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DEPARTMENT OF  
PUBLIC WORKS

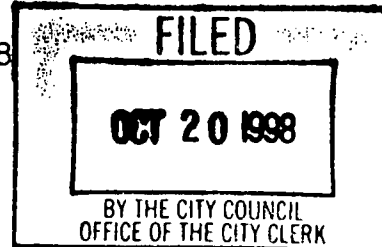
CITY OF SACRAMENTO  
CALIFORNIA

927 10TH STREET  
SACRAMENTO, CA  
95814-2702

TECHNICAL SERVICES  
DIVISION

PH 916-264-8300  
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October 5, 1998



City Council  
Sacramento, California

Honorable Members in Session:

**SUBJECT: MAJOR INVESTMENT STUDY FOR THE INTERSTATE-80 & CAPITAL CITY  
FREEWAY CORRIDOR**

**LOCATION AND COUNCIL DISTRICT:**

Area surrounding the Interstate 80 freeway and Capital City freeway corridor, Districts 1, 2, 3, 4 & 5.

**RECOMMENDATION:**

Council to receive information and provide comments about the concepts that will be forwarded to the Sacramento Area Council of Governments (SACOG).

**CONTACT PERSONS:**

Gwen Owens, Assistant Engineer, 264-8299

Fran Lee Halbakken, Funding & Priorities Manager, 264-7194

**FOR COUNCIL MEETING OF:** October 20, 1998

**SUMMARY:**

This report provides a status of a regional transportation study focused on the I-80 corridor. It also provides a description of the concepts and approaches that will be analyzed. The Sacramento Area Council of Governments (SACOG), the Placer County Transportation Planning Agency (PCTPA), and Caltrans District 3 are soliciting comments from the public on the concepts that make up each approach. The concepts and approaches may be modified based upon public input.

**COMMITTEE/COMMISSION ACTION:**

No action is necessary.

**BACKGROUND INFORMATION:**

The Sacramento Area Council of Governments (SACOG), the Placer County Transportation Planning Agency (PCTPA), and Caltrans District 3 are collaborating on a transportation study for the Interstate-80 (I-80) corridor. The corridor is defined as roughly one mile on both sides of I-80 and the Capital City Freeway stretching from Davis to Colfax (Exhibit A). The corridor is 63 miles in length and includes downtown Sacramento.

The goals of I-80 corridor study are to:

- effectively manage the existing transportation system in the corridor;
- improve mobility within the corridor; and
- reduce mobile-source emissions.

The plan will encompass all types of transportation facilities, such as state highways, local roads, rail, bus, and bicycle, and will recommend a transportation strategy for the Corridor through the year 2010.

Staff from the three lead agencies and the Technical Advisory Committee (Exhibit B) have already developed five approaches. The approaches are displayed in Exhibit C and are:

**Approach 1 – Emphasis: Fixing Bottlenecks**

- improve traffic operations by fixing bottlenecks at the I-80/Capitol City Freeway “splits”
- add carpool lanes from Placer County line to Horseshoe Bar Road in Loomis
- double-track the existing light-rail line between downtown Sacramento and Watt/I-80
- add a new light-rail track between the Capitol City Freeway and State Route 160
- throughout the corridor
  - add express light-rail service
  - implement “Smart Corridor” technology; coordinate arterials with freeway operations
  - increase local bus services
  - improve alternative routes and freeway interchanges

**Approach 2 – Emphasis: Commuter Rail**

- add Auburn to Davis commuter rail service using the Union Pacific tracks
- improve the Capital Corridor (Amtrak) rail service between the Bay Area and Colfax and add service to Tahoe/Reno and ski trains
- throughout the corridor
  - develop park-and-ride lots
  - increase local bus service
  - improve alternative routes and freeway interchanges

**Approach 3 – Emphasis: Carpool Lanes**

- add carpool lanes to I-80 between Davis and Horseshoe Bar Road in Loomis (Longview Drive to Placer County line already funded)
- build a new roadway between the Capitol City Freeway and State Route 160 for carpools and buses only (High Occupancy Vehicle Way – HOV Way)
- carpool lanes on State Route 160 from the end of the HOV Way to B Street
- implement permanent bus service to Sacramento International Airport
- throughout the corridor
  - develop park-and-ride lots
  - implement “Smart Corridor” technology; coordinate arterials with freeway operations
  - increase express and local bus service
  - improve alternative routes and freeway interchanges

**Approach 4 – Emphasis: HOT Lanes**

- add carpool lanes to I-80 between Davis and State Route 65
- implement a pricing system on carpool lanes so that solo drivers pay a toll to use the lane (High Occupancy Toll lanes - HOT lanes)
- implement permanent bus service to Sacramento International Airport
- improve traffic operations on the I-80/Capitol City Freeway “split” (eastern junction)
- throughout the corridor
  - increase express and local bus service

**Approach 5 – Emphasis: Light Rail Extension**

- extend light rail to West Sacramento and Roseville
- add shuttle buses between light-rail stations and employers
- throughout the corridor
  - develop park-and-ride lots
  - implement “Smart Corridor” technology; coordinate with freeway operations
  - increase express bus service - more routes, additional service on existing routes

The lead agencies are currently soliciting comments from the public on the concept and approaches for the study. The comment period is expected to extend through the fall of 1998.

**FINANCIAL CONSIDERATIONS:**

This is an informational item, which does not include any financial considerations. The corridor study is intended to be used as a guide for future funding decisions. The Council will have the opportunity to weigh these projects against other City projects whenever the state/federal funding cycles occur.

City Council  
Major Investment Study for the Interstate-80 & Capital City Freeway Corridor  
October 5, 1998

**ENVIRONMENTAL CONSIDERATIONS:**

Under Section 15262 of the California Environmental Quality Act (CEQA), environmental review is not required at this time because this action involves only a planning study for possible future actions which the Council has not approved, adopted, or funded.

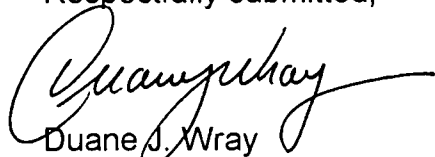
**POLICY CONSIDERATIONS:**

The I-80 corridor study includes major transportation projects, from Yolo to Placer County, that are envisioned to be needed over the next 12 years. It is important that the City's projects be included in the corridor study. The I-80 corridor study will help guide the next update of the Metropolitan Transportation Plan, which is the region's long range transportation plan. The corridor study will also assist the region's policy boards and Council in making funding decisions over the next several years.

**MBE/WBE:**

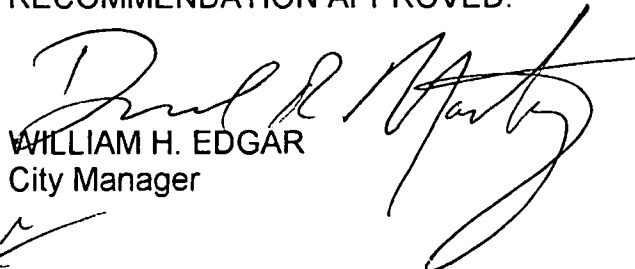
Not applicable.

Respectfully submitted,



Duane J. Wray  
Technical Services Manager

RECOMMENDATION APPROVED:

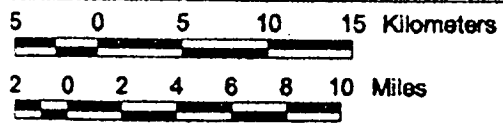
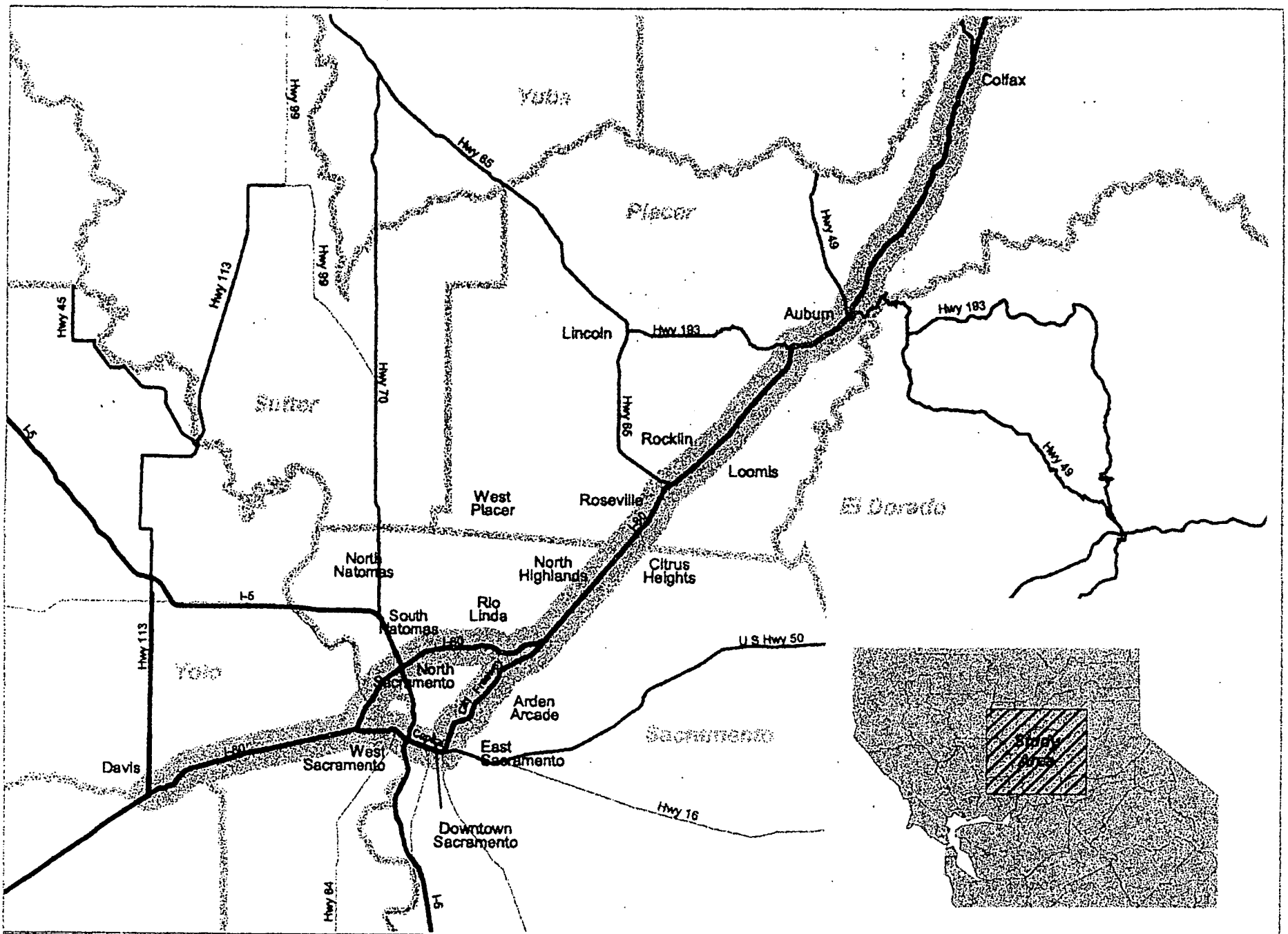


WILLIAM H. EDGAR  
City Manager

Approved:



Michael Kashiwagi  
Director of Public Works



# Exhibit A

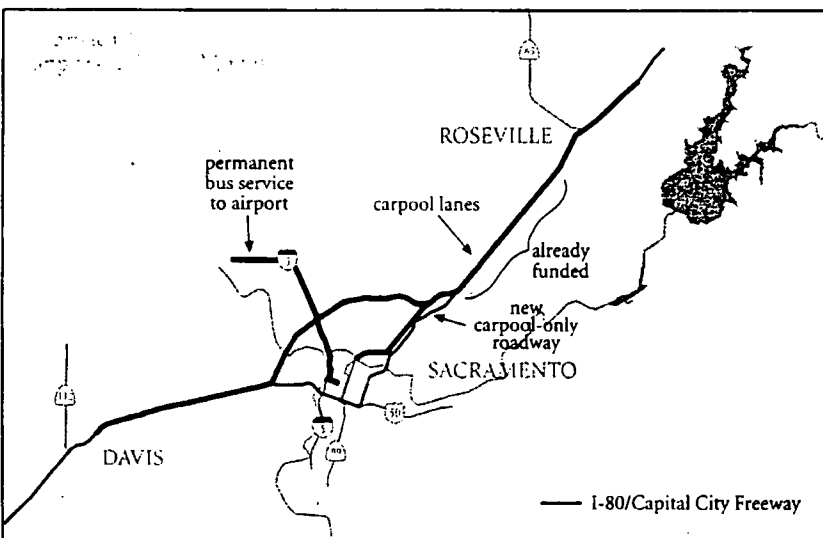
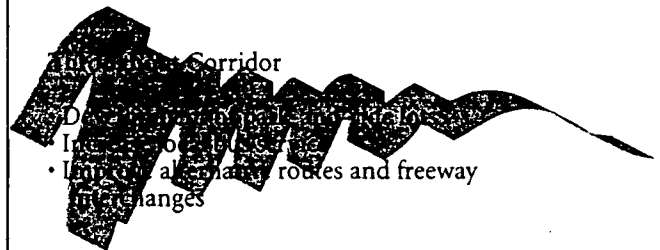
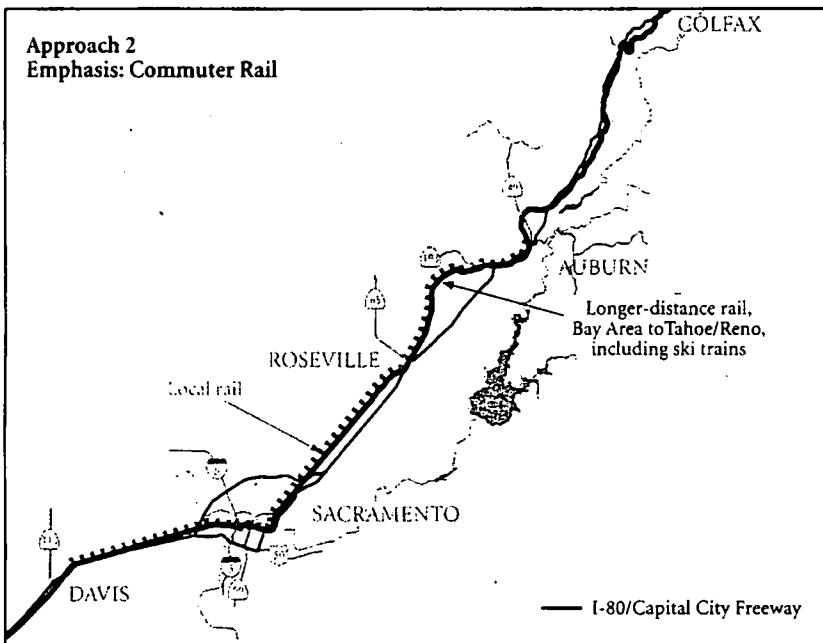
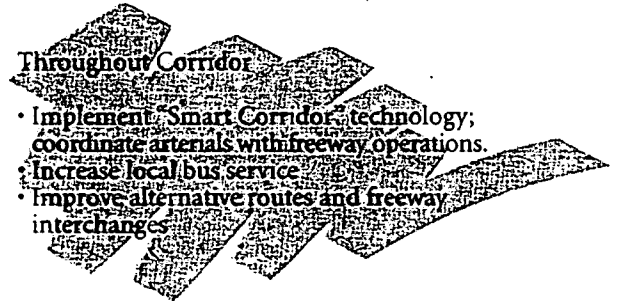
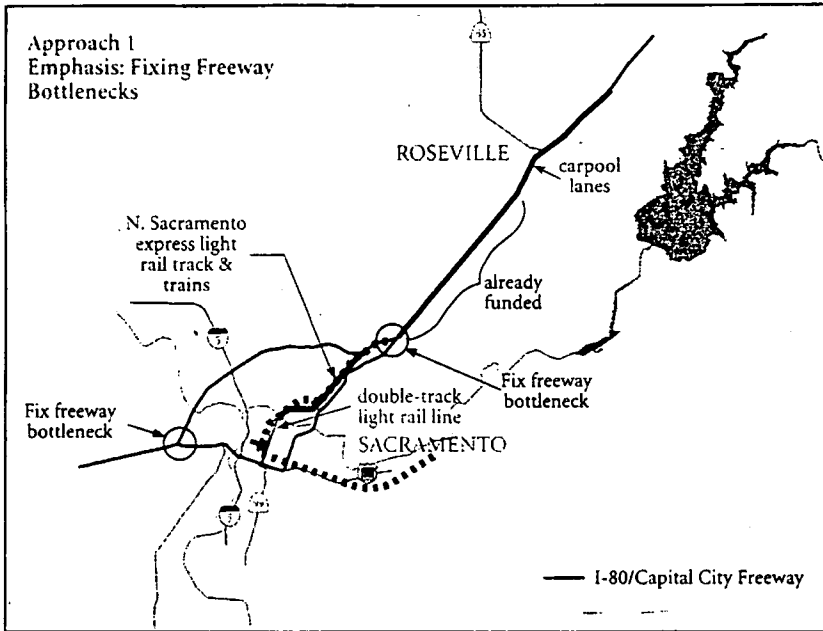
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## Technical Advisory Committee

Air Quality & Transportation  
Building Industry Association  
California Air Resources Board  
California Department of General Services  
California Department of Fish & Game  
California Highway Patrol Valley Division  
California Trucking Association  
Caltrans, District 3  
City of Auburn  
City of Colfax  
City of Davis  
City of Lincoln  
City of Rocklin  
City of Roseville  
City of Sacramento  
City of West Sacramento  
City of West Sacramento Community  
Commute & Transportation Service Coordination  
CTSA  
Davis Transportation Management Association  
ECOS  
Hoyt Company  
Paratransit, Inc  
Parsons Brinckerhoff Quade & Douglas  
Permanete Medical Group  
Placer County Air Pollution Control District  
Placer County Public Works Department  
Placer County Transportation Planning Agency  
Point West Transportation Management Association  
Sacramento Area Council of Governments  
Sacramento Central City Transportation Management Association  
Sacramento County Planning & Community Development  
Sacramento County Public Works Department  
Sacramento Metropolitan Air Quality Management District  
Sacramento Regional Transit District  
Sacramento Transportation Authority  
Sacramento-Yolo Port District  
Sierra Club  
Sierra Research  
South Natomas Transportation Management Association  
Unitrans  
University of California Davis  
US Army Corps of Engineers

Technical Advisory Committee

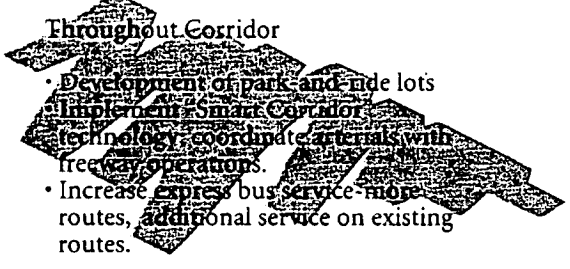
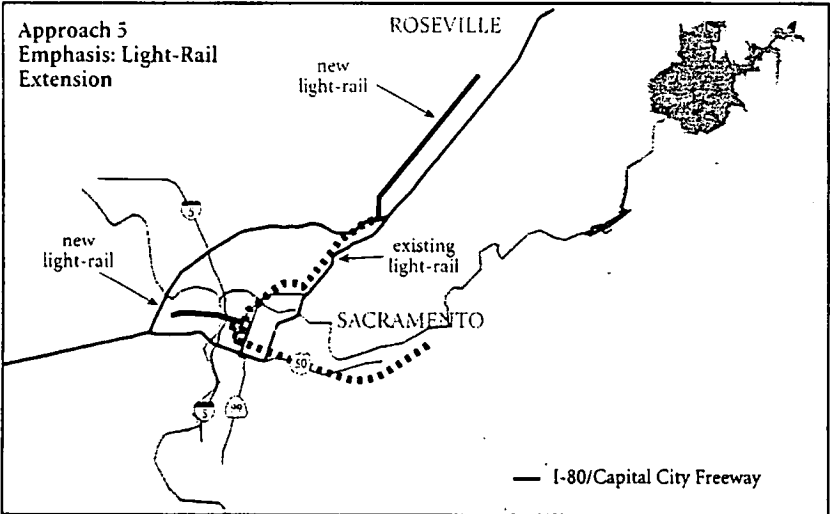
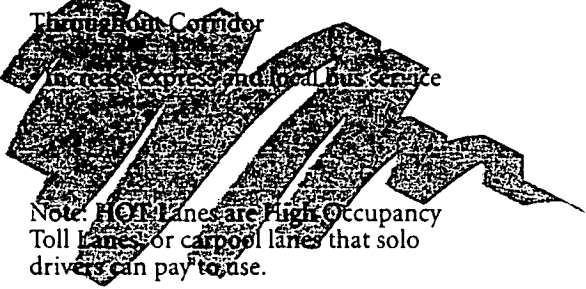
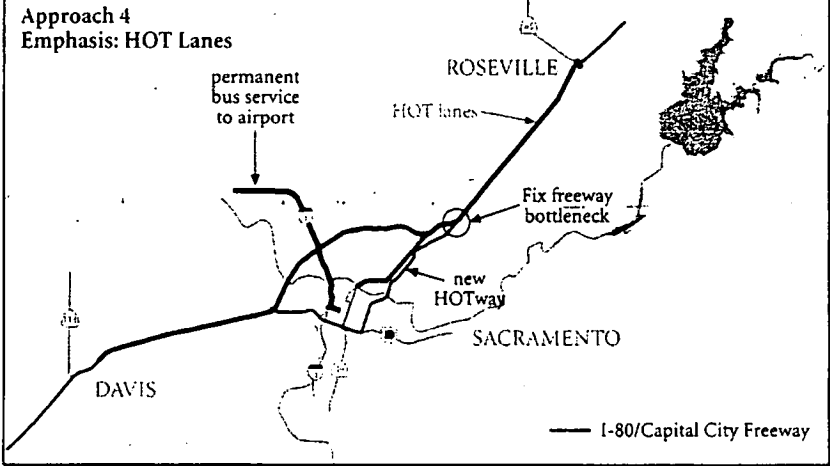
US Environmental Protection Agency  
US Federal Highway Administration  
US National Marine Fisheries  
Yolo County Community Development  
Yolo County Transit Authority  
Yolo/Solano Air Quality Management District

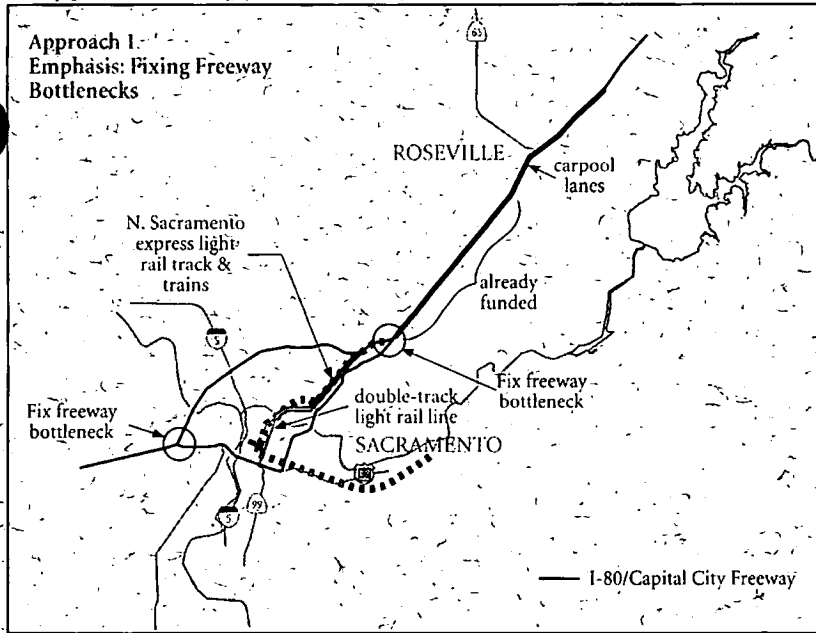


**Throughout Corridor**

- Development of park-and-ride lots
- Implement "Smart Corridor" technology; coordinate arterials with freeway operations.
- Increase express and local bus service
- Improve alternative routes and freeway interchanges

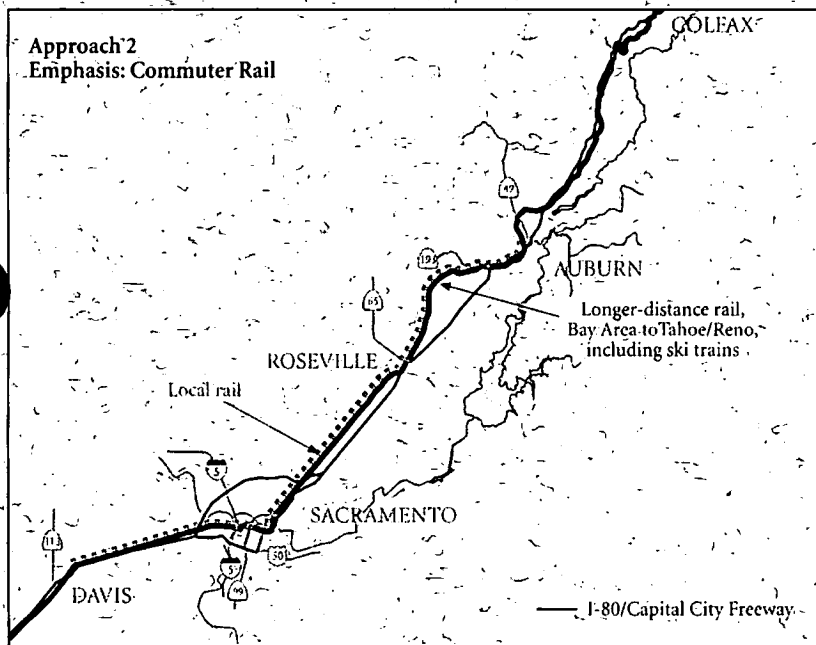






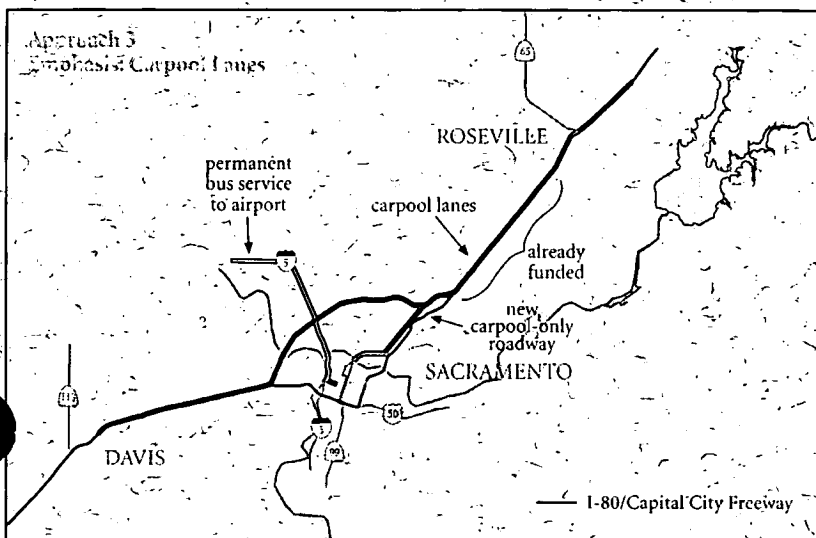
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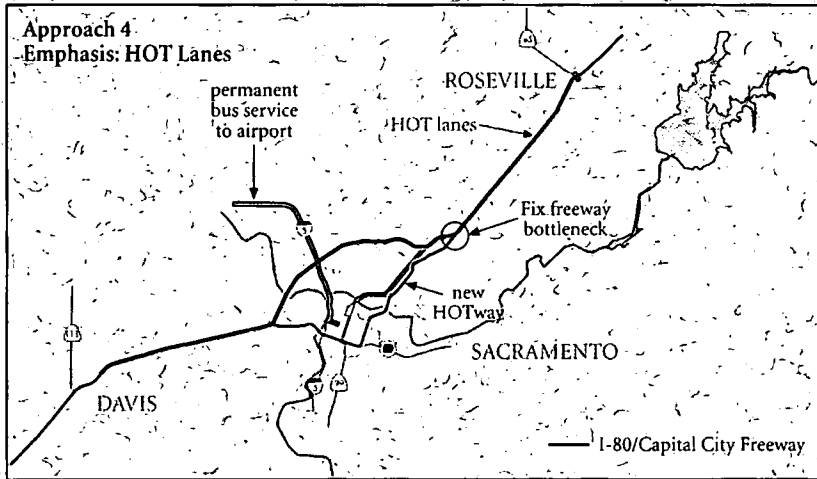
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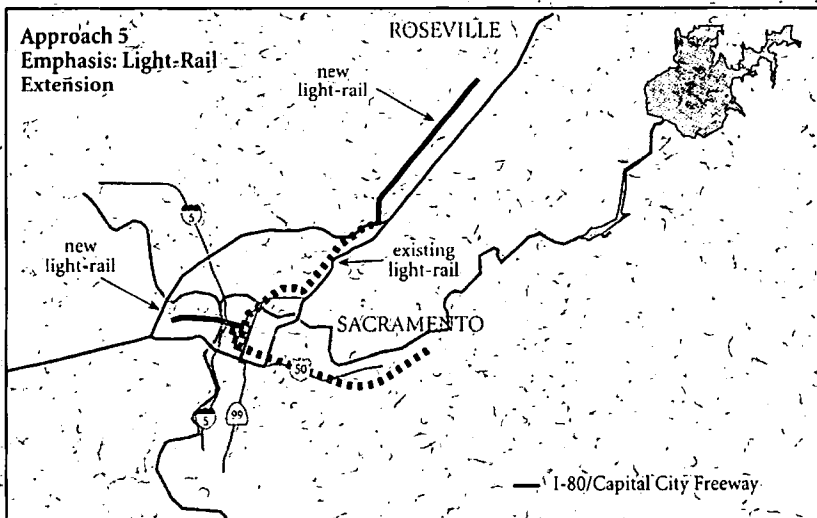
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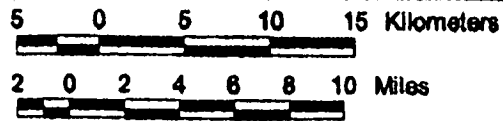
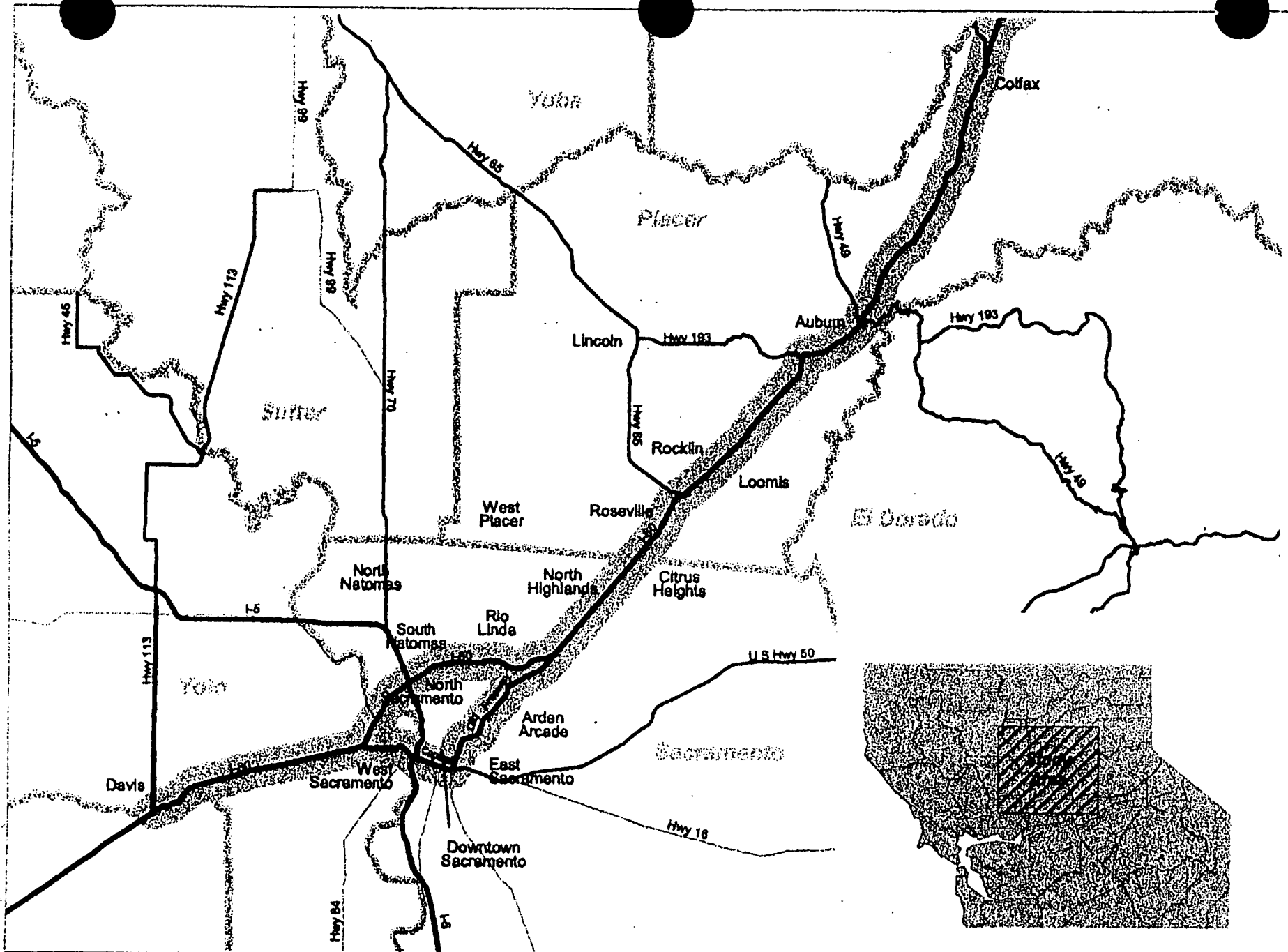
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Note: HOT Lanes are High Occupancy Toll Lanes, or carpool lanes that solo drivers can pay to use.



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# Exhibit A