

PROJECT DESCRIPTIONS

Facility	Segment	Local Agency	Project Description
A. LOCAL ARTERIAL PROGRAM			
Antelope Rd	Watt / Roseville Rd	County	This project will construct improvements on Antelope Road from Watt Ave to Roseville Road to address congestion, enhance safety and aesthetics, and improve mobility for bicycles, pedestrians and transit. Improvements may include the widening of Antelope Road from two lanes to four lanes between Monument Drive and Don Julio Boulevard, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.
Antelope Rd	Roseville Rd / I-80	Citrus Heights	Phase 1 includes widening the roadway from 4 to 6 lanes, landscaped medians, new traffic signals), sound walls for noise mitigation, storm drain facilities, curb, gutter, and sidewalk with landscaped buffers.
Antelope Rd	I-80 / Auburn	Citrus Heights	Phase 2 includes enhancements to the roadway while maintaining the 4-lane roadway. Enhancements include construction of a raised landscaped median, storm drain facilities, sound walls for noise mitigation where required, landscape buffers, new traffic signal and construction of in-fill curb, gutter and sidewalk. If roadway volumes change significantly, this project could change to become a widening project.
Arden Way ITS	Del Paso / Ethan Rd	Sacramento	The City of Sacramento, in conjunction with the Federal Highway Administration and the California Department of Transportation, is installing ITS elements along a seven mile segment of Arden Way between Del Paso Blvd. and Watt Ave. Half of the project corridor lies within the City limits while the other half lies within County limits. ITS elements include the following: a fiber optic trunk line; Closed Circuit Television Cameras (CCTV); Transit Signal Priority (TSP); and count stations.
Arden Way ITS	Ethan Rd / Fair Oaks	County	Phase 2 will install ITS improvements on Arden Way from Watt Ave. to Fair Oaks Blvd. The project will continue the deployment of ITS strategies in the Arden Way corridor (Phase 1, between Del Paso Road and Watt Ave., will be completed in 2007). As part of the Arden Way Intelligent Transportation System, the proposed ITS elements will work to improve traffic management and mobility along Arden Way and provide a communication link between the County and other jurisdictions communication hubs.

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Bradshaw Rd	Grant Line / Calvine Rd	Elk Grove	Three-phased project that involves widening Bradshaw Road from 2 to 4 lanes, with landscaped median, shoulders, drainage, and an interim off-street bicycle/pedestrian facility. Phase 1: (Bond to Sheldon); completion in 2007. Phase 2: (Grant Line to Bond); completion in 2008. Phase 3: (Sheldon to Calvine); completion in 2009.
Bradshaw Rd	Calvine Rd / Florin Rd	County	Phase 1 will widen Bradshaw Road from two lanes to four lanes between Calvine Road and Florin Road in the Vineyard area. The project proposes to construct two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, a traffic signal modification at the intersection of Bradshaw Road and Gerber Road, and a minor traffic signal modification at the intersection of Bradshaw Road and Vintage Park Drive. The project will also replace the bridges at Laguna Creek and at Gerber Creek. This project is part of the Roadway Development Fee Capital Improvement Plan.
Bradshaw Rd	Florin Rd / Folsom Blvd	County	Phase 2 will construct improvements in the Bradshaw Road corridor to address existing and projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include road widening, bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, new and upgraded traffic signals, and deployment of intelligent transportation system components throughout the corridor.
Bruceville Rd	Sheldon / Consumes River Blvd	Sacramento	The proposed project will widen Bruceville Road from two lanes to four lanes and construct a landscaped median. Additionally, the project will construct traffic signals at the intersections of Bruceville Road with Cosumnes River College East Drive, Calvine Road, Jacinto Road, and Damascas Street.
Consumnes River Blvd	I-5 / Franklin	Sacramento	Extend Cosumnes River Blvd. from its current westerly terminus at Franklin Blvd. to I-5, and then further west to an at grade intersection with Freeport Blvd. The proposed project includes future access to the developable land on both sides of the alignment east of I-5 and would accommodate a future intersection with 24th Street east of I-5.
Elk Grove Blvd	Big Horn / Waterman	Elk Grove	This project includes the following: pedestrian and operational improvements. Lane widening. Medians/landscaping.

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Folsom Blvd	65th / Watt Ave	Sacramento	Widen Folsom Blvd. to 4 lanes from Hornet Drive to 65th Street. The widened roadway cross section will include landscaping as well as bicycle and pedestrian improvements and require the replacement of an existing sub-standard railroad under-crossing. Related improvements include the extension of Ramona Ave. to the north to connect to Folsom Blvd. Implementation of streetscape improvements on Folsom Blvd. from Power Inn Road to Watt Ave. Streetscape masterplan is currently in development.
Folsom Blvd	Watt Ave / Bradshaw Rd	County	This project will construct improvements on Folsom Blvd. to address existing and projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. E12
Folsom Blvd	Bradshaw Rd / Sunrise	Rancho Cordova	The Folsom Boulevard Streetscape Enhancement Plan includes Beautification of Mather Field Road from Peter A. McCuen Blvd. to Folsom Blvd. and Folsom Blvd. from Bradshaw Rd. to Sunrise Blvd. Proposed enhancements include landscaped medians, frontage improvements including hardscape and landscaping, ADA improvements, improved access for pedestrians and bicyclists, street furniture, lighting and traffic signals.
Folsom Bridge Crossing		Folsom	The Army Corps of Engineers and City staff, working with other related agencies, are aggressively pursuing construction of a new bridge south of Folsom Dam, and hope to have it opened for commuters by the end of 2007. The bridge span, which will include four traffic lanes plus bike lanes, will cross the American River a few hundred feet downstream from the dam. The roadway route will connect the intersection of East Natoma Street/ Briggs Ranch Drive with a new intersection just to the south of the existing Folsom Dam Road/ Folsom-Auburn Road intersection.
I-5/SR99/SR50 Connector			Planning, design, and construction of a new expressway on an as yet undefined alignment to link the Cities of Elk Grove, Rancho Cordova, and Folsom.

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Greenback Lane	I-80 / Manzanita Ave	County	This project will construct improvements in the corridor to address projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, upgraded traffic signals, and deployment of intelligent transportation system strategies.
Greenback Lane	West City Limits / Fair Oaks Blvd	Citrus Heights	The primary focus of this project is to widen the roadway from 4 to 6 lanes between Auburn Blvd and Dewey Dr. This is the last 4-lane segment between I-80 and Fair Oaks Blvd. Project includes construction of new curb, gutter & sidewalk, sound walls for noise mitigation, landscaped medians, beltway landscaping, utility relocations, and associated streetlight/traffic signals improvements. The remainder of Greenback Lane will be reviewed for in-fill sidewalk construction, bus stop safety improvements and intelligent transportation system (i.e. traffic signal interconnect) improvements. These items have not been specifically itemized and would likely be programmed in conjunction with other projects.
Greenback Lane	Fair Oaks Blvd / Hazel Ave	County	Phase 1 will widen Greenback Lane from 4 to 6 lanes between Fair Oaks Blvd. and Hazel Ave. in the Orangevale area. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.
Greenback Lane	Hazel Ave / Main Street	County	Phase 2 will widen Greenback Lane from 4 to 6 lanes between Hazel Ave. and Main Ave. in the Orangevale area. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.

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Hazel Ave	US50 / Folsom Blvd	County	This project will construct improvements to address existing and projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include upgrades to the Highway 50/Hazel Ave. interchange, at grade separation at Hazel Ave. and Folsom Blvd., safety enhancements, landscape/streetscape and other aesthetic enhancements, transit access and mobility enhancements, upgraded traffic signals, and deployment of intelligent transportation system components throughout the corridor.
Hazel Ave	Madison Ave / US50	County	Phase 1 proposes to widen Hazel Ave. from four to six lanes, including the American River Bridge, between U.S. Highway 50 and Madison Ave. The project includes the construction of new bicycle and pedestrian facilities including bike lanes, separated sidewalks, and a barrier separating bicycle/pedestrian/equestrian modes from vehicle traffic on the bridge over the American River. The project will also construct parkway features throughout the corridor including landscaping, pedestrian pathways and soundwalls. The project includes traffic signal modifications at Curragh Downs Drive, Winding Way, La Serena Drive and the fire station at Roediger Lane.
Hazel Ave	Placer Co. Line / Madison Ave	County	Phase 2 will construct improvements in the Hazel Ave. corridor to address existing and projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include road widening, bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, new and upgraded traffic signals, and deployment of intelligent transportation system components throughout the corridor.
Madison Ave	Sunrise / Hazel Ave	County	Phase 1 will widen Madison Ave. from 4 to 6 lanes between Sunrise Blvd. and Hazel Ave. in the Citrus Heights and Fair Oaks areas. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.

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Madison Ave	Hazel Ave / Greenback Lane	County	Phase 2 will widen Madison Ave. from 4 to 6 lanes between Hazel Ave. and Greenback Lane in the Fair Oaks area. The project proposes to widen the roadway to accommodate two additional traffic lanes, a raised landscaped median, bicycle and pedestrian facilities, traffic signal modifications and traffic operations system upgrades, landscaping and streetscape enhancements, and soundwalls.
Madison Ave	Watt Ave / Sunrise Blvd	County	Phase 3 will construct improvements in the Madison Ave. corridor to address existing and projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include road widening, bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, new and upgraded traffic signals, and deployment of intelligent transportation system components throughout the corridor.
South Watt/EG-Florin Rd	Florin Rd / SR16	County	Phase 1 will widen South Watt Ave. from 2 to 4 lanes between Florin Road and State Route 16. The project proposes to construct two additional traffic lanes, a raised landscaped median, paved shoulders to accommodate bicycle and pedestrian facilities, and traffic signal modifications at the intersections of South Watt Ave. with Elder Creek Road and Fruitridge Rd. The project will also replace the bridge at Morrison Creek.
South Watt/EG-Florin Rd	Folsom Blvd / Calvin Rd	County	Phase 2 will construct improvements in the South Watt Ave./Elk Grove-Florin Road corridor to address existing and projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include road widening, bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, new and upgraded traffic signals, and deployment of intelligent transportation system components throughout the corridor.
South Watt/EG-Florin Rd	Calvin Rd / Elk Grove Blvd	Elk Grove	This project will widen Elk Grove-Florin Rd. from 4-6 lanes between Calvin and Bond Roads. Median and operational improvements will be constructed from Bond Rd. to Elk Grove Blvd.

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Sheldon Rod	Bruceville / Bradshaw	Elk Grove	This project involves widening Sheldon Road from 2 to 4 lanes. It will be done in 2 phases. Phase 1: Bruceville Road to Elk Grove Florin; completion for 2006. Phase 2: Elk Grove Florin to Bradshaw; completion for 2007.
Sunrise Blvd	Jackson Rd / Grantline Rd	County	Phase 2 will construct improvements on Sunrise Blvd. to address existing and projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include road widening, a grade separation at the intersection of Sunrise Blvd. and Jackson Road, bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, new and upgraded traffic signals, and deployment of intelligent transportation system components throughout the corridor.
Sunrise Blvd	Gold Country Rd / Jackson Rd	Rancho Cordova	Widen to 6 lane on Sunrise Boulevard from Sunrise Park Drive to Jackson Hwy. Improve intersection to 6 lane by 6 lane. Construct new bridge over Folsom South Canal. Install new traffic signal system at intersection. Phase 1 – Sunrise Park Drive to Chrysanthy Boulevard, Phase 2 – Chrysanthy Boulevard to Kiefer Road, Phase 3 – Kiefer Road to Jackson Hwy, Phase 4 – Intersection at Sunrise Boulevard at Jackson Hwy, including bridge over Folsom South Canal
Sunrise Blvd	Madison Ave / Gold Country Blvd	County	This project will construct improvements in the corridor to address projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include road widening, bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, new and upgraded traffic signals, and deployment of intelligent transportation system components throughout the corridor.

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Sunrise Blvd	Oak Ave / Antelope Rd	Citrus Heights	Phase 1 = Oak Ave to Antelope Road. Project emphasis is in the area north of Greenback Lane to the Placer County Line (over 3 miles) where the current roadway configuration consists of a 4-lane roadway with/without medians along the length of the project. This proposed project would complete the construction of a 6-lane roadway on Sunrise Blvd within the City of Citrus Heights. Primary objectives include improving traffic operations and safety; and improving pedestrian, bicycle, and transit access along Sunrise Blvd.
Sunrise Blvd	Greenback Lane / Oak Ave	Citrus Heights	Phase 2 = Greenback Lane to Oak Ave. Project emphasis is in the area north of Greenback Lane to the Placer County Line (over 3 miles) where the current roadway configuration consists of a 4-lane roadway with/without medians along the length of the project. This proposed project would complete the construction of a 6-lane roadway on Sunrise Blvd within the City of Citrus Heights. Primary objectives include improving traffic operations and safety; and improving pedestrian, bicycle, and transit access along Sunrise Blvd.
Sunrise Blvd	Antelope Rd / Placer Co. Line	Citrus Heights	Phase 3 = Antelope Road to Placer County Line. Project emphasis is in the area north of Greenback Lane to the Placer County Line (over 3 miles) where the current roadway configuration consists of a 4-lane roadway with/without medians along the length of the project. This proposed project would complete the construction of a 6-lane roadway on Sunrise Blvd within the City of Citrus Heights. Primary objectives include improving traffic operations and safety; and improving pedestrian, bicycle, and transit access along Sunrise Blvd.
Watt Ave	Antelope / Capacity Freeway	County	This project will construct improvements in the corridor to address projected congestion, improve mobility for all modes of travel, and to implement the ultimate corridor configuration based on the adopted General Plan and Metropolitan Transportation Plan. Possible improvements include road widening, bicycle and pedestrian improvements, disability access improvements, safety enhancements, landscape/streetscape and other aesthetic enhancements, soundwalls, transit access and mobility enhancements, upgraded traffic signals, and deployment of intelligent transportation system strategies.

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B. TRANSIT CAPITAL IMPROVEMENT PROGRAM			
Downtown Intermodal Station		Sacramento	In downtown Sacramento at the corner of I Street and 5th Street, this project is a combination of both new and renovated facilities, which will provide a variety of transportation modes serving Sacramento, the Sacramento region, and other California cities. The project will include relocation of the inner-city rail tracks, new passenger platforms, restoration of the historic station, and integration of the facility with the planned adjacent development. The improved intermodal connections and service will allow inter-city rail and bus passengers to efficiently access local transportation modes, including rail, bus, taxi, automobile, and to do so in a friendly and safe environment. It is anticipated that an initial phase will be constructed in the 2010 timeframe yet some elements may need to be constructed earlier. The detail in the Cost by Phase table reflects an initial phase and does not accurately depict future phases. Future phases will be better defined with future project development.
LRT Extension	Meadowview Rd / Cosumnes River Blvd	Regional Transit	Extension of Sacramento Regional Transit District's (RT) south corridor light rail transit service from its existing terminus at Meadowview Road south and east to Cosumnes River College.
Regional Rail Commuter Service			Implementation of the Sacramento County portion of a new commuter rail service between Auburn and Dixon in the existing right-of-way used by the Capitol Corridor.
LRT Extension to Airport		Regional Transit	Extend Sacramento Regional Transit District's (RT's) light rail transit service along the Downtown/Natomas/Airport (DNA) corridor in Sacramento California. Construction of a light rail extension from Downtown Sacramento to Sacramento International Airport. Phase 1 of the project would be from Sacramento Valley Station to Natomas Town Center. Phase 2 would be from Natomas Town Center to the Sacramento International Airport.
LRT Improvements in I-80 Corridor			Corridor straightening, double-tracking, and the provision of express service in the existing NE light rail corridor.

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C. FREEWAY SAFETY AND CONGESTION RELIEF PROGRAM			
Bus/Carpool Ramp Connection	SR50E / SR99S	SACOG	The project scope includes modifying the interchange by widening existing ramps and constructing freeway to freeway HOV connectors. The project location is in Sacramento County at the junction of Routes 99 and 50. Construction is anticipated to start on FY 15/16. A rough estimate is reflected for capital construction only. The remaining breakdown will be developed at a later time.D46
I-80 Bus/Carpool Lanes	I-5 / Capital City Freeway	SACOG	The project scope includes adding additional lanes in the median of Interstate 80 (I-80) in Sacramento County and an auxiliary lane in the Eastbound direction from West El Camino Avenue to the Interstate 5 Interchange. The project location is along Interstate 80 in Sacramento County, from Sacramento River Bridge & Overhead to Sacramento Regional Transit Light Rail Station.
I-5 Bus/Carpool Lanes	Elk Grove / Downtown	SACOG	In and near Sacramento, from North of Hood Franklin Road Overcrossing #24-326 to South of Route 50. This project proposes to construct additional lanes in the median of I-5 in Sacramento County, between the Hood-Franklin Road Overcrossing and Route 50. The proposed project adds an additional lane in the median in each direction of travel and constructs auxiliary lanes at various locations, and provides for ramp meters with associated HOV bypass lanes, in order to provide the highest feasible level of service for this roadway.
Connector Ramp Widening	SR50 / I-5	SACOG	The project scope includes modifying the interchange by widening existing ramps and constructing freeway to freeway HOV connectors. The project location is in Sacramento County at the junction of Routes 5 and 50. Construction is anticipated to start on FY 13/14. A rough estimate is reflected for capital construction only. The remaining breakdown will be developed at a later time.
SR50 Bus/Carpool Lanes	Sunrise / Downtown	SACOG	The project scope includes adding additional lanes in the existing median of U.S. 50 from Sunrise Blvd. to downtown Sacramento. The project also proposes to include community enhancements along the corridor and downtown Sacramento street system to enhance neighborhood livability.
Central Galt/SR99 Interchange Upgrade		Galt	Replace and expand the existing Central Galt Interchange on SR 99 to provide sufficient capacity to accommodate projected increases in regional and local traffic and improve existing non-standard roadway geometrics.

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Cosumnes River Blvd/I-5 Interchange Upgrade		Sacramento	Construct a Type L-9 cloverleaf interchange at I-5 to provide access to the proposed Cosumnes River Blvd. extension from Franklin Blvd. to Freeport Blvd. The interchange will be located south of the Meadowview Road/I-5 Interchange at approximately the same location as the existing Stonecrest Ave. Overcrossing.
Grantline Road/SR99 Interchange Upgrade		Elk Grove	This project involves replacing the existing two-lane interchange with a structure design to accommodate the General Plan width of 8 lanes (striped for 6 lanes in interim). Project also included on-and-off ramp widening, realignment of East Stockton Blvd. and Survey Road as necessary to accommodate the new interchange structure, and landscaping.
I-5/I-80 X-change Upgrade & Carpool Lane Connector w/ Carpool Lanes		SACOG	The project proposes to reconstruct the SB to EB I-5/I-80 connector in Sacramento County and to provide HOV lanes on Interstate 5 from the interchange to downtown Sacramento. This will be accomplished by replacing the existing loop connectors with fly-over connectors, providing direct HOV connectors for proposed HOV lanes, and constructing HOV lanes in both directions with appropriate termination points in downtown Sacramento. The fly-over connectors will increase capacity and eliminate the weaving between the loop connectors and upgrade the connector's operating speed. The project will improve the level of service to accommodate the present and future traffic demand, upgrade the roadway geometry up to current standards, and will provide a seamless HOV opportunity into and from downtown Sacramento. The project location is in the County of Sacramento, at the junction of Interstate 5 and Interstate 80, and within the City of Sacramento.
Richards Blvd/I-5 Interchange Upgrade		Sacramento	Improve the operations and capacity of the existing Richards Blvd. Interchange on Interstate 5 in the City of Sacramento.
Sheldon Road/SR99 Interchange Upgrade		Elk Grove	This project consists of replacing the existing two-lane interchange with a six-lane facility, widening & realigning the on-and-off ramps, realigning East and West Stockton Boulevards as necessary to accommodate the new interchange and widening Sheldon Road from 2 to 6 lanes with landscaped median, curb, gutter, sidewalks, street lights, and roadside landscaping from Lewis Stein to Power Inn.

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Watt Ave/SR50 Interchange Upgrade		County	The proposed project will reconstruct the U.S. Highway 50 at Watt Ave. interchange to and L-9 partial cloverleaf configuration; install the initial working segment of a dedicated Bus Rapid Transit (BRT) facility; construct a dedicated bicycle and pedestrian pathway along Watt Ave. through the interchange; and construct related intersection and transit access improvements. The project is being coordinated with Caltran's efforts to develop a project to construct Highway 50 High Occupancy Vehicle Lanes from Sunrise Blvd. to Downtown Sacramento and with Sacramento Regional Transit's vision of BRT on Watt Ave.

D. SMART GROWTH INCENTIVE PROGRAM

Promotion of Transit Oriented Development			Implementation of a competitive grant program for the County and cities to promote innovative transit-oriented land development.
Planning/Development/Acquisition of Open Space Preservation Program Related to EG-RC-Fols connector			

E. TRANSPORTATION PROJECT ENVIRONMENTAL MITIGATION PROGRAM

Environmental Mitigation for Measure A Transportation Projects			
Open Space Acquisition			
Natural Habitat Preservation			
Planning/Development/Acquisition of Open Space Preservation Program Related to EG-RC-Fols connector			