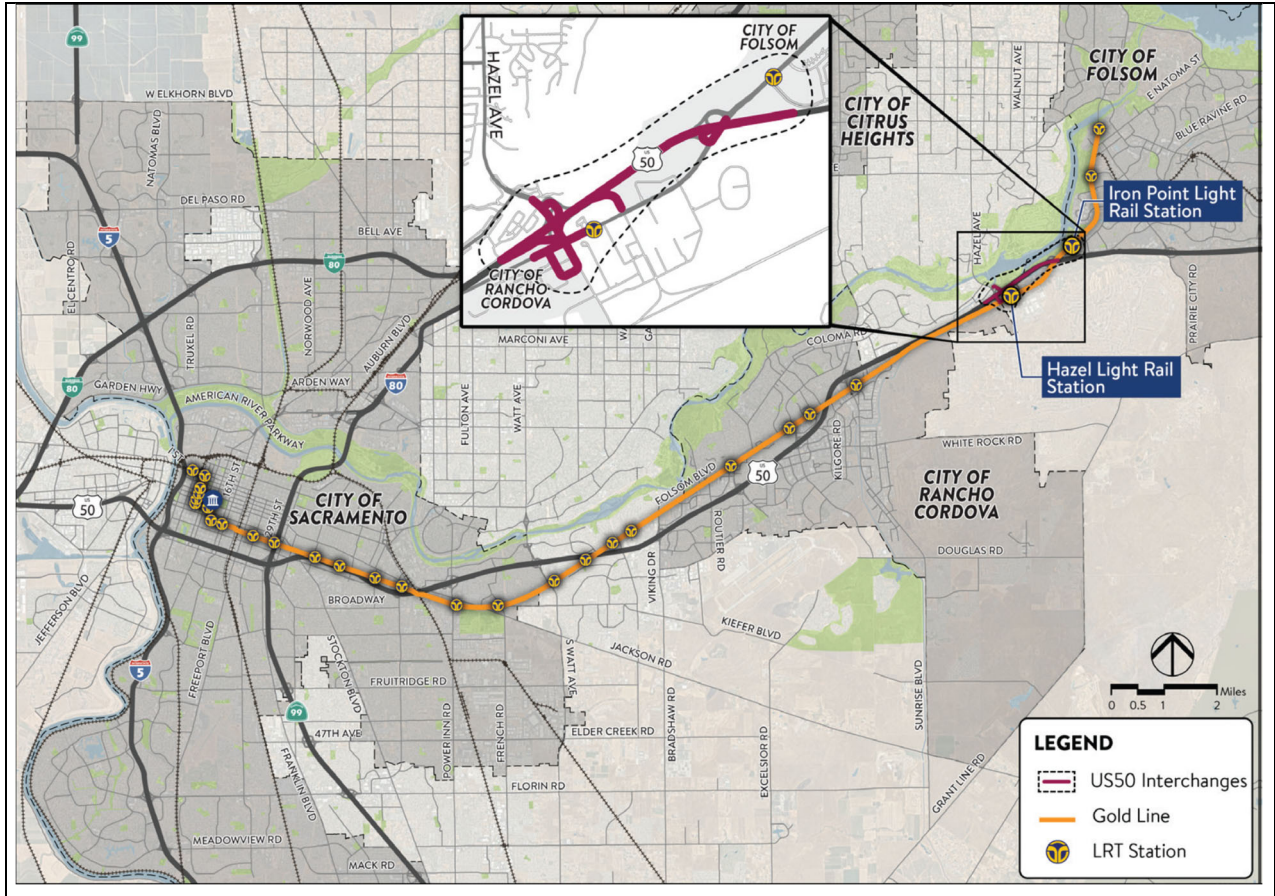
PPNO LP008

Project Study Report

Gold Line Modernization Phase 2 between Sac Valley Station and Historic Folsom Station



Vicinity Map



I, *Anthony Adams, Director of Planning* have been given full authority by *Sacramento Regional Transit District* to prepare this report. I certify that the information and data contained in this report are true to the best of my knowledge and belief and I understand that disciplinary action may be taken in the event that the following information are found to be falsified.


Anthony Adams

Anthony Adams

Director of Planning
Sacramento Regional Transit District

10/2/2023

I have reviewed the information contained in this report and find the data and information to be complete, current, and accurate



Craig Norman

Director of Engineering
Sacramento Regional Transit District

10/2/2023

Table of Contents

As needed, include a table of contents with the topics from the body of the report.

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1. INTRODUCTION

Project Description:

The Project consists of two complementary components, the Gold Line Modernization and the US 50 Interchange improvements. The Gold Line Modernization project modifies 29 Gold Line Station platforms to accommodate four low-floor light rail vehicles. This will provide better accessibility for all passengers and will increase ridership along the Gold Line connecting Folsom, Downtown Sacramento, and points in between.

Project Limits	Along the Gold Line from Sac Valley Station to Folsom	
	Current Cost Estimate	Escalated Cost Estimate
Current Capital Outlay for PA&ED	214,000	Same/Complete
Current Capital Outlay PS&E Cost	1,250,000	Escalated to 2024
Current Capital Outlay Construction Cost	54,652,000	Escalated to 2026
Current Capital Outlay Right-of-Way Cost	N/A	
Funding Source	Local Developer Fees - \$100k State Transit Assistance - \$1.2M Surface Transportation Program - \$6.25M SACOG Revolving Match - \$2M THUD Congressional Appropriation - \$3.65M LPP Competitive - \$10M FTA State of Good Repair Formula - \$29.86M State Housing and Community TOD - \$2.05M Folsom Annexation Funds - \$1M	
Type of Facility	Rail	
Number of Structures	29 station modifications	
Anticipated Environmental Determination or Document	Categorical Exemption - 7/1/2019 FTA Categorical Exclusion – 8/1/2019	
Legal Description	The Gold Line Modernization project modifies 29 Gold Line Station platforms to accommodate three to four low-floor light rail vehicles.	

2. BACKGROUND

US 50 is a backbone of the regional transportation network and a critical segment of the Surface Transportation Assistance Act (STAA) National Network ([Link](#)). The Gold Line light rail system runs parallel to US 50. The 25-mile US 50 Gold Line Corridor carries 246,000 vehicles and 17,484 transit riders daily. Significant urban and suburban land use planning has occurred along the US 50 corridor in the cities of Sacramento, Rancho Cordova, and Folsom and within unincorporated Sacramento County. To the east, existing residents in El Dorado and Amador Counties use regional highways and freeways to access jobs, goods, and services within Sacramento County. The demographics and business sectors along the corridor are remarkably diverse. Middle-wage jobs, including distribution and warehousing, located along the corridor offer economic opportunities for the underserved communities along US 50 if the existing mobility challenges are improved.

The Sacramento region has recognized the unique importance of the US 50 corridor over the last 20 years. As the area and eastern Sacramento County continues to develop, this vital corridor needs investment beyond what can be secured locally. Given the importance of this region to the State and the Nation, state and federal investment is necessary to sustain the transportation efficiency of the corridor.

3. PURPOSE AND NEED

Purpose:

The purpose of the Project is to convert the existing station platforms along the Gold Line to accommodate a new fleet of low-floor light rail vehicles.

Need:

SacRT is one of only 2 light rail operators still utilizing high-floor vehicles. SacRT is in the process of updating our fleet and procuring 50+ new low-floor light rail vehicles. All station platforms in our system must be raised to 8-inches above top of rail to accommodate new low-floor vehicles.

4. DEFICIENCIES

Current Gold Line stations are not compatible with a new low-floor light rail fleet. SacRT's new fleet can only be utilized once all station platforms are raised to be compatible with low-floor fleet.

5. CORRIDOR AND SYSTEM COORDINATION

The US 50 Gold Line Corridor Enhancement Project (Project) will implement two complementary project components – Gold Line Modernization and US 50 Interchanges – to enhance accessibility and preservation of the regional transportation system. The

Gold Line Modernization project modifies 29 Gold Line Station platforms to accommodate three to four low floor light rail vehicles. SacRT plans to begin service of our new low-floor fleet of vehicles by summer 2024. Station platforms along our light rail system must be raised to accommodate the operations of this new fleet. The conversion of our stations, to coincide with the arrival of our new fleet ensures operational coordination of our system along this corridor

The partner project to the Gold Line Modernization is the US 50 Interchanges project, which improves three interchanges along US 50 (Hazel Avenue, Aerojet Road, and Folsom Boulevard). The Project components work in concert to reduce vehicle hours of delay on US 50, improve transit accessibility for all transit riders, particularly for those using mobility devices, provide a first/last mile connection along Hazel Avenue, enhance goods movement access to US 50, and reduce greenhouse gas emissions (GHG) in the Sacramento region.

6. ALTERNATIVES

6A. Viable Alternatives

Gold Line station conversions are required to allow for low-floor light rail vehicle operations. There are no other viable alternatives.

7. COMMUNITY INVOLVEMENT

SacRT has also engaged in wide ranging community engagement activities, including those targeted to reach underserved communities. Pre-pandemic, SacRT typically participated in approximately 90 events annually in the greater Sacramento community, including the Martin Luther King Jr. March and Expo, Black History Month, California Clean Air Day, Earth Day, health fairs, Capitol Bike Fest, Cinco de Mayo, festivals, Pride Festival, Safetyville, transportation fairs and Try Transit events to provide trip planning and transit information. These events reached numerous facets of the community and a wide variety of demographics, including marginalized and disadvantaged community members. During the pandemic, outreach was held during virtual events and social media (both paid and owned) posts.

Multiple community engagement efforts were held for the SacRT Short Range Transit Plan: FY2022-2027 ([Link](#)). This included a customer survey, phone call/email opportunities for feedback, and two virtual open houses in November 2021, one virtual open house in February 2022, and two virtual open houses in March 2022. The Gold Line Modernization was presented to the public as a significant capital improvement project being undertaken by the transit agency. Support was expressed for the Gold Line Modernization and there was no opposition.

8. ENVIRONMENTAL COMPLIANCE

The Gold Line Modernization’s CEQA Statutory Exemption (SE) was completed in July 2019 and NEPA Categorical Exclusion (CE) was approved by FTA in August 2019. Final design for the platforms is currently underway and is anticipated to be completed by November 2024. The final design phase will also include community engagement efforts to seek input and hear design and construction impact concerns. The platform modifications do not require any right of way acquisitions or utility relocations. The construction contract award is anticipated to be made by May 2025, and construction activities will begin in July 2025. Construction will occur over a 12-month schedule with anticipated completion by July 2026.

9. FUNDING, PROGRAMMING AND ESTIMATE

Funding

It has been determined that this project is eligible for Federal-aid funding.

The Gold Line Modernization Project funding will come from:

- Local Developer Fees - \$100,000
- State Transit Assistance - \$1,203,000
- Surface Transportation Program - \$6,250,000
- SACOG Revolving Match - \$2,000,000
- THUD Congressional Appropriation - \$3,647,000
- LPP Competitive - \$10,000,000
- FTA State of Good Repair Formula - \$29,863,000
- State Housing and Community TOD - \$2,053,000
- Folsom Annexation Funds - \$1,000,000
- Total: \$56,116,000

Programming

Fund Source	Fiscal Year Estimate								
	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
Developer Fees									
Component	In thousands of dollars (\$1,000)								
PA&ED Support	100								
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction									
Total	100								
State Transit Assistance (STA)									
PA&ED Support	114								
PS&E Support									

Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			1,089						
Total	114		1,089						1,203
Surface Transportation Program	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
PA&ED Support									
PS&E Support	1,250								
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			5,000						
Total	1,250		5,000						6,250
SACOG Revolving Match	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			2,000						
Total			2,000						2,000
THUD Appropriate (Committed)	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			3,647						
Total			3,647						3,647
LPP Competitive	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			10,000						
Total			10,000						10,000
FTA State of Good Repair Formula	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
PA&ED Support									

PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			29,863						
Total			29,863						29,863
Other State Cash	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			2,053						
Total			2,053						2,053
Local Funds – City Funds	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Future	Total
PA&ED Support									
PS&E Support									
Right-of-Way Support									
Construction Support									
Right-of-Way									
Construction			1,000						1,000
Total			1,000						1,000

SacRT will utilize TIRCP funds for project support costs. Project support cost ratio is 10%.

Estimate

SacDOT and SacRT have prepared cost estimates, as shown above, based upon 30% design with sufficient contingencies. The cost has been escalated to the year of construction – 2025. This is affirmed by the directors of both agencies signing the cover letter.

10. DELIVERY SCHEDULE

Project Milestones		Milestone Date (Month/Day/Year)	Milestone Designation (Target/Actual)
PROGRAM PROJECT	M015	10/1/2023	Actual
BEGIN ENVIRONMENTAL	M020	6/1/2019	Actual
PA & ED	M200	8/31/2019	Actual
PROJECT PS&E	M380	4/30/2022	Actual
RIGHT OF WAY CERTIFICATION	M410	12/01/2024	Target
READY TO LIST	M460	11/30/2024	Target
AWARD	M495	5/31/2025	Target
APPROVE CONTRACT	M500	5/31/2025	Target
CONTRACT ACCEPTANCE	M600	7/31/2026	Target
END PROJECT EXPENDITURES	M800	8/1/2026	Target
FINAL PROJECT CLOSEOUT	M900	12/31/2026	Target

11. RISKS

Risk	Mitigation
Local jurisdictions require additional improvements or delay approvals.	The Gold Line Modernization is constructing improvements within the cities of Sacramento, Rancho Cordova, and Folsom as well as the County requiring their approvals. SacRT maintains strong relationships with each agency, and approvals are not anticipated to be delayed.
SPTC-JPA and CPUC delay approvals.	The US 50 Interchanges impact railroad right of way owned by the SPTC-JPA. This right of way carries one SacRT light rail track and one heavy rail track. A formal grade separation application will be required, and approval is needed from the SPTC-JPA and the CPUC. Coordination has already begun with both stakeholders. The Project delivery schedule has included sufficient time to secure these approvals.
Insufficient funding for construction.	The current cost estimate includes appropriate contingencies.

12. EXTERNAL AGENCY COORDINATION

Federal Transit Administration (FTA) or Federal Railroad Administration (FRA)

Project is not located within Caltrans ROW, and has already received FTA approval regarding NEPA. No FRA coordination will be needed.

The project requires the following coordination:

Local Agency

Cooperative Agreements with City of Sacramento for downtown stations.

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The project requires the following coordination:

Local Agency

Cooperative Agreements with City of Sacramento for downtown stations.

13. PROJECT PERSONNEL

Local Sponsor (Sacramento Regional Transit District)

Craig Norman, Director of Engineering (916) 869-8742 cnorman@sacrt.com

Sue Bianchi, Principal Civil Engineer (916) 556-0407 sbianchi@sacrt.com

14. ATTACHMENTS (Number of Pages)

List attachments with the number of pages, such as:

- A. Project Programming Request PPR (9 pages)
- B. Approved Environmental Document (33 pages)

SUPPORTING INFORMATION FOR PROBABLE CATEGORICAL EXCLUSION

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



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

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

X A. DETAILED PROJECT DESCRIPTION:

Project Sponsor: Sacramento Regional Transit District (SacRT)

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

Anticipated changes at each station include:

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

Table 1. Light Rail Stations to be Modified

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

Funding Sources:

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

 X **B.**

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

The following Site Maps are attached:

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

 X **C.**

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

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

Adopted MPO Plan & MTIP Year:

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

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

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

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

Is the proposed project, or are appropriate phases of the project included in the TIP?

Yes, the current TIP listing (Revision 19-02, Federally Approved on 2/15/19) lists the following funding amounts in the following fiscal years and phases:

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

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

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

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

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

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

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

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

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

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

The project will modify existing light rail stations to accommodate low-floor LRT vehicles as efficiently as possible with minimal changes to existing stations. The project will not impact any scenic vistas, and will not substantially degrade the existing visual character or quality of the existing stations or their surroundings. The project does not include site lighting work, so there will be no new sources of substantial light or glare.

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

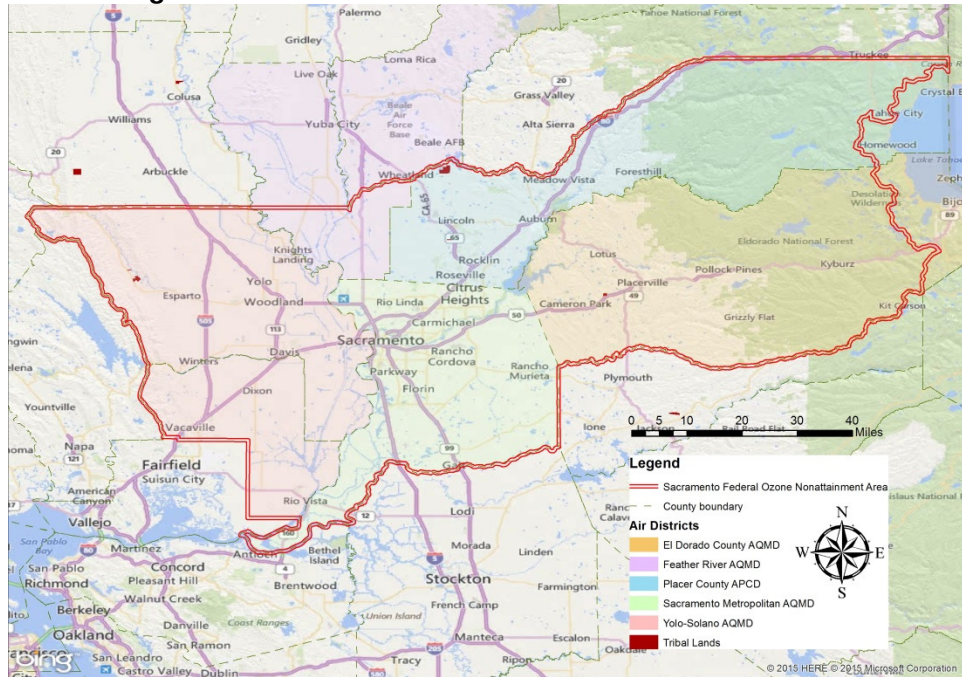
X H.

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

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

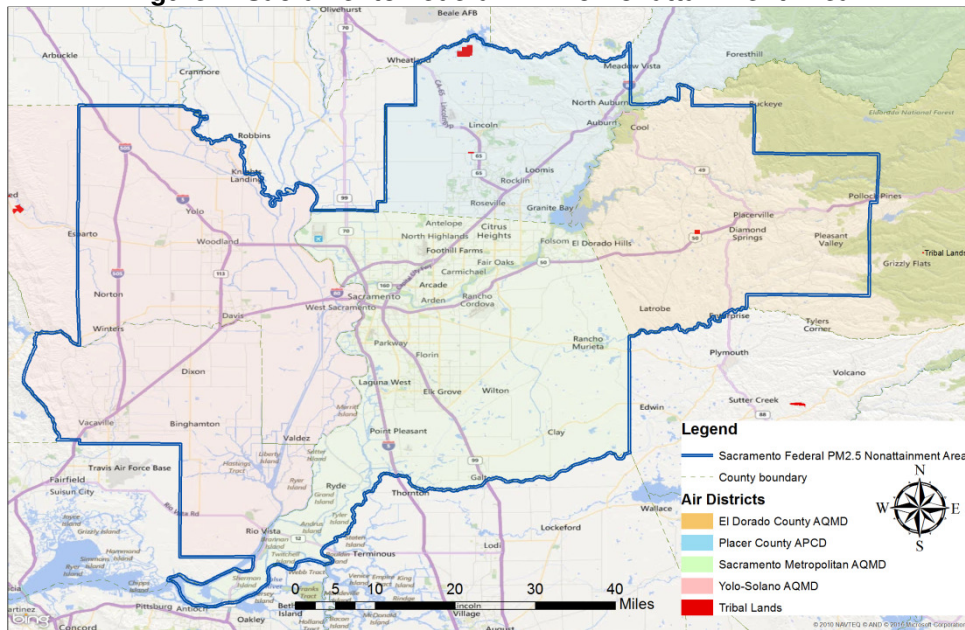
Since this is a transit enhancements project, which will modify stations to accommodate existing transit service and will not result in an increase in service, any increased ridership and associated vehicular traffic to and from the stations will not exceed the levels that were already accounted for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

Figure 1. Sacramento Federal Ozone Nonattainment Area



Source: Sacramento Metropolitan Air Quality Management District

Figure 2. Sacramento Federal PM 2.5 Nonattainment Area



Source: Sacramento Metropolitan Air Quality Management District

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Applicant's Environmental Reviewer

Date

REFERENCE

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

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

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

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

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

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

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

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

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

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

- (1) Significant environmental impacts;
- (2) Substantial controversy on environmental grounds;

- (3) Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or
- (4) Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action.

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

- (1) Acquisition, installation, operation, evaluation, replacement, and improvement of discrete utilities and similar appurtenances (existing and new) within or adjacent to existing transportation right-of-way, such as: utility poles, underground wiring, cables, and information systems; and power substations and utility transfer stations.
- (2) Acquisition, construction, maintenance, rehabilitation, and improvement or limited expansion of stand-alone recreation, pedestrian, or bicycle facilities, such as: a multiuse pathway, lane, trail, or pedestrian bridge; and transit plaza amenities.
- (3) Activities designed to mitigate environmental harm that cause no harm themselves or to maintain and enhance environmental quality and site aesthetics, and employ construction best management practices, such as: noise mitigation activities; rehabilitation of public transportation buildings, structures, or facilities; retrofitting for energy or other resource conservation; and landscaping or re-vegetation.
- (4) Planning and administrative activities which do not involve or lead directly to construction, such as: training, technical assistance and research; promulgation of rules, regulations, directives, or program guidance; approval of project concepts; engineering; and operating assistance to transit authorities to continue existing service or increase service to meet routine demand.
- (5) Activities, including repairs, replacements, and rehabilitations, designed to promote transportation safety, security, accessibility and effective communication within or adjacent to existing right-of-way, such as: the deployment of Intelligent Transportation Systems and components; installation and improvement of safety and communications equipment, including hazard elimination and mitigation; installation of passenger amenities and traffic signals; and retrofitting existing transportation vehicles, facilities or structures, or upgrading to current standards.
- (6) Acquisition or transfer of an interest in real property that is not within or adjacent to recognized environmentally sensitive areas (e.g., wetlands, non-urban parks, wildlife management areas) and does not result in a substantial change in the functional use of the property or in substantial displacements, such as: acquisition for scenic easements or historic sites for the purpose of preserving the site. This CE extends only to acquisitions and transfers that will not limit the evaluation of alternatives for future FTA-assisted projects that make use of the acquired or transferred property.
- (7) Acquisition, installation, rehabilitation, replacement, and maintenance of vehicles or equipment, within or accommodated by existing facilities, that does not result in a change in functional use of the facilities, such as: equipment to be located within existing facilities and with no substantial off-site impacts; and vehicles, including buses, rail cars, trolley cars, ferry boats and people movers that can be accommodated by existing facilities or by new facilities that qualify for a categorical exclusion.
- (8) Maintenance, rehabilitation, and reconstruction of facilities that occupy substantially the same geographic footprint and do not result in a change in functional use, such as: improvements to bridges, tunnels, storage yards, buildings, stations, and terminals; construction of platform extensions, passing track, and retaining walls; and improvements to tracks and railbeds.
- (9) Assembly or construction of facilities that is consistent with existing land use and zoning requirements (including floodplain regulations) and uses primarily land disturbed for transportation use, such as: buildings and associated structures; bus transfer stations or intermodal centers; busways and streetcar lines or other transit investments within areas of the right-of-way occupied

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

- (10) Development of facilities for transit and non-transit purposes, located on, above, or adjacent to existing transit facilities, that are not part of a larger transportation project and do not substantially enlarge such facilities, such as: police facilities, daycare facilities, public service facilities, amenities, and commercial, retail, and residential development.
- (11) The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):
 - (i) Emergency repairs under 49 U.S.C. 5324; and
 - (ii) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:
 - (A) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and
 - (B) Is commenced within a 2-year period beginning on the date of the declaration.
- (12) Projects, as defined in 23 U.S.C.101 that would take place entirely within the existing operational right-of-way. Existing operational right-of-way refers to right-of-way that has been disturbed for an existing transportation facility or is maintained for a transportation purpose. This area includes the features associated with the physical footprint of the transportation facility (including the roadway, bridges, interchanges, culverts, drainage, fixed guideways, mitigation areas, etc.) and other areas maintained for transportation purposes such as clear zone, traffic control signage, landscaping, any rest areas with direct access to a controlled access highway, areas maintained for safety and security of a transportation facility, parking facilities with direct access to an existing transportation facility, transit power substations, transit venting structures, and transit maintenance facilities. Portions of the right-of-way that have not been disturbed or that are not maintained for transportation purposes are not in the existing operational right-of-way.
- (13) Federally funded projects:
 - (i) that receive less than \$5,179,656.40 of Federal funds; or
 - (ii) with a total estimated cost of not more than \$31,077,938.40 and Federal funds comprising less than 15 percent of the total estimated project cost

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

1. The \$5,000,000 monetary limit is adjusted to \$5, 179,656.40.
2. The \$30,000,000 monetary limit is adjusted to \$31,077,938.40.

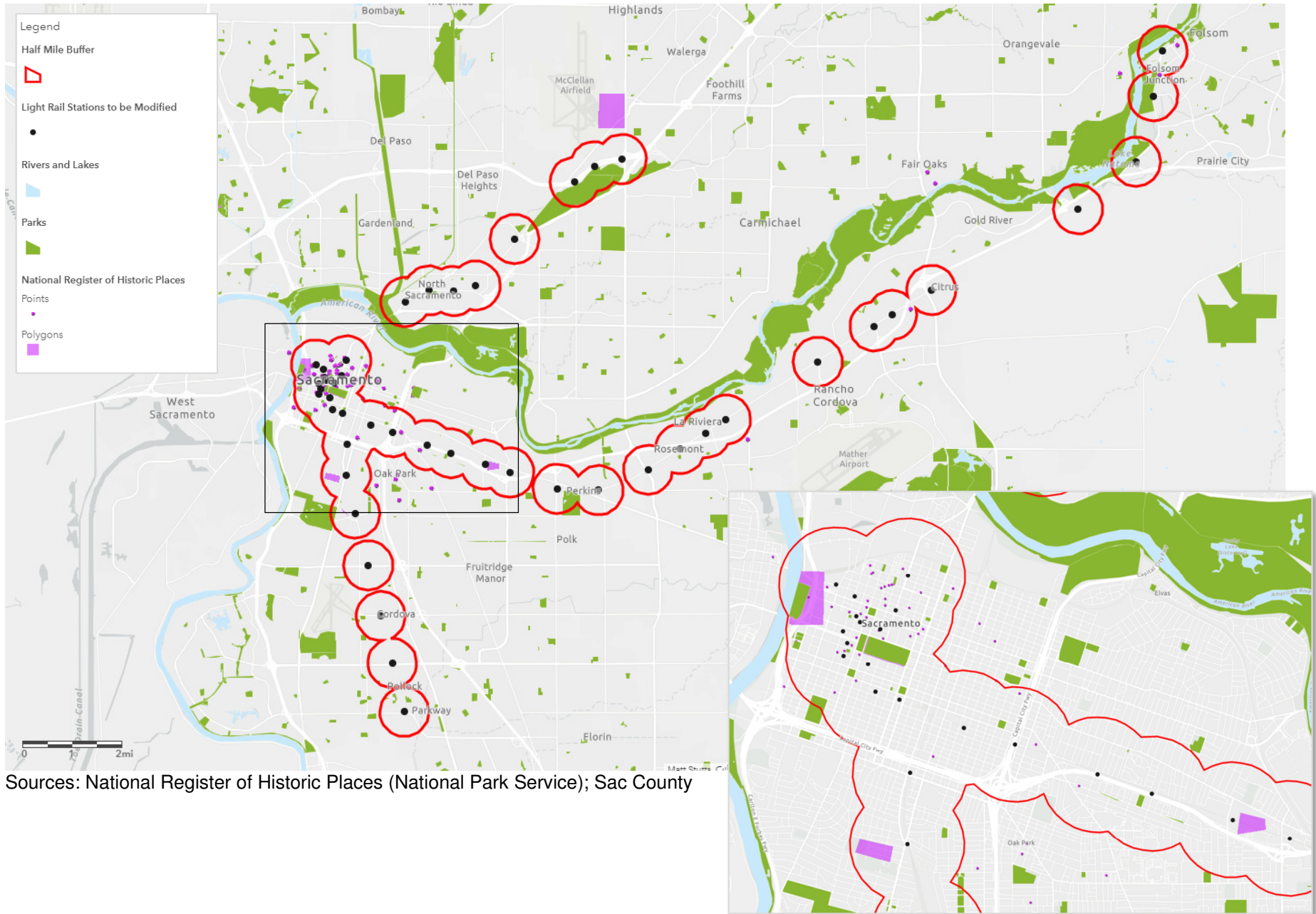
Effective January 29, 2016, these adjusted figures must be used when applying the limited Federal assistance categorical exclusion to projects. This change also affects Title 23 of the Code of Federal Regulations (CFR), subsections 771.117(c)(23) and 771.118(c)(13), which will be amended as soon as practicable.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

- (15) Preventative maintenance, including safety treatments, to culverts and channels within and adjacent to transportation right-of-way to prevent damage to the transportation facility and adjoining property, plus any necessary channel work, such as restoring, replacing, reconstructing, and rehabilitating culverts and drainage pipes; and, expanding existing culverts and drainage pipes.
- (16) Localized geotechnical and other investigations to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

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

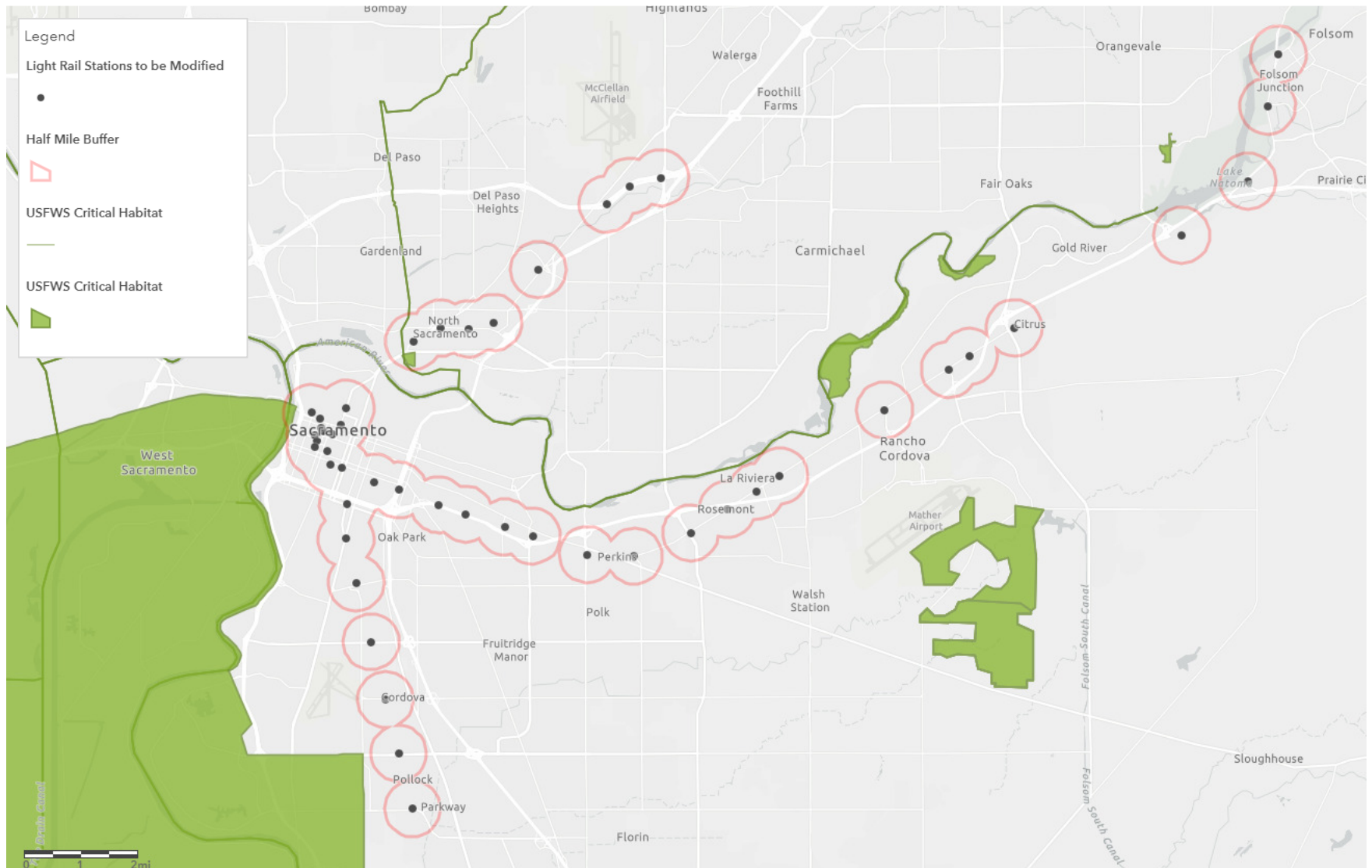
- (1) Modernization of a highway by resurfacing, restoring, rehabilitating, or reconstructing shoulders or auxiliary lanes (e.g., lanes for parking, weaving, turning, climbing).
- (2) Bridge replacement or the construction of grade separation to replace existing at-grade railroad crossings.
- (3) Acquisition of land for hardship or protective purposes. Hardship and protective buying will be permitted only for a particular parcel or a limited number of parcels. These types of land acquisition qualify for a CE only where the acquisition will not limit the evaluation of alternatives, including shifts in alignment for planned construction projects, which may be required in the NEPA process. No project development on such land may proceed until the NEPA process has been completed.
 - (i) Hardship acquisition is early acquisition of property by the applicant at the property owner's request to alleviate particular hardship to the owner, in contrast to others, because of an inability to sell his property. This is justified when the property owner can document on the basis of health, safety or financial reasons that remaining in the property poses an undue hardship compared to others.
 - (ii) Protective acquisition is done to prevent imminent development of a parcel which may be needed for a proposed transportation corridor or site. Documentation must clearly demonstrate that development of the land would preclude future transportation use and that such development is imminent. Advance acquisition is not permitted for the sole purpose of reducing the cost of property for a proposed project.
- (4) Acquisition of right-of-way. No project development on the acquired right-of-way may proceed until the NEPA process for such project development, including the consideration of alternatives, has been completed.
- (5) [Space Holder]
- (6) Facility modernization through construction or replacement of existing components.
- (7) Minor transportation facility realignment for rail safety reasons, such as improving vertical and horizontal alignment of railroad crossings, and improving sight distance at railroad crossings.
- (8) Modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards.

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



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

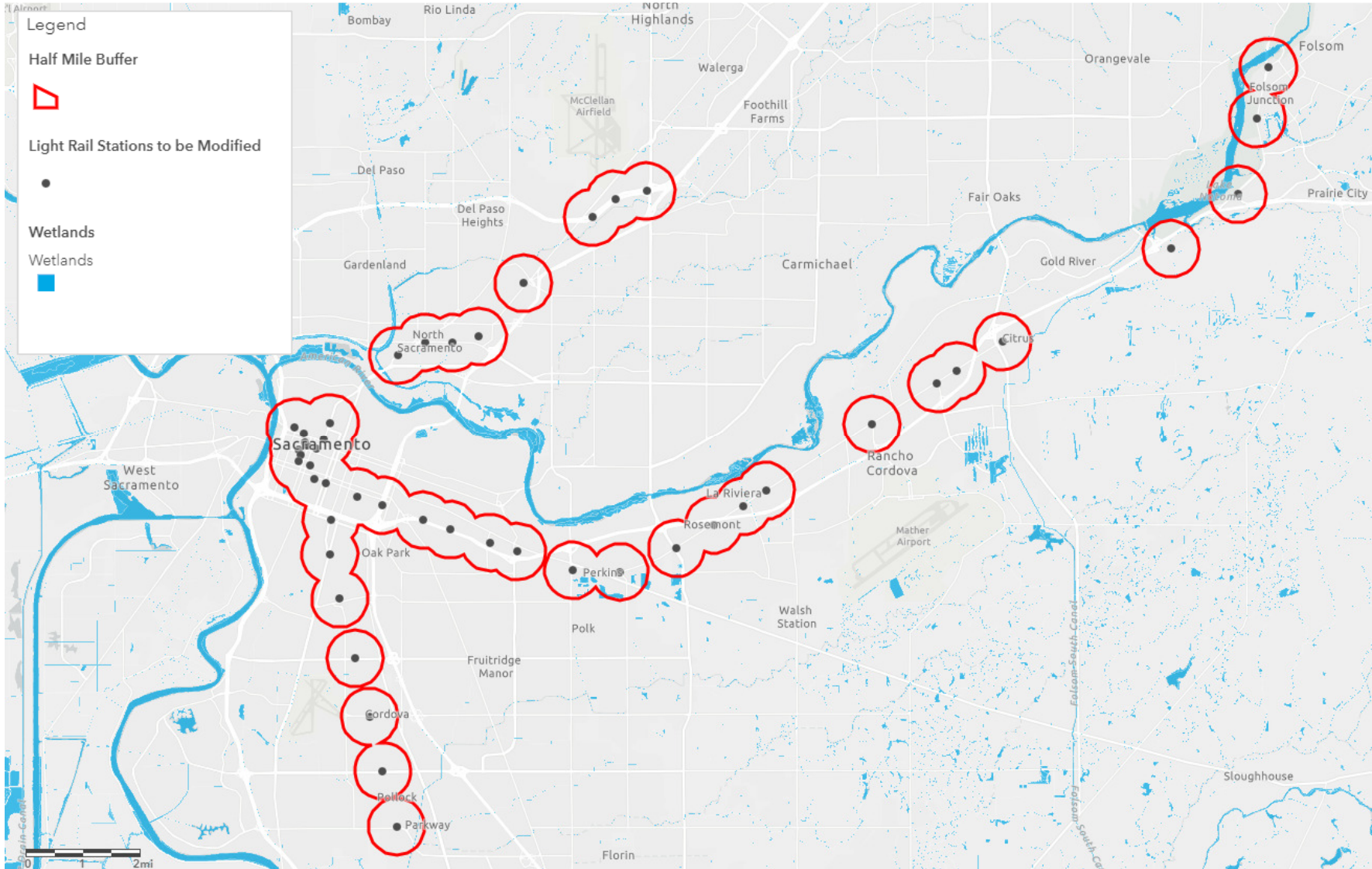
Attachment 1B – Site Map in relation to USFWS Critical Habitat *



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

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

Attachment 1C – Site Map in relation to Wetlands



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

Attachment 2
Methodology for GHG Quantification for Project



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

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

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

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



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



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

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



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

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

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

ATTACHMENT 2 - Narrative

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

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

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

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

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

See Table 2A for summary of ridership impact.

RT Rider Alert**Bus and Light Rail Service Disruptions Notice Log**

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

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

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

	Year 1 increase	Year F increase
--	-----------------	-----------------

Peak	380,929	5,861,081
------	---------	-----------

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

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

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

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

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

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

ATTACHMENT 2
TABLE 2A
Low Floor LRV Station Conversion/Acquire 36 LRVs
Summary of Ridership Impact

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

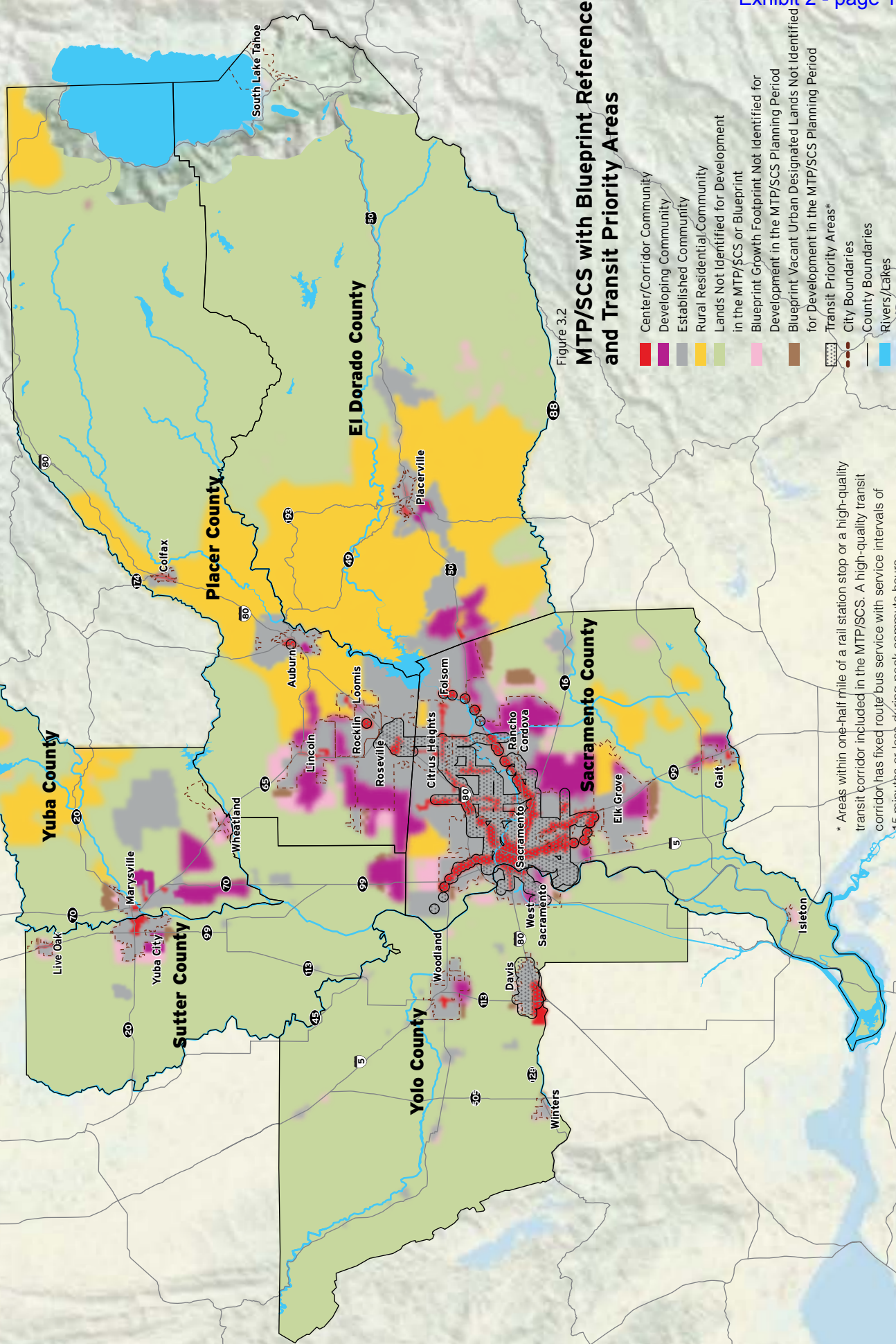
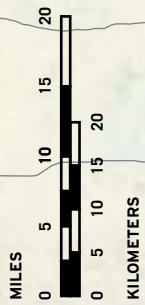


Figure 3.2

MTP/SCS with Blueprint Reference and Transit Priority Areas

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

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

MTP/SCS Land Use Distribution by Community Type

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

TABLE 3.2

Summary of Housing Units Forecasted in MTP/SCS

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

TABLE 3.3

Summary of Employment Forecasted in MTP/SCS¹

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

1 Does not include employees of home-based businesses.

Attachment 1- Exhibit 2 page 3

2016 MTP/SCS

Sacramento Region - Center and Corridor Communities*

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

Annual population growth rate 2.5%

* Assumed same rate of increase in future years

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

Notice of Exemption

Appendix E


To: Office of Planning and Research
 P.O. Box 3044, Room 113
 Sacramento, CA 95812-3044
 County Clerk
 County of: Sacramento
 600 8th St.
 Sacramento, CA 95814

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

ENDORSED
 SACRAMENTO COUNTY

JUL 02 2019

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

DONNA ALBRECHT, CLERK/RECORDER
 BY  DEFUTY

Project Applicant: Sacramento Regional Transit District

Project Location - Specific:

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

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

Description of Nature, Purpose and Beneficiaries of Project:

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

Name of Public Agency Approving Project: Sacramento Regional Transit District

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

Exempt Status: (check one):

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

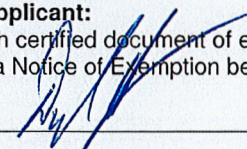
Reasons why project is exempt:

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

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

If filed by applicant:

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

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

Signed by Lead Agency Signed by Applicant

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

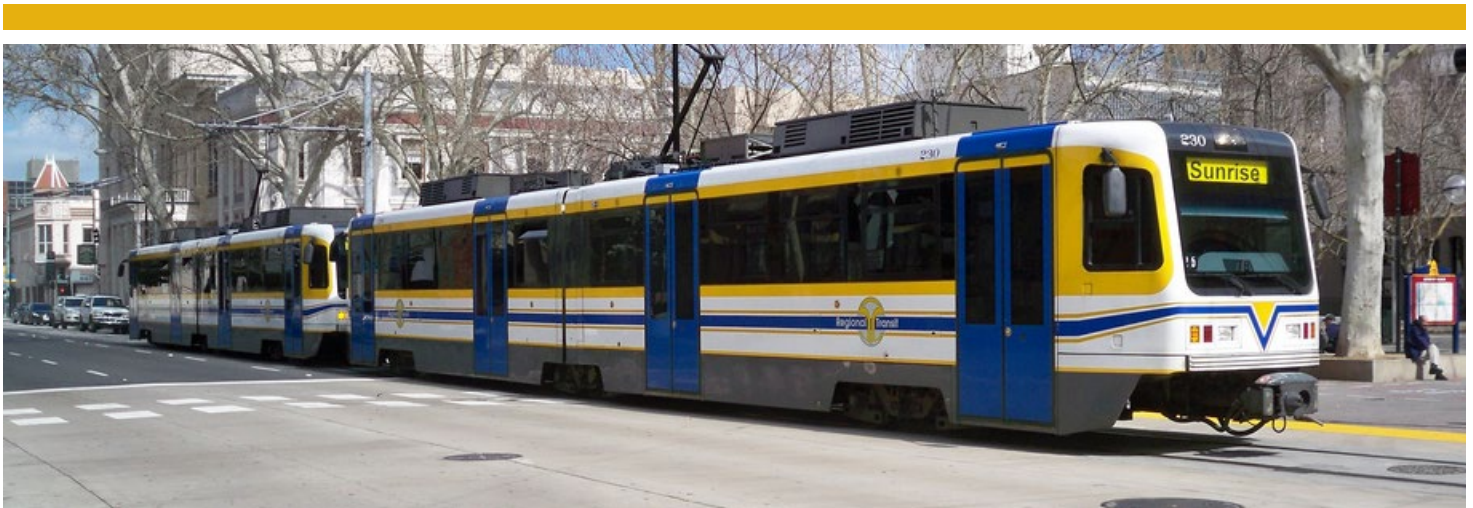
Date Received for filing at OPR: _____

Nominating Agency: Sacramento Transportation Authority
Implementing Agencies: Sacramento County & Sacramento Regional Transit District

US 50 GOLD LINE CORRIDOR ENHANCEMENT PROJECT



Performance Measures



California Transportation Commission
2022 Local Partnership Competitive Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or Decrease
Congestion Reduction	Change in Daily Vehicle Miles Travelled	Local Road Hwy Road Transit	5,741,943	5,751,463	9,520	Decrease
	Person Hours of Travel Time Saved	Local Road Hwy Road Transit	-47.52	NA	-47.52	Decrease
System Reliability	Peak Period Travel Time Reliability Index	Hwy Road	NA	2.92	-2.92	Decrease
	Level of Transit Delay	Transit	97.8	95.6	2.2	Increase
Safety	Number of Fatalities	All	1	1	0	No Change
	Number of Serious Injuries	All	14.75	14.8	-0.05	Decrease
	Fatalities per 100 Million VMT	All	0.0575	0.0575	0	No Change
	Serious Injuries per 100 Million VMT	All	0.852	0.8549	-0.0029	Decrease
Economic Development	Jobs Created	All	1,662	0	1,662	Increase
Air Quality	Particulate Matter (PM 2.5 PM 10)	All	0.0406 PM2.5 0.0414 PM10	NA	0.0406 PM2.5 0.0414 PM10	Increase
	Carbon Dioxide (CO ₂)	All	-885	NA	-885	Decrease
	Volatile Organic Compounds (VOC)	All	-2.37	NA	-2.37	Decrease
	Sulphur Oxides (SO _x)	All	0.0592	NA	0.0592	Increase
	Carbon Monoxide (CO)	All	-28.4	NA	-28.4	Decrease
	Nitrogen Oxides (NO _x)	All	-3.4	NA	-3.4	Decrease
Cost Effectiveness	Benefit Cost Ratio	All	1.03	NA	1.03	NA
Accessibility	Number of Jobs Accessible by Mode	All	679,651	640,629	39,022	Increase
	Access to Key Destinations by Mode	All	2,192	2,081	111	Increase

California Transportation Commission
 2022 Local Partnership Competitive Program Guidelines

Measure	Metric	Project Type	Build	Future No Build	Change	Increase or Decrease
	Percent of Population Defined as Low Income or Disadvantaged within ½ mile of rail station, ferry terminal, or high-frequency bus stop	All	18.6%	18.6%	0	No Change
Vehicle Volumes	Existing Average Annual Vehicle Volume on Project Segment	Number	21,563,969	21,586,218	-22,249	Decrease
	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	23,060,450	23,106,897	-46,447	Decrease

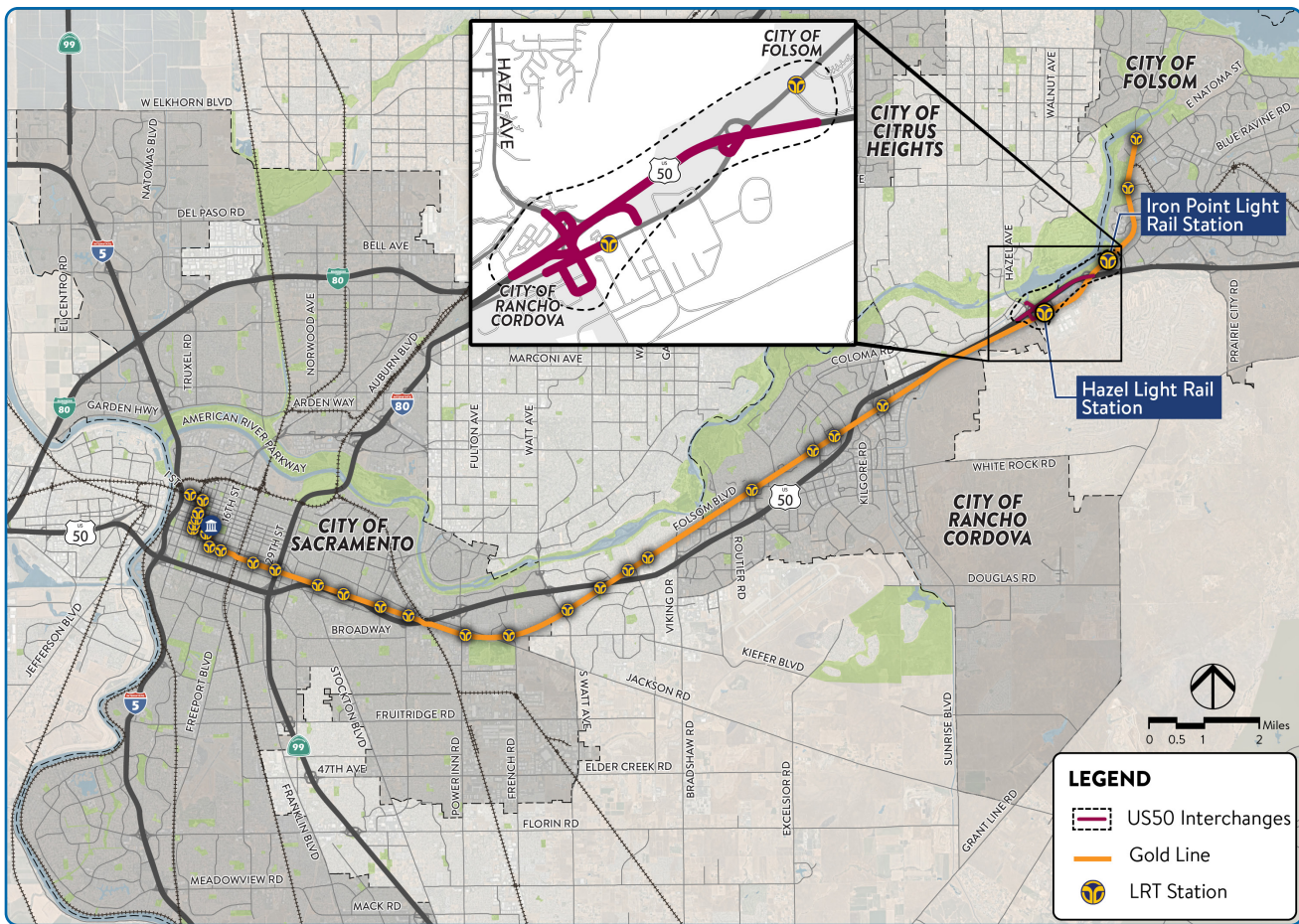
US 50 GOLD LINE CORRIDOR ENHANCEMENT PROJECT

Implementing Agencies: Sacramento County / Sacramento Regional Transit District



■ SCOPE

The US 50 Congestion Reduction, Mobility, and Modernization Project (Project) implements a holistic approach to improve the transportation network along the highway corridor. The Project includes three bundled projects. Gold Line Rail Platform Modifications - Phase 2 covers 29 light rail station platforms to accommodate low floor vehicles. Hazel Avenue/US 50 Interchange - Segment 1 widens the existing overcrossing at US 50, modifies the westbound on- and off- ramps to accommodate a shared use ribbon path, construct a retaining wall at the eastbound loop on-ramp to increase shoulder width, and add a portion of a transition auxiliary lane on US 50 between Alder Pond and the Folsom Boulevard Interchange eastbound off-ramp. Hazel Avenue/US 50 Interchange - Segment 2 modifies the eastbound off-ramps at Aerojet Road and Folsom Boulevard, extends and grade separates Hazel Avenue over Folsom Boulevard and the rail corridor, widen Hazel Avenue to six lanes from Folsom Boulevard to US 50, and provide multimodal corridor improvements from Folsom Boulevard to the American River Parkway.



US 50 GOLD LINE CORRIDOR ENHANCEMENT PROJECT *(continued)*

▶ Gold Line Rail Platform Modifications – Phase 2

■ COST		■ SCHEDULE	
PA&ED	\$214,000	PA&ED	8/2019
PS&E	\$1,650,000	PS&E	11/2024
Right of Way	\$0	Right of Way	12/2024
Construction	\$54,652,000	Construction Start	2/2026
Total	\$56,516,000		
<i>LPP-C Award</i>	<i>\$10,000,000</i>		

▶ Hazel Avenue/US 50 Interchange – Segment 1

■ COST		■ SCHEDULE	
PA&ED	\$5,505,000	PA&ED	10/2020
PS&E	4,495,000	PS&E	4/2026
Right of Way	\$0	Right of Way	2/2025
Construction	\$35,624,000	Construction Start	12/2026
Total	\$45,624,000		
<i>LPP-C Award</i>	<i>\$15,000,000</i>		

▶ Hazel Avenue/US 50 Interchange – Segment 2

■ COST		■ SCHEDULE	
PA&ED	\$0	PA&ED	10/2020
PS&E	\$3,400,000	PS&E	4/2029
Right of Way	\$17,100,000	Right of Way	4/2029
Construction	\$121,488,000	Construction Start	12/2029
Total	\$141,988,000		

■ OUTPUTS



29 Station Platforms



3 Interchange Modifications



0.74 Miles of Class I Path



19,190 Sq Ft of Bridge Overpass



35,100 Sq Ft of Bridge Off-Ramp Viaduct

■ OUTCOMES



Supports Mode Shift



Improves Operations and Safety



Reduces Emissions



Benefits Disadvantaged Communities



Increases Mobility Options