



**DISTRICT SYSTEM MANAGEMENT AND DEVELOPMENT PLAN**  
**Caltrans District 3**



**CALTRANS DISTRICT 3  
DISTRICT SYSTEM MANAGEMENT AND DEVELOPMENT PLAN  
(District System Management Plan and Transportation  
System Development Program)  
August 2012**

DRAFT

**Acknowledgements:**

**The Caltrans District 3 District System Management and Development Plan was produced by the Office of System Planning and Goods Movement, Division of Planning and Local Assistance, Caltrans District 3. For questions or comments regarding this document, please contact District 3 Office of System Planning at:  
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## Message from the District 3 Director



## Executive Summary

The Caltrans District 3 **District System Management and Development Plan (DSMDP)** is a compilation of the District System Management Plan (DSMP) and the Transportation System Development Program (TSDP). It identifies key policies, programs and projects that are needed to maintain, manage and, ultimately, enhance overall mobility within District 3, with a primary focus on the role of the State Highway System (SHS). This document provides high level guidance on how the District is approaching long term transportation needs in the region. The document is updated biennially to respond to rapidly changing land use, transportation demand, and financial, legal, community and environmental conditions. It includes the following sections:

### TRANSPORTATION SYSTEM IMPROVEMENT NEEDS AND PRIORITIES

The DSMDP emphasizes the District's three priority areas of:

**System Maintenance** - protecting the infrastructure created through investment made over many decades to a system vital to the well-being of our economy and personal lives.

**System Completion** - implementation of specific improvement projects identified in the 1998 Interregional Transportation Strategic Plan (ITSP) to improve interregional mobility.

**Congestion Relief** - making targeted improvements at traffic bottlenecks and other problem areas by constructing auxiliary lanes, installing ramp meters, extending merge areas, and implementing overall corridor system management strategies tailored for major freeway corridors and some rural highway corridors.

### BACKGROUND

Legislative mandates and the policies in this document guide the planning, design, and funding of the complex network of the multi-modal transportation system. Improving mobility options requires the collaboration of both the Department and local

government partners. The California Interregional Blueprint (CIB) and the "California Transportation Plan (CTP)" describe the basic policy framework to provide a world-class mobility system that is safe and efficient. The Caltrans system planning process reaches out 20-years and evaluates current and future operating conditions and deficiencies. Various system planning documents specifically address different types of system management. Corridor System Management Plans (CSMPs) analyze urban corridors while Transportation Concept Reports (TCRs) look at specific state highways or portions thereof. Project Initiation Documents (PIDs) are a means of prioritizing the projects identified in planning documents and determining feasibility. PIDs lead to programming the funds for a project. The TSDP is a comprehensive listing of system improvement projects needed and include, but are not limited to improvements identified in each TCR, CSMP and in local and regional transportation plans.

### DISTRICT TRANSPORTATION PLANNING POLICIES

Impacts to system operations are varied and policies are needed to allow determination of severity of these impacts. This document identifies policies that apply performance measures and safety considerations to a facility that leads to projects that address changes in operation. Land use is also a primary driver of changes to operation. The relationship between land use and transportation decisions requires careful coordination with local partners to ensure efficient growth and responsible use of scarce resources. Incorporating concepts such as complete streets and context sensitive solutions leads to more efficiently planned communities and healthier ones.

### DISTRICT PROFILE

Finally, the DSMDP describes existing facilities and conditions within the District, including State Highways, bus/carpool lanes, goods movement network, local and regional transit, intercity rail, bicycle facilities, park and ride lots and rest areas.

## Chapter One

### Transportation System Improvement Needs and Priorities

Our transportation system faces the difficult challenges of continually improving safety, ensuring regional and interregional mobility, maintaining existing facilities, reducing traffic congestion, improving system connectivity, linking growth with needed transportation improvements, reducing green house gas emissions and implementing complete streets concepts. This all must be done in an increasingly constrained fiscal environment. Caltrans addresses these challenges by maximizing the efficient use of existing facilities, making strategic capital investments in new facilities and operations systems, and optimizing the use of information technology.

Caltrans has primary responsibility for the SHS. The DSMDP shows connections with non-highway modes and acknowledges larger transportation and land use initiatives, but is specifically intended to provide insight and direction in how Caltrans implements its responsibilities as owner and operator of the SHS. Other transportation service providers have similar guidance documents.

Much of the SHS was built many years ago and is reaching the end of its expected useful life. Large-scale and expensive reconstruction and rehabilitation projects of facilities such as Interstate 80 across the Sierra, the Tower Bridge, and the Interstate 5 Boat Section through downtown Sacramento have been necessary just to keep existing facilities operational. There will be more such projects in years to come as deteriorated pavement needs replacement and bridges require major overhauls. These projects, though expensive and necessary, don't address the new demands placed on transportation facilities by an expanding population and increased demand for interregional travel through the region. There are insufficient financial resources to meet all legitimate transportation needs; therefore, District 3 strives to focus resources where they'll be the most effective. In looking to the future, the DSMDP emphasizes three priority areas:

- **system maintenance**
- **system completion**
- **congestion relief**

These focus areas and the related strategies proceed from an understanding that the highway system has essentially been built out. Rather than constructing new highways or greatly expanding existing highways, Caltrans (in partnership with local and regional stakeholders) will primarily refine existing facilities. These refinements include adding capacity at strategic locations and extracting the most possible mobility from the current facilities through state-of-the-art system management strategies. All of this assumes that good local land use decisions can greatly reduce the need for new highway facilities and that there will also be robust investment in transportation alternatives such as express buses, passenger rail, complete streets and other approaches that reduce the need to travel on highways to accomplish life's basic day-to-day needs.

Even with excellent land use development patterns, it must be kept in mind that District 3 is at a crossroads of interstate and international commerce and personal travel. We have responsibility for the primary highway freight crossings of the Sierra Nevada, host the transcontinental railroad, have an expanding port with aspirations for greatly expanded cargo handling capacity, operate and maintain the primary West Coast transportation corridor between Canada and Mexico, and as a region are a producer of a tremendous amount of agricultural and forest products that are shipped worldwide. Add in recreational and business travel and it is further apparent that Caltrans has an important obligation to maintain and improve mobility within the District 3 region and not let travel grind to a halt due to facility deterioration or excess travel demand of local commute trips.

## SYSTEM MAINTENANCE

Maintaining the existing SHS is of paramount importance. This existing infrastructure was created through investment over many decades and Caltrans has an obligation to protect that investment. We are responsible for an extensive transportation system that is vital to the well-being of our economy and personal lives and we must keep the system in good working order. The draft District 3 “2013 10-Year State Highway Operation and Protection Program (SHOPP)” Plan summarizes the District’s maintenance and system operations planned expenditures for the next 10 years. Unfortunately, due to shortfalls in state and federal funding, Caltrans must focus its limited maintenance resources on the most critical needs.

Pavement maintenance is a critical component of the SHOPP and is notoriously underfunded. The 2011 “State of the Pavement Report” anticipates pavement needs statewide to be \$2.9 billion per year over the next decade, although only \$406 million annually is available. Consequently, distressed lane miles could increase from 26 % to 40% in the next ten years. The established performance goal is to reduce pavement distress to 10 % of the system (5,000 lane miles).

Degrees of pavement distress are:

- Major - Poor condition with extensive cracks
- Minor - Poor conditions with significant cracks
- Ride - Fair condition with moderate potholes and cracks

Figure 1 displays the pavement distress within the District.

In 2010, the California Transportation Commission (CTC) realized that in order to better understand the best way to preserve, maintain and improve the state’s transportation system over the next ten years, a statewide transportation needs assessment was required. The result was the 2011 CTC Statewide Transportation Needs Assessment. The goal of the assessment was to de-

termine the multimodal needs of the transportation system over the next ten years and identify strategies to address these needs.

The report reflected a ten-year projection of revenues and a summary of investment needs for our multimodal transportation system. The three elements of system needs were identified as: System Preservation, System Management, and System Expansion.

The report findings for the SHS statewide show that the cost of system preservation is estimated to be \$70.4 billion to bring the transportation facilities into a state of good repair over the ten-year period. The projected funding available for the preservation of state highway infrastructure is estimated at \$1.8 billion per year. The cost of system expansion and management over that same period is estimated at \$86 billion based on fiscally constrained regional transportation plans. If the revenues for preservation are provided at historical levels, (43.4%), then the amount of revenue available for system expansion and management projects during this period is only about 48% of the estimated costs of needed projects.

The draft 2013 10-Year SHOPP Plan identifies almost \$1.48 billion in planned expenditures for the District over a 10-year time period. The annual aggregate funding amounts proposed for each SHOPP program element are indicated in Table 1. However, this level of investment will not be sufficient to meet all of the system maintenance needs, and there is no assurance that the District will receive all of the funding that has been identified in the 10-year SHOPP.



Table 1: 10-Year SHOPP Program

<b>2013 Draft District 3 10-Year SHOPP Program</b>	
<b>SHOPP PROGRAM</b>	<b>TOTAL ANNUAL Cost (\$1,000)</b>
<b>EMERGENCY RESPONSE</b>	
District Minors	\$ 12,750
<b>Sub-Total</b>	<b>\$ 12,750</b>
<b>COLLISION REDUCTION</b>	
Roadside Safety Improvements	\$ 6,016
Safety Improvements	\$ 19,360
Collision Severity Reduction	\$ 6,000
<b>Sub-Total</b>	<b>\$ 31,376</b>
<b>MANDATES</b>	
Storm Water	\$ 662
ADA Pedestrian Infrastructure	\$ 3,000
ADA Curb Ramp	\$ 1,000
<b>Sub-Total</b>	<b>\$ 4,662</b>
<b>BRIDGE PRESERVATION</b>	
Bridge Rehabilitation	\$ 40,912
Bridge Scour Mitigation	\$ 7,677
Bridge Rail Replacement/Upgrade	\$ 3,005
Bridge Seismic Restoration	\$ 9,454
Bridge Preventative	\$ 4,206
Trans Permit Requirements for Bridges	\$ 1,859
<b>Sub-Total</b>	<b>\$ 67,113</b>

Table 1: 10-Year SHOPP Program (Continued)

2013 Draft District 3 10-Year SHOPP Program	
SHOPP PROGRAM	TOTAL ANNUAL Cost (\$1,000)
<b>ROADWAY PRESERVATION</b>	
Roadway Rehabilitation (3R)	\$ 3,450
Pavement Preservation (CAPM)	\$ 15,800
Drainage System Restoration	\$ 907
Pavement Rehabilitation (2R)	\$ 7,290
<b>Sub-Total</b>	<b>\$ 27,447</b>
<b>MOBILITY</b>	
Weigh Stations and WIM* Facilities	\$ 605
Transportation Management Systems	\$ 3,815
<b>Sub-Total</b>	<b>\$ 4,420</b>
<b>TOTAL ANNUAL SHOPP PROGRAM</b>	<b>\$ 147,768</b>

\*Weigh-In-Motion (WIM)



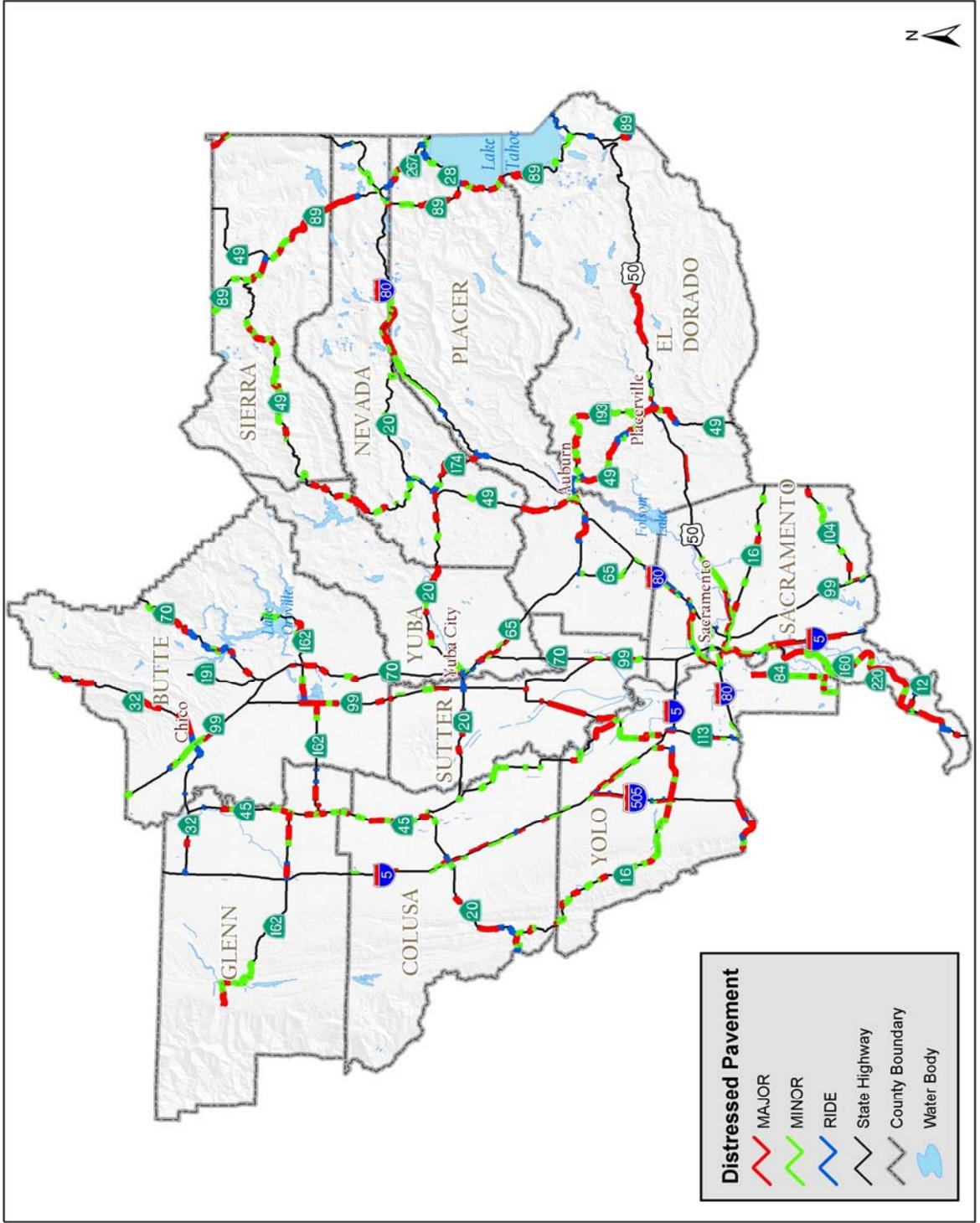
*Distressed Pavement*



*Heavy commercial trucks contribute to poor pavement condition at a weigh station*



Figure 1: Distressed Pavement



**SYSTEM COMPLETION**

In response to the passage of Senate Bill 45 in 1997 the State developed the Interregional Transportation Strategic Plan (ITSP) in 1998 to provide guidance for the identification and prioritization of interregional state highway projects. The Interregional Road System (IRRS) includes 93 state highways or portions thereof from which a subset of 34 High Emphasis Routes of particular statewide importance where selected. Ten Focus Routes were chosen from the 34 to guide the prioritization of interregional highway projects. These ten Focus Routes represent the IRRS corridors that are the highest priority for completion to at least the “minimum

*System Completion—  
Completion of the IRRS  
to at least the  
“Minimum facility  
standard” (usually  
Expressway or Free-  
way)*

facility standard” (typically upgrading to expressway or freeway). Figure 2 indicates the High Emphasis and Focus Routes in the IRRS District 3.

The ITSP largely focuses on a subset of the SHS that has been identified as being particularly important to interregional mobility. The ultimate goal is to improve interregional mobility by shaping the effective programming of resources, attract additional resources, and improve the efficiency of travel between regions throughout the State.

System Completion refers to implementation of the specific improvement projects identified in the 1998 version of the ITSP to meet the vision articulated in the Plan. Many of these projects have been completed and are included in Table 2 and displayed in Figure 3. The projects still awaiting construction are listed in Table 3 and displayed in Figure 4.



SR 70 North of Marysville - Future System Completion Project



*Table 2: Completed ITSP Projects*

<b>Project (not in priority order)</b>	<b>County</b>	<b>Route</b>	<b>Project Location</b>	<b>Project Description</b>
1	BUT	70	Georgia Pacific Way to SR 162	Improve facility from 2 lane conventional to 4 lane freeway
2	BUT	149	SR 70 to SR 99	Construct 4 lane expressway
3	COL	20	Junction SR 45 to Sycamore Rd.	Add passing lanes/widen
4	NEV	49	0.31 mile north of Wolf Rd./Combie Rd. to south of Wolf Creek Bridge	Passing lane extension
5	PLA	49	Luther Rd. to Bell Rd.	Improve facility from 4 lane expressway to 6 lane expressway
6	PLA/NEV	49	PLA: Joeger Rd. to NEV Co line NEV: PLA Co line to Grass Valley	Safety Corridor, initial rumble strips and striping-2006; signage (4 Safety Corridor slogans, 8 Turn-on Headlights [next 17 miles])-2006
7	PLA/NEV	49	PLA: Lone Star Rd. to NEV Co line NEV: PLA Co line to to Wolf Rd./Combie Rd.	Improve facility from 2 lane expressway to 4 lane expressway for 1.95 miles; and from 2 lane expressway to 4 lane expressway with two way left turn lane 0.65 mile portion midway along segment
8	SAC	99	Elverta Rd./SR 99	Construct Interchange
9	SAC	99	Elkhorn Blvd. to SAC/SUT Co line	Improve facility from 4 lane expressway to 4 lane freeway



Table 2: Completed ITSP Projects (continued)

Project (not in priority order)	County	Route	Project Location	Project Description
10	SUT	99	Riego Rd./SR 99	Construct Interchange
11	SUT	70	Sutter Co line to Junction SR 65	Improve facility from 2 lane con- ventional to 4 lane expressway
12	SUT	99	Junction SR 70 to Garden Highway	Improve facility from 2 lane con- ventional to 4 lane expressway
13	SUT	99	Sacramento Ave. to Central Ave.	Add Passing lanes/Widen
14	SUT	99	Central Ave. to O'Banion Rd.	Improve facility from 2 lane con- ventional to 4 lane expressway
15	SUT	99	O'Banion Rd. to Lincoln Rd.	Improve facility from 2 lane con- ventional to 4 lane expressway with left turn pockets
16	YUB	70	Bear River to McGowan Pkwy.	Improve facility from 2 lane con- ventional to 4 lane expressway

Figure 3: Completed ITSP Projects

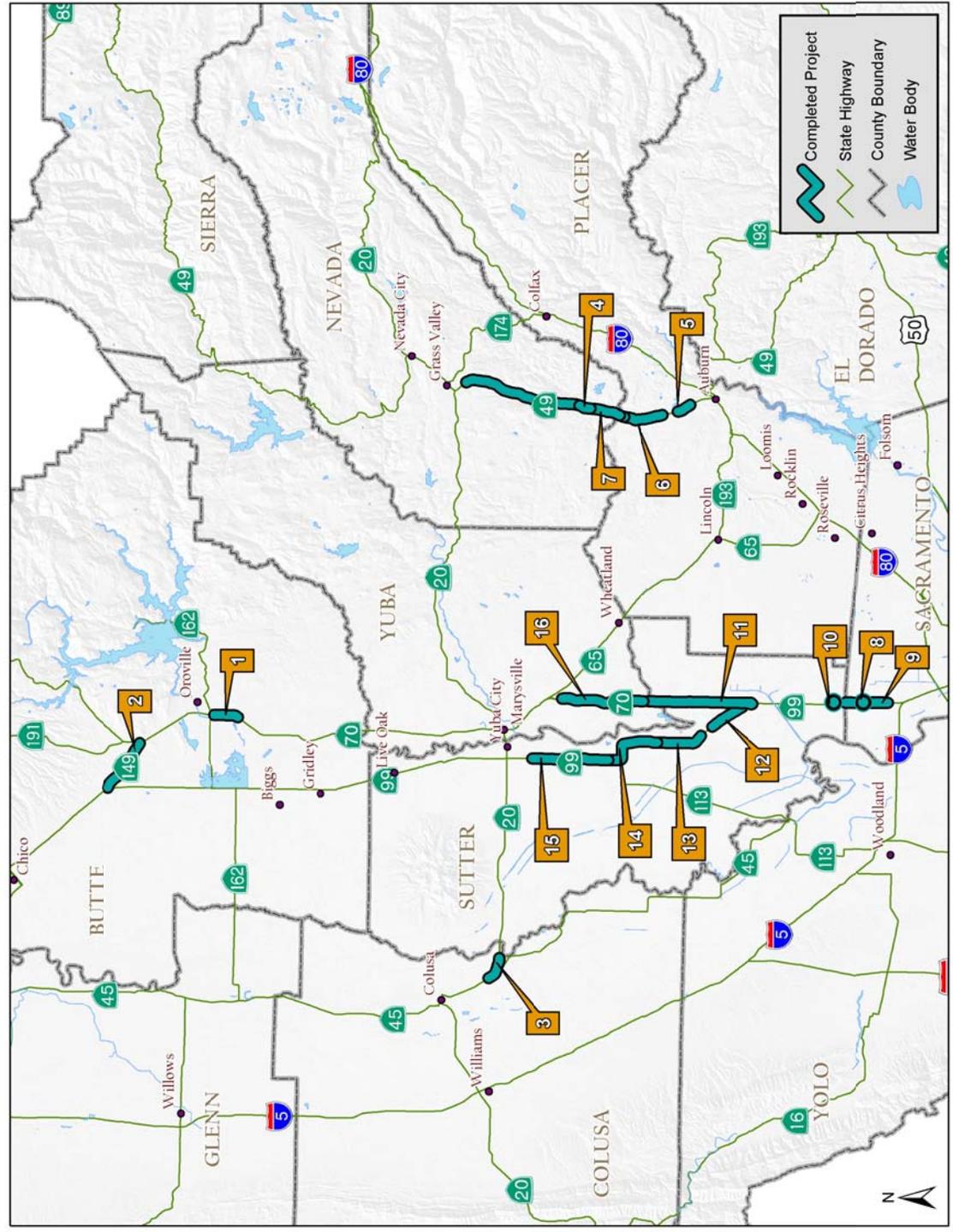


Table 3: Remaining ITSP Projects

Remaining ITSP Projects							
Project (Not in Priority Order)	CO	Route	Project	Progrmd. Funding (Millions) <sup>1</sup>	Add'l. Needed Funding (Millions)	Est. Total Project Cost (Millions)	Project Status (See foot-notes)
1	BUT	70	Widen from 2 lanes to 4 lanes with a two way left turn lane (Yuba County line to Ophir Rd.)	\$18	\$110	\$128	A
2	COL	20	Passing lane/widening (the City of Williams to Wilson Rd.)	\$0	\$3	\$3	C
3	NEV	49	Widen from 2 lanes to 4 lanes with a two way left turn lane (Cameo Dr. to McKnight Way)	\$6	\$102	\$108	A
4	NEV	20	Widen from 2 lanes to 4 lanes (Pleasant Valley Rd. to SR 49)	\$0	\$11.4	\$11.4	B
5	NEV	20	Install passing/truck climbing lanes-near Washington Ridge and Bowman Lake Rd.	\$0	\$10	\$10	D
6	PLA	49	Widen from 4 lane expressway to 6 lane expressway (Nevada St. to Luther Rd.)	\$0	\$10	\$10	C

A - Highest Priority to Local Agency willing to assist with funding, included in MTR/RTP  
 B - Medium Priority to Local Agency, may be willing to assist with funding, included in MTP/RTP  
 C - Low Priority to Local Agency, included in MTP or RTP  
 D - Low Priority to Local Agency, not included in MTP or RTP  
 1 - Programmed funding sources and timing varies  
 \* - Conceptual Projects, not in an MTP or RTP

Table 3: Remaining ITSP Projects (continued)

Remaining ITSP Projects							
Project (Not in Priority Order)	CO	Route	Project	Progrmd. Funding (Millions) <sup>1</sup>	Add'l Needed Funding (Millions)	Est. Total Project Cost (Millions)	Project Status (see foot- notes)
7*	SAC	99	Widen from 4 lane freeway to 6 lane freeway (Galt to Elk Grove)	\$N/A	\$N/A	\$N/A	D
8*	SUT	99	Widen from 4 lane expressway to 4 lane freeway (SAC Co line to Howsley Rd.) Undercrossing	\$N/A	\$N/A	\$N/A	D
9	SUT	99	Widen from 2 lane conventional to 4 lane conventional (Power Line Rd. to Laurel Ave.)	\$0	\$20	\$20	A
10	YUB	20	Construct passing lane (Loma Rica Rd. to Spring Valley Rd.)	\$0	\$3.1	\$3.1	C
11	YUB	70	Construct Feather River Expressway/West Marysville Levee (substitute for Marysville Bypass)	\$0	\$250	\$250	C
12	YUB	70	Widen from 2 lanes to 4 lanes with two way left turn lane (Marysville to BUT Co line)	\$0	\$48	\$48	C

A - Highest Priority to Local Agency willing to assist with funding, included in MTR/RTP

B - Medium Priority to Local Agency, may be willing to assist with funding, included in MTR/RTP

C - Low Priority to Local Agency, may or may not be included in MTP or RTP

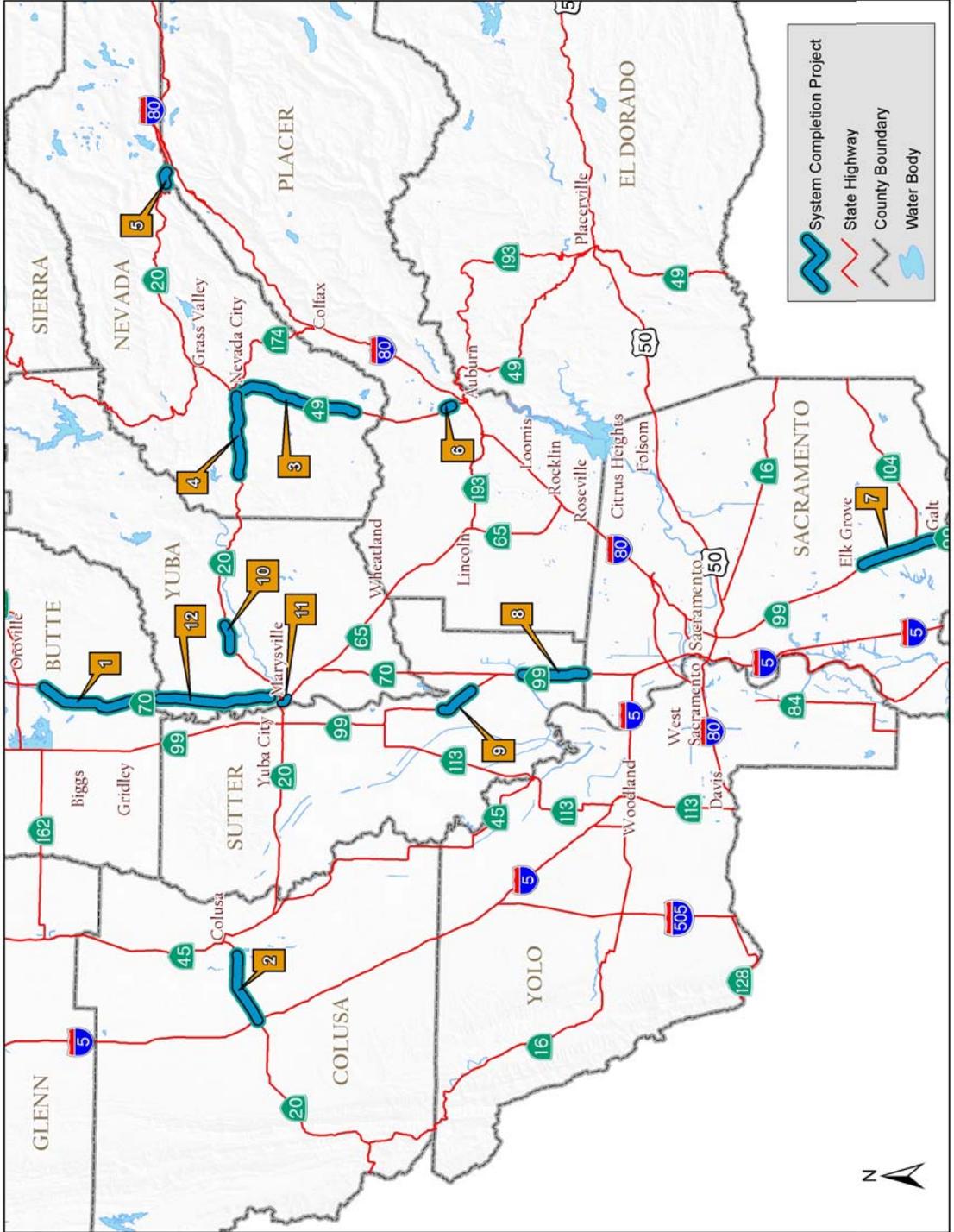
D - Low Priority to Local Agency, not included in MTP or RTP

1 - Programmed funding sources and timing varies

\* - Conceptual Projects, non in an MTP or RTP



Figure 4: Remaining ITSP Projects



## **Congestion Relief**

The stalled economy and high gas prices have created a temporary lull in the steady increase in traffic congestion. Prior to the current recession, traffic congestion throughout District 3 was rapidly increasing in tandem with regional growth, and in some areas congestion was reaching unacceptable levels. As economic growth returns to the region, traffic congestion will also likely continue to rise.

Caltrans accepts that traffic congestion is a normal part of urban and sometimes even rural travel, and is often a reflection of a vibrant local economy. It is not practical, desirable or possible to build sufficient highway capacity to eliminate all traffic congestion. But congestion does need to be managed and minimized so that it does not hinder the economy, waste an inordinate amount of time for the traveler, and does not generate increased emissions of air pollutants.

District 3 is focusing its highway congestion relief efforts on making targeted operational improvements at traffic bottlenecks and at other problem locations by constructing freeway auxiliary lanes, installing ramp meters, extending merge areas, implementing adaptive traffic signal systems and implementing overall corridor system management strategies that are tailored for each major freeway corridor and some rural highway corridors. Intelligent Transportation Systems (ITS) are a series of strategies that can improve mobility and safety for the traveling public. Some examples include: ramp meters on highway on-ramps, changeable message signs, video cameras, highway advisory radio transmissions, and the 511 Traveler Information Service. Making real time traveler information available to the public allows them to make better decisions about how and when to travel. The District is also working in partnership with local and regional agencies to create a seamless bus/carpool lane network on most of the urban freeways in the Sacramento

region. These lanes will provide predictable, reliable travel times and travel time savings for those who use them.

Caltrans relies on cities, counties and transit operators to provide local road, transit, bicycle and pedestrian facilities that support local trip generation. The SHS can then be used for longer distance travel and will operate more efficiently without the need to accommodate local, short distance trips. Mitigation for local projects that provide trip diversion, funding for transit improvements and key parallel capacity projects are strongly supported by Caltrans.

### **Priority Congestion Relief Projects**

Projects have been identified as “Priority Congestion Relief Projects”, based on their readiness to move forward to final project development and construction, location on the heaviest traveled corridors and the travel delay reductions they will provide. Table 4 lists the highest priority congestion relief projects for the District given the amount of programming capacity expected to be available for State Highway funding through Fiscal Year 2020/2021.

Clearly, many additional critical congestion relief projects are needed, including the completion of the Bus/Carpool Network; greater use of ITS elements for communication and data collection; and additional transition and auxiliary lanes to significantly improve the efficiency of highway operations. The District 3 TSDP includes a complete listing of needed and planned projects to maintain mobility within the District for the next 20 years and can be found in Appendix A. It can also be accessed on the Caltrans District 3 website :

<http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>.



Table 4: Priority Congestion Relief Projects

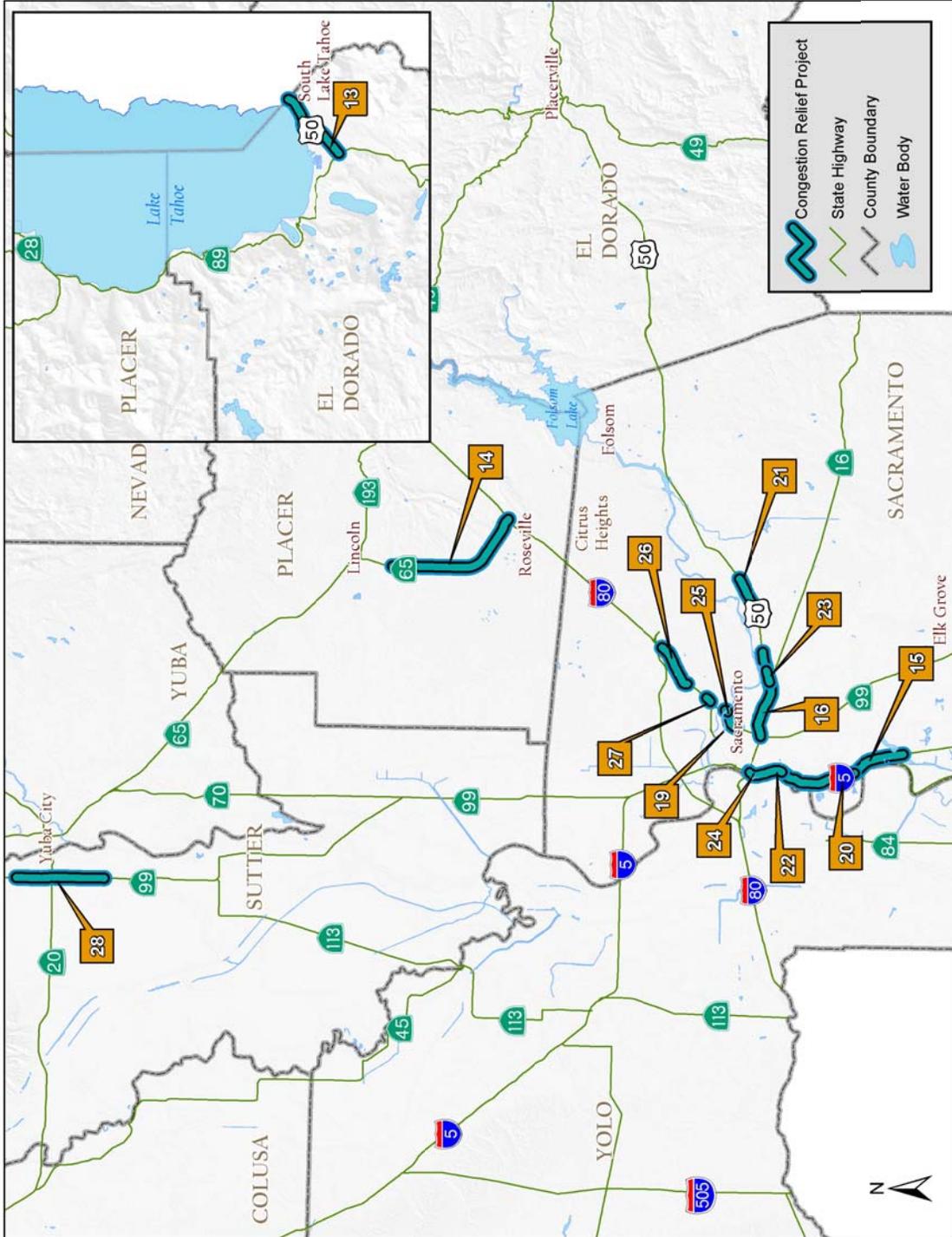
Priority Congestion Relief Projects							
Project (Not in Priority Order)	CO	Route	Project	Progrmd. Funding (Millions)	Add'l. Needed Funding (Millions)	Est. Total Project Cost (Millions)	
13	ED	50	Signal Improvements from SR 89 to Stateline	\$0	\$3	\$3	
14	PLA	65	HOV Lanes: I-80 to Industrial Ave.	\$0	\$110	\$110	
15	SAC	5	HOV Lanes: Elk Grove to Downtown Sacramento Phase 1 -Morrison Creek to US 50	\$10.5	\$90	\$100.5	
16	SAC	50	HOV Lanes: Watt Ave. to Oak Park Interchange	\$0	\$34	\$34	
17	SAC	99/51	Install ramp meters in SAC Co. on SR 99 and SR 51 (not included in Figure 5)	\$0	\$6.5	\$6.5	
18	SAC/ PLA	65/80/ 99	Install ramp meters in SAC and PLA Co. on SR 65, SR 99 and I-80 (not included in Figure 5)	\$0	\$6.1	\$6.1	
19	SAC	51	Construct transition lane northbound from E St. to the American River Bridge	\$0	\$3	\$3	
20	SAC	5	Construct auxiliary lanes in both directions from Florin Rd. to Pocket Rd.	\$0	\$6.3	\$6.3	
21	SAC	50	Construct auxiliary lanes in both directions from Bradshaw Rd. to Mather Field Rd.	\$0	\$3.7	\$3.7	

Table 4: Priority Congestion Relief Projects (continued)

Priority Congestion Relief Projects						
Project (Not in Priority Order)	CO	Route	Project	Progrmd. Funding (Millions)	Add'l Needed Funding (Millions)	Est. Total Project Cost (Millions)
22	SAC	5	Construct auxiliary lanes southbound from US 50 to Sutterville Rd.	\$0	\$3.8	\$3.8
23	SAC	50	Construct transition lane northbound from Howe Ave. to southbound Howe Ave. on-ramp	\$0	\$3	\$3
24	SAC	5	Construct transition lane southbound US 50 to Sutterville Rd	\$0	\$3.6	\$3.6
25	SAC	51	Widen American River Bridge to 4 lanes in each direction and add northbound transition lane the American River Bridge to Arden Way	\$0	\$103.5	\$103.5
26	SAC	51	Construct transition lane northbound from Marconi to Watt Ave; widen Arcade Creek Bridge; lengthen overcrossings at Marconi, Fulton and Watt; ramp reconstruction at Howe and Bell Ave; southbound ramp flyover at Auburn/Watt Ave	\$0	\$40.4	\$40.4
27	SAC	51	Construct transition lane northbound from Arden Way to SR 160; widen SR 160 separation to 4 lanes	\$0	\$20.1	\$20.1
28	SUT	99	Signal improvements-ITS enhancements, turn pockets in Yuba City from Bogue Rd. to Pease Rd.	\$0	\$3	\$3
29	VAR	VAR	Install ITS elements-CCTV, HAR, CMS and fiber optic cable (not included in Figure 5)	\$0	\$39.4	\$39.4



Figure 5: Priority Congestion Relief



### The Cost of Mobility in District 3

During the next 20 years, population in District 3 is projected to increase by 45% from 2.7 million to 3.9 million people based on data from the 2010 U.S. Census. If current land use patterns are perpetuated for the additional 1.2 million people, the region's transportation system will be inadequate to meet the traffic and congestion increases associated with this type of growth. Substantial highway expansions would be necessary to maintain a reasonable level of mobility.

District 3 is not planning for such a scenario because regional and local agencies are focusing on Blueprint planning concepts that direct growth to existing urbanized areas, emphasize compact development and provide for a more balanced jobs/housing distribution. Recent legislation such as Senate Bill 375 and Assembly Bill 32 target changes to land use development patterns and greenhouse gas reductions. Even with the implementation of the most optimistic Blueprint scenarios, highway operations will need to be carefully monitored to ensure that those improvements and strategies implemented maintain mobility and meet minimal operational standards.

The District estimates approximately \$1.48 billion in costs to fund the 10-year SHOPP programs,

\$600 million to provide needed system completion projects, and approximately \$490 million to construct the highest priority congestion relief projects as identified in Tables 1, 3 and 4.

Funding these improvements to State facilities and to other vital components of the transportation system will require innovation and contributions from all potential sources. Local development projects will need to provide mitigation and local jurisdictions will need to consider or expand transportation sales taxes, broaden mitigation fee programs, and create other regional transportation funding programs. High Occupancy Toll (HOT) lanes were studied on I-80 and US 50 as a potentially creative and pro-active approach to congestion relief, an efficient way to use excess capacity in freeway lanes and a promising method for generating revenue. Although, the studies concluded that HOT lanes were not feasible at this time, it is a strategy that could be re-analyzed in the future to generate revenue to contribute to future transportation projects. The region as a whole needs to continue to be as effective as possible in competing for State and Federal discretionary funds. Cooperation among partner agencies and stakeholders is vital to ensuring continued mobility in the District 3 region.



*Bus/Carpool Lanes I-80*



## Chapter Two

### Background

#### TRANSPORTATION PLANNING IN DISTRICT 3

The transportation system throughout California is a complex network of roads, highways, airports, railroads, sea ports, transit facilities and trails. The planning, design and funding for these modes and facilities in the State involves collaboration of both the Department and local governments to improve mobility options for all travelers.

#### Transportation Agency Partners

District 3 consists of 11 counties, ranging from the very rural Sierra County (3,240 residents; one incorporated city, Loyalton, 769 residents), to the highly urbanized Sacramento County, with 7 incorporated cities (and approximately 1.4 million residents). The District includes approximately 2.7 million people according to the 2010 U.S. Census. Within District 3, there are three Metropolitan Planning Organizations (MPO) and six Regional Transportation Planning Agencies (RTPA):

- The Sacramento Area Council of Governments (SACOG), which serves as the MPO for the Sacramento Metropolitan Planning Area (SMPA) and is also designated under State law as the Regional Transportation Planning Agency (RTPA) for Sacramento, Yolo, Sutter and Yuba counties. The SMPA also includes Placer and El Dorado counties (except the Tahoe Basin); however, both counties have maintained their status as RTPAs: Placer County Transportation Planning Agency (PCTPA) and the El Dorado County Transportation Commission (EDCTC).
- The Butte County Association of Governments (BCAG) is the MPO for Butte County and is also the designated RTPA under State law.
- Unique to District 3 is the Tahoe Regional Planning Agency (TRPA), which is the RTPA for the Lake Tahoe Basin and is also designated as the Tahoe Metropolitan Planning Organization (TMPO). TRPA/TMPO encom-

passes the basin around Lake Tahoe for El Dorado and Placer counties in California and Carson City, and Douglas and Washoe counties in Nevada.

- The Colusa County Transportation Commission (CCTC), Glenn County Transportation Commission (GCTC), Nevada County Transportation Commission (NCTC), and Sierra County Transportation Commission (SCTC) serve as the RTPAs for their respective counties.

*Caltrans partners with regional planning agencies:*

*SACOG*

*BCAG*

*TRPA/TMPO*

*CCTC*

*GCTC*

*NCTC*

*SCTC*

*PCTPA*

*EDCTC*

Each of the three MPOs and the six RTPAs are responsible for preparing the Regional Transportation Plan (RTP) for their respective jurisdictions. The RTP is a long-range plan (20 years or more) that provides a blueprint for future transportation improvements and investments based on specific transportation goals, objectives, policies and strategies.

Although California still has an effective transportation system, the growth of the number of vehicle miles traveled (VMT) highlights the challenges we face. Since the 1960s, travel on the SHS has dramatically increased.

Total registered vehicles in California increased from approximately 9 million in 1960 to just less than 32 million as of January 1, 2011. In District 3, there were approximately 702,000 vehicles in 1960. Today there are over 2.5 million. VMT in

California annually in 1960 were 33.3 billion; the total was over 327 billion in 2010. District 3's total VMT in 1960 amounted to about 2.3 billion; in 2010, that figure was over 24 billion.

In District 3, for the year 2000, Daily Vehicle Hours of Delay (VHD) were almost 11,000. This number peaked in 2005 at almost 22,000. Due to the economy, this number has declined almost to the 2000 levels. As the economy rebounds, it is expected that these numbers will increase, leading to increased congestion on the District's roadways.

### **New Partnership Efforts**

The I-80 Corridor has been recognized as nationally significant. Caltrans is involved in a multi-jurisdictional partnership effort led by the Nevada Department of Transportation in coordination with the Federal Highway Administration, the Transportation departments of Utah and Wyoming, numerous regional and local agencies the trucking industry and private organizations.

The purpose of this effort is to develop a Master Plan that will provide a comprehensive, multi-modal long-term strategy for the Corridor and the surrounding area. The ultimate goal is to "identify low cost, early action improvements (projects, policies, etc.), mid and long term projects as well as to develop a process by which partner agencies along and near the Corridor can continue to coordinate transportation improvements for decades to come in order to effectively and efficiently move people and goods through, along and near the I-80 Corridor".

Another multi agency partnership is the I-80 Winter Operations Coalition which again brings together California, Nevada, Utah and Wyoming. This time to focus on winter mobility and reliability. There are specific challenges for the I-80 corridor that affect goods movement, traffic, and incident management and operations during hazardous winter weather conditions. These include multi-state coordination, regional truck parking

during ice and snow events, funding for capital improvements and information regarding traveler or road closures across jurisdictional boundaries.

It is expected that this effort will result in better leveraging for funding, knowledge and resource sharing and high-impact strategies to make travel safer and more reliable.

These are partnerships that may well influence transportation behaviors at the corridor level. Caltrans is excited to be a part of the genesis of these efforts providing a vision for the overall system and a method to achieve that vision through a dynamic strategic process into the future.

### **Caltrans Mission, Vision, and Goals**

The DSMDP is consistent with the Caltrans Mission/Vision - ***Caltrans Improves Mobility Across California***; as well as Caltrans' Goals:

- SAFETY: Provide the safest transportation system in the nation for users and workers
- MOBILITY: Maximize transportation system performance and accessibility.
- DELIVERY: Efficiently deliver quality transportation projects and services.
- STEWARDSHIP: Preserve and enhance California's resources and assets.
- SERVICE: Promote quality service through an excellent workforce.

### **California Interregional Blueprint**

Senate Bill 391 requires Caltrans to prepare a new CTP by 2015. The new CTP will show how the State and regional agencies coordinate their planning efforts to achieve climate change goals under Assembly Bill 32 and Senate Bill 375. The CIB evaluate how well both State and regional plans will address the future demand for interregional travel, while also meeting goals for a sustainable transportation system. The CIB will also integrate the interregional highway plan, freight mobility plan, rail plan (including high-speed and

intercity rail), aviation plan, transit strategic plan, and other transportation system and strategic plans together for analysis. Using regional growth and land use projections the system will be analyzed for its ability to meet the projected demand. This will allow us to make better decisions as to how the overall system should be developed and maintained.

When fully developed, the CIB will become the foundation for the next update to the CTP (CTP 2040) to be completed by 2015. More information on the CTP and the CIB can be found at the website:

<http://www.californiainterregionalblueprint.org>.

### **District System Management and Development Plan**

The DSMDP is District 3's long-range strategic planning document describing the District's vision for the SHS's development, maintenance, and management for the next 20 years. It is the foundation of District system planning and identifies key planning policies and major challenges as well as the specific projects needed to maintain regional mobility.

### **Corridor System Management**

System Planning is Caltrans' long-range (20-years) transportation planning process. It evaluates current and future operating conditions and deficiencies on the State transportation system. The process considers the entire transportation system, including highways and local arterials, transit services, railroads, airports, seaports, non-motorized modes of transportation (i.e. bicycles and walking), goods movement, ITS and local land use plans.

The current CSMPs in District 3 address six major urban freeway corridors, including I-5/SR 99, I-80/Capital City Freeway (State Route (SR) 51), SR 65, US 50 and SR 99 Chico. There is also a CSMP for portions of SR 49 in Placer and Nevada counties that are conventional urban and conven-

tional rural highway segments. Figure 6 depicts the location of the corridors for the CSMPs in District 3.

CSMPs provide for the integrated management of travel modes and roadways so as to facilitate the efficient and effective mobility of people and goods within our most congested transportation corridors. Each CSMP presents an analysis of existing and future traffic conditions and proposes strategies to maintain and enhance mobility within each corridor, primarily focusing on low-cost, operational improvements and daily system operational activities.

The corridor system management strategy is based on the integration of system planning and system operations. Each CSMP addresses State Highways, parallel and connecting roadways, regional transit services, bicycle facilities, as well as other regional transportation-related modes pertinent to corridor mobility.

### **Feasibility Studies**

On the most congested corridors, feasibility studies focus on a specific area or problem. These studies go beyond the planning level of analysis and help to determine what projects would have the desired impacts and be most cost effective. District 3 has a number of feasibility studies either in progress or planned for future endeavors. See Table 5 for a list of these studies.



Roundabout in Truckee

Figure 6: Corridor System Management Plan Corridors

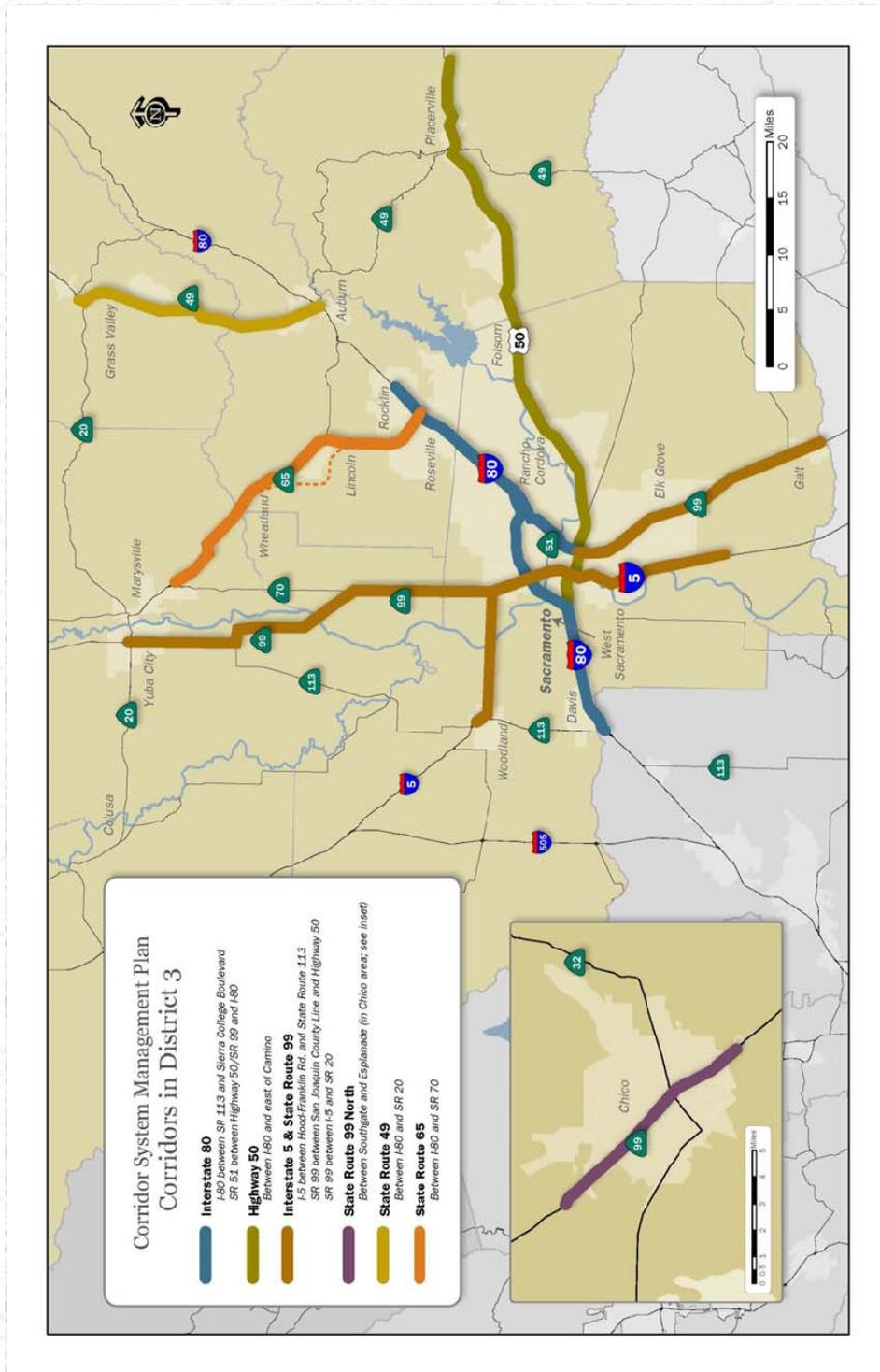




Table 5: Feasibility Studies

County	Route	Study Need and Purpose	Location	Initiation Date	
SAC	51	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on SR 51	US 50/SR 99 to I-80 (also known as Business Loop 80 and named the Capitol Corridor Freeway)	7/1/2010	9/1/2012
YOL/SAC	80	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on I-80	Davis to Downtown Sacramento (I-80/US 50)	12/1/2011	6/30/2013
SAC/SUT	99	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on SR 99	SR 70/SR99 Wye to I-5	12/1/2011	6/30/2013
SAC	50	Preliminary investigation to determine strategies to improve the operation of the interchanges and the W/X freeway	Oak Park Interchange (SR 51/US 50/SR 99) to the Riverfront Interchange (I-5,US 50)	7/1/2013	12/1/2014
PLA	50	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on US 50.	US 50 from just west of Weber Creek Bridge to Placerville City limits	7/1/2014	6/30/2015
SAC	99	Preliminary investigation to determine operational strategies and capital projects to reduce traffic congestion on SR 99.	SR 99 South from the SAC Co line to Elk Grove	7/1/2014	6/30/2015
ED/PLA	VAR	In partnership with TRPA and TTC, participate in the development of a Complete Streets Implementation Plan	All state highways in the Tahoe Basin	7/1/2014	6/30/2015

### **Transportation Concept Reports**

The TCR is a long-term planning document that each Caltrans District prepares for every State Highway, or portion thereof, in its jurisdiction. The purpose of the TCR is to determine how the State Highway will be improved and managed over a 20-year period so that it maintains a minimum acceptable level of service.

Each TCR presents an overview of the route's current condition, information regarding programmed improvements, significant factors influencing the route's existing and future condition, traffic projections, the Concept (minimum acceptable level of service for the 20-year planning horizon) and the State Highway facility (concept facility) required to maintain the Concept level of service. The TCR also includes an "Ultimate Concept," which is a long-term vision for the highway facility beyond the 20-year planning horizon.

The objective is to have local, regional, and State consensus on the future corridor needs so that Caltrans and its partners can plan and develop the improvements needed to maintain the Concept LOS and implement other needed projects. District staff and the external partners can use the TCR as input for General Plans, Specific Plans, Regional Transportation Plans and other planning processes. For routes that have a CSMP, the CSMP serves as the TCR.

### **Project Initiation Documents (PIDs)**

The District's system planning process identifies a spectrum of projects to address deficiencies on the transportation system. The bridge between the identification of needed system improvements and the actual programming (funding) of these projects is the PID. The PID provides refined information regarding the specific scope, schedule, and cost of the proposed improvements, thereby providing critical information for decision makers and assuring the efficient delivery of capital improvement projects. The selection of PIDs for development and inclusion in the annual "District 3-Year Work

Program" is based on the prioritization of the project through the System Planning process, a comprehensive dialogue with our local and regional partner agencies, and the likelihood of the project being programmed for at least project development work.

The relationships of the planning and programming processes are illustrated in Figure 7.

### **Transportation System Development Program**

The District 3 TSDP identifies the major transportation system improvements needed to maintain regional and interregional mobility and decrease traffic congestion, including, but not limited to, the needed improvements identified in each TCR and in local and regional transportation and transit plans.

The TSDP addresses the movement of people and goods in every major transportation corridor in District 3. Proposed improvements are based on facilitating strategic growth strategies, including the implementation of the Regional Blueprint planning processes. Although the TSDP is not financially constrained, most of the projects in the TSDP are included in the financially-constrained RTPs prepared by each of the nine regional transportation planning agencies in the District.

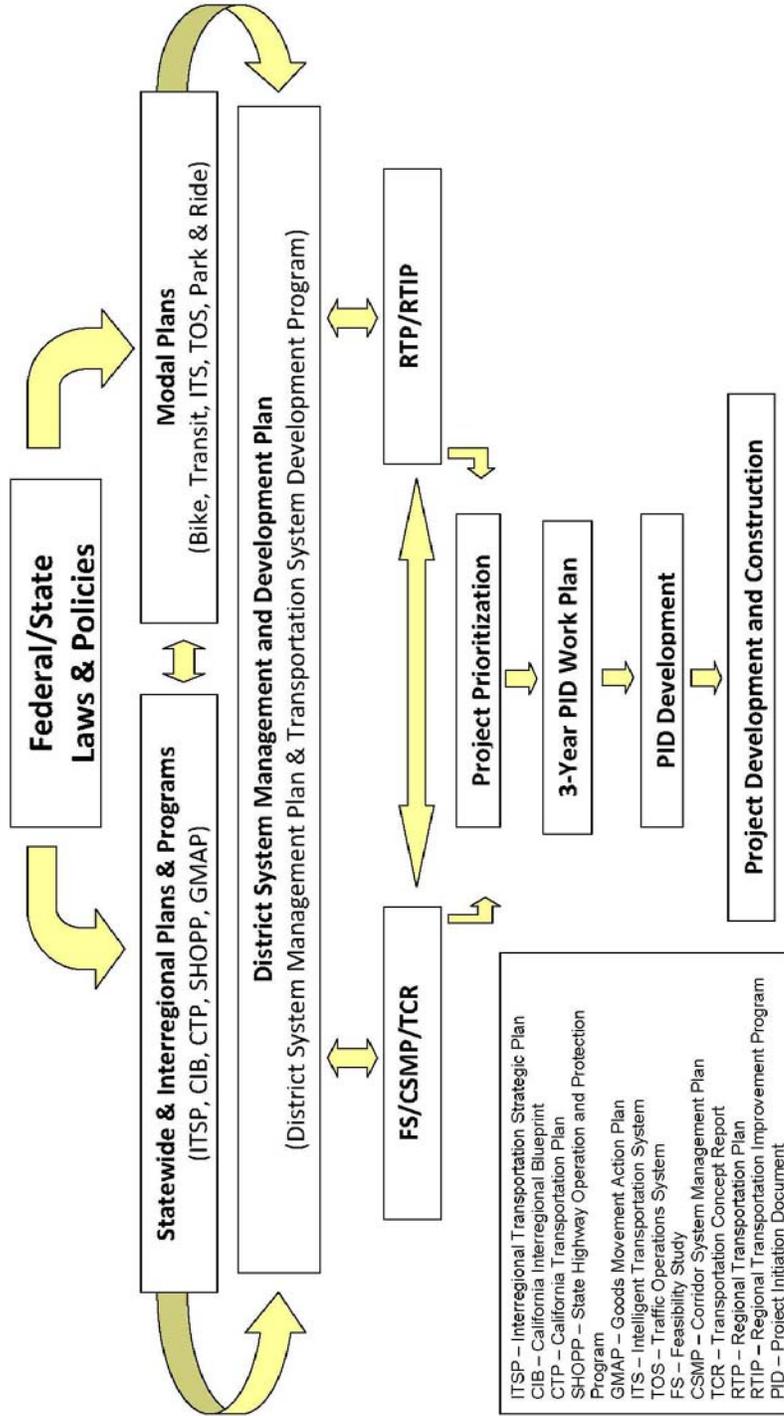
Traffic Impact Mitigation Fees (TIMF) are collected and administered by local agencies to cover the cost of reducing or eliminating impacts from development projects. Appendix B lists those SHS projects necessary to address impacts that will be at least partially funded by fees contributed to the TIMF Programs. The TIMF Program includes all projects funded by the fees collected, however, this appendix focuses only on those that address the needs of the SHS.

The complete TSDP and comprehensive project listing by county can be found in Appendix A and the TIMF and be found in Appendix B at the following website: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>



Figure 7: Relationship of DSMDP to Other Plans

### District 3 System Planning/Programming Diagram



## Chapter Three

### District Transportation Planning Policies

The purpose of this chapter is to present and evaluate the existing and future transportation systems within the District. Caltrans District 3 is responsible for operating and maintaining more than 1,500 centerline miles of State Highway Routes, U.S. Highways, and Interstates within the Sacramento Valley and Northern Sierra Nevada. The District, as well as the rest of the Department, adopts dynamic policies to preserve existing facilities, enhance mobility, and to provide overall guidance for our role as the owner and operator of this vast roadway network.

#### SAFETY

Caltrans' first responsibility in regards to the SHS is to ensure the safety of the traveling public. District 3 constantly monitors safety statistics and system-user complaints. Once a safety problem is identified, the resolution of the problem becomes a priority and is the first to receive funding, by-passing capacity increasing or routine maintenance projects. Caltrans manages programs such as Safe Routes to Schools, Complete Streets and the Bicycle Program to promote and improve safety for non-automobile modes as well.

#### PERFORMANCE MEASURES AND THRESHOLD STANDARDS

Performance measures and threshold standards are important tools used for evaluating the degree of congestion and determining the schedule and scope of needed system improvements.

Threshold standards are also used during the California Environmental Quality Act (CEQA) process for local land use development proposals to determine significant impacts and appropriate mitigation measures. We recommend any CEQA lead agency coordinate with Caltrans as early in the review process as feasible to jointly determine the most appropriate threshold standards of significance.

#### Typical Performance Measures and Threshold Standards

Performance measures and threshold standards are used in the District's System Planning Program products, including TCRs, to determine if, based on our traffic forecasting information, capacity enhancements will be needed to maintain the threshold standard (typically a level of service (LOS) standard).

"Concept LOS" and "Concept Facility" have traditionally been used in Caltrans TCRs to reflect the minimum level of operations acceptable for each route segment within the 20-year planning period and the highway facility needed in the next 20-years to maintain the Concept LOS. LOS is a quantitative evaluation measured on an "A-F" scale with "A" representing the best operating conditions and "F" the worst. Review of impacts from proposed projects reviewed during the CEQA process use the LOS as one of the thresholds to determine a negative change in operation. In particular, any new connections to the SHS shall not lower the existing LOS now or in the future. Any impacts would require appropriate mitigation.

Typical Concept LOS standards in District 3 are LOS "D" in rural areas and LOS "E" in urban areas. However, these standards may vary depending on the unique corridor conditions. A local agency may set a higher LOS threshold standard consistent with community wishes and other local concerns. However, since the Caltrans Concept LOS defines the minimum acceptable level of service established by Caltrans as the owner and operator of the facility, the threshold standard LOS established by the local agency should not be lower than the Caltrans Concept LOS.

Once a facility's performance declines to LOS F, it is difficult to measure further degradation of the facility to any degree of accuracy. Therefore, other performance measures can be used to define threshold standards for system planning and CEQA purposes, including, but not limited to the following:

- Vehicle Travel Time (minutes) is the average time spent by vehicles traversing between two points on a road or highway. Travel time is a measure used to quantify travel time deficiencies and provide a personal indicator of congestion impacts. A significant impact would be determined if the Vehicle Travel Time along a corridor increased beyond the established threshold.
- Vehicle Hours of Delay (VHD) is a performance measure that reflects the additional travel time in hours experienced by all vehicles on the highway segment per day or at peak hour due to congestion. This measurement is used to determine the cost, in time, which congestion can add to the regular non-congested travel time that it takes to traverse a segment of road, and is useful in quantifying the performance of a particular roadway in an understandable format. This cost in time can be translated into dollars to determine the cost of delay to the traveling public. An established threshold of significance would allow those reviewing a project under CEQA guidelines to measure the impact and determine if mitigation is necessary.
- Reliability identifies the day-to-day variation in travel time for the same trip at the same time of day. It focuses on the predictability of travel time, particularly for repetitive trips. This estimates reliability by defining the extra time travelers must add to their average travel time when planning trips to ensure on-time arrival.
- Lost Productivity measures the capacity of the corridor to accommodate vehicle or person

throughput and is calculated as actual volume divided by the capacity of the highway. As traffic volumes increase to roadway capacity, speeds decline rapidly and vehicle throughput drops dramatically, which increase traffic congestion and delay, and results in lost productivity.

#### LAND USE AND TRANSPORTATION LINKAGE

Land use policies and designations are within the power of local agencies, but Caltrans is placing much greater emphasis on better integrating transportation facilities systems with land use decisions. This involves working closely with cities and counties to ensure development decisions are made with a firm understanding of the impacts the transportation facilities, and development location and characteristics have on each other.

The integral relationship of land use and transportation decisions requires the close coordination of planning, financing, and project delivery to ensure efficient growth and use of scarce resources. The District is in partnership with the local and regional agencies and acts as a full participant in this process. The keys to this process are the following guiding principles, based on California Government Code, Section 65041.1:

- Promote infill development and equity by rehabilitating, maintaining, and improving existing infrastructure that supports infill development and appropriate reuse and redevelopment of previously developed, underutilized land that is presently served by transit, streets, water, sewer, and other essential services, particularly in underserved areas, and to preserving cultural and historic resources.
- Protect environmental and agricultural resources by protecting, preserving, and enhancing the state's most valuable natural resources, including working landscapes such as farm, range, and forest lands, natural lands such as wetlands, watersheds, wildlife

habitats, and other wild lands, recreation lands such as parks, trails, greenbelts, and other open space, and landscapes with locally unique features and areas identified by the state as deserving special protection.

- Encourage efficient development patterns by ensuring that any infrastructure associated with development that is not infill, supports new development that uses land efficiently, is built adjacent to existing developed areas, is in an area appropriately planned for growth, is served by adequate transportation and other essential utilities and services, and minimizes ongoing costs to taxpayers.

It is the District’s policy to work cooperatively with our customers and build partnerships with our local and regional representatives in the fulfillment of the above principles by:

- Participating in the local land use development process by providing early consultation to private developers and lead agencies regarding the potential impacts to the State highways of any conceptual or specific proposed land use change.
- Assisting lead agencies under CEQA with the identification of significant impacts to the SHS and appropriate mitigation measures.
- Building a consensus with local land use planning agencies regarding the amount of anticipated land use development in a corridor, key issues, and funding mechanisms to support the improvements to the SHS needed to accommodate projected growth. This includes traffic impact mitigation fees specifically for SHS mainline, intersection, or interchange improvements; right of way preservation and dedication for future System expansion needs; and the development of alternative mitigation strategies, such as transit and Transportation Demand Management alternatives. Direct mitigations such as new signs and/or striping,

turn lanes and traffic signals can be requested from developers to address development impacts.

### RELINQUISHMENTS

Segments of state highway system routes that primarily serve local and regional transportation needs are candidates for relinquishment. Removing the segments from the SHS and providing a city or county with ownership and control of the facility provides greater flexibility for the city or county to meet and fulfill their local needs and plans. This also is more consistent with the primary purpose of the SHS to provide for the inter-regional movement of people and goods. Caltrans may relinquish (or transfer) a segment of a highway to a city or county provided the local jurisdiction is interested in the transaction. Factors Caltrans considers when contemplating a relinquishment include the statewide significance of a highway, its function in the local community setting, maintenance costs to the local jurisdiction, route continuity, and connectivity to the SHS. The District 3 list of candidate relinquishable highway segments is shown in Table 6 and in Figure 8.



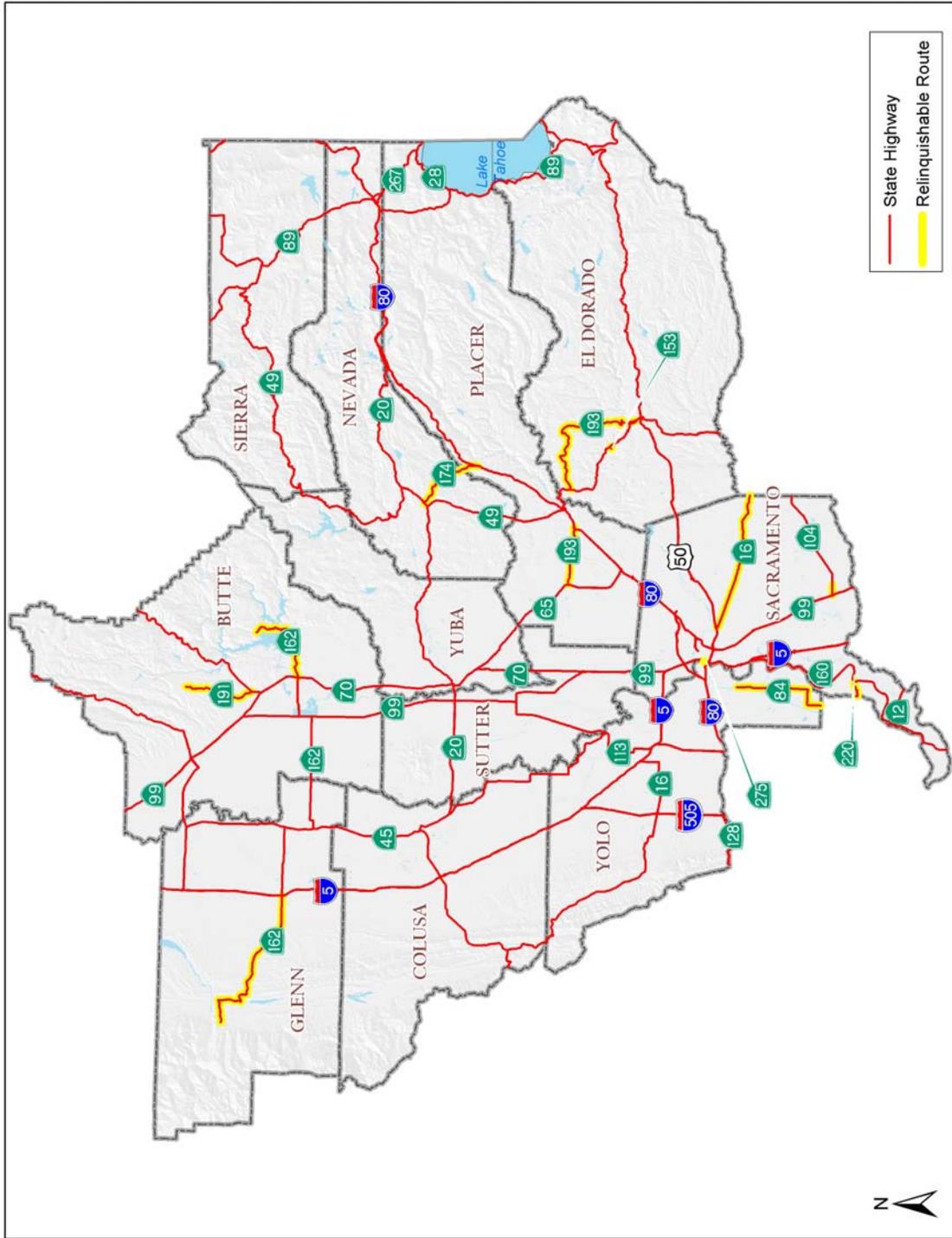
*Tower Bridge in West Sacramento (SR275)*



Table 6: Relinquishable Highway Segments

County	Route	Description	Annual Maintenance Cost
BUT	162	SR 70 to Foreman Creek Rd.	\$155,372
BUT	191	SR 70 to Pearson Rd.	\$93,743
ED	153	Junction SR 49 to Marshall's Monument	\$3,831
ED	193	PLA CO line to Junction SR 49	\$127,372
GLE	162	Mendocino Forest to I-5	\$207,839
NEV	174	PLA CO line to Auburn St.	\$179,675
PLA	174	I-80 to NEV CO line	\$93,161
PLA	193	Oak Tree Ln. to Junction I-80	\$91,351
SAC	16	US 50 to AMA CO line	\$72,033
SAC	104	SR 99 to eastern Galt city limit	\$9,998
SAC	220	SOL CO line to SR 160	\$10,349
YOL	84	SOL CO line to West Sacramento	\$70,468
YOL	275	Tower Bridge	\$281,602

Figure 8: Relinquishable Highway Segments





## CLIMATE ADAPTATION

Assembly Bill 32 was signed into law in 2007 by Governor Schwarzenegger and requires the State to reduce its GHG emission levels by 2020 to the 1990 levels. To help achieve this, in 2008, Senate Bill 375 was signed into law requiring the California Air Resources Board (CARB) to develop regional GHG emission reduction targets for cars and light trucks for each of the 18 MPOs. The MPOs are required to develop plans to meet their regional GHG reduction target through either the financially constrained Sustainable Communities Strategy (SCS) as part of their RTPs or as an unconstrained alternative planning strategy.

The Governor's Office completed and published the 2009 California Climate Adaption Strategy. This strategy was developed to guide the State's action to reduce or minimize expected impacts from future climate change. Climate change presents a serious threat to the resources Californians rely on, including transportation infrastructure. Future impacts are projected to be worse. Direct impacts from heat waves, floods, fire, sea level rise and storm surges are expected. A key component to the strategy is transportation and its effects on the climate. Addressing climate change is a requirement under CEQA.

*AB 32- "Global Warming Solution Act of 2006"*

*SB 375 - "Sustainable Communities and Climate Protection Act"*

*Greenhouse Gas Emissions reductions*

*California Air Resources Board Requirements*

The California Natural Resources Agency entered into a contract in July 2010 with the University of California at Davis to examine available data and studies and to identify areas of high vulnerability to impacts to the state's freeway and highway system as a result of climate change. From this review, transportation climate change hotspot locations will be mapped. These hotspots will be locations in which population, travel demand and climate change effects intersect to create vulnerabilities that will potentially need to be addressed. Geographic Information System (GIS)-based assessment of transportation infrastructure vulnerabilities, using available data and studies will identify critical transportation hotspots. Caltrans is actively involved in working with other state government representatives on climate change related activities including: update of the data, CEQA Guidelines, development of interim sea level rise assumptions for state agencies, and preparation of guidelines to address sea level rise in preliminary engineering documents for transportation projects.

## PUBLIC PARTICIPATION

Caltrans is committed to a continuous and comprehensive public communication and outreach process to maximize external input into our planning activities. In particular, local residents can provide valuable information regarding the needs of facility users, the character of the community, the design specifications desired, and educate the planning team about historical safety and congestion patterns. Seeking input from the community as early as possible helps avoid potential problems and makes the changes more acceptable by the residents.

With the changing lifestyles, schedules, and technologies of Californians, the public communication process requires more than just holding sporadic meetings. A successful public participation process involves understanding the local governments and the community, and determining the best way to solicit public feedback on all aspects of proposed State Highway improvements. Caltrans employs a number of communication methods including websites, public meetings, fliers and newsletters, attending local Government and community meetings to provide updates, and accepting written and verbal comments. The District is continuously exploring new methods of reaching out to the public to ensure they have the opportunity to participate in the development of plans and projects that affect their daily lives.

#### **NATIVE AMERICAN INVOLVEMENT**

Caltrans District 3 engages in government-to-government relations with Native American tribes within the District. These relations consist of significant outreach efforts that the District makes, including participation in Native American Advisory Committee meetings, communications with tribes about grants and training, and outreach meetings as needed. The District also communicates proactively with Native American tribes regarding project development and construction. District 3 Planning also reviews development projects from Native American tribes for their impacts on the SHS, providing comments as necessary.

Recently Caltrans developed guidelines that outline the process to support Tribal Employment Rights Ordinances (TEROs) on contracted State Highway work. Tribal employment policies and programs pursuant to a TERO create job opportunities for Native Americans, especially in communities with high unemployment rates. Caltrans desires to work cooperatively with California Tribal Governments to increase Native American employment opportunities on contracted State Highway work.

#### **COMPLETE STREETS**

Caltrans views all transportation improvements as opportunities to improve safety, access and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation system on applicable segments of the highway. In 2008, Caltrans issued Deputy Directive 64-R1, "Complete Streets -Integrating the Transportation System," as policy to develop integrated multimodal projects in balance with community goals, plans and values. By considering "complete streets" early in the system planning process, a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users will ensure that travelers of all ages and abilities can move safely and efficiently across a fully integrated transportation network. Coordinating with our local partners to incorporate these policies into projects will enhance the overall transportation network and increase the efficiency of the system.

#### **CONTEXT SENSITIVE SOLUTIONS**

Caltrans understands the need for transportation projects to be assets to a community's character, aesthetic feel and design. Too often in the past, highways were built through communities with little regard to how the facility interacted with the community. To avoid this tendency, Caltrans established the Director's Policy for Context Sensitive Solutions, which requires the District to:

*....use innovative and inclusive approaches that integrate and balance community, aesthetic, historic, and environmental values with transportation safety, maintenance, and performance goals. Context sensitive solutions are reached through a collaborative, interdisciplinary approach involving all stakeholders.*

Caltrans looks beyond the basic highway guidelines and tries to design projects that incorporate the character and needs of local communities. This involves looking at a broader range of solutions, including aesthetic design elements, to ensure the local communities can retain their existing character while maintaining a safe and effective transportation system. To achieve such goals, Caltrans has become more inclusive of local agencies and the public within the planning and design processes to ensure the proper elements are included in our projects that protect the character and spirit of local communities.

Within the District, several State highways traverse the downtown areas of communities. These conventional 'Main Street' highways also serve local traffic and are characterized by stop signs or signalized intersections, on-street parking, slower speed limits, and pedestrian activity at adjacent commercial establishments. The challenge is to maintain these "main streets" while promoting livable communities and maintaining the purpose of the state highway for regional and interregional travel.

In July 2002, Caltrans published the guide "Main Streets: Flexibility in Design and Operations" to address the concepts, limitations and concerns that local areas face when a state highway is "Main Street." This Guide is intended to assist communities and Caltrans in balancing community values with transportation concerns for safe and efficient operations for highway system users as well as highway workers.

The Aesthetic Corridor Master Plan (ACMP) for SR 20 was developed in coordination with District 1 as an effort to recognize and preserve aesthetics of the transportation corridors. The intent of the document is to provide a framework that will promote aesthetic features and elements that provide

unity and cohesiveness of the route within Districts 1 and 3 from Fort Bragg to the terminating point at the I-80/SR 20 junction near Emigrant Gap. The vision is to eventually influence how future projects are analyzed and designed, understanding that California's transportation network is not only safe, maintainable and cost effective, but also aesthetically pleasing. The culmination of this Plan is intended to be used as a model for development of further ACMPs. The next corridor to be studied under this effort is SR 65 in Placer and Yuba counties. In future SR 20 TCR updates, the ACMP will be included as an appendix.

#### **SMART MOBILITY FRAMEWORK**

A new concept in California transportation planning is an approach called the Smart Mobility Framework. The Smart Mobility Framework is a basis for policy and action that responds to the transportation needs of the State's people and businesses, the mandate to address climate change and the commitment to a transportation system that advances social equity and environmental justice.

As the forecasts of an increased population continue to climb in California, communities are looking to tie-in land use planning with traditional transportation planning concepts. This concept is known as Regional Blueprint Planning, which is a key cornerstone of the Smart Mobility Framework's goal of mobility and sustainability.

Caltrans has traditionally been identified as the owner and operator of the SHS. However, Caltrans responsibilities have expanded significantly over the years to include passenger rail, goods movement, mass transit, aeronautics, bicycles, and other mobility areas.

## Chapter Four

### District Profile

#### STATE HIGHWAY SYSTEM

State Highways serve a diverse range of needs for the interregional, statewide, national and international movement of people and goods. There are 269 State Highway routes in California as described in Sections 301 through 632 of the California Streets and Highways Code. In District 3, there are 1,516 centerline miles with 4,465 total lane miles. The SHS in District 3 accommodated 12.6 billion vehicle miles of travel (VMT) on State Highways in 2010. This accounted for 51.6% of all VMT traveled (Table 7) throughout District 3 (including non-State Highway roads). Figure 9 depicts all of the routes of the SHS in District 3.

The highways are functionally classified as Interstates, United States Routes, and State Routes and are defined below:

**Interstate Highways** – The interstate system is a network of highways that are considered to be of national importance and are constructed with federal-aid interstate funds. Interstate highways in District 3 are I-5, I-80, and I-505.

**United States Routes** – The United States (US) Route system is a network of state highways that are considered to be of statewide and national importance. Although used as a guide for interstate travel, they are not under federal control. The US Routes in District 3 are US 50 and US 395.

**State Routes** – State Routes are legislatively designated state highways that serve intrastate and interstate travel but are not classified as interstates or US routes. The District 3 State Routes are numbered: 12, 16, 20, 28, 32, 45, 49, 51, 65, 70, 84, 89, 99, 104, 113, 128, 149, 153, 160, 162, 174, 191, 193, 220, 244, 267 and 275.

SR 99 has been deemed eligible for consideration for interstate status, but the process to implement that has not been initiated in District 3 due to factors such as: limited funding, sub-interstate standard facilities and competing priorities. However, the District will continue to track this issue and respond as appropriate in cooperation with partner agencies.







Table 7: Annual Vehicle Miles Traveled (VMT) by County on District 3 SHS Routes

County	SHS VMT (In millions)	Total County VMT (in millions)	% SHS VMT of Total County VMT
Butte	773.5	1760.9	43.9%
Colusa	467.5	590.4	79.2%
El Dorado	837.9	1620.0	51.7%
Glenn	335.6	497.5	67.5%
Nevada	698.9	1,112.8	62.8%
Placer	2,038.1	3,725.5	54.7%
Sacramento	5,211.3	11,415.2	45.7%
Sierra	56.7	102.3	55.4%
Sutter	460.0	835.8	55.0%
Yolo	1,321.5	2,082.6	63.5%
Yuba	442.5	764.0	57.9%
<b>Total</b>	<b>12,643.5</b>	<b>24,507.0</b>	<b>51.6%</b>

## Sacramento Region

### Bus/Carpool Lane Network Vision

Bus/Carpool Lanes, also known as High Occupancy Vehicle (HOV) lanes, are a critical element in reducing traffic congestion and maintaining mobility throughout the Sacramento region. Bus/Carpool lanes move more people in fewer vehicles than a mixed flow lane.

In the Sacramento region, the vision of the Bus/Carpool network is to have Bus/Carpool lanes on all freeways, as well as Bus/Carpool bypass on-ramp lanes and direct freeway -to- freeway Bus/Carpool connectors at major interchanges for seamless Bus/Carpool travel opportunities.

Bus/Carpool lanes are designed to maximize the number of people traveling in a corridor while minimizing the number of vehicles. Bus/Carpool lanes limit the number of vehicles traveling along a corridor by requiring a minimum number of passengers per vehicle during specific peak travel times. The hours of operation of the Bus/Carpool lanes also vary depending on the needs of the local areas. In the Sacramento region, Bus/Carpool lanes currently require a minimum of two occupants between the hours of 6:00 AM to 10:00 AM and 3:00 PM to 7:00 PM, Monday thru Friday. The Bus/Carpool lanes are less congested than mixed flow lanes and the increased travel speeds and time savings provide incentives for commuters to carpool and use transit instead of driving single-occupant vehicles. Other benefits of the Bus/Carpool system are fewer vehicle emissions, less energy and fuel consumption and improved safety throughout the system. Study data has shown that to adjoining lanes, Bus/Carpool lanes in the Sacramento Area move 23-44% of the people on the freeway, while using only 13-27% of the total vehicle volume:

- Bus/Carpool users in the Sacramento area save an average of 10 minutes during the peak commute hour, when compared with users of mixed flow lanes.

- Transit buses regularly use Bus/Carpool lanes during the commute periods.

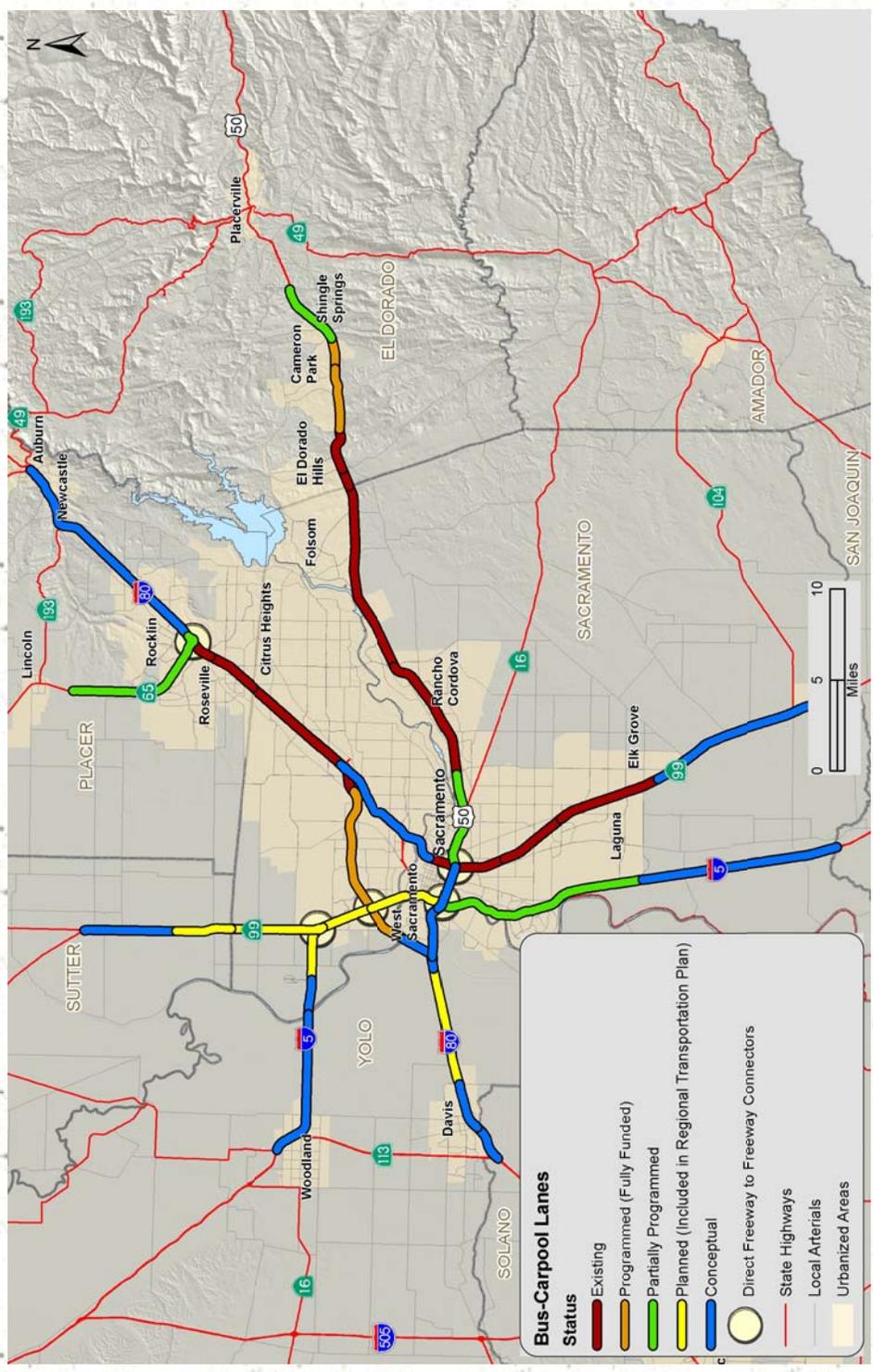
The Vision for the Bus/Carpool Network will take many years to implement. Caltrans will continue to work with its local and regional partners to plan, program, and construct individual segments. The RTPs for SACOG, PCTPA, and the EDCTC already include key segments for which project development activities should begin quickly to ensure the region is prepared to take advantage of any upcoming transportation funding opportunities. Figure 10 shows both the existing and planned Bus/Carpool lanes in District 3.

In 2010, District 3, PCTPA and SACOG studied the feasibility of HOT lanes on I-80 between SR 65 and I-5. In addition, an earlier study examined the feasibility of HOT lanes on US 50 from Sunrise Blvd. to Downtown Sacramento. HOT lanes are a road pricing method that allows single-occupancy vehicles access to Bus/Carpool lanes through the collection of a toll. The toll varies depending on the congestion. A higher toll is paid during the most congested hours while a reduced toll is offered during less congested times. Both studies have concluded that congestion on these facilities has not yet reached the point that sufficient numbers of travelers would be willing to pay for the use of the HOT lane. This concept could be reconsidered at a later date if congestion reaches an adequate saturation point.



SR 99 Bus/Carpool lane

Figure 10: Existing and Planned Bus/Carpool Lanes in District 3



## INTELLIGENT TRANSPORTATION SYSTEMS

ITS applications refers to the integration of advanced sensor, computer, electronics and communications technologies and roadway management strategies that provide an opportunity to increase the safety and efficiency of the transportation system at minimum cost. Listed below are a few of Caltrans' ITS elements:

### Changeable Message Signs

Changeable Message Signs (CMS) advise motorists of road conditions ahead, such as incidents and lane restrictions.

### Highway Advisory Radio

Highway Advisory Radios (HAR) are intended to provide more specific traffic information to the traveler than is currently available from traditional broadcast traffic reports.

### Traffic Monitoring Stations

Traffic monitoring stations (TMS) monitor traffic conditions on a roadway by noting the speed, volume and occupancy of each traffic lane.

### Closed Circuit Television Cameras

Closed circuit television cameras (CCTV) are used primarily for incident verification, assessment and management. They help operators at the transportation management center identify the location and nature of anything that affects highway traffic.

### Ramp Meters

Located at congested on-ramps, ramp meters vary the rate at which vehicles enter the freeway during peak commute periods so that vehicles enter the facility with sufficient spacing to enable smooth merges that don't impede the mainline flow. This helps stabilize the freeway's capacity and operations.

## Roadway Weather Information Systems

Roadway weather information systems (RWIS) consist of sensors installed in the travel lanes of the highway to measure and detect the temperature of the pavement and whether moisture is present, including fog.

### Other ITS technologies:

- Smart call boxes, which allow stranded motorists to call for help. They also sense weather conditions such as fog.
- Weigh-in-motion sensors and pass systems for commercial vehicles, which allow vehicles to pass without delay.
- Automatic Vehicle Locators for transit and other vehicles allowing operators to locate vehicles in their fleet and providing real-time arrival information to transit users.

## Transportation Management Center

The Sacramento Regional Transportation Management Center (RTMC), located in Rancho Cordova, is the hub of all highway traffic operations in the District. It houses all of the staff and equipment necessary to monitor the transportation system and disseminate information. All District 3 ITS elements are accessible from this central location. The California Highway Patrol's communications center is also located at the RTMC.

## California Highway Information Network (CHIN)

The CHIN makes highway information available to the public using three major platforms:

- Interactive Voice Response (IVR) for telephone users.
- California QuickMap for internet users.
- Commercial Wholesale Web Portal (CWWP) for access to data files available to commercial and media Internet Service Providers such as Google, Tom-Tom, Garmin, Traffic.com and many others.

The California QuickMap webpage provides traffic speed information, lane and road closure information due to construction and maintenance activities, incidents on the roadways, CMS information, camera snapshots and chain control information for the State Highways. Clicking on an icon presents additional information or images in a popup box.

Using Google Traffic information and Caltrans available data allows QuickMap to provide more comprehensive speed data than one source alone could provide. The different information layers are updated frequently, as often as every three minutes for chain control information, every five minutes for incidents and CMSs, to every 20 minutes for camera updates.

The California QuickMap is available on the Caltrans main internet site [www.dot.ca.gov](http://www.dot.ca.gov). The phone number for highway conditions information is 1-800-427-7623.

### **GOODS MOVEMENT**

By the year 2020, California's population is expected to increase to almost 44 million people. Consumption of goods will grow by as much as 50 percent, and production will expand at almost the same rate. The volume of goods moved is expected to increase by 46 percent. This growth demands that direct action be taken to maintain and improve the state's goods movement transportation system.

The 11-county District 3 area contains major conduits for goods movement travel and is an important warehousing and distribution center for Northern California. The area has numerous significant highway and gateway corridors, key freight rail lines, a maritime port, and air cargo facilities which serve a variety of purposes related to freight movement through the area to local, statewide, national and international destinations.

The Federal Highway Administration designated a National Network (NN) of routes that are available to trucks that meet the requirements of the Surface Transportation Assistance Act of 1982 (STAA). It is comprised primarily of Interstate

Highways. The State of California then added Terminal Access Routes which are State or local roads that allow STAA trucks to travel between NN routes and/or reach a truck's operating facility or freight terminal. In addition, certain routes have been designated as California Legal or California Legal Advisory. Trucks which meet the STAA requirements and are designated as California Legal trucks have access to the entire State Highway System except where prohibited. California Legal Advisory Routes are open to STAA trucks only, but are not recommended if lengths exceed the posted values for a specific route. Figure 10 shows the District's Truck Network identifying these routes.

A result of continuing dialogue between government, private interests and those impacted by goods movement activities was the Goods Movement Action Plan (GMAP) which was jointly published in 2007 by the Business, Transportation and Housing Agency and the California Environmental Protection Agency. The GMAP outlines the State's approach to goods movement which is to:

- Generate jobs
- Increase mobility and relieve traffic congestion
- Improve air quality and protect public health
- Enhance public and port safety
- Improve California's quality of life

District 3 and Caltrans Headquarters are involved with various Goods Movement studies. These studies will culminate into a District 3 Goods Movement Plan which will complement the GMAP and will focus on District specific challenges to goods movement such as insufficient road capacity and physical restrictions and the resulting direct impacts that impede goods movement and negatively affect the economy.

The I-80 Coalition is an example of a partnership effort with other states that will lead to an overview of goods movement issues for the I-80 Corridor

with a focus on traveling during winter conditions.

District 3 contains several important pieces of transportation infrastructure needed to move freight: I-5 and I-80 for trucks, Union Pacific (UP) and Burlington Northern/Santa Fe Railway (BNSF) railroads for trains, Chico, Mather, and Sacramento airports for air cargo, and the Port of West Sacramento for water transport.

As more goods and services are demanded, the transportation system that is used to help fulfill that demand must be upgraded or the system bogs down, and with it, the state's economy and prosperity.

One source of funding in the arena of Goods Movement is "The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006," approved by the voters as Proposition 1B on November 7, 2006, which provided \$2 billion to be transferred to the Trade Corridors Improvement Fund (TCIF) for infrastructure improvements along corridors that have a high volume of freight movement. The funds are available, upon appropriation by the Legislature, for allocation by the California Transportation Commission. Figure 11 displays the road networks utilized by trucking companies, the major freight airports, the Port of West Sacramento and the Roseville Rail yard. Figure 12 shows the rail network, the Port and the Roseville Rail yard.

### Rail

District 3 has four freight railroads. Two of the carriers, UP and BNSF, are long haul, Class I freight companies and have primary routes that extend through the district along the I-5, I-80 and SR 70 corridors. The other two railroads, Sierra Northern Railway, located in Sacramento and Yolo counties; and California Northern Railroad, located in Yolo, Colusa and Glenn counties, are Class II short line railroads that provide feeder rail and switching services to UP and BNSF. The J.R. Davis Rail yard in Roseville is the largest rail facility on the U.S. west coast, moving over 1,100 cars

per day.

These lines provide for shipment of commodities that serve the region, state and global economy. Major improvements to the short lines are being studied to continue to provide for efficient movement of goods throughout the region and the state.



### Trucks

The hub of freeways in the region makes the area an excellent geographic center for freight distribution. I-5 provides a direct route to Seattle, Portland and Los Angeles. I-80 allows for travel to Salt Lake City, Reno and the San Francisco Bay Area in a day. Lake Tahoe and Nevada are reachable within a few hours, SR 99 provides quick access to the San Joaquin and upper Sacramento valleys and SR 20 is an Ocean to Mountains route west to east. A lack of sufficient private truck parking in the Sacramento urban area and some rural areas of the District is an increasing problem for truckers.



*Aggregate Truck on SR 20/70 in Marysville*

**Ports**

The Port of West Sacramento, located on the Sacramento River in West Sacramento, is an international water node in the region's goods movement framework. It serves the international and domestic markets by handling the bulk cargo of various agriculture and forest products and building materials. The Port is also equipped with extensive truck and rail handling facilities that makes it a true point of intermodal connectivity. In addition, the Port was recently awarded Proposition 1B funds to further deepen the shipping canal to allow for larger containerized freight cargo ships to traverse the Sacramento Deep Water Channel from the San Francisco Bay. The Port is working with the Port of Oakland to substantially increase the number of ships and the capacity of the Port to handle container shipments.

In early 2010, a \$30 million grant was awarded to the Oakland, Stockton and West Sacramento ports. The California Green Trade Corridor/Marine Highway Project is to use barges to move bulk cargo along inland waterways, creating an alternative to conventional freight and cargo movement by trucks and rail. These funds will be used to upgrade port facilities and purchase needed equipment. Analysts predict this container-on-barge service could eliminate 180,000 truck trips from I-580, I-80, and I-205 saving seven million gallons of fuel annually as well as reducing air emissions.

*Port of West Sacramento*


**Aeronautics**

Aviation is a vital link in the transportation system. Air cargo plays a significant role in the vitality of the state's economy. In 2009, 3.5 million tons of cargo moved through California's commercial and general aviation airports. There are 31 public use airports and one military airfield in District 3.

Every county in District 3 has at least one airport, and the majority of counties have two or more airports. Two commercial air passenger airports (Chico Municipal and Sacramento International) provide commercial air passenger service. Figure 13 displays all the public use airports in District 3.

A former military airfield, Mather Field in Sacramento, has been converted into a regional dedicated air cargo airport. Sacramento International Airport also has robust freight service operations. In addition, the Chico Municipal Airport offers freight services convenient to that area. McClellan also provides military freight services.

Although airports provide a mutually beneficial economic relationship with surrounding communities, airports can create unwanted impacts such as noise, vibration, odors, and accident risks. On the other side, some land uses can cause negative impacts on airports, such as obstructions in airspace, attraction to wildlife or hazards to airplanes like glare or smoke. Land use planning around airports is critical to the long-term viability of airports so that incompatible land uses are not developed near airports or their flight paths.



*Air Freight at Mather Field*



Figure 11: District 3 Truck Network

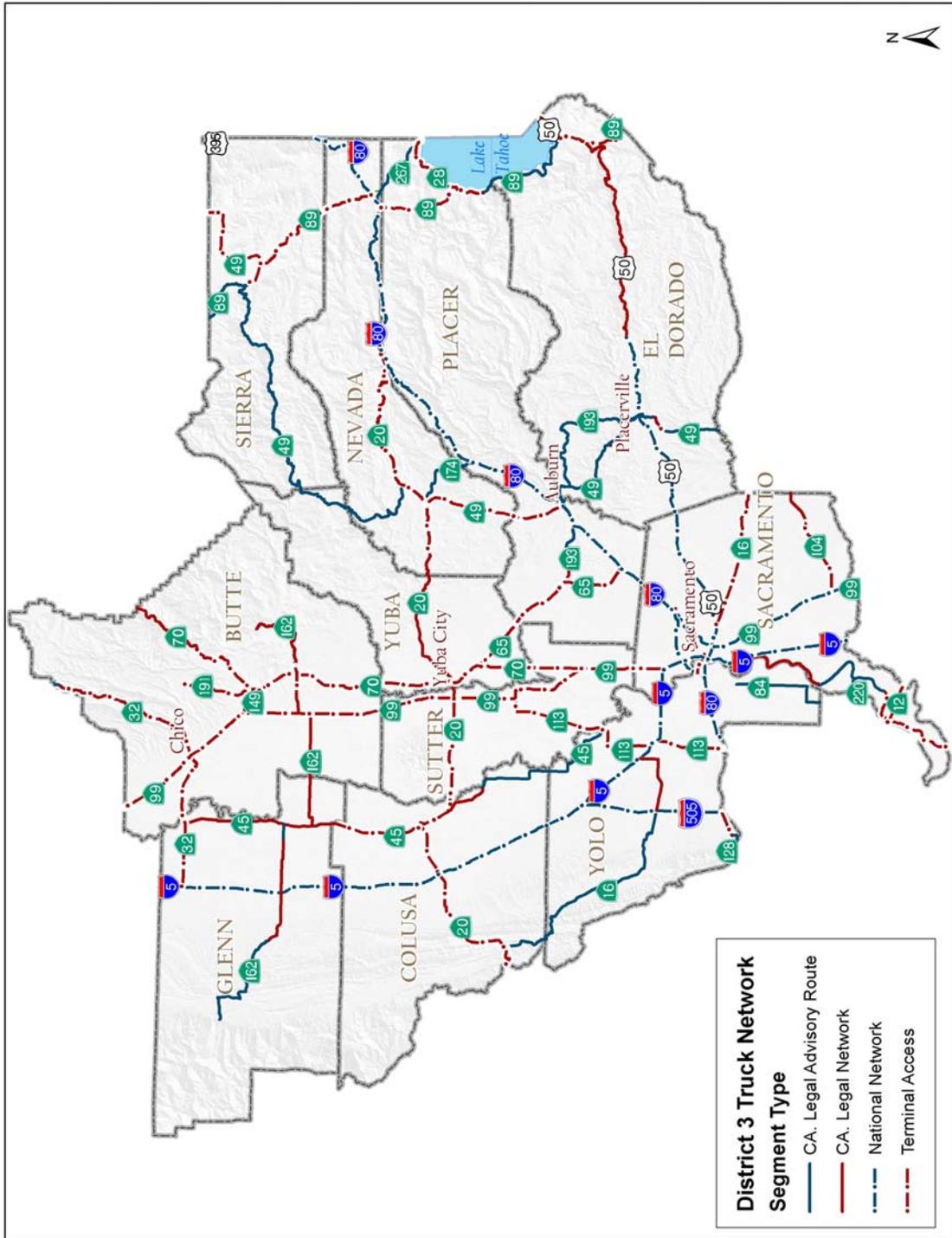


Figure 12: District 3 Major Air/Rail/Port Facilities

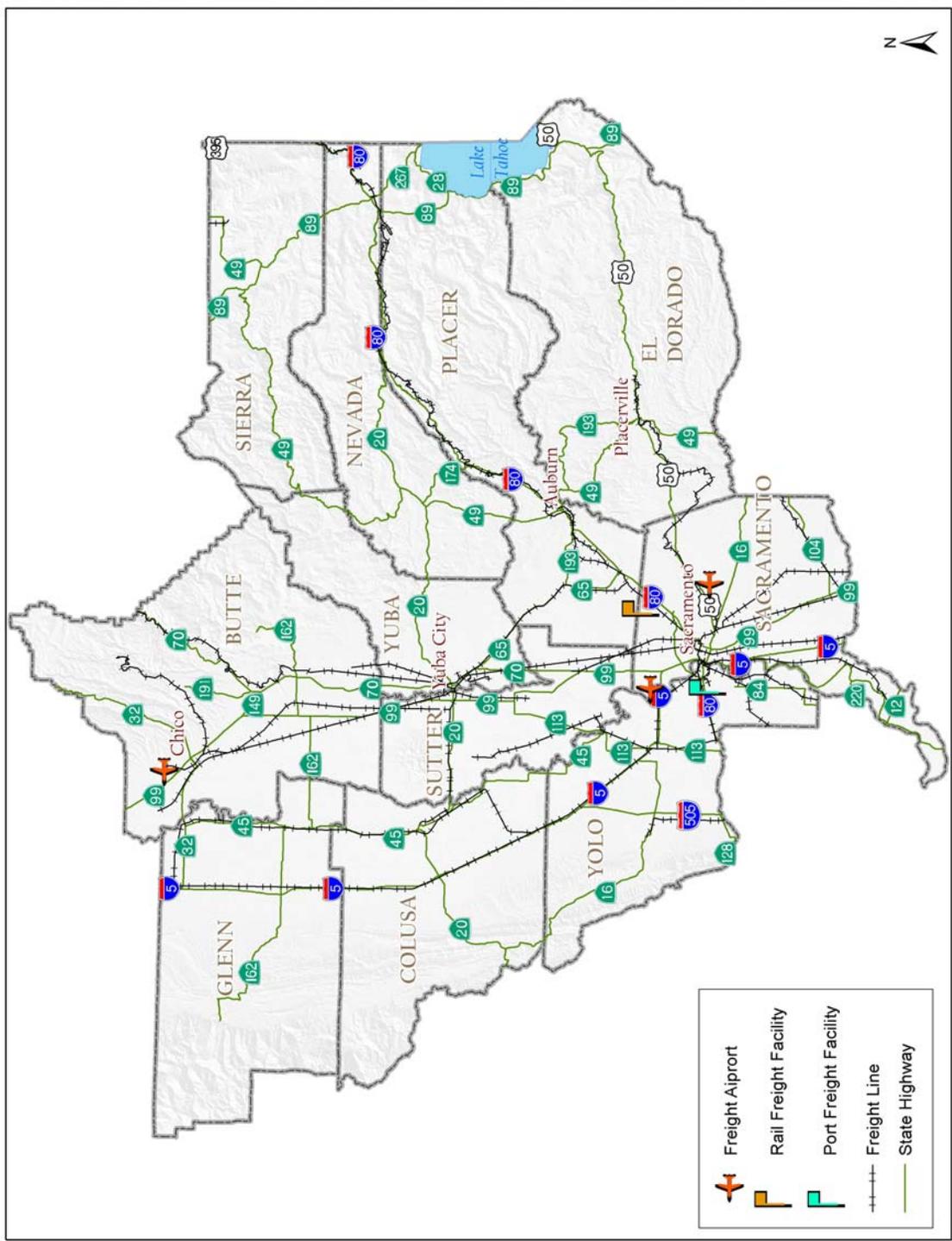
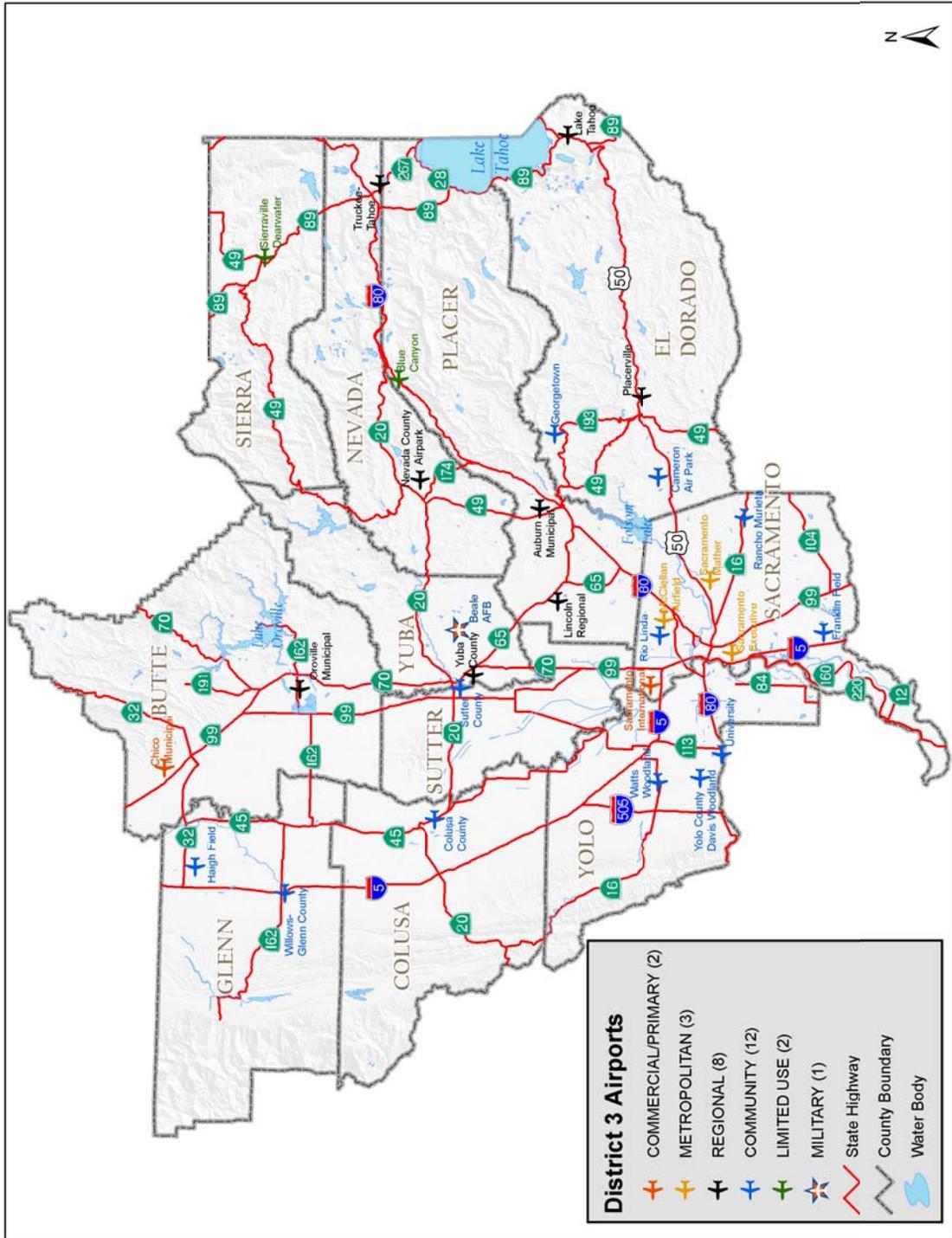




Figure 13: Public Use Airports



**MASS TRANSPORTATION**

**Local/Regional Transit**

Transit is an increasingly important transportation mode in the greater Sacramento Region that effectively serves dense urban environments while minimizing traffic congestion and air pollutant emissions. The region has a growing network of light rail lines and express buses and has begun planning and engineering studies for street cars and bus rapid transit (BRT) services along select routes.

Where such services can be demonstrated to avoid or divert freeway auto trips to light rail or other high capacity transit systems, Caltrans has accepted funding for such projects as mitigation for development projects that have impacts to the SHS. Caltrans is supportive of these efforts

*Transit is increasingly important as a major strategy to minimize traffic congestion and air pollutants.*

*Improved transit programs and services can provide acceptable mitigations for some local development projects that impact the SHS.*

and is particularly interested in facilitating the use of Bus/Carpool lanes by express buses. The District has oversight responsibilities for a wide range of transit funding programs and assists and supports transit service providers in seeking competitive federal and state funding. District 3 includes urban and rural areas for which public transit services are provided by a variety of operators, including local fixed route buses, commuter buses, dial-a-ride, subsidized taxi services, light rail, non-emergency medical transportation, shuttles, and paratransit services for those individuals with a disability who require public transportation.

There are 20 mass transit providers in District 3 (Table 8) with the Sacramento Regional Transit District (SRTD) as the largest transit agency. SRTD has a fleet of 272 vehicles and a 37.4-mile light rail system and covers a 418 square mile service area. Many of the transit operators in the District have a limited number of buses or vans and small staffs to meet the needs of their customers due to limited capital and operational funds through the State and local taxes and fees.

There are seven transit agencies that provide commuter bus services in District 3, linking suburban areas with downtown Sacramento. These commuter services are important because they remove vehicles from already congested highways during peak periods. These buses can use Bus/Carpool lanes allowing for quicker and more consistent travel time, a feature that will be even more important as we add more lanes to the system in the future and as congestion increases.



*Light Rail in Sacramento*



Table 8: District 3 Transit Providers

Transit Provider	Area Served	Transit Provider	Area Served
Auburn Transit	Deviated Fixed Route Service within the City of Auburn and portions of unincorporated Placer Co.	Rancho Cordova	Rancho Cordova
Butte County B-Line	Butte County Service within Chico and to Oroville, Paradise, Biggs and Gridley	Roseville Transit	Roseville; Commuter Service to Downtown Sacramento, Roseville and the Highway 50 Corridor
Lincoln Transit System	Fixed Route Service throughout downtown Lincoln and along SR 65 which connects with Placer Co Transit's Lincoln/Rocklin/Sierra College Route	South County Transit Link	Galt, Commuter Service to Lodi, Sacramento and Elk Grove
South Tahoe Transit Service (aka BlueGO)	South Shore Fixed Routes, Seasonal Ski Shuttles, Commuter Bus Service to Carson City/Carson Valley <a href="http://tahoetransportation.org/transit-and-shuttles/bluego">http://tahoetransportation.org/transit-and-shuttles/bluego</a>	Sacramento Regional Transit	Sacramento County
Colusa County Transit Agency	Colusa County with daily service to Meridian and weekly service to Yuba City	Sierra County Transit Services Administration (West Side Transit Service, East Side Transit Service)	Services for older adults and persons with disabilities in Sierra County
El Dorado County Transit Authority	Western El Dorado, Commuter to Sacramento	Tahoe Area Regional Transit	North Shore-Lake Tahoe, Truckee
Elk Grove Transit (e-Tran)	Elk Grove, Commuter Service to Sacramento	Tahoe Transportation District	North Shore Fixed Routes, Gap Transit Service along West Shore, Truckee

Table 8: District 3 Transit Providers (continued)

Transit Provider	Area Served	Transit Provider	Area Served
Folsom Stage Lines	Folsom	Hornet Express shuttle	CSUS on campus service
Glenn County Transit Service	Glenn County, Service to Chico	Unitrans	UC Davis, UCD Med Center, Davis
Nevada County Transit (Gold Country Stage)	Western Nevada County, Service to Auburn	Yolo County Transportation District (aka Yolobus)	Yolo County, Sacramento International Airport, Downtown Sacra-
Paratransit Inc.	Service throughout urban Sacramento County including: Sacramento, Citrus Heights, Elk Grove and Rancho Cordova	Davis Community Transit	City of Davis
Placer County Transit	Western Placer, Commuter Service to Sacramento	Yuba-Sutter Transit Authority	Sutter and Yuba Counties, Commuter Service to Sacramento
TAPS (UCD Medical Center Shuttle)	Shuttle Service between US Davis and UCD Medical Center in Sacramento		



Yuba-Sutter Transit Bus



Sacramento Regional Transit Bus

### Intercity Rail

Amtrak California intercity rail service is a component of the State's overall transportation system and provides a safe, efficient and cost-effective alternative to auto, bus, and air travel. There are two state-supported intercity rail service routes serving District 3. Also listed are the improvements to the routes as listed in the soon to be updated California State Rail Plan:

- Capitol Corridor – 32 daily trains that span from Auburn to San Jose via Sacramento, Davis, and Oakland.
- Increase Capitol Corridor trains between Sacramento and Roseville from 1 to 10 daily round trips with the completion of the UPRR 3rd Main Track.
- Increase Capitol Corridor trains between Roseville and Auburn from 1 to 4 daily round trips.
- Increase Capitol Corridor trains between Sacramento and Oakland from 16 to 18 daily round trips.
- Expand Capitol Corridor service between Auburn and Reno with 2 daily round trips.
- Increase San Joaquin trains between Sacramento and Bakersfield from 2 to 3 daily round trips.

Amtrak also operates two long-distance trains that traverse District 3 as part of the national "basic" system:

- California Zephyr – One daily train in each direction from Emeryville to Chicago via Davis, Sacramento, Roseville, Colfax and Truckee.
- Coast Starlight - Daily service between Los Angeles and Seattle passing through Sacramento.

The California High-Speed Rail Authority recently updated its' business plan to provide high speed rail service. The system will operate at speeds up to 220 miles per hour connecting the state's major metropolitan areas utilizing existing rail infrastructure and providing statewide benefits to commuters in the Bay area and Los Angeles at a cost of \$68.4 billion. Construction is to begin in 2012 on a 300-mile section which will lead to electrified rail between Merced and the San Fernando Valley within 10 years.

Phase 2 of the High Speed Rail (HSR) brings service to Sacramento, San Diego and the Inland Empire after 2029. The planned approach includes improvements in rail service and access to high-speed rail service earlier than originally planned.

### Bicycles

There are considerable opportunities for commuter and recreational bicycle use in District 3. Currently, there are 1,195 highway miles open to bicyclists in District 3. Bicycles are the mode of choice for a growing number of commuters in the District who are choosing to ride instead of drive to work, school and other locations.

District 3 recognizes the benefits of

bicycles as a multi-modal approach to managing the transportation system. We are now incorporating the needs of bicyclists in the initial planning stages of all projects through the "Complete Streets" directive. Input from bicycle advocates and the general public is creating a broader understanding of these needs, which include: bicycle-friendly interchanges and bridges; bike lockers

*Bicycles benefit the SHS as a multi-modal approach to managing the transportation system. Bicyclist needs are incorporated into initial planning stages of all projects to meet "Complete Streets" directives.*

and safe and convenient facilities that provide links to local and regional bikeways and other transportation modes.

The District continues to work with local and regional partners to coordinate the planning and development of bicycle projects. Each local planning agency prepares its own bicycle policies and plan.

Caltrans prohibits non-motorized vehicle travel on most freeways. In the sections of highway that are prohibited to bicycles, Caltrans and the local agencies try to provide bicycles with an alternative to the highway on parallel surface streets wherever possible. In addition, bicycles are permitted on a freeway if no suitable alternate route exists, and are permitted on all expressways and conventional highways. Freeway shoulders that are open to bicyclists are usually in rural areas where there are no convenient alternate routes.

The District recently completed a Bicycle Guide and is developing a District Bicycle Plan. The Bicycle Guide shows the various routes and topography to assist a bicyclist in planning a ride. The Plan will outline the different bike plans in jurisdictions throughout the District. Figure 14 is an overview of District 3 bike routes on the SHS.



*Roseville Bike Path*



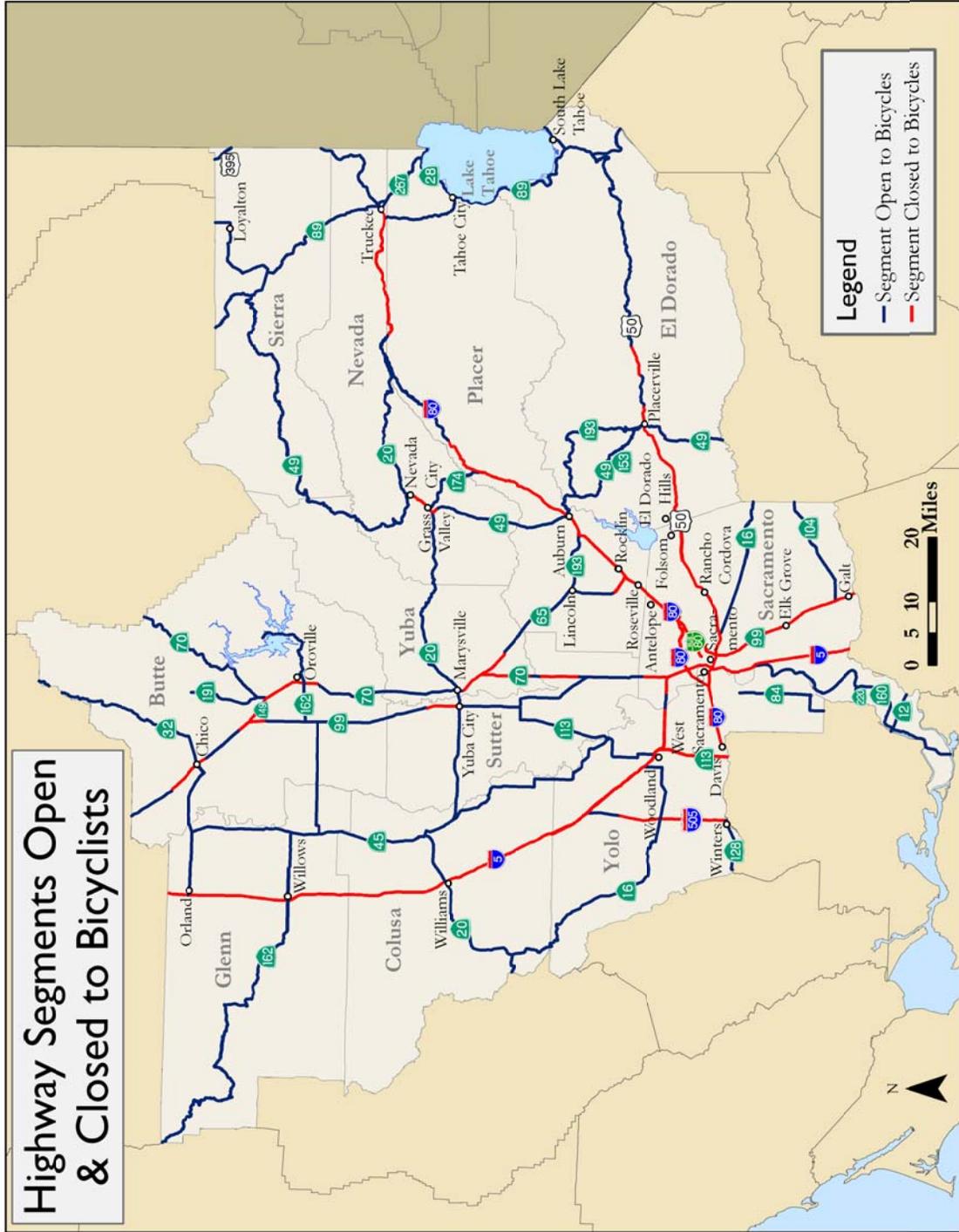
*Roland Hensley Bike Park in West Sacramento*



*Bike over the Tower Bridge*



Figure 14: District 3 Bicycle Routes



## MOBILITY FACILITIES

### Rest Areas

The goal behind District 3's rest area program is to increase driver safety and satisfaction by offering the motorist and commercial driver regular stopping opportunities to rest, receive pertinent traveler information, and access to restroom facilities. There are currently eleven rest areas in the District: eight are located along I-5 at Elkhorn, Dunnigan, Maxwell and Willows; two are along I-80 at Gold Run and Donner Summit; and one on SR 20 just west of I-80.

Eight new rest area locations, listed below, have been identified for inclusion on the statewide rest area master plan, though no funding has been identified for their implementation:

- US 50 between Pollock Pines and Echo Summit
- I-5 near Twin Cities Road
- I-5-area north of Sacramento
- I-80 east of Truckee
- US 50 near Cameron Park
- SR 70/99 split in Sutter County
- SR 99 north of Chico
- I-5 at the SR 128 junction



*Gold Run Rest Area I-80 in Placer County*

In addition, the Elkhorn, Gold Run, Dunnigan, Willows and Donner Summit Rest Areas have recently undergone renovations. Figure 15 includes the District's Rest Areas.

### Park and Ride

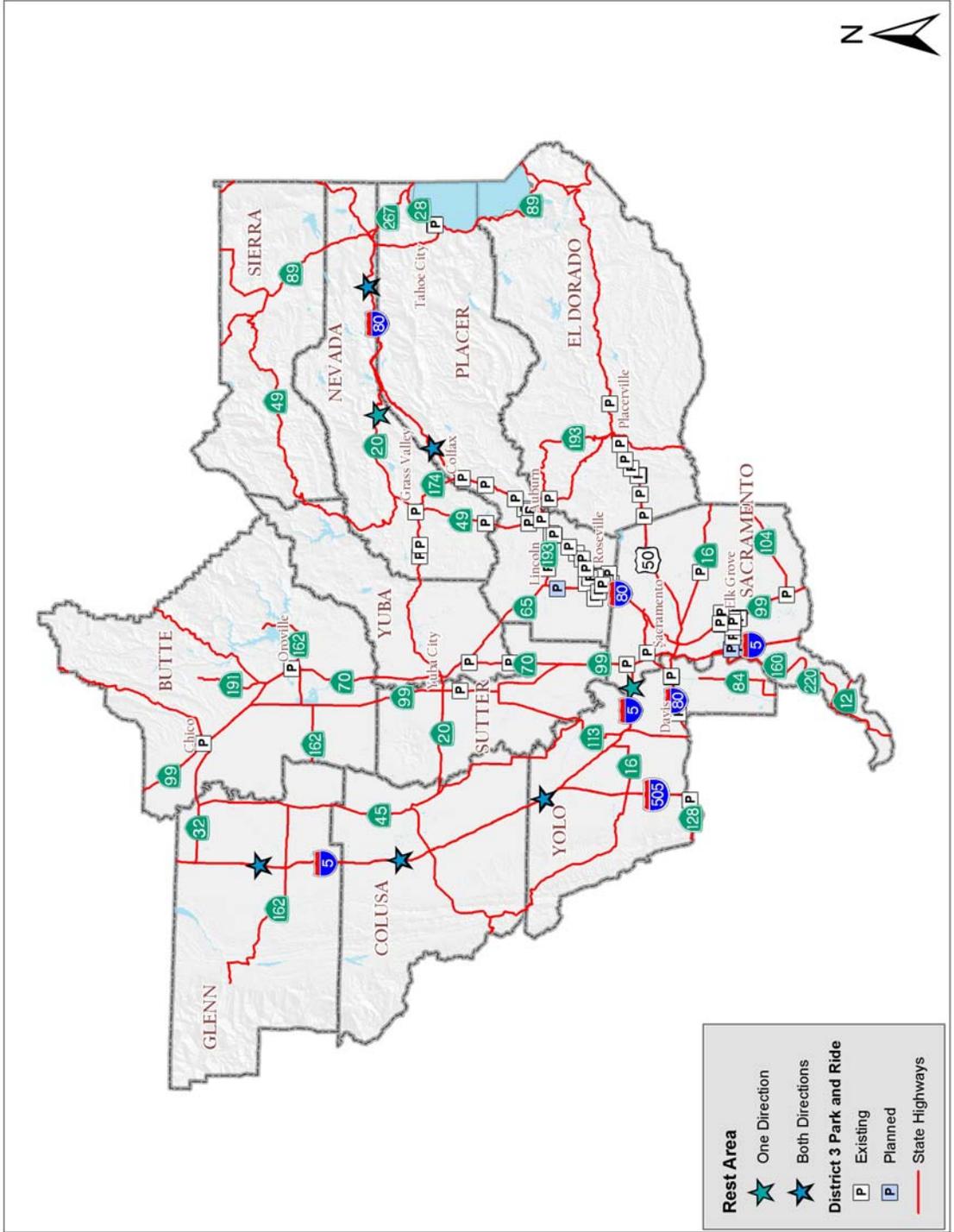
Park and Ride facilities are public transfer facilities that allow commuters and other people to leave their personal vehicles in a designated parking lot and transfer to a bus, rail system (rapid transit, light rail or commuter rail), vanpool or carpool the rest of their trip to a Central Business District or Major Activity Center. The vehicle is stored in the parking lot and retrieved when the commuter returns. The District 3 Park and Ride Guide was completed in August 2011 as a resource providing policy guidance, roles and responsibilities and information on individual state owned park and ride lots within District 3. The Guide will be updated regularly.

Currently there are 69 existing and 3 planned Park and Ride facilities in District 3. Non-commuters can also use these facilities for recreational purposes such as trail access for bicycling, hiking and equestrian usage. Figure 15 shows the locations of the Rest Areas and Park and Ride Facilities in District 3.





Figure 15: Rest Areas and Park and Ride Facilities





## Glossary

### A

ACMP - Aesthetic Corridor Master Plan

### B

BCAG - Butte County Association of Governments

BNSF - Burlington Northern/Santa Fe Railway

BRT - Bus Rapid Transit

### C

CARB - California Air Resources Board

CCTC - Colusa County Transportation Commission

CCTV - Closed Circuit Television

CEQA - California Environmental Quality Act

CHIN - California Highway Information Network

CIB - California Interregional Blueprint

CMS - Changeable Message Signs

CSMP - Corridor System Management Plan

CTC - California Transportation Commission

CTP - California Transportation Plan

CWWP - Commercial Wholesale Web Portal

### D

DSMDP - District System Management and Development Plan

DSMP - District System Management Plan

### E

EDCTC - El Dorado County Transportation Commission

### F

FSR - Feasibility Study Report

### G

GCTC - Glenn County Transportation Commission

GHG - Greenhouse Gas

GIS - Geographic Information System

GMAP - Goods Movement Action Plan

### H

HAR - Highway Advisory Radios

HOT - High-Occupancy Toll

HOV - High-Occupancy Vehicle

HSR - High Speed Rail

### I

I - Interstate Route

IRRS - Interregional Road System

ITS - Intelligent Transportation System

ITSP - Interregional Transportation Strategic Plan

IVR - Interactive Voice Response

### L

LOS - Level of Service

### M

MPO - Metropolitan Planning Organization

### N

NCTC - Nevada County Transportation Commission

NN - National Network

### P

PCTPA - Placer County Transportation Planning Agency

PID - Project Initiation Document

### R

RTIP - Regional Transportation Improvement Program

RTMC - Regional Transportation Management Center

RTP - Regional Transportation Plan

RTPA - Regional Transportation Planning Agency

RWIS - Roadway weather information systems

### S

SACOG - Sacramento Area Council of Governments

SCS - Sustainable Communities Strategy

SCTC - Sierra County Transportation Commission

SHOPP - State Highway Operation and Protection Program

SHS - State Highway System

SMPA - Sacramento Metropolitan Planning Area

SR - State Route

SRTD - Sacramento Regional Transit District

STAA - Surface Transportation Assistance Act of 1982

### T

TCR - Transportation Concept Report

TERO - Tribal Employment Rights Ordinances

TIMF - Traffic Impact Mitigation Fee

TMPO - Tahoe Metropolitan Planning Organization

TMS - Traffic Monitoring Stations

TOS - Traffic Operations Systems

TRPA - Tahoe Regional Planning Agency

TSDP - Transportation System Development Program

### U

UP - Union Pacific Railroad

US - US Route

### V

VHD - Vehicle Hours of Delay

VMT - Vehicle Miles Traveled



# DRAFT



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