

I-5 Comprehensive Multimodal Corridor Plan Rated Projects

District	Map ID	Map	Project Name	Project Description	Category	Subcategory	Safety (collisions on state row)	Efficiency - recurring congestion	System Reliability - non-recurring congestion	Multimodal Accessibility and Connectivity	Air Pollution and Greenhouse Gas Emissions Reduction	Economic Prosperity - freight/access to jobs, goods and services	Modern Infrastructure and Asset Management	Efficient Land Use
3	1	Not Mapped	I-5 Class 1 Shared-Use Path	Construct a Class 1 Shared-Use path along I-5 from the City Limits to the City Limits. Would include a crossing of Elk Grove Boulevard and Laguna Boulevard.	Active Transportation (Bike/Pedestrian)	Freeway Crossings	M	L	L	H	M	L	M (including ped as well as equipment that supports pedestrian movement [signals, beacons, etc.])	M
3	2	Not Mapped	Bridging I-5 / Riverfront Reconnect Phase 3	Construct Bike and Pedestrian crossing of I-5 between Capitol Avenue and O Street.	Active Transportation (Bike/Pedestrian)	Freeway Crossings	M	L	L	H	M	L	M (including ped as well as equipment that supports pedestrian movement [signals, beacons, etc.])	M
3	3	Not Mapped	Richards I-5 Interchange	Interchange and local network improvements on Richards Boulevard and I-5	Active Transportation (Bike/Pedestrian)	Freeway Crossings	M	L	L	H	M	M	M (including ped as well as equipment that supports pedestrian movement [signals, beacons, etc.])	M
3	4	Not Mapped	Kammerer Road Extension (Connector Segment)	Extend Kammerer Road, between Bruceville Road and Hood Franklin Road with separated median, 2 lanes, and Class 3 bike lanes. Would include a railroad grade separation and connections to a two-lane Willard. Could include minor modifications to Hood Franklin Road & I-5 interchange.	Active Transportation (Bike/Pedestrian)	Freeway Crossings								
3	5	Not Mapped	Snowy Egret Pedestrian Overcrossing	Bicycle and Pedestrian overcrossing of I-5 between Arena Boulevard and I-80.	Active Transportation (Bike/Pedestrian)	Freeway Crossings	M	L	L	H	M	M	M (including ped as well as equipment that supports pedestrian movement [signals, beacons, etc.])	M
3	6	Not Mapped	Lambert Road - Class II	Class II bicycle lane on Lambert Road from Bruceville Road to SR 160.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	7	Not Mapped	N. Bayou Way - Class II	Class II on N. Bayou Way from Crossfield Drive to Garden Highway.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	8	Not Mapped	I-5 Path Connector	Class I trail connecting proposed I-5 path and Dwight Road.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	9	Not Mapped	Franklin Boulevard Cycle Track Phase 3	Extend existing Class IV cycle track on Franklin Boulevard from Elk Grove Boulevard to Laguna Boulevard. Due to right of way constraints may be Class II buffered bike lanes.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M

3	10	Not Mapped	Franklin Boulevard - Class II	Class II bicycle lane on Franklin Boulevard from Elk Grove County line to Sacramento County line.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	11	Not Mapped	Hood Franklin Road - Class II	Class II bicycle lane on Hood Franklin Road from Franklin Blvd to SR 160.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	12	Not Mapped	Franklin Boulevard - Class II	Class II bicycle lane on Franklin Boulevard from Fruitridge Road to Sacramento County line.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	13	Not Mapped	Sacramento River Trail	Class I trail from Hood Franklin Road to the Sacramento County line.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	14	Not Mapped	1-5 Path Connector	Class I trail, approximately .39 miles, connecting proposed I-5 trail and proposed Sacramento River path.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	15	Not Mapped	Central Broadway (29th Street to Martin Luther King Jr. Boulevard) Complete Street	Road diet to install buffered bike lanes, and upgrade curb ramps, and improve pedestrian facilities on Broadway from 29th Street to Martin Luther King Jr. Boulevard.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	H	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	16	Not Mapped	15th Street Class IV Bikeway	Convert to two-way (D Street to G Street) and three to two-lane conversion (G Street to Broadway), install Class IV bikeway.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	17	Not Mapped	16th Street Class IV Bikeway	Three to two lane reduction (N Street to X Street) and convert to two-way (X Street to Broadway), and install Class IV bikeway.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	18	Not Mapped	4th Street Pedestrian and Bike Access	Connect the Sacramento Valley Station to Downtown Commons with a new bicycle and pedestrian connection on 4th Street between I Street and J Street.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	19	Not Mapped	American River Crossing	Multi-modal crossing of the American River for automobiles, light rail, bicyclists, and pedestrians from Truxel Road to Sequoia Pacific Boulevard	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	20	Not Mapped	Broadway (24th Street to 29th Street) Complete Street	Road diet to install buffered bike lanes, and upgrade curb ramps, and improve pedestrian facilities on Broadway from 24th Street to 29th Street.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	21	Not Mapped	Capitol Mall Revitalization Project	Road diet of Capitol Mall to improve pedestrian environment with landscaping, pedestrian-scale lighting and amenities, public art, and plaza space.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	22	Not Mapped	El Camino Avenue	Sidewalk and bike lane gap closures on El Camino Avenue from Steelhead Creek to Del Paso Boulevard.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M

3	23	Not Mapped	Franklin Boulevard Complete Street	The project scope includes bikeway and pedestrian improvements on Franklin Boulevard between 19th Avenue and 32nd Avenue. The facility will include: a reduction in travel lanes from four to two with a center turn lane; addition of Class IV bikeways, which are separated from travel by parked cars and a buffer area; and improved pedestrian facilities, including enhanced crosswalks, accessible sidewalks and ramps, bulb-outs, modification of traffic signals, intersection improvements, pedestrian-scale lighting, and shade trees.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	H	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	24	Not Mapped	I Street Deck Conversion	The cities of Sacramento and West Sacramento are planning the conversion of the I Street bridge upper travel way to a bike and pedestrian only facility that will provide direct bicycle linkage from West Sacramento and Yolo County to the Sacramento Valley Station Bus & Mobility Center. A linear ramp connection from the upper deck bridge to the at-grade bike network at Sacramento Valley Station will provide direct station access to premium bike facilities, as well as commuter and recreation cyclist access to all points of the Central City and River District.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	25	Not Mapped	L Street Class 4 Bike Lane	L Street Class 4 Bike Lane (15th Street to Alhambra Boulevard)	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	26	Do not map	Laguna West Mobility Hub	Construct a mobility hub at an existing bus transfer station on Vaux Avenue between Laguna Main Street and Peets Street. The mobility hub improvements would include ADA improvements, curb bulb outs, Bus shelter lighting, bike parking, monument sign, and other micro mobility improvements. Additional improvements include intersection improvements and Laguna Boulevard and Laguna Main Street for ADA and video detection, A class III bike route on Laguna Main Street and ADA improvement and Laguna Main Street and Vaux Avenue and Laguna Main Street and Renwick Avenue.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	27	Not Mapped	N Street 2-way conversion	Convert to two-way (3rd Street to 21st Street)	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	28	Not Mapped	North 16th Street	Streetscape improvements including restriping lanes to 11 feet, on street parking, bifurcated sidewalks, and pedestrian lighting.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	29	Not Mapped	Old Sacramento I Street Access	Sidewalk and Bike lane gap closure on I Street underneath I-5 providing a direct connection from Downtown to Old Sacramento.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	30	Not Mapped	Sacramento Northern Trail Crossing	Recommended repairs to the Sacramento Northern Bikeway bridge	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	31	Not Mapped	Sacramento River Parkway	Construction of a new shared-use path on the Sacramento River Parkway in the pocket area.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	32	Not Mapped	Stockton Boulevard	Corridor redesign of 4.2 miles of Stockton Boulevard from Alhambra Boulevard to 47th Avenue including lane reduction in select segments, new pedestrian crossings, traffic signal improvements, improved bus stop amenities, and enhanced bike facilities.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	H	L	L	M	M (moderate effects due to existing low mode share)	M	M	M

3	33	Not Mapped	Two Rivers Trail	The City of Sacramento is proposing the Two Rivers Trail Project (Phase II) as a connection from the west end of Sutter's Landing Regional Park following the south bank of the American River and conforming to the existing Two Rivers Trail located at the H Street bridge.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	34	Not Mapped	West Canal Bike Path	Shared-use facility gap closure between Arena Boulevard and San Juan Boulevard along the West Canal (parallel to I-5).	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	35	Not Mapped	Twin Cities Road - Class II	Class II bicycle lane on Twin Cities Road from River Road to Amador County Line	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	36	Not Mapped	I-5 Trail	Class I trail located east and parallel to I-5 from the Sacramento County/City of Elk Grove border to the Sacramento County/City of Sacramento border.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	37	Not Mapped	Isleton Stone Lakes Path	Class I trail from the City of Isleton in the Delta to the Sacramento River Path, 14.29 miles long	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	38	Not Mapped	Downtown Sacramento Transportation Study: East Broadway	Downtown Sacramento, bounded by Broadway extending into the Oak Park neighborhood, Sacramento River, American River, and Alhambra Boulevard.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	L	L	L	L	L	L	L	L
	39	Not Mapped	Elk Grove Boulevard Buffered Bike Lanes	Construct buffered Class II bike lanes on Elk Grove Boulevard between Harbour Point Drive and Four Winds Drive.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M	L	M (including ped as well as equipment that supports pedestrian movement [signals, beacons, etc.])	M
3	40	Not Mapped	Elk Grove Boulevard Buffered Bike Lanes	Construct buffered Class II bike lanes on Elk Grove Boulevard between Harbour Point Drive and Four Winds Drive.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	41	Not Mapped	Fisherman's Lake Bike Trail Gap Closure	Construct a Class 1 Shared Use Path from the intersection of Arena Boulevard and El Centro Road to San Juan Reservoir Park.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
	42	Not Mapped	Franklin Boulevard Cycle Track Phase 2	Extend existing Class IV cycle track on Franklin Boulevard from Big Horn Boulevard to Laguna Boulevard.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
	43	Not Mapped	Harbour Point Drive Cycle Track	Construct Class IV bikeway on Harbour Point Drive between Laguna Boulevard and Elk Grove Boulevard.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M	L	M (including ped as well as equipment that supports pedestrian movement [signals, beacons, etc.])	M
3	44	Not Mapped	Harbour Point Drive Cycle Track	Construct Class IV bikeway on Harbour Point Drive between Laguna Boulevard and Elk Grove Boulevard.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	45	Not Mapped	L Street Class 4 Bike Lane	L Street Class 4 Bike Lane (15th Street to Alhambra Boulevard).	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M

	46	Not Mapped	Laguna Boulevard Buffered Bike Lanes	Construct buffered Class II bike lanes on Laguna Boulevard between Harbour Point Drive and Four Winds Drive.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M	L	M (including ped as well as equipment that supports pedestrian movement [signals, beacons, etc.])	M
3	47	Not Mapped	Laguna Boulevard Buffered Bike Lanes	Construct buffered Class II bike lanes on Laguna Boulevard between Harbour Point Drive and Four Winds Drive.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	48	Not Mapped	Laguna West Low Stress Class 3 Bicycle Route Improvements	Construct a low stress class 3 bicycle route along Babson Drive, Renwick Avenue, and Vaux Avenue between Harbour Point Drive and Laguna Boulevard. Project includes a Type II - Slurry Seal.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	50	Not Mapped	North 12th Complete Street Phase 2	In Sacramento, on north 12th Street from American River to H Street, including Sunbeam Street and one block of Richards Boulevard. Convert westernmost travel lane between Richards Boulevard and H Street into two-way cycle track and improve connection from Two Rivers Bike Trail to Richards Boulevard. Install streetscape and safety improvements, including intersection improvements, traffic control devices, striping, signage, pedestrian islands, dedicated turn lanes, on-street parking, and related streetscape, landscape, and adjacent improvements.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	51	Not Mapped	Railyards Streets	Construct New Road/Bike/Pedestrian improvements to implement Railyards Specific Plan.	Active Transportation (Bike/Pedestrian)	Parallel (parallel Class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	52	Not Mapped	River District Transportation Improvements	Roadway, bikeway, and pedestrian improvements to implement the River District Specific Plan.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	53	Not Mapped	Sacramento Northern Trail Crossing	Recommended repairs to the Sacramento Northern Bikeway Bridge.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	54	Not Mapped	San Juan Road Bike Improvements from Airport Road to Fisherman's Lake Bike Trail	Construct a Class IV Cycle track on San Juan Road between Airport Road and Fisherman's Lake bike trail just west of I-5.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	H	M (moderate effects due to existing low mode share)	M	M	M
3	55	Not Mapped	West/East Taron Drive and Harbor Point Drive Bikeway and Pedestrian Improvements	Construct a Class II buffered Bike lanes on West Taron and East Taron Drive from Elk Grove Boulevard to Harbor Point Drive. Also Construct a Class IV Bikeway on Harbor Point Drive from Elk Grove Boulevard to Laguna Boulevard. Would include pedestrian crossing improvements at Elk Grove Boulevard, Maritime Drive, Bastona Drive, Buckminster Drive, and Laguna Boulevard. Project includes a Type II - Slurry Seal.	Active Transportation (Bike/Pedestrian)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M
3	56	Not Mapped	Curve Improvement	Realign, superelevate, and rehabilitate curve track to allow up to 90 mile per hour operations.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	57	Not Mapped	Phillips Siding Rehabilitation	The Phillips Siding Rehabilitation will replace the southern switch with a #20 turnout and rehabilitating the existing siding to mainline track standards.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M

3	58	Not Mapped	Elk Grove Double Track	The Elk Grove Boulevard to Phillips Siding Rail Operational and Capacity Improvements Project will upgrade and extend the existing Phillips Siding creating an approximately 4.4-mile-long second main track that will serve trains entering the proposed north Elk Grove Boulevard Station. The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	59	Not Mapped	Elk Grove Station	Construct parking lot, pedestrian overcrossing, center platform, and approximately two miles of station track. Construct signalized intersection at Dwight Road.	Transit	Valley Rail - Station Area Impvmet	L	L	L	M	L	L	L	H
3	60	Not Mapped	Curve Improvement	Realign, superelevate, and rehabilitate curve track to allow up to 90 miles per hour operations.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	61	Not Mapped	Pollock Siding Upgrade	Upgrade existing siding to allow 79 miles per hour operations	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	62	Not Mapped	Pollock to South Sacramento Siding Extension	Connect existing sidings to allow rail network fluidity for freight and passenger rail operations.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	63	Not Mapped	South Sacramento Crossover	Provide crossover to provide access to City College Station and to allow rail network fluidity for freight and passenger rail operations.	Transit	Valley Rail - Station Area Impvmet	L	L	L	M	L	L	L	H
3	64	Not Mapped	City College Station	Construct station siding and side loaded platform at existing SacRT Blue Line light rail station.	Transit	Valley Rail - Station Area Impvmet	L	L	L	M	L	L	L	H
3	65	Not Mapped	South Sacramento Yard Rehabilitation	Rehabilitate existing yard tracks to allow rail network fluidity for freight and passenger rail operations.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	66	Not Mapped	Midtown Station	Construct side loaded platforms, station siding, pedestrian plaza area, and Class I bike path.	Transit	Valley Rail - Station Area Impvmet	L	L	L	M	L	L	L	H
3	67	Not Mapped	Old North Sacramento Station	Construct center loaded platform, parking lot, bus pullouts, and realign Sacramento Northern bike path. Extend Del Paso Road siding from MP 140 to MP 142.	Transit	Valley Rail - Station Area Impvmet	L	L	L	M	L	L	L	H
3	68	Not Mapped	Del Paso Siding Upgrade and Extension	Rehabilitate existing Del Paso Road Siding into second mainline track and extend to MP 142 to allow 79 miles per hour operations.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	69	Not Mapped	Natomas/Sacramento International Airport Station & Layover Facility	Construct side loaded platform, parking lot, bus pullout, intersection and crossing improvements at Elkhorn Boulevard, and layover tracks.	Transit	Valley Rail - Station Area Impvmet	L	L	L	M	L	L	L	H
3	70	Not Mapped	Pleasant Grove Siding Extension	Extend existing siding to MP 157.8 to allow rail network fluidity for freight and passenger rail operations. Needed for future extension of service to Marysville and Butte County.	Transit	Valley Rail - Station Area Impvmet	L	L	L	M	L	L	L	H
3	71	Not Mapped	Sacramento Valley Station Bus and Mobility Center	The Sacramento Valley Station Bus Mobility Center expands transit services to provide extensive regional connectivity and transfers for all of Northern California, including rural communities with bus network integration. The station facility is designed for 18 bus bays (10 electric vehicles quick charge) for all regional buses on an upper level. The lower level facilitates shuttles and micro-transit vehicles for local connections. In addition, 116 vehicle spaces are provided (20 electric vehicles initially, with balance EV capable) that will transition from commuter parking to a district parking structure with priority for car-share vehicles over time. In addition, flexibility exists for the accommodation for a future electric vehicles hub station for some spaces. The Sacramento Valley Station Bus Mobility Center ties directly to the existing rail station tunnel for platform access and is directly accessible to bikes from multiple directions and bike storage and servicing areas are provided. Restrooms for public and exclusive operator restroom/break area are accommodated. The facility has been design, and cost estimated to 30% design.	Transit	Sacramento Valley Station	M	H	H	H	H	M	M	H

3	72	Not Mapped	Sacramento Valley Station I-5 Ramp Improvements	The City of Sacramento is a sub-recipient to Capitol Corridor Joint Powers Authority for a planning study funded from the 2020 Transit and Intercity Rail Capital Program grant program. The funding will support a Project Study Report and Preliminary Environmental Analysis on a concept plan that relocates the northbound I Street access ramp to I-5, providing a new intersection and ability for regional buses to directly access and egress the station from the adjacent northbound and southbound access points at J Street and I Street. This concept would also enhance pedestrian connectivity between the Old Sacramento Waterfront (Old Sacramento), the Sacramento Valley Station, and downtown. This project will begin in Fiscal Year 2021 Quarter 2.	Transit	Sac Valley Station	M	H	H	H	H	M	M	H
3	73	Not Mapped	ACE Battery-Electric Locomotives	Retrofit six Tier 0+ diesel F40PH-3C locomotives to battery electric for ACE service expansion.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	74	Not Mapped	ACE Bi-Level Coaches	Purchase 20 bi-level coaches for ACE service expansion.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	75	Not Mapped	ACE Tier 4 Locomotives	Purchase two Tier 4 locomotives for ACE service expansion.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	76	Not Mapped	San Joaquins Coach and Cab Cars	Purchase additional cab and coach cars for San Joaquins service expansion.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	77	Not Mapped	San Joaquins Diesel Multiple Units	Purchase six diesel multiple units or zero emission multiple units for San Joaquins service expansion.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	78	Not Mapped	San Joaquins Tier 4 Locomotives	Purchase two Tier 4 locomotives for San Joaquins service expansion.	Transit	Valley Rail - Service Expansion	M	H	M	H	H	M	M	M
3	79	Not Mapped	110 miles per hour Speed Upgrades	Miscellaneous track upgrades allowing increase speed in sections suitable for speed increases; also includes any needed signal and other track infrastructure modifications.	Transit	Capitol Corridor (service expansion)	L	L	L	L	L	L	L	L
3	80	Not Mapped	Bus Stop Improvements/ Enhanced Bus Corridors	Bus turnouts, associated improvements with stops, and bus corridor enhancements.	Transit	Express Bus	M	H	M	H	H	M	L	M
3	81	Not Mapped	Green Line Construction - MOS 2: Township 9 to Arena Boulevard	Extend the Green Line light rail from the existing terminus at Township 9 Station to Arena Boulevard. Scope includes completing design, purchase of 10 light rail vehicles and constructing an American River bridge.	Transit	Light Rail / Green Line	L	H	M	H	H	M	M	M
3	82	Not Mapped	Green Line Construction - MOS 3: Arena Boulevard to Sacramento International Airport	Extend the Green Line light rail from the terminus at Arena Boulevard to the Sacramento International Airport. Scope includes design, purchasing 19 light rail vehicles, and constructing 7.2 miles of track, up to 8 light rail stations, 2 Park & Ride and ride lots, and a new maintenance facilities.	Transit	Light Rail / Green Line	L	H	M	H	H	M	M	M
3	83	Not Mapped	Green Line Final Environmental Impact Report (EIR)	Complete the Green Line to the Sacramento International Airport Environmental Impact Statement (EIS)/EIR to receive environmental clearance. Scope includes updating the draft EIS/draft EIR as needed, completing the outreach/review process, and finalizing the EIS/EIR with the issuance of the Record of Decision.	Transit	Light Rail / Green Line	L	H	M	H	H	M	M	M
3	84	Not Mapped	Green Line MOS 2 & MOS 3	Extend rail from Richards Boulevard to Sacramento International Airport	Transit	Light Rail / Green Line	L	H	M	H	H	M	M	M

3	85	Inset Map	Green Line Sacramento Valley Station Loop & K Street to H Street Improvements (Final Design & Construction)	In Sacramento, two elements to accommodate the future Streetcar Project as well as future Green Line service: (1) Sacramento Valley Station Loop - segment of the Green Line at the Sacramento Valley Station including: Relocate the existing/temporary light rail station on H Street to a new north-south axis west of 5th Street; New platform and light rail station near the existing AMTRAK station; new station on the east side of north 7th Street near Railyards Boulevard that would serve the future MLS Stadium area; double-tracking on H Street from 7th Street to west of 5th Street, from west of 5th north to new station near AMTRAK, and east along a future F Street. SacRT has been working with the City of Sacramento and the MLS Stadium developers to advance this concept. (2) Relocation of the existing light rail tracks on K Street from 12th Street west to 7th Street. The tracks would be relocated to the center of (future) two-way H Street and would connect the light rail line between 12th, 7th, and 8th streets with new stations near 12th Street and City Hall on H Street. SacRT has been working with the City of Sacramento and Sacramento Area Council of Governments to advance this concept. Expanded SacRT facilities will include track, special trackwork, overhead catenary system, traction power system, signaling system, platforms, and storage tracks.	Transit	Light Rail/Green Line	L	H	M	H	H	M	M	M
3	86	Not Mapped	Green Line: MOS2 Township 9 to North Natomas Town Center (CON)	SacRT Green Line Light Rail: Extend light rail from Township 9 to north Natomas town center	Transit	Light Rail/Green Line	L	H	M	H	H	M	M	M
3	87	Inset Map	Laguna West Mobility Hub	Construct a mobility hub at an existing bus transfer station on Vaux Avenue between Laguna Main Street and Peets Street. The mobility hub improvements would include ADA improvements, curb bulb outs, bus shelter lighting, bike parking, monument sign, and other micro mobility improvements. Additional improvements include intersection improvements at Laguna Boulevard and Laguna Main Street for ADA and video detection, A class III bike route on Laguna Main Street and ADA improvement at Laguna Main Street, Vaux Avenue, Laguna Main Street, and Renwick Avenue.	Transit	Transit Center	M	H	M	H	H	M	M	H
3	88	Not Mapped	Light Rail Modernization (Blue Line)	Continues modernization of SacRT's light rail vehicles fleet and stations along the Blue Line south line by purchasing new low floor light rail vehicles (12), modifying light rail stations for low floor boarding (7) and making major infrastructure improvements. Enhances ability to retain existing and attract new light rail riders by producing operational efficiencies. Increases boarding convenience and safety. Especially for persons with disabilities, seniors, parents with strollers, and bicyclists. Increases passenger capacity.	Transit	Light Rail/Green Line	L	H	H	H	H	M	M	M
3	89	Not Mapped	Light Rail Modernization Project - Light Rail Vehicles	To improve service reliability and capacity the replacement of the current high floor, aging light rail vehicles with new low floor vehicles is needed.	Transit	Light Rail / Green Line	L	H	M	H	H	M	M	M
3	90	Not Mapped	Light Rail Modernization Project - Station Conversions	To facilitate riders access to the new low floor vehicles the stations platform are required to be at least eight inches above the top of rail. This allows the ramp to deploy from the vehicle to the station platform with the proper slope for passengers to board.	Transit	Light Rail / Green Line	L	H	M	H	H	M	M	M
3	91	Not Mapped	Link21 Project	Improvements via Link21 Project that improve I-80 corridor throughput; projects under Link21 are in development at this time (2021/2022).	Transit	Capitol Corridor (service expansion)	L	L	L	L	L	L	L	L
3	92	Not Mapped	Operating Assistance for the UC Davis Medical Center Shuttle Service	Between UC Davis and UC Davis Medical Center with limited stops in between: operating assistance for three years. Operations would take place weekdays, approximately between 5:30 A.M. and 8:30 P.M.	Transit	Express Bus	M	H	M	H	H	M	L	M

3	93	Inset Map	Railyard Station	Design and construct a light rail station at the intersection of 7th Street and Railyard Boulevard.	Transit	Light Rail / Green Line	L	H	M	H	H	M	M	M
3	94	Not Mapped	Replace existing buses with Compressed Natural Gas (CNG)	Replace 7 CNG buses that have reached the end of their useful life with 7 new 40' CNG buses, for routes 86 & 88 that will benefit the I-5 corridor. Per bus estimate \$700k-\$750k.	Transit	Express Bus	M	H	M	H	H	M	L	M
3	95	Not Mapped	Replace existing buses with CNG	Replace 11 CNG buses that have reached the end of their useful life with 11 new 40' CNG buses, for routes 86 & 88 that will benefit the I-5 corridor.	Transit	Express Bus	M	H	M	H	H	M	L	M
3	96	Not Mapped	Route 142 ZEV	Purchase 7 Zero Emission Battery Electric Buses for the Sacramento International Airport service to replace CNG buses currently providing the service.	Transit	Express Bus	M	H	N	H	H	M	L	M
3	97	Not Mapped	Sacramento to Roseville Third Track Service Expansion Phase 1	On the Union Pacific (UP) mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	Transit	Capitol Corridor (service expansion)	L	L	L	L	L	L	L	L
3	98	Not Mapped	Sacramento to Roseville Third Track Service Expansion Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Transit	Capitol Corridor (service expansion)	L	L	L	L	L	L	L	L
3	99	Inset Map	Sacramento Valley Station Loop	1.55-mile improvement of the regional light rail system from Sacramento Valley Station to Township 9, including upgrading the Railyards Station, double tracking of existing system on H Steet and 7th Street realignment of the Sacramento Valley Station from the existing east/west orientation to a north/south orientation allowing the station to be served by both existing rail lines (Gold & Green), and the purchase of 7 new low-floor vehicles to provide 15-minute service along the Green Line between Sacramento Valley Station and Township 9.	Transit	Sac Valley Station	M	H	H	H	H	M	M	H
3	100	Inset Map	Sacramento Valley Station Loop Double Tracking	Construct double track on H Street and 7th Street facilitating 15-minute service along the segment between Sacramento Valley Station and Township 9, increasing frequency of service to future job and housing in both the Rail Yard and the Rivers District and completing the initial steps to implementing service to north Natomas and the Sacramento International Airport.	Transit	Sacramento Valley Station	M	H	M	H	H	M	M	M
3	101	Inset Map	Sacramento Valley Station Loop Realignment	Construct a north-south oriented station including the construction of two platforms and a second track will enable the interlining of the Gold and Green Lines and improving access between light rail and intercity rail services.	Transit	Sacramento Valley Station	M	H	M	H	H	M	M	M
3	102	Inset Map	Sacramento Valley Station Transit Center (Bus Mobility Center)	A multi-level bus terminal. An elevated concourse and circulation deck connecting to the light rail station, and other improvements at Sacramento Valley Station. At least four SacRT route could make use of the Bus Mobility Center in the near-term.	Transit	Transit Center	M	H	M	H	H	M	M	H
3	103	Not Mapped	Sacramento-West Sacramento Downtown/Riverfront Streetcar Project (Phase 1)	Construction of the Phase 1 of the Downtown/Riverfront Streetcar. The alignment runs from West Sacramento Civic Center/Riverfront Street to the Midtown entertainment, retail, and residential district of Sacramento. (Project Development programmed separately under VAR56127, for \$14,570,000.)	Transit	Streetcar	L	H	M	H	H	M	M	M
3	104	Not Mapped	SacRT Charging Infrastructure Project	Develop the infrastructure to charge electric buses for the SacRT fleet.	Transit	Express Bus	L	L	L	L	H	L	M	L

3	105	Not Mapped	West Sacramento / Sacramento Streetcar (Phase 2)	Construction Phase 2 Downtown/Riverfront Streetcar: south to R Street and Broadway corridors.	Transit	Streetcar	L	H	M	H	H	M	M	M
3	106	Main	I-80/Richards Boulevard Interchange	In Davis: At the I-80/Richards Boulevard Interchange; reconstruct the north side of Richards Boulevard interchange to remove the loop on- and off-ramps and replace with new ramp in diamond configuration. Includes traffic signal installation. Install new Class II bike lanes and a parallel Class I trail (0.5 mi of Class I and 1 mi of Class II). Toll Credits for Construction	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M
3	107	Main	US 50/Jefferson Boulevard Interchange	Jefferson Boulevard Interchange--expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M
3	108	Main	I-5 Auxiliary Lanes	Southbound from US 50 to Sutterville Road (Indirect effects on US 50)	Freeway	Aux Lanes (without transit)	H	M	M	L	L	L	M	L
3	109	Main	I-5 Connector Ramp Extension	Extend southbound connector ramp from US 50 connector-ramp to the Sutterville Road off-ramp.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M
3	110	Main	I-5 Managed Lanes from Sutterville Road to Yolo County Line	In Sacramento County on I-5 from just north of Sutterville Road to the Yolo County line: Construct improvements consisting of managed lanes in each direction, auxiliary lanes, and intelligent transportation system elements. EA 4H580	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
3	111	Main	I-5 at Richards Boulevard Interchange	Richards Boulevard and I-5; reconstruct Interchange (ultimate). (HPP#3784)(T15165100)	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M
3	112	Main	Richards Boulevard I-5 Interchange	Interchange and local network improvements on Richards Boulevard and I-5.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M
3	113	Not Mapped	I-5 and I-80 Managed Lane Connectors and Lanes to Downtown	Reconstruct I-5/I-80 Interchange, including managed lane facility connectors, and construction of managed lane facility on I-5 from the I-5/I-80 Interchange to downtown Sacramento (PM 26.7/27.0). (Emission Benefits in kg/day 1.0 ROG) (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes.) (EFIS ID 0300000313)	Freeway	Managed Lanes	M	H	M	H	M	M	M	M
3	114	Main	I-5 Auxiliary Lane (NB) from Del Paso Road to SR 99 NB connector ramp	In Sacramento County construct auxiliary lanes on I-5 from Del Paso Road off ramp to SR 99 northbound connector ramp (PM 28.817-29.772).	Freeway	Aux Lanes (without transit)	H	M	M	L	L	L	M	L
3	115	Main	Metro Air Parkway	In Sacramento County, Metro Air Parkway from north of I-5 to Elverta Road. Widening roadway from 2 to 4 lanes.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	116	Main	Metro Air Parkway Interchange at I-5	In Sacramento County, I-5 at Metro Air Parkway near Sacramento International Airport: Construct the first phase of a five-lane partial clover Type L-9 interchange for Metro Air Parkway at I-5. Construct a three-lane overcrossing facility with a median, bike lanes and a sidewalk on the west side. Metro Air Parkway will connect on the north of the interchange and terminate south of I-5 with a cul-de-sac. South Bayou Road will be realigned to provide the ROW for partial completion of two-quadrant partial cloverleaf interchange. Project also includes a one-lane northbound I-5 exit ramp and diagonal entrance ramp, one-lane southbound I-5 exit ramp, a two-lane southbound I-5 loop entrance ramp with auxiliary lane, street lighting, striping, signs, relocation of an existing drainage ditch on the south side of the freeway, construction of drainage improvements with the interchange, and relocation of utilities.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M
3	117	Main	I-5 / 113 Connector Phase 2	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection.	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M

3	118	Not Mapp	Kammerer Road Extension (Connector Segment)	Extend Kammerer Road, between Bruceville Road and Hood Franklin Road with separated median, 2 lanes, and Class 3 bike lanes. Would include a railroad grade separation and connections to a two-lane willard. Could include minor modifications to Hood Franklin Road & I-5 interchange.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	119	Not Mapp	I Street Bridge Replacement	I Street bridge, over Sacramento River and complex of bridge approach structures. Replace existing tow-lane bridge with a two-lane bridge on a new alignment. Project includes bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	120	Not Mapp	Broadway Bridge	From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway bridge, a new southern crossing of the Sacramento River. Project includes; auto, transit, bicycle, and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento.)	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	121	Not Mapp	Broadway Complete Street Phase I	Phase I: In Sacramento, Broadway from 3rd Street to 16th Street, convert four lane arterial to two lane arterial with buffered bike lanes, median improvements, sidewalk improvements and streetscape enhancements. Create surface street (29th St.) from X Street to SR 99 South. PA&ED will be completed for the entire 2-mile corridor, from 29th Street to 3rd Street	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	122	Not Mapp	Covell Boulevard Widening	Widen: 4 lanes from Shasta Drive to Denali Drive Includes: bike lanes and a center median.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	123	Not Mapp	Elkhorn Boulevard Extension	Construct New Road: 2 lanes from Airport Boulevard / Crossfield Drive to Power Line Road. Includes landscaped medians.	Arterial	Road widening or extension	M	H	L	L	L	M	L	L
3	124	Not Mapp	Elkhorn Boulevard Widening B	Widen: 6 Lanes from Metro Air Parkway to Lone Tree Road	Arterial	Road widening or extension	M	H	L	L	L	M	L	L
3	125	Not Mapp	Elkhorn Boulevard Widening C	4 lanes from Airport Boulevard / Crossfield Drive to Lone Tree Road.	Arterial	Road widening or extension	M	H	L	L	L	M	L	L
3	126	Not Mapp	Elverta Road Widening A	Widen: 4 lanes from Rio Linda Boulevard to connection to north side of the Sacramento International Airport. Includes: bicycle and pedestrian facilities.	Arterial	Road widening or extension	M	H	L	L	L	M	L	L
3	127	Not Mapp	Harbor Boulevard Widening	Harbor Boulevard, West Capitol Avenue to Industrial Boulevard: widen 4 to 6 lanes.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	128	Not Mapp	Industrial Boulevard Widening	In West Sacramento, Industrial Boulevard from the Palamidesi bridge at the Barge Canal to Harbor Boulevard: widen from 4 to 6 lanes.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	129	Not Mapp	Lake Washington Boulevard Bridge Widening	In West Sacramento, Industrial Boulevard from the Palamidesi bridge at the Barge Canal to Harbor Boulevard: widen from 4 to 6 lanes.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	130	Not Mapp	Lower American River Crossing	New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through need and purpose study anticipated to begin in 2012.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	131	Not Mapp	Mace Boulevard Curve	In Davis, widen from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	132	Not Mapp	Riverfront Street Extension	Riverfront Street, from Mill Street to the existing 3-way intersection at 5th Street, S. River Road, and 15th Street (0.3 mi): Extend as a two-lane roadway with sidewalks, protected bicycle lanes, lighting, and landscaping. At existing 3-way intersection construct the new four-way intersection to include Riverfront Street extension. Also, 15th Street, from Jefferson Boulevard to future 4-way intersection at River Road, 5th Street, and Riverfront Street: Realign roadway.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L
3	133	Not Mapp	South River Road Reconfiguration (Phase 3)	Reconstruct South River Road to 4-lanes from 15th Street to the 19th Street extension and restripe Village Parkway to Stonegate Boulevard, including restriping the 4-lane bridge from 2-lanes to 4-lanes over barge canal.	Arterial	Road widening or extension	M	M	L	L	L	M	L	L

3	134	Main	I-5 / SR 113 Interchange	Construct new Interchange: northbound SR 113 to Southbound I-5 freeway-to-freeway connection. Phase 3. (Indirect effects)	Freeway	Interchange/Ramps (geometric)	M	M	M	M	M	M	M	M
3	135	Not Mapped	Green Line: MOS2 & MOS3 (REG17935)	Extend rail from north Natomas to Sacramento International Airport.	Transit	Light Rail/Green Line	L	H	H	H	H	M	M	M
3	136	Not Mapped	N Street 2-way conversion	Convert to two-way (3rd Street to 21st Street)	Active Transportation (Bike/Ped)	Parallel (parallel class I bike paths and bikeways on parallel arterials)	M	L	L	M	M (moderate effects due to existing low mode share)	M	M	M

Project Evaluation Scoring Methodology by Project Type

A set of rules were applied by project type for each performance metric to determine if that project type has a greater or lesser benefit as it relates to the performance measures. For example, some types of transportation improvements may significantly improve safety but not necessarily reduce congestion, while others may reduce vehicle miles travelled but not significantly affect system reliability.

The qualitative ratings of Low, Medium, or High were assigned based on a classification of project types against the performance measures listed above. The ratings represent a starting point for further evaluation at an individual project level, which can be further refined in the environmental process or other more detailed project-focused modeling or analytical exercises.

It is critical to understand that individual projects may have greater or lesser benefit than represented by their generic classification depending on a number of factors, for example: 1) the scope and scale of the specific project; 2) the context within which the project is being proposed (e.g. a more congested or less congested setting); and 3) the cost or funding status of the project (e.g. a smaller scale lower scoring project could have high cost-effectiveness where the cost is also low).

These caveats are important because it is not feasible to conduct a quantitative project-level evaluation for each project within the framework of the I-80 Comprehensive Multimodal Corridor Plan. When a project goes through environmental review or is submitted for State or federal funding consideration, the projects will undergo a more rigorous analysis of the quantitative benefits associated with that project, in the specific context within which it will be implemented. This includes an assessment of the benefits against project costs, resulting in a cost-effectiveness assessment.