

US 50 Gold Line Corridor Enhancement Project

COUNTY OF SACRAMENTO



SACRAMENTO REGIONAL TRANSIT

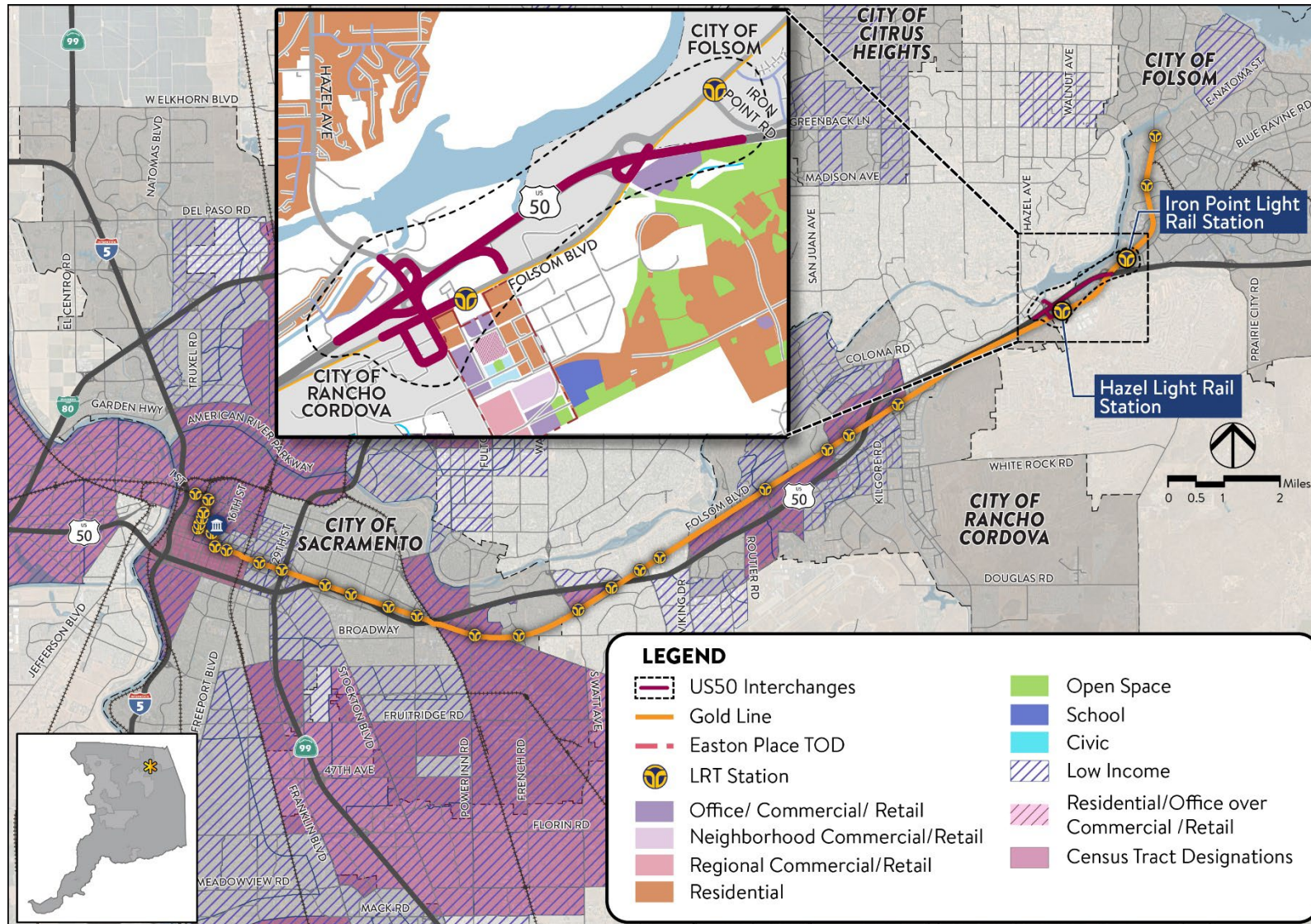


Project Background

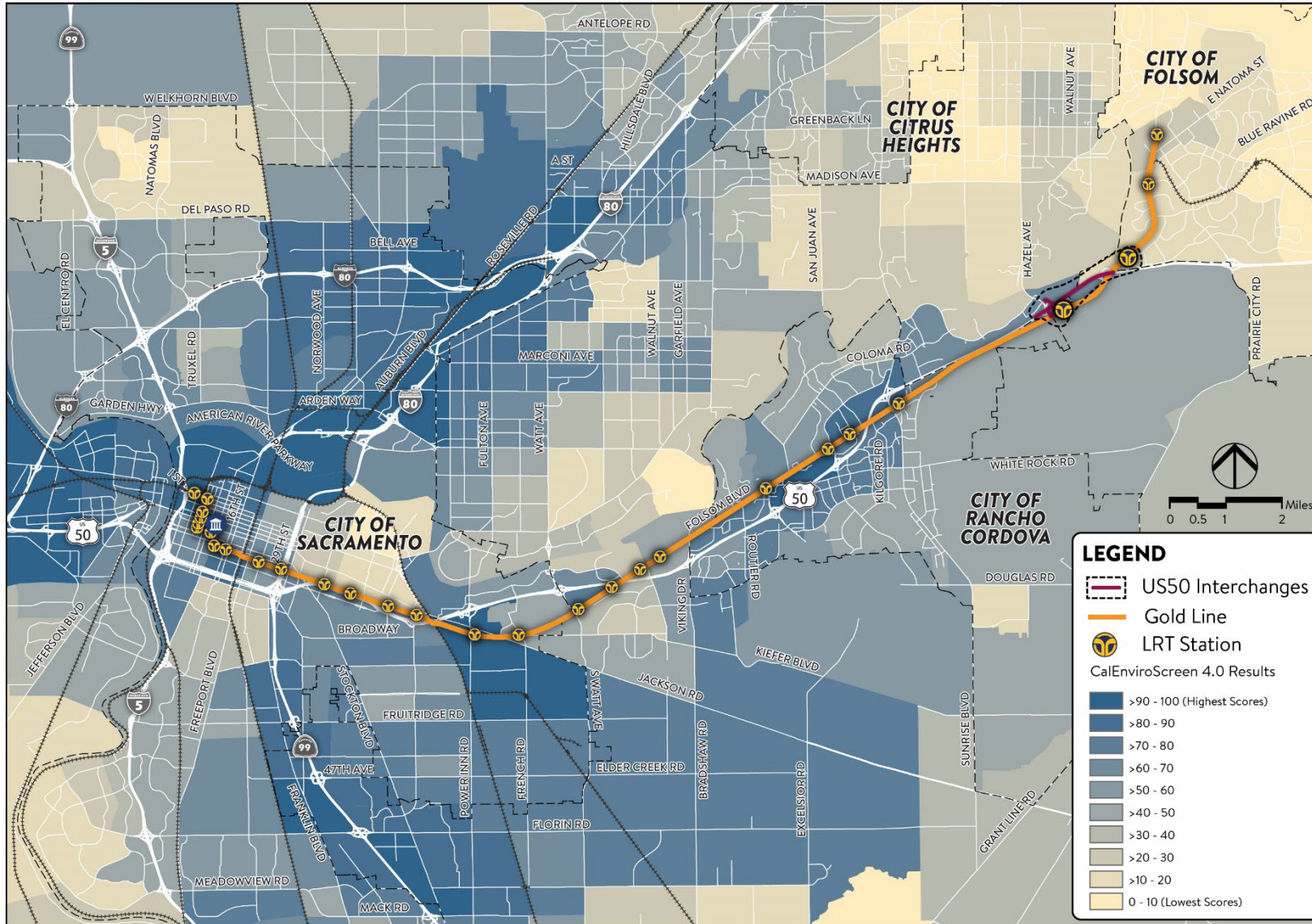
The Project consists of two complementary components - Gold Line Modernization and US 50 interchange modifications – to provide regional transportation benefits including:

- VMT reduction
- Lower GHG emissions
- Reduce vehicle delays
- Improve transit capacity and operations
- Enhance safety for all travel modes
- Underserved community benefits

Project Location Map



Underserved Communities



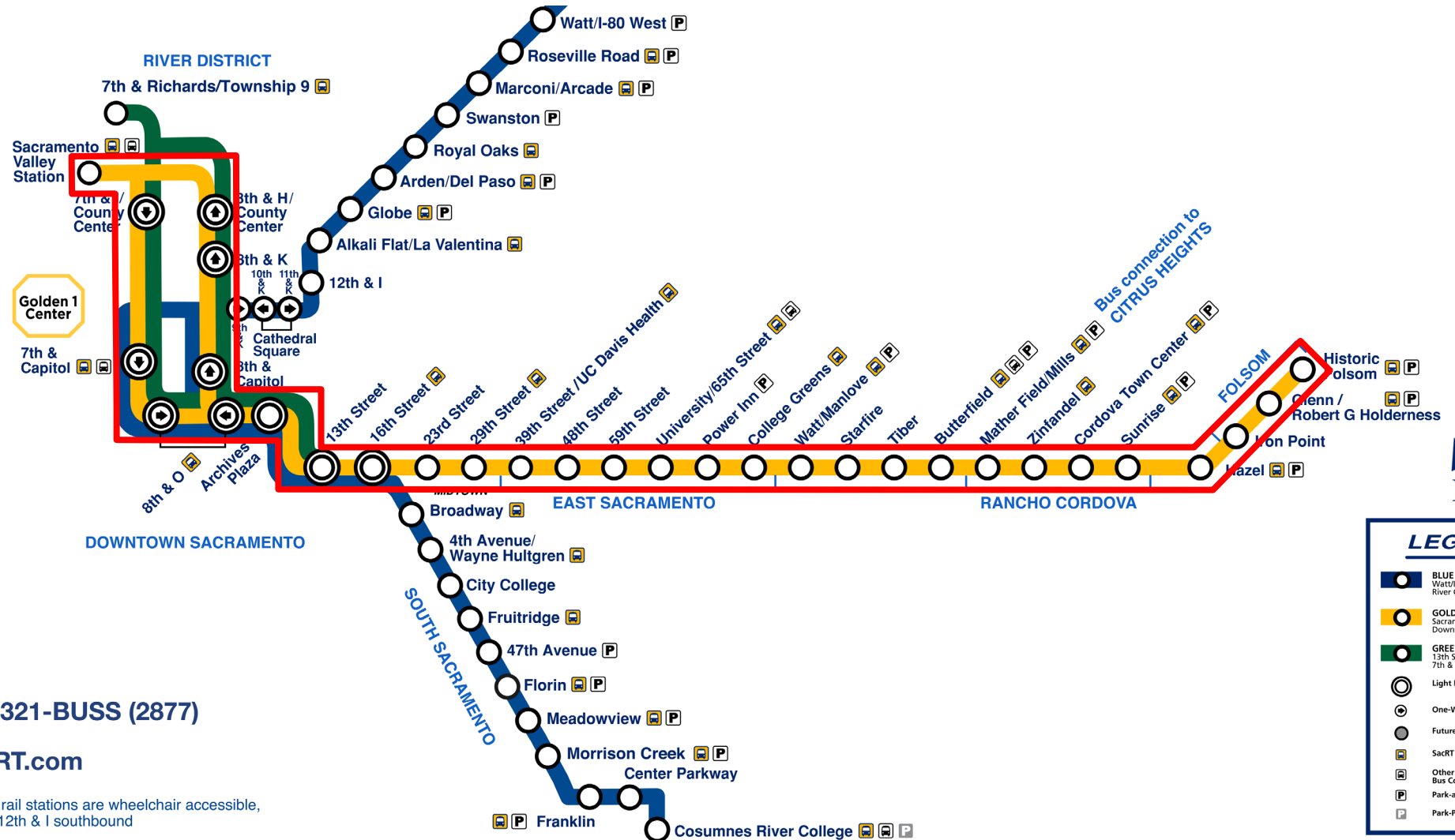
Sacramento



**Regional
Transit**

Gold Line Modernization Elements

Project Setting



LEGEND

- BLUE LINE**
Watt/I-80 to Cosumnes River College
- GOLD LINE**
Sacramento Valley Station/Downtown to Historic Folsom
- GREEN LINE**
13th Street/Downtown to 7th & Richards/Township 9
- Light Rail Connections
- One-Way Platform
- Future Station
- SacRT Bus Connections
- Other Transit Agency Bus Connections
- Park-and-Ride Lot
- Park-Pay-and-Ride Lot

916-321-BUSS (2877)

SacRT.com

All light rail stations are wheelchair accessible, except 12th & I southbound

Project Details



- Conversion of 29 light rail stations
- Supports purchase of low-floor vehicles to modernize aging light rail fleet
- Stations can accommodate 3- and 4-car trains
- Increases transit capacity

Platform Modifications



Existing Mini-High Platform



Level Boarding with Low-Floor Vehicle

VMT, GHG, and Delay Reduction Components

Project Setting



Project Details

- Ramp improvements to US 50/Hazel Avenue
- Grade separate Hazel Avenue from Folsom Boulevard/Gold Line
- Add Aerojet Road off-ramp viaduct
- Class I path grade separated from westbound on- and off-ramp
- Sidewalks along Folsom Boulevard
- Lengthen deceleration lane at US 50/Folsom Boulevard

Grade Separated Class I Path Connecting Hazel Station to American River Parkway



Hazel Avenue Overhead at Folsom Boulevard and Gold Line and Aeroject Viaduct



Cost and Schedule

Cost

Environmental & Design:	\$14.08M
Right of Way:	\$16.96M
Construction:	\$96.79M
Total:	\$127.83M
SACOG Revolving Match:	\$4.0M
LPP Request:	\$25.0M

Schedule

CEQA/NEPA Approval:	1/2021
Final Design Complete:	11/2024
Right of Way Complete:	12/2024
CTC Allocation:	3/2025
Construction Award:	4/2025

Project Benefits

- Fits within Established LPP Guidelines
- VMT and Delay Reduction
- Support Mode Shift from Single Occupancy Vehicles
- Increase Transit Capacity and Ridership
- Enhance Safety and Security
- Lower GHG Emissions
- Improve ADA Accessibility
- Provide First/Last Mile Connection and Barrier Removal

Questions

County of Sacramento



Ron Vicari
Director, DOT

Matt Darrow
Division Chief, Planning & Programming

Sacramento Regional Transit



Henry Li
General Manager/CEO

Laura Ham
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