



FINAL ENVIRONMENTAL IMPACT REPORT

(SCH # 2015062014)

FOR THE

2036 PLACER COUNTY REGIONAL TRANSPORTATION PLAN UPDATE

FEBRUARY 8, 2016

Prepared for:

Placer County Transportation Planning Commission
299 Nevada St.
Auburn, CA 95603
(530) 823-4030

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills CA 95762
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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The Placer County Transportation Planning Agency (PCTPA) is the Regional Transportation Planning Agency (RTPA) for Placer County, which includes the cities of Roseville, Lincoln, Rocklin, Auburn, Colfax, and the town of Loomis. The nine-member PCTPA Board of Directors consists of one councilmember from each of Placer County's six incorporated jurisdictions, two members of the Placer County Board of Supervisors; and one citizen representative. PCTPA is the forum for making decisions about the regional transportation system in Placer County.

Both, federal and state laws require each Metropolitan Planning Organization (MPO) and RTPA to prepare a Regional Transportation Plan (RTP) in urban areas every four years. The RTP is a long-range, 20-year minimum, comprehensive transportation plan for all modes including: highways, local streets and roads, transit, pedestrian/bicycle, aviation, rail and goods movement. The purpose of the RTP is to serve as a foundation for the development of the shorter "action" plans called the Regional Transportation Improvement Program (RTIP), which satisfies California transportation planning requirements, and the federal counterpart referred to as the Federal Transportation Improvement Program (FTIP) for all transportation projects that require federal approval. The 2036 RTP Program EIR covers the Tier 1 list of projects. The Tier 1 list of projects identifies the 20-year list of financially constrained transportation investments in the region.

The 2036 RTP fulfills the federal and state requirements using the specific guidance from the CTC RTP Guidelines (April 2010). PCTPA is the lead agency for the environmental review of the proposed project evaluated herein and has the principal responsibility for approving the project.

1.1 PURPOSE AND INTENDED USES OF THE EIR CEQA REQUIREMENTS FOR A FINAL EIR

This Final Environmental Impact Report (FEIR) for the 2036 RTP has been prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines. State CEQA Guidelines Section 15132 requires that an FEIR consist of the following:

- the Draft Environmental Impact Report (Draft EIR) or a revision of the draft;
- comments and recommendations received on the Draft EIR, either verbatim or in summary;
- a list of persons, organizations, and public agencies commenting on the Draft EIR;
- the responses of the lead agency to significant environmental concerns raised in the review and consultation process; and
- any other information added by the lead agency.

In accordance with State CEQA Guidelines Section 15132(a), the Draft EIR is incorporated by reference into this Final EIR.

An EIR must disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to

consider and, where feasible, minimize environmental impacts of proposed development, and an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

PURPOSE AND USE

The PCTPA, as the lead agency, has prepared the Draft EIR and this Final EIR to disclose the expected environmental impacts, including impacts that cannot be avoided, growth-inducing effects, impacts found not to be significant, and significant cumulative impacts, as well as identify mitigation measures and alternatives to the proposed project that could reduce or avoid its adverse environmental impacts. CEQA requires government agencies to consider and, where feasible, minimize environmental impacts of proposed projects, and confers an obligation to balance a variety of public objectives, including economic, environmental, and social factors.

This document and the Draft EIR, as amended herein, constitute the Final EIR, which will be used as programmatic-level environmental document to evaluate subsequent planning and permitting actions associated with the 2036 RTP. Many subsequent actions will require subsequent and/or supplement analysis as the details of the action become clear from the development of detailed project planning, design, and engineering. Subsequent actions that may be associated with the 2036 RTP are identified in Chapter 2.0 of the Draft EIR.

1.2 ENVIRONMENTAL REVIEW PROCESS

The review and certification process for the EIR has involved, or will involve, the following general procedural steps:

NOTICE OF PREPARATION AND INITIAL STUDY

The PCTPA circulated a Notice of Preparation (NOP) of an EIR for the proposed project and an Initial Study on June 5, 2015 to the general public, trustee and responsible agencies, the State Clearinghouse (SCH# 2015062014), the County Clerk, and was published in the adjudicated newspaper pursuant to the public noticing requirements of CEQA. A scoping meeting was held on June 30th, 2015 at 1:00 PM in the City of Auburn. The NOP and Initial Study are presented in Appendix A of the Draft EIR.

NOTICE OF AVAILABILITY AND DRAFT EIR

The PCTPA published a public Notice of Availability (NOA) for the Draft EIR on November 3, 2015, inviting comment from the general public, agencies, organizations, and other interested parties. The NOA was filed with the State Clearinghouse (SCH # 2015062014) and the County Clerk, and was published in the adjudicated newspaper pursuant to the public noticing requirements of CEQA. The Draft EIR was available for public review from November 3rd through December 17th 2015. The Draft EIR contains a description of the project, description of the environmental setting, identification of project impacts, and mitigation measures for impacts found to be significant, as well as an analysis of project alternatives, identification of significant irreversible environmental changes, growth-inducing impacts, and cumulative impacts. This Draft EIR identifies issues

determined to have no impact or a less than significant impact, and provides detailed analysis of potentially significant and significant and unavoidable impacts.

RESPONSE TO COMMENTS/FINAL EIR

The PCTPA received one (1) comment letter regarding the Draft EIR. In addition to the comment letter received, PCTPA has provided several text changes. No additional oral or written comments were received. In accordance with CEQA Guidelines Section 15088, this Final EIR responds to the written comments received. The Final EIR also contains minor edits to the Draft EIR, which are included in Section 3.0, Errata. This document and the Draft EIR, as amended herein, constitute the Final EIR.

CERTIFICATION OF THE EIR/PROJECT CONSIDERATION

The PCTPA will independently review and consider the Final EIR. If the PCTPA finds that the Final EIR is "adequate and complete", the PCTPA Board may certify the Final EIR in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

- 1) The EIR shows a good faith effort at full disclosure of environmental information; and
- 2) The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon certification of the Final EIR, the PCTPA Board may take action to approve, revise, or reject the project. A decision to approve the 2036 RTP, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. A Mitigation Monitoring and Reporting Program, as described below, would also be adopted in accordance with Public Resources Code Section 21081.6(a) and CEQA Guidelines Section 15097 for mitigation measures that have been incorporated into or imposed upon the project to reduce or avoid significant effects on the environment. This Mitigation Monitoring and Reporting Program will be designed to ensure that these measures are carried out during project implementation, in a manner that is consistent with the EIR.

1.3 ORGANIZATION OF THE FINAL EIR

This Final EIR has been prepared consistent with Section 15132 of the State CEQA Guidelines, which identifies the content requirements for Final EIRs. This Final EIR is organized in the following manner:

CHAPTER 1.0 – INTRODUCTION

Chapter 1.0 briefly describes the purpose of the environmental evaluation, identifies the lead, agency, summarizes the process associated with preparation and certification of an EIR, and identifies the content requirements and organization of the Final EIR.

CHAPTER 2.0 – COMMENTS ON THE DRAFT EIR AND RESPONSES

Chapter 2.0 provides a list of commentors, copies of written comments made on the Draft EIR (coded for reference), and responses to those written comments.

CHAPTER 3.0 - ERRATA

Chapter 3.0 consists of minor revisions to the Draft EIR in response to comments on the Draft EIR, as well as minor staff edits. The revisions to the Draft EIR do not change the intent or content of the analysis or mitigation.

CHAPTER 4.0 – FINAL MMRP

Chapter 4.0 consists of a Mitigation Monitoring and Reporting Program (MMRP). The MMRP is presented in a tabular format that presents the impacts, mitigation measure, and responsibility, timing, and verification of monitoring.

CHAPTER 5.0 – REPORT PREPARERS

Chapter 5.0 lists all authors and agencies that assisted in the preparation of the EIR, by name, title, and company or agency affiliation.

2.1 INTRODUCTION

The PCTPA received one (1) comment letter during the Draft EIR 45-day public review period. Acting as the lead agency, the PCTPA has prepared a response to the Draft EIR comments. Responses to comments received during the comment period do not involve any new significant impacts or “significant new information” that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5. In addition to the comment letter received, PCTPA has provided several text changes, all of which are incorporated into Section 3.0 Errata.

2.2 LIST OF COMMENTORS

Table 2-1 lists the comments on the Draft EIR that were submitted to the PCTPA. The assigned comment letter number, letter date, letter author, and affiliation, if presented in the comment letter or if representing a public agency, are also listed.

TABLE 2-1 LIST OF COMMENTORS

RESPONSE LETTER/ NUMBER	INDIVIDUAL OR SIGNATORY	AFFILIATION	DATE
A	Scott Morgan	State Clearinghouse	12-18-2015

2.3 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

CEQA Guidelines Section 15088 requires that lead agencies evaluate and respond to all comments on the Draft EIR that consider an environmental issue. The written response must address the significant environmental issue raised and provide a detailed response, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, the written response must be a good faith and reasoned analysis. However, lead agencies need to only respond to significant environmental issues associated with the project and do not need to provide all the information requested by the commentor, as long as a good faith effort at full disclosure is made in the EIR (CEQA Guidelines Section 15204).

CEQA Guidelines Section 15204 recommends that commentors provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible environmental impacts of the project and ways to avoid or mitigate the significant effects of the project, and that commentors provide evidence supporting their comments. Pursuant to CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence.

CEQA Guidelines Section 15088 also recommends that revisions to the Draft EIR be noted as a revision in the Draft EIR or as a separate section of the Final EIR. Chapter 3.0 of this Final EIR identifies all revisions to the Draft EIR.

RESPONSES TO COMMENT LETTERS

Written comments on the Draft EIR are reproduced on the following pages, along with responses to those comments. To assist in referencing comments and responses, the following coding system is used:

- Those comments received from government agencies are represented by a lettered response while comments received by individual or private firms or individuals are represented by a numbered response.
- Each letter is lettered (i.e., Letter A) and each comment within each letter is numbered (i.e., comment A-1, comment A-2).

Where changes to the Draft EIR text result from the response to comments, those changes are included in the response and identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).



EDMUND G. BROWN JR.
GOVERNOR

December 18, 2015

Aaron Hoyt
Placer County Transportation Planning Agency
299 Nevada St.
Auburn, CA 95603

Subject: 2036 Placer County Regional Transportation Plan
SCH#: 2015062014

Dear Aaron Hoyt:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on December 17, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse



KEN ALEX
DIRECTOR

RECEIVED

DEC 23 2015

PCTPA

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1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report
State Clearinghouse Data Base**

SCH# 2015062014
Project Title 2036 Placer County Regional Transportation Plan
Lead Agency Placer County

Type EIR Draft EIR

Description The proposed project is the adoption and implementation of the 2036 Placer County Regional Transportation Plan Update (RTP). The RTP contains three primary elements: Policy Element, Action Element, and Financial Element. The RTP is a comprehensive transportation plan for all modes including: highways, local streets and roads, transit, bicycle, rail, and goods movement. The RTP contains policies, actions, and financial strategies for short-term and long-term transportation projects. More detailed information on the RTP can be found at the PCTPA website, (<http://pctpa.net>).

Lead Agency Contact

Name Aaron Hoyt
Agency Placer County Transportation Planning Agency
Phone 530 823 4030 **Fax**
email
Address 299 Nevada St.
City Auburn **State** CA **Zip** 95603

Project Location

County Placer
City
Region
Lat / Long
Cross Streets County-wide
Parcel No.

Township	Range	Section	Base

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Various Land Uses (Residential, commercial, industrial, agricultural, open space, etc.) - County wide Regional Transportation Plan

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 2; Cal Fire; Department of Parks and Recreation; Department of Water Resources; Office of Emergency Services, California; California Highway Patrol; Caltrans, District 3 N; Caltrans, Division of Transportation Planning; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Regional Water Quality Control Bd., Region 6 (So Lake Tahoe); Native American Heritage Commission; Public Utilities Commission; Tahoe Regional Planning Agency

Date Received 11/03/2015 **Start of Review** 11/03/2015 **End of Review** 12/17/2015

Note: Blank data fields result from insufficient information provided by lead agency.

Response to Letter A: Scott Morgan, State Clearinghouse

Response A-1: The commentor indicates that their agency submitted the Draft EIR to selected state agencies for review and no state agencies submitted comments by the December 17, 2015 close of public review. The commentor indicates that PCTPA has complied with the State Clearinghouse review requirements for draft environmental documents pursuant to the California Environmental Quality Act.

This comment is noted. No response is necessary.

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Revisions made to the Draft EIR are identified below. None of the revisions identify new significant environmental impacts, nor does any of the revisions result in substantive changes to the Draft EIR. The new information to the EIR is intended merely correct, clarify, amplify, and makes insignificant modifications.

3.1 REVISIONS TO THE DRAFT EIR

SECTION 2.0 PROJECT DESCRIPTION

The Project Description was revised to reflect corrections and clarifications. The corrections and clarifications affect several tables Page 2.0-7 through 2.0-30. Table 2.3-1 and 2.3-2 were replaced with the following tables.

THE FINANCIALLY CONSTRAINED PROJECT

A listing of the financially constrained (Tier 1) projects is described in Table 2.3-1 below.

TABLE 2.3-1: FINANCIALLY CONSTRAINED PROJECTS SUMMARY (TIER 1)

Project ID	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	YEAR OF EXPENDITURE COST	COMPLETION TIMING	STATUS
CALTRANS								
CAL20497	Caltrans D3	G- System Management, Operations, and ITS	Alpine Meadows Road Traffic Signal	Placer County, about 9.3 miles south of Truckee at Alpine Meadows Road - Construct signalized intersection at SR 89 [FCO Only] (Pla-89-12.1/12.5) [SHOPP Minor A 201.310] (Toll Credits for CON)	\$974,000	\$974,000	Project complete by 2020	Programmed
CAL20518	Caltrans D3	G- System Management, Operations, and ITS	CCTV Cameras at Various Locations	In El Dorado, Nevada, Placer, Sacramento and Yolo counties on Routes 5, 50, 51, 80, 89, 99 and 267 at Various Locations - Upgrade closed caption televisions (CCTV) [EFIS ID 0313000197; CTIPS ID 107-0000-0966] (Toll Credits for PE, ROW, CON)	\$546,800	\$546,800	Project complete by 2020	Programmed
CAL20571	Caltrans D3	A- Bike & Ped	Complete Streets Improvements to the SHS	Complete Streets improvements in various locations on the State Highway System (SHS) in El Dorado, Placer, Sacramento, Sutter, Yuba and Yolo Counties.	\$10,000,000	\$13,100,000	Project complete by 2036	Planned

CAL20538	Caltrans D3	G- System Management, Operations, and ITS	Crispin Cider STAA Access	I-80 at Canyon Way IC, Illinoistown OC and driveway entrance to Crispin Cider warehouse - Widen ramp pavement at three locations, modify overcrossing and install signage to accommodate Surface Transportation Assistance Act (STAA) (PM 31.1/31.9) [SHOPP Minor A program 201.310] (Toll credits for CON)	\$2,020,000	\$2,020,000	Project complete by 2020	Programmed
CAL20511	Caltrans D3	C- Maintenance & Rehabilitation	Gold Run SRRA Water System Upgrades	On I-80 in Placer County, near Gold Run, at the Gold Run Safety Roadside Rest Area - Replace water distribution system (PM 41.4/42.2) [EFIS ID 0313000017; CTIPS ID 107-0000-0960] (Toll credits for PE, ROW, CON)	\$3,061,000	\$3,061,000	Project complete by 2020	Programmed
CAL20655	Caltrans D3	G- System Management, Operations, and ITS	HAR Update at 25 locations in 11 counties	In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267 at various locations. Upgrade Highway Advisory Radios	\$626,000	\$976,560	Project complete by 2036	Planned
CAL20548	Caltrans D3	G- System Management, Operations, and ITS	HAR Upgrades - Various Counties and Routes	In Sacramento, Butte, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267, at various locations - Upgrade Highway Advisory Radios (HAR) [CTIPS ID 107-0000-1001] (Toll credits for PE, ROW, CON)	\$626,000	\$626,000	Project complete by 2020	Programmed

CAL20424	Caltrans D3	C- Maintenance & Rehabilitation	I-80 3-Mile Truck Climbing Lane	Near Colfax on Route 80, from the Long Ravine UP to east of Magra Road OC - Construct eastbound truck climbing lane and related improvements (PM 35.1/38.0) (Toll Credits for PE, ROW, CON) [EFIS ID 0300020420]	\$50,637,337	\$50,637,337	Project complete by 2020	Programmed
CAL20521	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Culvert Rehabilitation	In and near Colfax on Placer, from 0.3 mile south of Weimar overhead to 0.3 mile south of Illinoistown overcrossing - Rehabilitate culvert (PM 28.5/31.5) [EFIS ID 0300020597; CTIPS ID 107-0000-0959] (Toll Credits for PE, ROW, CON)	\$1,918,000	\$1,918,000	Project complete by 2020	Programmed
CAL18828	Caltrans D3	C- Maintenance & Rehabilitation	I-80 Vertical Clearance Improvements	Placer County, I-80, in and near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (PM 8.1/37.8) [CTIPS ID 107-0000-0757; EFIS ID 0300000473] (Toll Credits)	\$36,045,000	\$36,045,000	Project complete by 2020	Programmed
CAL20609	Caltrans D3	G- System Management, Operations, and ITS	Ramp Meters	Installation of Ramp Meters: Various Locations in Placer, Sacramento, and Yolo Counties.	\$1,584,000	\$1,584,000	Project complete by 2020	Planned
CAL20533	Caltrans D3	G- System Management, Operations, and ITS	Replace/Upgrade Sign Panels/Structures at Various Locations	In Sacramento, El Dorado and Yolo counties, on US 50, I-5, SR51, I-80 and SR 99 at various locations - Replace sign panels and upgrade sign structures [EFIS ID 0314000244; CTIPS ID 107-0000-0987] (Toll Credits for PE, ROW,	\$417,300	\$417,300	Project complete by 2020	Programmed

				CON)				
CAL20656	Caltrans D3	G- System Management, Operations, and ITS	Roadway Weather Information Stations (RWIS)	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267 at various locations. Repair and upgrade roadway information systems	\$546,000	\$851,760	Project complete by 2036	Planned
CAL20547	Caltrans D3	G- System Management, Operations, and ITS	RWIS Upgrades - Various Counties	In Sacramento, El Dorado, Nevada, Placer and Yolo Counties, on Routes 5, 28, 50, 51, 80, 89, 99 and 267, at various locations: Repair and upgrade roadway information systems (RWIS) also known as ITS, Intelligent Transportation Systems. [CTIPS ID 107-0000-1000] (Toll credits for PE, ROW, CON)	\$546,000	\$546,000	Project complete by 2020	Programmed
CAL17380	Caltrans D3	D- Programs & Planning	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	\$400,000	\$400,000	Project complete by 2020	Programmed
CAL20615	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Bridge Preservation	Various bridge preservation projects throughout the six-county region.	\$157,380,000	\$206,167,800	Lump Sum or Ongoing	Planned
CAL20616	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Collision Reduction	SHOPP - Collision Reduction	\$92,415,000	\$121,063,650	Lump Sum or Ongoing	Planned
CAL20617	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Emergency Response	SHOPP - Emergency Response	\$1,830,000	\$2,397,300	Lump Sum or Ongoing	Planned
CAL20584	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Facilities	SHOPP- Facilities	\$3,660,000	\$4,794,600	Lump Sum or Ongoing	Planned
CAL20618	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mandates	SHOPP - Mandates	\$1,738,500	\$2,277,435	Lump Sum or Ongoing	Planned

3.0

ERRATA

CAL20622	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Minor	SHOPP - Minor	\$36,600,000	\$47,946,000	Lump Sum or Ongoing	Planned
CAL20619	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Mobility	SHOPP - Mobility	\$19,306,500	\$25,291,515	Lump Sum or Ongoing	Planned
CAL20620	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadside Preservation	SHOPP - Roadside Preservation	\$2,745,000	\$3,595,950	Lump Sum or Ongoing	Planned
CAL20621	Caltrans D3	C- Maintenance & Rehabilitation	SHOPP - Roadway Preservation	SHOPP - Roadway Preservation	\$104,310,000	\$136,646,100	Lump Sum or Ongoing	Planned
CAL20486	Caltrans D3	G- System Management, Operations, and ITS	Shoulder and Centerline Rumble Strips (Safety) at Various Locations	In Butte, Colusa, El Dorado, Nevada, Placer, Sacramento, Sutter, Yolo and Yuba counties at various locations - Install shoulder and centerline rumble strips [CTIPS ID 102-0000-0174]	\$520,500	\$520,500	Project complete by 2020	Programmed
CAL20389	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Curve Improvement	Near Lincoln, SR 193, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Curve improvements and widening (SHOPP Lump Sum - Collision Reduction) (PM 4.4/5.4) [CTIPS ID 107- 0000-0798; EFIS ID 0300000725] (Toll Credits)	\$17,393,000	\$17,393,000	Project complete by 2020	Programmed
CAL20635	Caltrans D3	C- Maintenance & Rehabilitation	SR 193 Pavement Rehabilitation	Rehabilitate SR 193 roadway from Sierra College to Newcastle.	\$6,500,000	\$10,166,000	Project complete by 2036	Planned
CAL20494	Caltrans D3	C- Maintenance & Rehabilitation	SR 267 Pavement Rehab	In Placer County, on SR 267 near Truckee, from Nevada County line to Brockway Summit - Pavement overlay (PM 0.0/6.8) [Toll Credits]	\$5,101,000	\$5,101,000	Project complete by 2020	Programmed
CAL20638	Caltrans D3	G- System Management, Operations, and ITS	SR 267 SB Truck Climbing Lane	Extend the existing SR 267 SB truck-climbing lane; shoulder widening from Northstar Dr to Brockway Summit (PM 3.76/PM 6.67)	\$15,000,000	\$18,304,000	Project complete by 2036	Planned

CAL20541	Caltrans D3	C- Maintenance & Rehabilitation	SR 49 Bridge Rehab	In Auburn, SR 49, from 0.1 mile south of Routes 49/80 separation to 0.1 mile north of Dry Creek Road - Rehabilitate Pavement (PM 3.1/7.5) [CTIPS ID 107-0000-0992] [EFIS ID 0300020616] (Toll Credits for PE, ROW, and CON)	\$29,400,000	\$29,400,000	Project complete by 2020	Programmed
CAL20628	Caltrans D3	A- Bike & Ped	SR 49 Class II Bike Lane	On SR 49, construct Class II bicycle lane from Bell Rd to Dry Creek Rd.	\$480,000	\$751,000	Project complete by 2036	Planned
CAL20651	Caltrans D3	A- Bike & Ped	SR 49 Class II Bike Lane	On SR 49, construct Class II bicycle lane from Lincoln Way to Luther Rd.	\$960,000	\$1,501,000	Project complete by 2036	Planned
CAL20573	Caltrans D3	G- System Management, Operations, and ITS	SR 49 Signal Coordination	Install signal at Shale Ridge Rd., coordinate to the north on Dry Creek Rd. and to the south on Bell Rd. (PM 6.38/7.427)	\$2,000,000	\$2,441,000	Project complete by 2036	Planned
CAL20531	Caltrans D3	C- Maintenance & Rehabilitation	SR 65 Pavement Rehab	On SR 65, in and near Roseville, from I-80 to Twelve Bridges Drive - Pavement rehabilitation (PM 4.8/12.5) [EFIS ID0314000010; CTIPS ID 107-0000-0991] (Toll Credits for PE, ROW, CON)	\$10,445,000	\$10,445,000	Project complete by 2020	Programmed
CAL20550	Caltrans D3	G- System Management, Operations, and ITS	Upgrade CMS Panels - Various Counties	In Sacramento, El Dorado, Nevada, Placer, Solano and Yolo Counties, on Routes 5, 50, and 80, at various locations - Upgrade Changeable Message Sign (CMS) panels [CTIPS ID 107-0000-1003] (Toll credits for PE, ROW, CON)	\$1,064,000	\$1,064,000	Project complete by 2020	Programmed

3.0

ERRATA

CAL20654	Caltrans D3	G- System Management, Operations, and ITS	Upgrade CMS panels to LED	In Sacramento, Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sierra, Sutter, Yolo and Yuba Counties on Routes 5, 50 and 80 at various locations. Upgrade Changeable Message Sign (CMS)	\$1,064,000	\$1,098,048	Project complete by 2036	Planned
CAL20516	Caltrans D3	A- Bike & Ped	Upgrade Pedestrian Facilities @ Various Locations	In Yuba, Sacramento, Placer, El Dorado and Butte counties on Various Routes at Various Locations - Upgrade pedestrian facilities [EFIS ID 0312000071; CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in 17/18 FY] (Toll Credits for PE, ROW, CON)	\$696,400	\$696,400	Project complete by 2020	Programmed
CAL20519	Caltrans D3	G- System Management, Operations, and ITS	Upgrade Traffic Monitoring Stations	In Sacramento, Placer, Yolo and Yuba counties, on Routes 5, 50, 51, 65, 70, 80, 99 and 113, at Various Locations - Upgrade Traffic Monitoring Stations (TMS) [EFIS ID 0313000198; CTIPS ID 107-0000-0967] (Toll Credits for PE, ROW, CON)	\$1,045,200	\$1,045,200	Project complete by 2020	Programmed
SUBTOTAL					\$621,601,537	\$763,810,255		
CAPITOL CORRIDOR JOINT POWERS AUTHORITY								
CAL18320	Capitol Corridor JPA	E- Transit Capital (Vehicles)	Roseville Third Track	On the UP mainline, from Elvas Tower in Sacramento County to Roseville Station in Placer County: Construct third track. Project involves: extension of freight lead track; construction of track and signal	\$250,800,000	\$250,800,000	Project complete by 2036	Programmed

				improvements; construction of satellite maintenance facility and other associated improvements; and possible relocation of the Roseville rail station to address conflicting train movements that affect capacity. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to ten round trips to Roseville.				
<i>SUBTOTAL</i>					<i>\$250,800,000</i>	<i>\$250,800,000</i>		
CITY OF AUBURN								
PLA25353	City of Auburn	E- Transit Capital (Minor)	Auburn Multi Modal Station - Rail Platform Extension	At the existing Auburn Multi Modal Station: Obtain right-of- way and install rail platform extension . (Emission Benefits in kg/day: 0.93 ROG, 1.18 NOx, 0.43 PM10)	\$1,416,480	\$1,416,480	Project complete by 2020	Programmed
PLA25569	City of Auburn	E- Transit Capital (Vehicles)	Auburn Transit Bus Replacement	Replace one bus.	\$408,469	\$408,469	Project complete by 2020	Programmed
PLA25547	City of Auburn	F- Transit O&M (Bus)	City of Auburn Non-Urbanized Transit Operations	For the ongoing operation of transit within the non-urbanized area of Auburn and a portion of non-urbanized Placer County.	\$1,584,934	\$1,584,934	Project complete by 2020	Programmed
PLA25639	City of Auburn	A- Bike & Ped	Marguerite Mine Road Pedestrian and Bikeway Facilities	Marguerite Mine Road, from Marguerite Mine Road/State Route 49 intersection to the north and Marguerite Mine Road/Auburn Ravine Road intersection, approximately 2,200 feet:	\$448,710	\$448,710	Project complete by 2020	Programmed

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				install curb, gutter sidewalk on west side segments and install Class II Bike Lane for the entire length. (Toll Credits for CON). Toll Credits for CON				
PLA25471	City of Auburn	A- Bike & Ped	Nevada Street Pedestrian & Bicycle Facilities	Class 2 bike lane and adjacent sidewalks along Nevada St from Placer St to Fulweiler Ave to allow for continuous pedestrian and bicycle access from Old Town Auburn to the Auburn Station and EV Cain Middle School. (Emission reductions in kg/day: ROG 0.01, NOx 0.01.)	\$1,700,645	\$1,700,645	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 1	City of Auburn	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 500,000 annually)	\$11,000,000	\$14,454,000	Lump Sum or Ongoing	Planned
<i>SUBTOTAL</i>					<i>\$16,559,238</i>	<i>\$20,013,238</i>		
CITY OF COLFAX								
PLA25439	City of Colfax	C- Maintenance & Rehabilitation	Grass Valley Street Railroad Crossing Pedestrian and Bike Improvements	Construct of pedestrian improvements across UP railroad tracks to improve pedestrian safety, road rehabilitation, and bike lane/route along Grass Valley St west of South Auburn St.	\$537,100	\$537,100	Project complete by 2020	Programmed
PLA25591	City of Colfax	G- System Management,	I-80/SR174 Interchange	Reconstruct I-80/SR 174 Interchange	\$15,000,000	\$23,459,000	Project complete by	Planned

		Operations, and ITS	Improvements (Construction funds)				2036	
PLA25577	City of Colfax	A- Bike & Ped	North Main Street Bike Route	Along N. Main Street, from the Depot Transit Center to Highway 174: Construct class III bike route and associated improvements. Improvements include tree trimming, road repairs, non-capacity road widening, re-striping, drain inlet upgrade, bike rack, and barrier curb. (Requesting state-only ATP.)	\$299,333	\$299,333	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 2	City of Colfax	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 135,000 annually)	\$2,970,000	\$3,902,580	Lump Sum or Ongoing	Planned
SUBTOTAL					\$18,806,433	\$28,198,013		
CITY OF LINCOLN								
PLA25161	City of Lincoln	B- Road & Highway Capacity	12th St.	Widen: 4 lanes from East Ave. to Harrison Ave.	\$48,700	\$51,000	Project complete by 2020	Planned
PLA25022	City of Lincoln	A- Bike & Ped	Auburn Ravine Bike/Ped Bridge Phase 1	In Lincoln: Construction of multi-use bridge across Auburn Ravine: Preliminary Engineering, Environmental Documentation, Permitting, and Construction of bicycle and pedestrian bridge	\$987,193	\$1,035,000	Project complete by 2020	Planned

				crossing Auburn Ravine.				
PLA25515	City of Lincoln	A- Bike & Ped	East Ave. and East Joiner Pkwy. Sidewalks (SRTS)	East side East Ave. between SR 93 (McBean Park Dr.) and 12th St.; east side E. Joiner Pkwy. between 12 Bridges Dr. and Westview Dr.: Construct sidewalk, curb and gutter, curb ramps; install bike lanes. SRTS3-03-005	\$519,600	\$519,600	Project complete by 2020	Programmed
PLA18790	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway	Widen East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. to Twelve Bridges.	\$1,104,290	\$1,158,000	Project complete by 2020	Planned
PLA25531	City of Lincoln	G- System Management, Operations, and ITS	Lincoln Blvd. Signal Upgrade and Lighting	Lincoln Blvd. (Old 65) between Sterling Pkwy. and 7th St.: Upgrade traffic signals; install safety lighting and bike lanes. (HSIP5-03-006)	\$1,080,000	\$1,080,000	Project complete by 2020	Programmed
PLA25464	City of Lincoln	A- Bike & Ped	Lincoln Blvd. Streetscape - Phase 1	In Lincoln: Between 7th Street and McBean Park Drive; construct various pedestrian, bicycle, NEV, and ITS improvements along Lincoln Boulevard (old Highway 65 / G Street). Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Lincoln Boulevard, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65, roadway narrowing through the	\$3,278,812	\$3,278,812	Project complete by 2020	Programmed

				construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. (Emission Benefits in kg/day: ROG 0.58, NOx 0.41, PM10 0.08)				
PLA25554	City of Lincoln	A- Bike & Ped	Lincoln Blvd. Streetscape - Phase 2	Lincoln Blvd, First Street to McBean Park Drive: Provide a more pedestrian, bicycle and Neighborhood Electric Vehicle (NEV) friendly environment along the main street through the city. Pedestrian improvements include wider sidewalks, bulb-outs at intersections and crosswalks. Bicycle and NEV improvements include Class 2 lanes on each side of the street. (Emission Benefits in kg/day: ROG 0.16, NOx 0.11, PM10 0.06) (Toll Credits for PE and CON)	\$1,019,639	\$1,019,639	Project complete by 2020	Programmed
PLA25540	City of Lincoln	C- Maintenance & Rehabilitation	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	\$8,083,000	\$8,083,000	Project complete by 2020	Programmed
	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	\$7,047,977	\$8,600,000	Project complete by 2036	Planned
	City of Lincoln	B- Road & Highway Capacity	McBean Drive Widening - Phase 2	Widen McBean Drive from Oak Tree Lane to N/S Connector Loop	\$5,971,878	\$7,287,000	Project complete by 2036	Planned
PLA25595	City of Lincoln	B- Road &	Nelson Lane Extension	Extend Nelson Lane south	\$25,000,000	\$39,098,000	Project	Planned

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		Highway Capacity		of SR-65 Bypass			complete by 2036	
PLA25509	City of Lincoln	B- Road & Highway Capacity	Nelson Ln/Markham Ravine Bridge Replacement	Nelson Ln, over Markham Ravine, 0.25 mi south of Nicolaus Rd. Replace existing functionally obsolete 2 lane bridge with a new 4 lane bridge.	\$8,212,828	\$8,212,828	Project complete by 2020	Programmed
PLA25553	City of Lincoln	C- Maintenance & Rehabilitation	Twelve Bridges Drive & Joiner Parkway rehabilitation	In Lincoln, street rehabilitation of (1) Twelve Bridges Drive from Industrial Avenue east to Sierra College Boulevard and (2) Joiner Parkway from the southern city limits to First Street. (Toll Credits for CON)	\$1,332,655	\$1,332,655	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 3	City of Lincoln	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 1,400,000 annually)	\$30,800,000	\$40,471,200	Lump Sum or Ongoing	Planned
<i>SUBTOTAL</i>					<i>\$94,486,572</i>	<i>\$121,226,734</i>		
CITY OF ROCKLIN								
PLA25566	City of Rocklin	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program, various locations in City of Rocklin. See Caltrans Local Assistance HBP web site for backup list of bridges.	\$600,000	\$600,000	Project complete by 2020	Programmed
PLA19260	City of Rocklin	B- Road & Highway Capacity	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard,	\$11,000,000	\$17,203,000	Project complete by 2036	Planned

				including new bridge over I-80.				
PLA25635	City of Rocklin	G- System Management, Operations, and ITS	Granite Drive at Rocklin Road Roundabout	At Rocklin Rd/Granite Dr., between east of Meyers St to the Caltrans WB on-ramp/right of way on Rocklin Road. : Replace the existing four lane signalized intersection with a two lane roundabout (Toll Credits for PE, ROW, CON).. Toll Credits for ENG, ROW, CON	\$2,707,607	\$2,707,607	Project complete by 2020	Programmed
PLA17820	City of Rocklin	G- System Management, Operations, and ITS	Pacific Street	On Pacific Street: Construct downtown improvements.	\$8,000,000	\$8,391,000	Project complete by 2020	Planned
PLA25552	City of Rocklin	A- Bike & Ped	Pacific Street-Bikeway/Neighborhood Electric Vehicle Expansion Project	Construct & add striped median ,striping, pavement markings and signage on both NB and SB lanes of Pacific Street. The project will also construct a Class II bike path on the northwest portion of Pacific Street from Town of Loomis border to Del Mar Ave.(Emission Benefits in kg/day: ROG 0.16; NOx 0.13; PM10 0.08)	\$1,698,542	\$1,698,542	Project complete by 2020	Programmed
PLA19400	City of Rocklin	B- Road & Highway Capacity	Rocklin Rd. Widening	In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound I-80 ramps.	\$1,320,000	\$1,320,000	Project complete by 2020	Programmed
PLA25345	City of Rocklin	B- Road & Highway Capacity	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts at ramp EB/WB ramp terminus.	\$26,150,000	\$26,150,000	Project complete by 2020	Programmed
PLA15400	City of Rocklin	B- Road & Highway	Sierra College Blvd. Widening	In Rocklin, widen Sierra College Boulevard from 4	\$3,800,000	\$4,637,000	Project complete by	Planned

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		Capacity		to 5 lanes from I-80 to Aguliar Tributary.			2036	
PLA20460	City of Rocklin	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Rocklin, Sierra College Boulevard from Aguliar Tributary to Nightwatch: widen from 4 to 5 lanes.	\$2,750,000	\$3,356,000	Project complete by 2036	Planned
PLA25551	City of Rocklin	C- Maintenance & Rehabilitation	Sunset Blvd Reconstruction	Reconstruct Sunset Blvd from Fairway Drive to Stanford Ranch Road. (Toll credits for CON.)	\$876,500	\$876,500	Project complete by 2020	Programmed
PLA25156	City of Rocklin	B- Road & Highway Capacity	Sunset Blvd. Widening	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	\$1,100,000	\$1,342,000	Project complete by 2036	Planned
PLA17910	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard bridge at UPRR from 4 to 6 lanes from South Whitney Blvd. to Pacific St.	\$2,600,000	\$4,066,000	Project complete by 2036	Planned
PLA19360	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes from Stanford Ranch Rd. to Topaz.	\$2,600,000	\$4,066,000	Project complete by 2036	Planned
PLA25268	City of Rocklin	B- Road & Highway Capacity	University Avenue Phase 1	University Avenue: Construct new four lane roadway from the intersection of Whitney Ranch Parkway north to the extension of West Ranch View Drive. One or more phases of this project may require federal permitting.	\$2,500,000	\$2,500,000	Project complete by 2020	Programmed
PLA25151	City of Rocklin	B- Road & Highway Capacity	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	\$3,500,000	\$4,271,000	Project complete by 2036	Planned
PLA19290	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blvd. to Whitney Oaks Dr.	\$12,428,000	\$15,166,000	Project complete by 2036	Planned

PLA25025	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway	In Rocklin, Whitney Ranch Parkway: construct four-lane facility from SR 65 to east of Wildcat Boulevard.	\$1,730,000	\$1,730,000	Project complete by 2020	Programmed
PLA25521	City of Rocklin	B- Road & Highway Capacity	Whitney Ranch Parkway Interchange Phase 1A	At SR 65 and Whitney Ranch Parkway: Construct Phase 1A of the Whitney Ranch Interchange by constructing NB on- and off- ramps, overcrossing structure, and southbound loop on-ramp.	\$3,800,000	\$3,800,000	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 4	City of Rocklin	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 5,400,000 annually)	\$118,800,000	\$156,103,200	Lump Sum or Ongoing	Planned
<i>SUBTOTAL</i>					<i>\$207,960,649</i>	<i>\$259,983,849</i>		
CITY OF ROSEVILLE								
PLA25578	City of Roseville	C- Maintenance & Rehabilitation	2015 RSTP Arterial Microsurfacing Project	In Roseville, resurface the following arterial roadways - Pleasant Grove Blvd from Hartley Wy to Fiddymet Rd & from Michner Dr to Foothills Blvd; Fiddymet Rd from Pleasant Grove Blvd to Blue Oaks Blvd; Foothills Blvd from Pleasant Grove Blvd to Junction Blvd & from Baseline Rd to Atkinson St; Galilee Rd from	\$6,374,233	\$6,374,233	Project complete by 2020	Programmed

				Industrial Ave to Pleasant Grove Blvd; Vineyard Rd from Brady Ln to Atkinson St; Denio Loop from Foothills Blvd to Atkinson St; E Roseville Parkway from Douglas Blvd to Sierra College Blvd; Atlantic St from Wills Rd to I-80 WB On Ramp; Eureka Rd from Sunrise Ave to Douglas Blvd; Sunrise Ave from Smith Ln to Kensington Dr; N. Sunrise Ave from Frances Dr to Lead Hill Blvd; Sierra Gardens Dr from Santa Clara Dr to Douglas Blvd; Santa Clara Dr from Sierra gardens Dr to Douglas Blvd; and Douglas Blvd from N. Sunrise Ave to Sierra Gardens. (Toll credits for CON.)				
PLA25581	City of Roseville	A- Bike & Ped	2017 Pedestrian Facilities Improvement	In Roseville, upgrade ADA pedestrian ramps along various arterial and collector roadways for safety and to meet current ADA standards. (Emission Benefits in kg/day: 0.10 ROG; 0.06 NOx; 0.02 PM2.5)	\$815,925	\$815,925	Project complete by 2020	Programmed
PLA15660	City of Roseville	B- Road & Highway Capacity	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymnt Road: widen from 3 to 4 lanes.	\$6,106,889	\$6,106,889	Project complete by 2020	Programmed
PLA15100	City of Roseville	B- Road & Highway Capacity	Baseline Road	In Roseville, Baseline Road from Fiddymnt Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 6 lanes.	\$7,852,055	\$7,852,055	Project complete by 2020	Programmed

PLA25528	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd Extension - Phase 1	In Roseville, Extend 2 lanes of Blue Oaks Blvd from Hayden Parkway to Westside Dr., Including south half of a 6-lane bridge over Kaseberg Creek.	\$6,000,000	\$6,000,000	Project complete by 2020	Programmed
PLA25539	City of Roseville	B- Road & Highway Capacity	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westbrook Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	\$6,350,000	\$6,350,000	Project complete by 2020	Programmed
PLA25465	City of Roseville	A- Bike & Ped	Downtown Pedestrian Bridge	In Roseville, improve access to Civic Center transit transfer facility by constructing transit/bicycle/pedestrian related improvements, including pedestrian bridge and Class I trail improvements. (Emission benefits in kg/day: ROG 0.55, NOx 0.34, PM2.5 0.11)	\$3,217,000	\$3,217,000	Project complete by 2020	Programmed
PLA19910	City of Roseville	A- Bike & Ped	Dry Creek Greenway Trail	In Roseville, along Dry Creek, Cirby Creek and Linda Creek, construct class 1 bike trail. (Emission Benefits in kg/day: 0.09 ROG, 0.07 NOx, 0.03 PM2.5)	\$3,268,629	\$3,268,629	Project complete by 2020	Programmed
PLA25386	City of Roseville	A- Bike & Ped	I-80 To Royer Park Bikeway Phase 2 - Segment 3	Roseville, Harding Blvd @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Blvd completed in 2004 (PLA20870). Phase 2 construction is separated into 3 segments: Segment 3 is located from Folsom Road to Lincoln Street/Royer	\$870,909	\$870,909	Project complete by 2020	Programmed

				Park. (Emission benefits in kg/day: 0.25 ROG, 0.2 NOx 0.09 PM10)				
PLA25507	City of Roseville	C- Maintenance & Rehabilitation	Industrial Ave/Pleasant Grove Creek Bridge Replacement	Industrial Ave, over Pleasant Grove Creek, 0.7 mi S Placer Blvd. Replace the existing 2 lane functionally obsolete bridge with a new 2 lane bridge.	\$4,960,000	\$4,960,000	Project complete by 2020	Programmed
REG17928	City of Roseville	E- Transit Capital (Minor)	Louis/Orlando Transfer Point Improvements	In Roseville, on Louis Blvd at Orlando Ave.: Develop and construct an improved transfer point and intermodal facility with a 35-space park and ride facility. (Includes previously programmed PLA16080.)	\$4,738,000	\$4,738,000	Project complete by 2020	Programmed
PLA25377	City of Roseville	B- Road & Highway Capacity	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	\$8,500,000	\$8,500,000	Project complete by 2020	Programmed
PLA25571	City of Roseville	B- Road & Highway Capacity	Market Street South	In Roseville, Market Street South, from Baseline Road to approx. 800 feet north: construct 2-lane road.	\$500,000	\$500,000	Project complete by 2020	Programmed
PLA25508	City of Roseville	C- Maintenance & Rehabilitation	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N Cirby Way. Replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. 11/8/2010: (Toll Credits programmed for PE, ROW, and & CON.)	\$3,250,000	\$3,250,000	Project complete by 2020	Programmed

PLA25469	City of Roseville	A- Bike & Ped	Oak Street Extension of Miners Ravine Trail	In Roseville, Miners Ravine Trail, from Lincoln Street to Royer Park along the Dry Creek corridor: Extend class 1 trail, including relocation and safety upgrades to existing Ice House Bridge. From transit stop at Downtown Roseville Library to existing class 1 trail in Royer Park: provide bicycle and pedestrian improvements including replacement of Taylor Street Bridge. (Emission benefits in kg/day: ROG 0.13, NOx 0.09, PM10 0.04) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	\$3,046,159	\$3,046,159	Project complete by 2020	Programmed
PLA25500	City of Roseville	A- Bike & Ped	Pedestrian Facilities Improvement Project	In Roseville, reconstruct ADA pedestrian ramps along various arterial and collector roadways to current ADA standards. (Emission Benefits in kg/day: 0.10 ROG, 0.06 NOx, 0.02 PM2.5) (Toll Credits for CON)	\$562,525	\$562,525	Project complete by 2020	Programmed
PLA25337	City of Roseville	B- Road & Highway Capacity	Placer Parkway Phase 2	Construct New Road: 4 lane divided Hwy. between Foothills Boulevard and Fiddymment Road. Includes signalized intersections at Fiddymment Rd.	\$14,500,000	\$22,677,000	Project complete by 2036	Planned
PLA25527	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of	\$5,300,000	\$5,300,000	Project complete by 2020	Programmed

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				Market St to Santucci Blvd (Watt Ave).				
PLA15760	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd. Widening	In Roseville, from Foothills Blvd to Wood Creek Oaks, widen Pleasant Grove Blvd from 4 to 6 lanes.	\$4,200,000	\$5,125,000	Project complete by 2036	Planned
PLA25572	City of Roseville	B- Road & Highway Capacity	Roseville Bridge Preventive Maintenance Program	Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Roseville. See Caltrans Local Assistance HBP website for backup list of projects.	\$817,000	\$817,000	Project complete by 2020	Programmed
PLA25545	City of Roseville	G- System Management, Operations, and ITS	Roseville CMS Installation Project - Pleasant Grove Blvd.	In Roseville, install Changeable Message Sign (CMS) on SW/B Pleasant Grove Blvd. approaching Roseville Pkwy. to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan. (Qualitative emission benefits on file.)	\$200,000	\$200,000	Project complete by 2020	Programmed
PLA25534	City of Roseville	B- Road & Highway Capacity	Roseville Rd. Realignment	Roseville Rd. from Cirby Way to the city limits: Realign roadway. (HSIP5-03-017)	\$3,539,500	\$3,539,500	Project complete by 2020	Programmed
PLA15850	City of Roseville	B- Road & Highway Capacity	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	\$2,500,000	\$2,500,000	Project complete by 2020	Programmed
CAL20563	Caltrans HQ	F- Transit O&M (General)	FTA 5310 - City of Roseville Mobility Management Program	Transit Ambassador and Mobility Training programs. Assist new transit and paratransit/demand response transportation riders that are seniors and persons with disabilities in Placer County, as well as the	\$234,000	\$234,000	Project complete by 2020	Programmed

				South Placer County "One Stop" Call Center that distributes transit and paratransit/demand response transportation information and handles reservations/transfers for paratransit/demand response transportation users in Placer County. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project. Toll Credits for CON				
CAL20565	Caltrans HQ	E- Transit Capital (Minor)	FTA 5310 - City of Roseville South Placer Call Center Equipment	Purchase training equipment (a laptop and LCD projector) for Call Center employees and Transit Ambassadors to use, as well as replacement digital recording system and TDD equipment for the South Placer Call Center. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project. Toll Credits for CON	\$28,100	\$28,100	Project complete by 2020	Programmed
CAL20564	Caltrans HQ	E- Transit Capital (Minor)	FTA 5310 - City of Roseville Transit Vehicle Navigation Units	Purchase 25 global positioning system (GPS) navigation units to assist demand response drivers serving seniors and people with disabilities. Transportation Development Credits/Toll	\$6,900	\$6,900	Project complete by 2020	Programmed

				Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project.				
PLA25214	City of Roseville	E- Transit Capital (Minor)	Roseville Transit ITS Project	To purchase and install electronic fareboxes, software, probes, software, automatic vehicle location devices, mobile data computers, video security cameras and software, and digital readerboard equipment for transfer points. [Project replaces PCT10430 and PCT10420]	\$1,100,000	\$1,100,000	Project complete by 2020	Programmed
VAR56109	SACOG	F- Transit O&M (Bus)	Roseville Transit JARC Operating Assistance	Use FY 2011 & 2012 Urbanized Area JARC funds to operate two fixed route buses to extend routes A & B from 6:30 to 9:30 PM M-F, and 1 DAR bus to extend service from 7:00 to 9:30 PM.	\$371,680	\$371,680	Project complete by 2020	Programmed
VAR56096	SACOG	D- Programs & Planning	Roseville Transit Mobility Management	The proposed mobility management services would enhance the ability of passengers to successfully ride transit in multiple areas (Placer County, Loomis, Rocklin, Lincoln, Auburn and Roseville). The goal of the program would include providing travel training from transit staff, trip planning training, and practice trips with staff.	\$47,500	\$47,500	Project complete by 2020	Programmed

PLA25498	City of Roseville	F- Transit O&M (Demand Response)	Roseville Transit Preventive Maintenance and ADA Operations 2011-2016	Maintenance of transit fleet and operating ADA transit services.2013 Preventive Maintenance = \$0; 2013 ADA Operations = \$260,000; 2014 Operating Assistance = \$1,322,938; 2014 ADA Operations = \$20,6952015 Preventive Maintenance = \$200,000; 2016 Preventive Maintenance = \$200,000;	\$5,036,745	\$5,036,745	Project complete by 2020	Programmed
PLA25378	City of Roseville	B- Road & Highway Capacity	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	\$6,500,000	\$6,500,000	Project complete by 2020	Programmed
PLA25570	City of Roseville	B- Road & Highway Capacity	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	\$1,000,000	\$1,000,000	Project complete by 2020	Programmed
PLA25323	City of Roseville	E- Transit Capital (Minor)	Sierra Gardens Transfer Point	Improve Sierra Gardens Transfer Point. Improvements may include new bus turnouts, shelters, restrooms, landscaping, lighting, crosswalks, sidewalks, and other pedestrian improvements such as bulb-outs. (Emission benefits in kg/day: 63 ROG, 63 Nox, 25 PM10.)	\$1,012,151	\$1,012,151	Project complete by 2020	Programmed
PLA25416	City of Roseville	F- Transit O&M (Demand Response)	South Placer Call Center	Operating cost contribution towards ADA complementary paratransit services provided for the South Placer Call Center.	\$187,500	\$187,500	Project complete by 2020	Programmed

PLA25516	City of Roseville	D- Programs & Planning	SRTS Toolkit Expansion	Multiple Schools in the Roseville City School District: Expand Safe Routes to School (SRTS) toolkit. SRTS3-03-006	\$295,000	\$295,000	Project complete by 2020	Programmed
PLA15911	City of Roseville	B- Road & Highway Capacity	Taylor Rd.	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	\$5,042,390	\$6,153,000	Project complete by 2036	Planned
PLA25538	City of Roseville	B- Road & Highway Capacity	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	\$2,500,000	\$2,500,000	Project complete by 2020	Programmed
PLA25501	City of Roseville	B- Road & Highway Capacity	Washington Blvd/Andora Undercrossing Improvement Project	In Roseville, widen Washington Blvd from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Rd and just south of Pleasant Grove Blvd. and construct bicycle and pedestrian improvements adjacent to roadway. (CMAQ funds are for bicycle and pedestrian improvements only. Emission Benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10)	\$16,091,643	\$16,091,643	Project complete by 2020	Programmed
PLA25582	City of Roseville	A- Bike & Ped	Washington Boulevard Improvement	In Roseville, along Washington Boulevard from Kaseburg Drive to Pleasant Grove Boulevard, construct new concrete sidewalks, Class I & Class II bike facilities. Proposed facilities cross under the Union Pacific tracks (aka "Andora Underpass").	\$1,242,517	\$1,242,517	Project complete by 2020	Programmed

				(Emission Benefits in kg/day: 0.24 ROG; 0.16 NOx; 0.05 PM2.5).				
PLA25481	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd.	Construct New Road: west of Fiddyment and north of BlueOaks in proposed new Creekview Specific Plan.	\$6,000,000	\$6,293,000	Project complete by 2020	Planned
Regional Maintenance and Rehabilitation Lump Sum 5	City of Roseville	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 14,400,000 annually)	\$316,800,000	\$416,275,200	Lump Sum or Ongoing	Planned
<i>SUBTOTAL</i>					<i>\$460,964,950</i>	<i>\$570,945,760</i>		
PLACER COUNTY TRANSPORTATION PLANNING AGENCY								
PLA25626	PCTPA	G- System Management, Operations, and ITS	At-Grade Railroad Crossings	At-Grade Railroad Crossings, including quite zones throughout County	\$500,000,000	\$516,000,000	Project complete by 2036	Planned
PLA25588	PCTPA	A- Bike & Ped	Bicycle Facilities	Construct various bicycle facilities according to implement the Regional Bicycle Master Plan and Local Bicycle Master Plans as amended.	\$40,000,000	\$52,565,000	Lump Sum or Ongoing	Planned
PLA25632	PCTPA	E- Transit Capital (Vehicles)	Bus Replacement	Lump-sum for bus vehicles for fiscal years 2019-2036; does not account for expansion of service. Placer County operators only.	\$63,153,000	\$82,991,000	Lump Sum or Ongoing	Planned
PLA25587	PCTPA	A- Bike & Ped	Complete Street & Safe Routes to School	Enhance pedestrian/bicycle and	\$52,000,000	\$68,335,000	Lump Sum or Ongoing	Planned

			Improvements	landscaping along approximately 40 miles of roadway and construct Safe Routes to School improvements to implement local plans.				
PLA25586	PCTPA	G- System Management, Operations, and ITS	Electric Vehicle Charging and Alternative Fuels Infrastructure	Develop and construct an electric vehicle charging and alternative fuels infrastructure.	\$20,000,000	\$26,283,000	Lump Sum or Ongoing	Planned
PLA25519	PCTPA	B- Road & Highway Capacity	I-80 Eastbound Auxiliary Lane: SR 65 to Rocklin Rd.	In Rocklin: Between SR 65 (PM 4.5) and Rocklin Rd. (PM 5.9); Construct eastbound I-80 auxiliary lane, including two-lane off-ramp, concrete barrier/retaining walls, and shoulder improvements. (Toll credits for PE, ROW, and CON)	\$4,990,000	\$4,990,000	Project complete by 2020	Programmed
PLA25576	PCTPA	B- Road & Highway Capacity	I-80 Westbound 5th Lane	In Roseville: Between east of Douglas Blvd. off-ramp to west of Riverside Ave.; Extend I-80 westbound auxiliary lane (PLA25542) to the east and west to create continuous 5th lane on westbound I-80. The Douglas Boulevard off-ramp would be reduced from a 2-lane off-ramp to a 1-lane off-ramp.	\$3,700,000	\$3,700,000	Project complete by 2020	Programmed
PLA25542	PCTPA	B- Road & Highway Capacity	I-80 Westbound Auxiliary Lane - Douglas Blvd. to Riverside Ave.	In Roseville: Between Douglas Blvd. (PM 2.0) and Riverside Ave. (PM 0.2); Construct westbound I-80 auxiliary lane and shoulder improvements. (Toll credits for PE, ROW, and CON)	\$5,910,000	\$5,910,000	Project complete by 2020	Programmed

PLA25440	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1A	In Placer County: Between I-80 and Galleria Blvd./Stanford Ranch Rd.; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes, including widening Galleria Boulevard/Stanford Ranch Road northbound off-ramp and on-ramp, and southbound on-ramp (PA&ED, PS&E, ROW, and CON to be matched with Toll Credits) SHOPP funding (EA 03-0H260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road.	\$37,099,700	\$37,099,700	Project complete by 2036	Programmed
PLA25648	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1B	In Placer County: Between Galleria Boulevard/Stanford Ranch Road and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen northbound SR 65 from 2 to 3 lanes, and widen I-80 westbound to SR 65 northbound ramp from 1 to 2 lanes.	\$17,500,000	\$17,500,000	Project complete by 2036	Programmed
PLA25649	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 1C	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to widen southbound SR 65 from 2 to 3 lanes.	\$11,500,000	\$11,500,000	Project complete by 2036	Programmed

PLA25601	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 2	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen southbound to eastbound ramp from 1 to 2 lanes, and replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp.	\$110,000,000	\$172,033,000	Project complete by 2036	Planned
PLA25602	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street, and Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes.	\$179,000,000	\$279,944,000	Project complete by 2036	Planned
PLA25603	PCTPA	B- Road & Highway Capacity	I-80/SR 65 Interchange Improvements Phase 4	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to construct one lane HOV direct connectors from eastbound to northbound and southbound to westbound (HOV lanes would extend to between Galleria Blvd. and Pleasant Grove Blvd. on SR 65).	\$95,000,000	\$148,574,000	Project complete by 2036	Planned

PLA25634	PCTPA	E- Transit Capital (Major)	Placer County - Bus Rapid Transit Capital	Capital Costs for a three route Bus Rapid Transit (BRT) system serving South Placer County; including planning, engineering, environmental studies, right-of-way acquisition, vehicles, related roadway improvements, signalization, park & ride facilities, signage, bus stop improvements, ITS elements, fare vending equipment. BRT Route 1- CSUS Placer to Galleria to Watt/I-80 LRT station via I-80 HOV lane. BRT Route 2 - CSUS Placer to Placer Vineyards to Watt/I-80 LRT station via Watt Avenue. BRT Route 3 - Galleria to Hazel & Sunrise LRT stations via Sierra College Boulevard/Hazel Avenue.	\$82,526,000	\$108,450,000	Lump Sum or Ongoing	Planned
PLA25585	PCTPA	F- Transit O&M (BRT & Express)	Placer County - Bus Rapid Transit O&M	Annual operating & maintenance (O&M) costs (\$5,704,000) specifically for a three route BRT system for Fiscal years 2019-2036) for a TBD transit operator.	\$142,600,001	\$187,394,000	Lump Sum or Ongoing	Planned
PLA25468	PCTPA	D- Programs & Planning	Placer County Congestion Management Program	Provide educational and outreach efforts regarding alternative transportation modes to employers, residents, and the school community through the Placer County Congestion Management Program (CMP). CMP activities	\$955,429	\$955,429	Project complete by 2020	Programmed

				will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (KG/day ROG 54.00; NOx 60.00; PM10 39.00)				
PLA25543	PCTPA	G- System Management, Operations, and ITS	Placer County Freeway Service Patrol	In Placer County: provide motorist assistance and towing of disabled vehicles during am and pm commute periods on I-80 (Riverside Ave to SR 49) and SR 65 (I-80 to Twelve Bridges Dr). (Emission Benefits in kg/day: ROG 7.35; NOx 1.10; PM10 1.16)	\$550,000	\$550,000	Project complete by 2020	Programmed
PLA25413	PCTPA	D- Programs & Planning	Planning, Programming, Monitoring 2011-2015	PCTPA plan, program, monitor (PPM) for RTPA related activities.	\$1,455,000	\$1,455,000	Project complete by 2020	Programmed
PLA25529	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Galleria Blvd. to Pleasant Grove Blvd., construct auxiliary lanes on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp.	\$16,520,000	\$16,520,000	Project complete by 2020	Programmed
PLA25637	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 2	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 2: From Galleria Blvd. to Blue Oaks Blvd., widen from 4 to 7 lanes with 1 carpool lane and 1 general purpose lane southbound, and 1 general purpose lane	\$32,500,000	\$50,828,000	Project complete by 2036	Planned

				northbound, including widening Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.				
PLA25638	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 3	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 3: From Blue Oaks Blvd. to Lincoln Blvd., construct auxiliary lanes both northbound and southbound, including widening Lincoln Blvd. southbound on-ramp.	\$12,000,000	\$18,767,000	Project complete by 2036	Planned
PLA25631	PCTPA	F- Transit O&M (Bus)	Transit Operating & Maintenance	Lump-sum annual Operating & Maintenance costs for fiscal years 2019-2036; does not account for expansion of service	\$224,910,000	\$295,560,000	Lump Sum or Ongoing	Planned
Regional Service Expansion Lump Sum 1	PCTPA	E- Transit Capital (vehicles)	Local and Commuter Transit Bus Expansion	Lump-Sum for increased local and commuter bus service operating and maintenance cost and bus vehicle purchase and replacement.	\$475,000,000	\$631,750,000	Lump Sum or Ongoing	Planned
Regional Maintenance and Rehabilitation Lump Sum 6	PCTPA	C- Maintenance & Rehabilitation	Street & Road Maintenance	Lump-sum estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$52,000,000 annually)	\$938,000,000	\$1,232,532,000	Lump Sum or Ongoing	Planned

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					<i>SUBTOTAL</i>	<i>\$3,066,869,130</i>	<i>\$3,972,186,129</i>		
PLACER COUNTY									
PLA25477	Placer County	C- Maintenance & Rehabilitation	Alpine Meadows Rd Bridge Rehabilitation	Alpine Meadows Rd over Truckee River, 0.1 miles west of SH 89: Replace the existing structurally deficient 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	\$22,625,063	\$22,625,063	Project complete by 2020	Programmed	
PLA25472	Placer County	A- Bike & Ped	Auburn Folsom Rd Class II Bike Lane	On Auburn-Folsom Rd between Douglas Blvd and Joe Rodgers Rd, construct a Class II Bike lane on both sides of the road, including signing and striping; construct sidewalk on both sides of Auburn-Folsom Rd from Wilcox Place north to Joe Rodgers. (Emission benefits in kg/day: ROG 0.06, NOx 0.04, PM10 0.03) [Toll Credits for CON]	\$1,227,674	\$1,227,674	Project complete by 2020	Programmed	
PLA25533	Placer County	A- Bike & Ped	Auburn Folsom Rd. Safety Improvements	Auburn Folsom Rd. from approximately 60' N of Willow Ln. to Robin Hood Ln.: Construct sidewalks, curb ramps, curb and gutter; install mid-block crosswalk; improve pavement friction; provide dynamic speed sign.(HSIP5-03-013)	\$746,300	\$746,300	Project complete by 2020	Programmed	
PLA15070	Placer County	B- Road & Highway Capacity	Auburn Ravine Road at I-80 Overcrossing	Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes.	\$29,000,000	\$45,354,000	Project complete by 2036	Planned	
PLA15080	Placer County	B- Road & Highway	Auburn-Folsom Rd Widening	From Placer / Sacramento County line	\$28,300,000	\$28,300,000	Project complete by	Programmed	

		Capacity		to Douglas Blvd, : Widen to 4 lanes. Install signal at Auburn-Folsom Blvd and Fuller Dr.			2020	
PLA20680	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (East Portion)	Widen From 4 to 6 lanes from Watt Avenue to Fiddymont/Walerga Road.	\$11,270,000	\$17,626,000	Project complete by 2036	Planned
PLA15105	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	\$19,200,000	\$19,200,000	Project complete by 2020	Programmed
PLA25463	Placer County	B- Road & Highway Capacity	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	\$29,000,000	\$35,380,000	Project complete by 2036	Programmed
PLA25447	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF RR and AMTRAK, 0.1 miles south of 19C-62: Rehabilitate the existing bridge without adding additional lanes.	\$2,230,002	\$2,230,002	Project complete by 2020	Programmed
PLA25448	Placer County	C- Maintenance & Rehabilitation	Bowman Rd Bridge	Bowman Rd, over UP Railroad, BNSF Railyards & AMTRAK, 0.1 miles north of 19C-61: Rehabilitate the existing bridge without adding additional lanes.	\$2,230,002	\$2,230,002	Project complete by 2020	Programmed
PLA25518	Placer County	C- Maintenance & Rehabilitation	Brewer Rd. Bridge Replacement	Brewer Rd., over Pleasant Grove Creek, 4.2 miles north of Baseline Rd.: Replace 2-lane bridge with a new 2-lane bridge. (Toll Credits for PE, ROW, & CON.)	\$5,518,500	\$5,518,500	Project complete by 2020	Programmed
PLA25559	Placer County	C- Maintenance & Rehabilitation	Bridge Approach and Non-HBP Participating Costs	In Placer County, bridge approach and non-HBP participating costs at Alpine Meadows @ Truckee River and Dowd Road @ Yankee Slough. (Toll Credits for CON)	\$1,000,000	\$1,000,000	Project complete by 2020	Programmed

PLA25458	Placer County	C- Maintenance & Rehabilitation	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges.1. Squaw Valley Rd., over Squaw Creek, 2 mi west of SH 89, Bridge Rail Replacement, Deck Rehab.2. Donner Pass Rd., over S. Yuba River, north of Yuba Dr., Bridge Rail Replacement, Deck Rehab.3. Cisco Rd., over S. Yuba River, near Hampshire Rocks Rd., Replace Joint Seals, Deck Rehab.4. Alpine Meadows Rd., over Bear Creek, 0.9 mi west of SH 89, Polyester Concrete Deck Overlay.5. Fowler Rd., over Auburn Ravine, 0.6 mi north of SH 193, Methacrylate Deck Overlay.6. Gold Hill Rd., over Doty Ravine, 0.3 mi south of Wise Rd., Methacrylate Deck Overlay.7. Develop Bridge Preventive Maintenance Plan.	\$1,356,000	\$1,356,000	Project complete by 2020	Programmed
PLA25583	Placer County	E- Transit Capital (Vehicles)	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	\$530,000	\$530,000	Project complete by 2020	Programmed
PLA25565	Placer County	A- Bike & Ped	Cook Riolo Road Pathway	Pedestrian Pathway along Cook Riolo Rd from existing sidewalk at Creekview Ranch Middle School North (Emission Benefits in kg/day: ROG 0.04, NOx 0.02, PM10	\$2,190,157	\$2,190,157	Project complete by 2020	Programmed

				0.01) [Toll Credits for PE, ROW, CON]				
PLA25536	Placer County	C- Maintenance & Rehabilitation	Crosby Harold Rd. Bridge	Crosby Harold Rd. Over Doty Creek, 0.9 mi N of Wise Rd.: Replace an existing 1 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, CON)	\$2,790,000	\$2,790,000	Project complete by 2020	Programmed
PLA25453	Placer County	C- Maintenance & Rehabilitation	Dowd Rd at Yankee Slough Bridge Replacement	Dowd Rd. over Yankee Slough, just south of Dalby Rd.: Replace existing structurally deficient 1 lane bridge with new 2 lane bridge. (Toll Credits for CON)	\$4,812,511	\$4,812,511	Project complete by 2020	Programmed
PLA25449	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Coon Creek	Dowd Rd over Coon Creek, 0.4 miles north of Wise Rd.: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits programmed for ROW & CON)	\$5,675,000	\$5,675,000	Project complete by 2020	Programmed
PLA25474	Placer County	C- Maintenance & Rehabilitation	Dowd Rd Bridge Replacement at Markham Ravine	Dowd Rd, over Markham Ravine, 0.5 miles south Nicolaus Rd: Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. (Toll credits for CON.)	\$5,050,000	\$5,050,000	Project complete by 2020	Programmed
PLA25541	Placer County	C- Maintenance & Rehabilitation	Gold Hill Rd. Bridge Replacement	Gold Hill Rd. over Auburn Ravine, 0.65 mi north of SR 193: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll credits for PE, ROW, CON)	\$5,018,250	\$5,018,250	Project complete by 2020	Programmed
PLA25475	Placer County	C- Maintenance & Rehabilitation	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace the existing functionally obsolete 2 lane bridge	\$5,180,000	\$5,180,000	Project complete by 2020	Programmed

				with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON)				
PLA25562	Placer County	C- Maintenance & Rehabilitation	HMA Overlay, Various County Roads (Yr2)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Douglas Boulevard from Barton to Auburn- Folsom, (2) Dry Creek Road from Joeger to HWY 49, (3) Richardson Drive from Atwood Rd to Bell Rd, (4) Nevada Street from 150' east of Nevada Way to Auburn City Limits, (5) Edgewood Road from SR49 to Edgewood Place (Toll Credits for CON). Toll Credits for CON	\$2,809,435	\$2,809,435	Project complete by 2020	Programmed
PLA25563	Placer County	C- Maintenance & Rehabilitation	HMA Overlay, Various County Roads (Yr3)	In Placer County, hot mix asphalt (HMA) overlay on various County roads: (1) Sierra College Boulevard from Olympus Rd to Eureka Rd, (2) Old State Highway from Taylor Rd to HWY 193, (3) Fruitvale Road from Fowler Rd to Gold Hill Rd, (4) West Wise Road from HWY 65 to Lincoln-Sheridan Blvd (Toll Credits for CON)	\$2,299,047	\$2,299,047	Project complete by 2020	Programmed
PLA25512	Placer County	D- Programs & Planning	King Rd. Safety Lane Widening	King Rd. between Auburn Folsom Rd. and Sudor Ln.: Widen travel lanes; construct drainage improvements. HSIP4-03- 007 [Toll Credits for CON]	\$1,200,000	\$1,200,000	Project complete by 2020	Programmed

PLA20350	Placer County	B- Road & Highway Capacity	Local Roads in Auburn	In and near Auburn - adjacent to Route 49 between I-80 and Dry Creek Road - three new local connector roads; 1) Quartz Drive Connector from Route 49 to Locksley Lane, 2) Willow Creek Drive Connector from Route 49 to 1st Street in Dewitt Center, and 3) Edgewood Road Connector from Route 49 to Alta Mesa Drive (City of Auburn) - state and local funding only. LIMITS: Auburn and north of Auburn, three connector roads intersecting with State Route 49. (1) Quartz Drive Connector, (2) Willow Creek Drive Connector (3) Edgewood Road Connector. STREET NAME: Local Roads in Auburn	\$3,671,000	\$3,851,000	Project complete by 2020	Planned
PLA25549	Placer County	A- Bike & Ped	Martis Valley Trail	Complete a 10' wide paved Class I multipurpose trail connecting Northstar Village roundabout to the southerly border of Army Corps property. (Emission Benefits in kg/day; ROG 0.02; NOx 0.01; PM10 0.01)	\$4,700,000	\$4,700,000	Project complete by 2020	Programmed
PLA25532	Placer County	C- Maintenance & Rehabilitation	Pavement Markings	Various locations throughout Placer County: Install pavement markings (HSIP5-03-011, HSIP5-03-012)	\$1,251,500	\$1,251,500	Project complete by 2020	Programmed

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PLA25564	Placer County	A- Bike & Ped	Pedestrian Improvements along Hwy 49, Education Street, and Town Court	Along Hwy 49 on the westside from Bell Rd to Education St. South side of Education St. west to connect to existing sidewalk and improve ADA ramps & crosswalks along Town Court (Emissions Benefits in kg/day: ROG 0.07, NOx 0.04, PM10 0.02) (Toll Credits for PE, ROW, CON)	\$925,000	\$925,000	Project complete by 2020	Programmed
PLA18490	Placer County	B- Road & Highway Capacity	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	\$13,085,000	\$13,085,000	Project complete by 2020	Programmed
PLA25299	Placer County	B- Road & Highway Capacity	Placer Parkway Phase 1	In Placer County: Between SR 65 and Foothills Boulevard; Construct phase 1 of Placer Parkway, including upgrading the SR 65/Whitney Ranch Parkway interchange to include a southbound slip off-ramp, southbound loop on-ramp, northbound loop on-ramp, six-lane bridge over SR 65, and four-lane roadway extension from SR 65 (Whitney Ranch Parkway) to Foothills Boulevard.	\$70,000,000	\$70,000,000	Project complete by 2020	Programmed
PLA25567	Placer County	G- System Management, Operations, and ITS	Safety Surface Treatment	At 18 various locations throughout Placer County: install high friction surface treatment. (HSIP6-03-010)	\$1,537,600	\$1,537,600	Project complete by 2020	Programmed
PLA25568	Placer County	G- System Management, Operations, and	Signage Upgrades	Various corridors throughout Placer County: Conduct a	\$1,658,522	\$1,658,522	Project complete by 2020	Programmed

		ITS		Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011)				
PLA25628	Placer County	B- Road & Highway Capacity	SR 49	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	\$1,000,000	\$1,220,000	Project complete by 2036	Planned
PLA25630	Placer County	G- System Management, Operations, and ITS	SR49 Signalizations/ Improvements	Signalizations and Improvements along SR 49 in Auburn/North Auburn.	\$13,000,000	\$13,636,000	Project complete by 2020	Planned
PLA25170	Placer County	B- Road & Highway Capacity	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymment Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	\$6,365,000	\$6,365,000	Project complete by 2020	Programmed
PLA25044	Placer County	B- Road & Highway Capacity	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 4 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 4 lanes.	\$8,675,000	\$8,675,000	Project complete by 2020	Programmed
PLA25584	Placer County	A- Bike & Ped	Truckee River Trail	Along SR89, from Squaw Valley Road to the USFS Silver Creek Campground: construct 1.4 miles of multi-use trail. (Emission Benefits in kg/day; ROG 0.01; NOx 0.01)	\$4,500,000	\$4,500,000	Project complete by 2020	Programmed
PLA25506	Placer County	C- Maintenance & Rehabilitation	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Rehabilitate the existing 2 lane bridge without adding additional lanes. High Cost Project agreement required.	\$21,870,000	\$21,870,000	Project complete by 2020	Programmed
PLA15420	Placer County	B- Road & Highway Capacity	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	\$13,781,700	\$13,781,700	Project complete by 2020	Programmed

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PLA25535	Placer County	B- Road & Highway Capacity	Watt Ave. Bridge Replacement	Watt Ave./Center Joint Ave., over Dry Creek, 0.4 mi north of P.F.E. Rd.: Replace existing 2 lane bridge with a 4 lane bridge.	\$19,892,750	\$19,892,750	Project complete by 2020	Programmed
PLA20700	Placer County	B- Road & Highway Capacity	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.	\$13,270,800	\$16,194,000	Project complete by 2036	Planned
PLA25513	Placer County	C- Maintenance & Rehabilitation	Wise Rd Bridge Replacement	Wise Rd, over Doty Creek, 0.5 miles east of Garden Bar: Replace existing 1-lane functionally obsolete bridge with a new 2-lane bridge.	\$4,759,200	\$4,759,200	Project complete by 2020	Programmed
PLA25505	Placer County	B- Road & Highway Capacity	Yankee Jim's Rd Bridge at North Fork American River	Bridge No. 19C0002, Yankee Jim's Rd over North Fork American River, 1.5MI W of Shirttail Cyn Rd, Replace structurally deficient 1 lane bridge with a new 2 lane bridge. (Toll credits programmed for PE, ROW & CON.)	\$14,999,400	\$14,999,400	Project complete by 2020	Programmed
PCT10503	Placer County	E- Transit Capital (Vehicles)	PCT Bus Replacements - 2015	Replace two CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 1.49 NOx)	\$1,082,000	\$1,082,000	Project complete by 2020	Programmed
PCT10494	Placer County Transit	E- Transit Capital (Minor)	CNG Station Upgrade Phase 2	Dewitt Center in Auburn: Increase of CNG compressor capacity at Placer County CNG	\$576,809	\$576,809	Project complete by 2020	Programmed

				fueling station in Auburn. (Emissions Benefits in kg/day: 3.46 NOx, 0.12 PM10.) *Local Funds are Air District Funds*				
PLA25550	Placer County Transit	F- Transit O&M (Bus)	Lincoln Transit (Subrecipient) Operating Assistance	Lincoln Transit (Subrecipient)- Operating assistance and preventive maintenance for transit services within the City of Lincoln. Sacramento Urbanized Area. FFY 2014 operating assistance: \$149,108; FFY 2014 preventive maintenance: \$12,281	\$1,616,076	\$1,616,076	Project complete by 2020	Programmed
PCT10501	Placer County Transit	E- Transit Capital (Vehicles)	Placer County CNG Replacement Buses	Replace four CNG powered buses currently in use by Placer County Transit. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn and Placer County to Roseville and the Watt/I-80 Light Rail Station. (Emission Benefits in kg/day: 3.16 NOx)	\$2,059,528	\$2,059,528	Project complete by 2020	Programmed
PCT10491	Placer County Transit	F- Transit O&M (Bus)	Placer County Non-Urbanized Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized Area. FFY 2015: \$291,197; FFY 2016: \$291,197	\$7,357,017	\$7,357,017	Project complete by 2020	Programmed

PCT10493	Placer County Transit	F- Transit O&M (Demand Response)	Preventive Maintenance, ADA Operations, and Operating Assistance 2009-2016	Operating assistance, preventive maintenance, and ADA operations for transit services for urban transit services within El Dorado County as well as commuter service to / from Sacramento. Sacramento Urbanized Area. FFY 2009 preventive maintenance: \$324,890; FFY 2009 ADA operations: \$281,700; FFY 2010 preventive maintenance: \$300,000; FFY 2010 ADA operations: \$200,000; FFY 2011 preventive maintenance: \$324,890; FFY 2011 ADA operations: \$206,700; FFY 2012 preventive maintenance: \$32,890; FFY 2012 ADA operations: \$217,000; FFY 2012 Fuel: \$84,429; FFY 2013 Operating assistance: \$539,341; FFY 2014 Operating assistance: \$563,744; FFY 2014 preventive maintenance: \$56,696; FFY 2015 preventive maintenance: \$341,000; FFY 2015 ADA operations: \$217,000; FFY 2016 preventive maintenance: \$341,000; FFY 2016 ADA operations: \$217,000	\$8,821,325	\$8,821,325	Project complete by 2020	Programmed
PCT10488	Placer County Transit	E- Transit Capital (Vehicles)	Purchase 2 Replacement Buses	Purchase of two (2) 35' CNG replacement buses for Placer County Transit. (Emission Benefits: 0.5 kg/day NOx)	\$1,000,000	\$1,000,000	Project complete by 2020	Programmed
PCT10504	Placer County Transit	E- Transit Capital	T.A.R.T Bus Purchase	Replace one 35-foot bus	\$525,000	\$525,000	Project	Programmed

		(Vehicles)		for Tahoe Area Reginal Transit.			complete by 2020	
PCT10505	Placer County Transit	F- Transit O&M (Bus)	TART Operations	TART operations (lump sum) on SR89 and SR267 corridors within Placer County/SACOG region.	\$22,000,000	\$28,911,000	Lump Sum or Ongoing	Planned
Regional Maintenance and Rehabilitation Lump Sum 7	Placer County	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, snow removal, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 19,000,000 annually)	\$418,000,000	\$549,252,000	Lump Sum or Ongoing	Planned
<i>SUBTOTAL</i>					<i>\$873,238,168</i>	<i>\$1,044,450,368</i>		
PRIDE INDUSTRIES								
CAL20562	Caltrans HQ	E- Transit Capital (Vehicles)	FTA 5310 - Pride Industries Replacement Buses	Replace three existing buses that provide transportation to persons with developmental and other disabilities in Placer and Sacramento counties. Transportation Development Credits/Toll Credits are being used as match, and as allowable under FTA Section 5310 federal funds will fund 100% of this project. Toll Credits for CON	\$229,500	\$229,500	Project complete by 2020	Programmed
VAR56123	Pride Industries	E- Transit Capital (Vehicles)	Pride Industries One, Inc. 5310 Replacement Bus and Cameras	FTA 5310 funds will be used to purchase one (1) Medium Bus that accommodates up to 14 passengers (incl. 2 wheelchair positions) & a driver and thirty-eight	\$105,989	\$105,989	Project complete by 2020	Programmed

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				(38) cameras for Pride Industries. (Uses Toll Credits for local match).				
<i>SUBTOTAL</i>					<i>\$335,489</i>	<i>\$335,489</i>		
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY								
PLA25592	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddymt Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	\$85,000,000	\$132,934,000	Project complete by 2036	Planned
<i>SUBTOTAL</i>					<i>\$85,000,000</i>	<i>\$132,934,000</i>		
TOWN OF LOOMIS								
PLA25530	Town of Loomis	C- Maintenance & Rehabilitation	Taylor Road Overlay Maintenance Project	Taylor Road: Asphalt overlay.	\$460,000	\$460,000	Project complete by 2020	Programmed
PLA25548	Town of Loomis	D- Programs & Planning	Town Center Implementation Plan Improvements Phase 2	Taylor Road, Horseshoe Bar Road to Walnut Street: streetscape improvements. (Emissions in kg/day: 0.06 ROG, 0.04 NOx, 0.02 PM10)	\$791,000	\$791,000	Project complete by 2020	Programmed
Regional Maintenance and Rehabilitation Lump Sum 8	Town of Loomis	C- Maintenance & Rehabilitation	Street & Road Maintenance	Estimated street and road maintenance costs including signals, safety devices, & street lights, storm drains, storm damage, patching, overlay and sealing, other street purpose maintenance. Excludes major rehabilitation and reconstruction projects. (\$ 634,000 annually)	\$13,948,000	\$18,327,672	Lump Sum or Ongoing	Planned
<i>SUBTOTAL</i>					<i>\$15,199,000</i>	<i>\$19,578,672</i>		

USFS TAHOE NATIONAL FOREST								
PLA25556	USFS Tahoe National Forest	G- System Management, Operations, and ITS	Sugar Pine OHV Staging Area	Outside of Foresthill, Sugar Pine Off Highway Vehicle (OHV) Staging Area: Renovation of an existing staging area, including parking, accessible restrooms, and picnic facilities. (RM-13-016)	\$325,950	\$325,950	Project complete by 2020	Programmed
<i>SUBTOTAL</i>					<i>\$325,950</i>	<i>\$325,950</i>		
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICE AGENCY								
PLA25594	Western Placer Consolidated Transportation Service Agency	E- Transit Capital (Major)	Placer County - CTSA Capital	Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for designated CTSA operating in Placer County, including vehicles, miscellaneous capital items & facilities expansion.	\$55,490,317	\$72,921,000	Lump Sum or Ongoing	Planned
PLA25593	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Demand Response)	Placer County - CTSA O&M	Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complimentary Transit Services & complimentary ADA dial-a-ride services for designated CTSA of Placer County servicing Placer County & Cities	\$28,233,907	\$37,103,000	Lump Sum or Ongoing	Planned
PLA25511	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Bus)	New Freedom (Rural) Operating Assistance	Operating Assistance for the rural portion of the "Health Express." This service is being provided as a new transportation alternative to traditional public transit fixed route and dial-a-ride services.	\$416,176	\$416,176	Project complete by 2020	Programmed

				The service is a low-to-no-cost scheduled door-to-door transportation service to non-emergency medical appointments for rural Placer County residents. Service operates Monday through Friday, 8:00 a.m. to 5:00 p.m., and Thursdays, 10:00 a.m. to 2:00 p.m. in Sacramento.				
PLA25510	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Demand Response)	Western Placer CTSA Operations	The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunteer door-to-door transportation; & voucher program within western Placer County.	\$4,900,000	\$4,900,000	Project complete by 2020	Programmed
VAR56116	Western Placer Consolidated Transportation Service Agency	F- Transit O&M (Bus)	WPCTSA - New Freedom Operating Assistance	Western Placer Consolidated Transportation Service Agency: Operating assistance for Health Express", a low-to-no cost, scheduled, door-to-door, shared ride service for Placer County residents needing transportation to non-emergency medical appointments.	\$600,000	\$600,000	Project complete by 2020	Programmed
SUBTOTAL					\$89,640,400	\$115,940,176		
Short-Term					\$1,069,419,063	\$1,075,799,063		
Long-Term					\$4,732,368,453	\$6,224,929,570		
Project Development Cost (10% of project total)					\$105,146,710	\$164,028,868		
Total					\$5,906,934,226	\$7,464,757,501		

SOURCE: PCTPA, 2016.

THE FINANCIALLY UNCONSTRAINED PROJECT

A listing of the financially unconstrained (Tier 2) projects is described in Table 2.3-2 below.

TABLE 2.3-2: FINANCIALLY UNCONSTRAINED PROJECTS SUMMARY (TIER 2)

Project ID	COUNTY	LEAD AGENCY	CATEGORY	TITLE	PROJECT DESCRIPTION	TOTAL COST (2015 Dollars)	YEAR OF EXPENDITURE COST	COMPLETION TIMING	STATUS
CALTRANS									
CAL20583	Placer	Caltrans D3	G- System Management, Operations, and ITS	SR89 UPRR Undercrossing	Widening of SR89 (mousehole) under UPRR tracks	\$42,000,000	N/A	Project complete after 2036	Project Development Only
CAL20612	Multiple Counties	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on SR 65 between I-80 and SR 70	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer and Yuba Counties.	\$1,795,600	N/A	Project complete after 2036	Project Development Only
CAL20630	Placer	Caltrans D3	B- Road & Highway Capacity	I-80 Bus/carpool Lanes East of SR65 in both directions	New bus/carpool lanes - one each direction - on I-80 from SR65 east to SR49 in Auburn.	\$200,000,000	N/A	Project complete after 2036	Project Development Only
CAL20633	Placer	Caltrans D3	B- Road & Highway Capacity	Route 65 Lincoln Bypass Phase 2B	In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan.	\$55,000,000	N/A	Project complete after 2036	Project Development Only
CAL20637	Placer	Caltrans D3	G- System Management, Operations, and ITS	System Management/Traffic Operations System on SR49	Operational Improvements: traffic monitoring stations, closed circuit television, highway advisory radio, changeable message signs, and other system management infrastructure in Placer County.	\$4,000,000	N/A	Project complete after 2036	Project Development Only
PLA25136	Placer	Caltrans D3	B- Road & Highway Capacity	SR 267 Widening	In eastern Placer County, widen SR 267 from 2 lanes to 4 lanes from Nevada County line (PM 0.001) to Northstar	\$10,000,000	N/A	Project complete after 2036	Project Development Only

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					Drive (PM 3.785).				
CAL20639	Placer	Caltrans Division of Rail	E- Transit Capital (Major)	Auburn to Donner Summit Track Improvements Phases 1 & 2	Upgrade Donner Pass Summit (UP Line) double track: including addition of crossovers, notching of tunnels, reactivation & replacement of second mainline track between Auburn & Reno, Nevada	\$86,000,000	N/A	Project complete after 2036	Project Development Only
CAL20640	Placer	Caltrans Division of Rail	E- Transit Capital (Major)	UP Over/Under Crossing	Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard	\$30,000,000	N/A	Project complete after 2036	Project Development Only
SUBTOTAL						\$428,795,600			
CAPITOL COORIDOR JOINT POWERS AUTHORITY									
VAR56134	Placer	Capitol Corridor Joint Powers Authority	F- Transit O&M (Rail)	Capitol Corridor Operations & Maintenance	Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. (Total Cost: \$728,000,000)	\$58,181,760	N/A	Project complete after 2036	Project Development Only
VAR56135	Placer	Capitol Corridor Joint Powers Authority	E- Transit Capital (Minor)	Capitol Corridor Rail Replacement & Expansion	Lump-sum of capital improvements between Colfax & Davis (Total Cost: \$120,720,000)	\$9,647,942	N/A	Project complete after 2036	Project Development Only
SUBTOTAL						\$67,829,702			
CITY OF AUBURN									
PLA25234	Placer	City of Auburn	B- Road & Highway Capacity	Baltimore Ravine Development	Construct New Road: various roadways in the Baltimore Ravine area of Auburn. Includes: widening and construction of new local roadways as a result of new development.	\$200,000	N/A	Project complete after 2036	Project Development Only
SUBTOTAL						\$200,000			
CITY OF COLFAX									

PLA25146	Placer	City of Colfax	G- System Management, Operations, and ITS	Grass Valley St./UPRR Overcrossing	Rail Crossing Project; above-grade crossing of UP Tracks from east side (S Auburn) to west side (Main)	\$300,000	N/A	Project complete after 2036	Project Development Only
PLA20420	Placer	City of Colfax	G- System Management, Operations, and ITS	I-80/Canyon Wy. Intersection Improvements	Intersection Improvements at Canyon Wy. / I-80 Overpass, to include signalization, intersection realignment and striping.	\$50,000	N/A	Project complete after 2036	Project Development Only
PLA25490	Placer	City of Colfax	G- System Management, Operations, and ITS	I-80/SR174 Road Widening and Signal Improvements	Roadway Operational Improvements at Hwy. 174 & I-80, to include 2 new signals and intersection widening with sidewalks and curb ramps	\$100,000	N/A	Project complete after 2036	Project Development Only
PLA25466	Placer	City of Colfax	G- System Management, Operations, and ITS	Main and Grass Valley Signal Improvements	Design and construction of a new traffic signal and turn-lane at the intersection of Main Street and Grass Valley Street. (Emission reductions: ROG .02 kg/day; NOx .01 kg/day)	\$200,000	N/A	Project complete after 2036	Project Development Only
PLA25237	Placer	City of Colfax	A- Bike & Ped	S Auburn Street Bicycle Improvements	Add bike routes lanes on both sides of South Auburn Street from Mink Creek to Grass Valley UP Tracks.	\$36,000	N/A	Project complete after 2036	Project Development Only
PLA25235	Placer	City of Colfax	G- System Management, Operations, and ITS	S. Auburn/Central/Hwy.174 Intersection Improvements	Intersection improvements on S. Auburn St. at Central Ave./Hwy. 174 intersection, to include widening, signalization, and pedestrian improvements.	\$60,000	N/A	Project complete after 2036	Project Development Only
<i>SUBTOTAL</i>						<i>\$746,000</i>			
CITY OF LINCOLN									
PLA20740	Placer	City of Lincoln	B- Road & Highway Capacity	Airport Rd.	Construct New Road: 2 lanes from Weco Access Rd. to Wise Rd.	\$550,000	N/A	Project complete after 2036	Project Development Only
PLA18650	Placer	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd.	Widen Aviation Blvd. from 2 to 4 lanes from Venture Dr. to terminus 0.5 miles north of Venture Dr.	\$850,000	N/A	Project complete after 2036	Project Development Only

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PLA25304	Placer	City of Lincoln	B- Road & Highway Capacity	Aviation Blvd.	Road Extension: 4 lanes from Venture Dr. to Wise Rd.	\$1,500,000	N/A	Project complete after 2036	Project Development Only
PLA18760	Placer	City of Lincoln	B- Road & Highway Capacity	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Hwy. 65 / UPRR overcrossing.	\$700,000	N/A	Project complete after 2036	Project Development Only
PLA18810	Placer	City of Lincoln	B- Road & Highway Capacity	East Joiner Parkway	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	\$290,000	N/A	Project complete after 2036	Project Development Only
PLA25169	Placer	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road	Widen from 2 to 4 lanes from SR 65 to SR 193 to Ferrari Ranch Road	\$275,000	N/A	Project complete after 2036	Project Development Only
PLA25467	Placer	City of Lincoln	B- Road & Highway Capacity	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from existing City Limit near Caledon Circle to Moore Road (Village 7 boundary).	\$1,920,000	N/A	Project complete after 2036	Project Development Only
PLA20780	Placer	City of Lincoln	B- Road & Highway Capacity	Gladding Parkway	In Lincoln: from Nicolaus Rd.(near K Street)to East Avenue; including overpass over UPRR and SR 65 and connection to 12th Street, construct a new 2 lane roadway.	\$2,300,000	N/A	Project complete after 2036	Project Development Only
PLA18710	Placer	City of Lincoln	B- Road & Highway Capacity	Industrial Blvd.	Industrial Blvd., from Route 65 to 12 Bridges Dr.: Widen from 2 to 4 lanes.	\$948,000	N/A	Project complete after 2036	Project Development Only
PLA18720	Placer	City of Lincoln	B- Road & Highway Capacity	Industrial Blvd.	Industrial Blvd., from 12 Bridges Dr. to Athens Blvd.: Widen from 2 to 4 lanes.	\$1,876,246	N/A	Project complete after 2036	Project Development Only
PLA25164	Placer	City of Lincoln	B- Road & Highway Capacity	Joiner Pkwy.	Widen: 6 lanes from Nicolaus Rd. to Ferrari Ranch Rd.	\$344,000	N/A	Project complete after 2036	Project Development Only
PLA25162	Placer	City of Lincoln	B- Road & Highway Capacity	McCourtney Rd.	Widen: 4 lanes from 12th St. to north Lincoln city limits.	\$48,800	N/A	Project complete after 2036	Project Development Only
PLA15970	Placer	City of Lincoln	B- Road & Highway Capacity	Nicolaus Rd.	Widen Nicolaus Rd. from 2 to 4 lanes from Airport Rd. to Aviation Blvd.	\$2,250,600	N/A	Project complete after 2036	Project Development Only
PLA25305	Placer	City of Lincoln	B- Road & Highway Capacity	Oak Tree Extension	Construct New Road: 2 lanes between Sierra College Blvd. and Wise Rd. / Hwy. 65	\$1,500,000	N/A	Project complete after 2036	Project Development Only

PLA19020	Placer	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr.	Twelve Bridges Dr. from Industrial Blvd. to SR 65 Interchange: widen from 2 to 4 lanes, including interchange improvements.	\$2,817,000	N/A	Project complete after 2036	Project Development Only
PLA25166	Placer	City of Lincoln	B- Road & Highway Capacity	Twelve Bridges Dr.	Widen: 6 lanes from Hwy. 65 Interchange to Lincoln Pkwy. Includes: interchange improvements.	\$225,200	N/A	Project complete after 2036	Project Development Only
PLA20760	Placer	City of Lincoln	B- Road & Highway Capacity	Venture Drive	In Lincoln: from Aviation Blvd. to Lakeside Dr., widen Venture Dr. from 2 to 4 lanes.	\$90,000	N/A	Project complete after 2036	Project Development Only
PLA25315	Placer	City of Lincoln	B- Road & Highway Capacity	Village 1-7, SUD A-C local streets	Construct New Road: Local roads for various villages and SUD. Includes: street enhancements.	\$11,800,000	N/A	Project complete after 2036	Project Development Only
PLA25163	Placer	City of Lincoln	B- Road & Highway Capacity	Virginiatown Rd.	Widen: 4 lanes from McCourtney Rd. to east Lincoln city limits.	\$50,200	N/A	Project complete after 2036	Project Development Only
PLA25310	Placer	City of Lincoln	B- Road & Highway Capacity	Wise Rd.	Road Realignment: between Hwy. 65 Lincoln Bypass and existing Hwy. 65. Includes: overcrossing.	\$6,000,000	N/A	Project complete after 2036	Project Development Only
<i>SUBTOTAL</i>						\$36,335,046			
CITY OF ROCKLIN									
PLA25373	Placer	City of Rocklin	E- Transit Capital (Minor)	Midas Ave. Grade Separation	Midas Ave., from Pacific St. to Third St., construct 2 lane grade separation of UP tracks including right of way.	\$5,650,000	N/A	Project complete after 2036	Project Development Only
PLA25272	Placer	City of Rocklin	B- Road & Highway Capacity	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	\$240,000	N/A	Project complete after 2036	Project Development Only
PLA19401	Placer	City of Rocklin	B- Road & Highway Capacity	Rocklin Road	In Rocklin, Rocklin Road from Aguilar Road / Eastbound I-80 on- ramps to Sierra College Blvd: widen from 4 to 6 lanes.	\$1,534,000	N/A	Project complete after 2036	Project Development Only
PLA25273	Placer	City of Rocklin	B- Road & Highway Capacity	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	\$372,266	N/A	Project complete after 2036	Project Development Only

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PLA19330	Placer	City of Rocklin	B- Road & Highway Capacity	Sierra College Boulevard	In Rocklin, Sierra College Boulevard: widen to 4 lanes from intersection with Valley View Parkway to Loomis Town limits (SPRTA Segment #2a).	\$8,650,000	N/A	Project complete after 2036	Project Development Only
PLA15620	Placer	City of Rocklin	B- Road & Highway Capacity	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Stanford Ranch Road to Pacific Street	\$4,177,406	N/A	Project complete after 2036	Project Development Only
PLA19250	Placer	City of Rocklin	B- Road & Highway Capacity	Valley View Parkway	Valley View Parkway: Construct 2 lanes from Park Drive to Sierra College Blvd.	\$9,575,000	N/A	Project complete after 2036	Project Development Only
<i>SUBTOTAL</i>						<i>\$30,198,672</i>			
CITY OF ROSEVILLE									
PLA19810	Placer	City of Roseville	B- Road & Highway Capacity	Atkinson St./PFE Rd. Widening	In Roseville, Atkinson St./PFE Rd.: widen from two to four lanes from Foothills Blvd to just south of Dry Creek, including connector road from Foothills to Atkinson (mirror image of existing Denio Loop connector on N/E side of Foothills) and signal removal.	\$7,000,000	N/A	Project complete after 2036	Project Development Only
PLA25318	Placer	City of Roseville	B- Road & Highway Capacity	Dry Creek	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	\$550,000	N/A	Project complete after 2036	Project Development Only
PLA25496	Placer	City of Roseville	B- Road & Highway Capacity	Foothills Boulevard	Widen: 6 lanes from Cirby to Vineyard and from Switchman to Pilgrims.	\$2,390,000	N/A	Project complete after 2036	Project Development Only
PLA15740	Placer	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Widen: 6 lanes from Berry to Roseville Pkwy.	\$150,000	N/A	Project complete after 2036	Project Development Only
PLA25211	Placer	City of Roseville	B- Road & Highway Capacity	Galleria Blvd.	Interchange Modification: Hwy. 65 / Galleria Blvd. Interchange. Includes: re-stripe Galleria/ Stanford Ranch to 6 lanes; modify 3 NB & SB off ramps and SB	\$400,000	N/A	Project complete after 2036	Project Development Only

					Stanford Ranch Rd. to NB 65 on ramp; add 2nd N/B Galleria to NB Hwy. 65 left-turn lane (Phase II).				
PLA25209	Placer	City of Roseville	B- Road & Highway Capacity	Galleria Blvd./SR 65 Interchange Phase II Improvements	In Roseville, at existing interchange on State Route 65/Galleria Blvd/Stanford Ranch Rd.: modify all on and off ramps to provide improved operations.	\$5,000,000	N/A	Project complete after 2036	Project Development Only
PLA25489	Placer	City of Roseville	B- Road & Highway Capacity	Pleasant Grove Blvd.	Extend 4-lanes from 1500 feet west of market to Santucci (Watt)	\$1,045,000	N/A	Project complete after 2036	Project Development Only
PLA15600	Placer	City of Roseville	B- Road & Highway Capacity	Sierra College Blvd Widening	Sierra College Blvd from Sacramento County line to Olympus Dr.: widen to 6 lanes.	\$1,661,100	N/A	Project complete after 2036	Project Development Only
PLA25483	Placer	City of Roseville	B- Road & Highway Capacity	Westbrook Blvd.	Construct New Road: west of Fiddymont Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	\$7,500,000	N/A	Project complete after 2036	Project Development Only
PLA19470	Placer	City of Roseville	B- Road & Highway Capacity	Woodcreek Oaks	Widen from 2 - 4 lanes from Canavari Dr to North Branch of Pleasant Grove Creek.	\$3,500,000	N/A	Project complete after 2036	Project Development Only
<i>SUBTOTAL</i>						<i>\$29,196,100</i>			
PLACER COUNTY TRANSPORTATION PLANNING AGENCY									
	Placer	PCTPA	B- Road & Highway Capacity	SR 65 Capacity & Operational Improvements Phase 4	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 4: From Lincoln Blvd. to Blue Oaks Blvd., widen southbound in median to add lane; and from north of Galleria Blvd. (end of the I-80/SR 65 Interchange project) to Lincoln Blvd., widen northbound in median to add lane. Future	\$57,000,000	N/A	Project complete after 2036	Project Development Only

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					environmental document will be completed to determine if widening in median will be carpool or general purpose lanes.				
SUBTOTAL						\$57,000,000			
PLACER COUNTY									
PLA25479	Placer	Placer County	B- Road & Highway Capacity	16th St.	Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd.	\$12,955,800	N/A	Project complete after 2036	Project Development Only
PLA25127	Placer	Placer County	B- Road & Highway Capacity	Baseline Road Four to Six Lane Widening (West Portion)	Placer County, Baseline Road from Watt Avenue to Sutter County Line, widen from 4 to 6 lanes.	\$2,400,000	N/A	Project complete after 2036	Project Development Only
PLA18390	Placer	Placer County	B- Road & Highway Capacity	Dyer Lane Extension	Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddymont Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan.	\$18,247,600	N/A	Project complete after 2036	Project Development Only
PLA25130	Placer	Placer County	B- Road & Highway Capacity	Fiddymont Road Widening	Widen Fiddymont Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	\$11,550,000	N/A	Project complete after 2036	Project Development Only
PLA15220	Placer	Placer County	B- Road & Highway Capacity	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	\$4,062,300	N/A	Project complete after 2036	Project Development Only
PLA15270	Placer	Placer County	B- Road & Highway Capacity	North Antelope Rd.	North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	\$1,551,000	N/A	Project complete after 2036	Project Development Only
PLA15300	Placer	Placer County	B- Road & Highway Capacity	Parallel Rd.	In Placer County, east of Route 49, from Dry Creek Rd to Quartz Rd, construct a 2 lane road. Name of road shall be determined in the future.	\$6,025,000	N/A	Project complete after 2036	Project Development Only

PLA20690	Placer	Placer County	B- Road & Highway Capacity	PFE Rd.	Widen: 4 lanes from North Antelope Rd. to Roseville City Limits.	\$2,215,100	N/A	Project complete after 2036	Project Development Only
PLA15390	Placer	Placer County	B- Road & Highway Capacity	Sierra College Blvd.	Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits.	\$13,000,000	N/A	Project complete after 2036	Project Development Only
PLA25598	Placer	Placer County	B- Road & Highway Capacity	SR 49	Widen from Bell Road to Dry Creek Road (total construction cost is \$10,000,000)	\$1,000,000	N/A	Project complete after 2036	Project Development Only
<i>SUBTOTAL</i>						<i>\$73,006,800</i>			
SOUTH PLACER REGIONAL TRANSPORTATION AUTHORITY									
PLA20721	Placer	South Placer Regional Transportation Authority	B- Road & Highway Capacity	Placer Parkway	New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to Watt Avenue. (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon location of the segment. In Placer County, it will be SPRTA or Roseville and/or Placer County; in Sutter County it will be Sutter County.)	\$295,000,000	N/A	Project complete after 2036	Project Development Only
<i>SUBTOTAL</i>						<i>\$295,000,000</i>			
TOWN OF LOOMIS									
PLA25264	Placer	Town of Loomis	A- Bike & Ped	Antelope Creek	Bikeway Facilities: In Loomis along Antelope Creek, construct Class I bike and pedestrian facility. Federal permitting may be required as part of this project.	\$50,000	N/A	Project complete after 2036	Project Development Only

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PLA25278	Placer	Town of Loomis	G- System Management, Operations, and ITS	Antelope Creek	Roadway Operational Improvements: Expand/replace culvert along Antelope Creek at King Rd. from Sierra College Blvd. to Vet Clinic. Includes: ancillary road work.	\$60,000	N/A	Project complete after 2036	Project Development Only
PLA25260	Placer	Town of Loomis	B- Road & Highway Capacity	Barton Rd. Widening	Widen: from Brace Rd. to S. Town limits to standard lane widths. Includes: bike lanes.	\$210,000	N/A	Project complete after 2036	Project Development Only
PLA25259	Placer	Town of Loomis	B- Road & Highway Capacity	Brace Rd.	Widen from Sierra College Blvd. to Horseshoe Bar Rd. to standard lane widths. Includes: bike lanes.	\$100,000	N/A	Project complete after 2036	Project Development Only
PLA25258	Placer	Town of Loomis	B- Road & Highway Capacity	Brace Rd. / Horseshoe Bar Rd.	Road Realignment: two existing intersections into one intersection. Includes: related signalization improvements.	\$60,000	N/A	Project complete after 2036	Project Development Only
PLA25277	Placer	Town of Loomis	C- Maintenance & Rehabilitation	Brace Rd. Bridge Improvements	Replace Bridge: at Secret Ravine creek. Includes: ancillary road work.	\$50,000	N/A	Project complete after 2036	Project Development Only
PLA15290	Placer	Town of Loomis	B- Road & Highway Capacity	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	\$200,000	N/A	Project complete after 2036	Project Development Only
PLA16350	Placer	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road at I-80 Overcrossing Widening	Widen Horseshoe Bar Rd. @ I-80 overcrossing 2 to 4 lanes and improve ramps.	\$15,000,000	N/A	Project complete after 2036	Project Development Only
PLA25597	Placer	Town of Loomis	B- Road & Highway Capacity	Horseshoe Bar Road Widening	Widen from Taylor Rd. to Highway 80 Interchange 2000 feet of two-way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$800,000	N/A	Project complete after 2036	Project Development Only
PLA25261	Placer	Town of Loomis	C- Maintenance & Rehabilitation	I-80 at Brace Road	Modify Bridge: Brace Rd. Bridge to Caltrans standards.	\$1,000,000	N/A	Project complete after 2036	Project Development Only
PLA25262	Placer	Town of Loomis	G- System Management, Operations, and ITS	King Rd.	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King	\$500,000	N/A	Project complete after 2036	Project Development Only

					Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.				
PLA25279	Placer	Town of Loomis	G- System Management, Operations, and ITS	King Rd.	Roadway Operational Improvements: at Sucker Ravine and King Rd. expand culvert. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$10,000	N/A	Project complete after 2036	Project Development Only
PLA15350	Placer	Town of Loomis	B- Road & Highway Capacity	Rocklin Rd. Widening	In Loomis, Rocklin Rd. from Barton Rd. to west town limits: widen from 2 to 4 lanes.	\$1,200,000	N/A	Project complete after 2036	Project Development Only
PLA25274	Placer	Town of Loomis	G- System Management, Operations, and ITS	S. Holly Area	Roadway Operational Improvements: Storm drain extension in the South Holly area. Includes: ancillary road work. Federal permitting may also be required as part of this project.	\$40,000	N/A	Project complete after 2036	Project Development Only
PLA25263	Placer	Town of Loomis	A- Bike & Ped	Secret Ravine	Bikeway Facilities: Along Secret Ravine creek system from north Loomis town limits to south Loomis town limits, construct Class I bike and pedestrian facility.	\$60,000	N/A	Project complete after 2036	Project Development Only
PLA25280	Placer	Town of Loomis	G- System Management, Operations, and ITS	Sierra College Blvd.	Roadway Operational Improvements: Culvert expansion at Loomis Tributary and Sierra College Blvd. Includes: ancillary road work.	\$40,000	N/A	Project complete after 2036	Project Development Only
PLA20510	Placer	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Railroad Crossing Improvements	Construct 4 lane overcrossing/undercrossing at UPRR Tracks.	\$3,000,000	N/A	Project complete after 2036	Project Development Only
PLA20890	Placer	Town of Loomis	B- Road & Highway Capacity	Sierra College Blvd. Widening	In Loomis, Sierra College Blvd. from railroad tracks (Taylor Rd.) to the north town limits: widen from 2 to 4 lanes and construct turn lanes, bike lanes, and	\$5,899,180	N/A	Project complete after 2036	Project Development Only

					landscaped median.				
PLA20960	Placer	Town of Loomis	B- Road & Highway Capacity	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	\$3,600,000	N/A	Project complete after 2036	Project Development Only
PLA25276	Placer	Town of Loomis	G- System Management, Operations, and ITS	Sunrise-Loomis Subdivision	Roadway Operational Improvements: Upgrade storm drain facilities in the Sunrise-Loomis subdivision. Includes: ancillary road work.	\$50,000	N/A	Project complete after 2036	Project Development Only
PLA25269	Placer	Town of Loomis	G- System Management, Operations, and ITS	Taylor Rd.	Roadway Operational Improvements: Construct storm drain facility from King Rd. to Sierra College Blvd. Includes: ancillary road work. Federal permitting may also be required as part of this project. Phase 1 is King Rd. to Walnut Street, \$800,000.	\$230,000	N/A	Project complete after 2036	Project Development Only
PLA25600	Placer	Town of Loomis	B- Road & Highway Capacity	Webb St. Extension	Extend from Laird St. to future Doc Barnes Dr. 1800 feet of two- way left turn lanes/landscaped median, bike lanes, sidewalk, curb, gutter & underground Drainage system	\$1,000,000	N/A	Project complete after 2036	Project Development Only
SUBTOTAL						\$33,159,180			
Short-Term Unconstrained						\$0	\$0		
Long-Term Unconstrained						\$1,051,467,100	\$1,640,288,676		
Project Development Cost (10% of project total)						\$105,146,710	\$164,028,868		
Total Unconstrained (excluding project development cost)						\$1,051,467,100	\$1,640,288,676		

SOURCE: PCTPA, 2016.

SECTION 3.10 LAND USE AND POPULATION

The Land Use and Population section was revised to reflect a correction. The change to the EIR occurs on Page 3.10-1. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Text changes on Page 3.10-1 are as follows:

City of Auburn. Auburn is a historic City, located in the foothills ('Gold Country') portion of the County. ~~The City of Lincoln is accessible from SR-193 from the east and SR-65 from the south.~~ Auburn is known for its California Gold Rush history, and is registered as a California Historical Landmark. As of January 1, 2015 the DOF estimated the City's population to be 13,813.

SECTION 3.13 TRANSPORTATION AND CIRCULATION

The Transportation and Circulation section was revised to reflect a correction. The change to the EIR occurs on Page 3.13-3 and 3.13-17. The changes are identified with revision marks (underline for new text, ~~strike-out~~ for deleted text).

Text changes on Page 3.13-3 are as follows:

State Route 65 (SR-65) runs north/south connecting I-80 to Lincoln and Marysville. The route currently includes 4-lane freeway segments between I-80 and just north of ~~West Wise Road~~ Nelson Lane, and between Beale Air Force Base north of Wheatland to SR-70 south of Marysville. The remainder of SR-65 is a 2-lane highway.

Text changes on Page 3.13-17 are as follows:

TABLE 3.13-6 PLACER COUNTY LANE MILES

LANE MILES	BASE YEAR (2012)	YEAR 2036 PLUS PROJECT ¹		
		VALUE	VALUE% CHANGE	% CHANGE
General Purpose Freeway	310	317	+8	<u>+2</u>
HOV Lanes	10	11	+1	<u>+10</u>
Freeway Auxiliary/Ramp	22	201	+17	<u>+817</u>
Arterial/Major Surface Streets	556	788	+232	<u>+42</u>
Collectors/Other	1,225	1,193	-31	<u>-3</u>
"Major Roadways"	897	1,156	+259	<u>+29</u>
All Classes	2,122	2,349	+227	<u>+11</u>

NOTES: ¹ THIS SCENARIO INCLUDES ALL 2036 RTP TIER I PROJECTS ANTICIPATED TO OCCUR BY 2036.

SOURCE: SACOG 2015 (DATA PROVIDED BY ELIZABETH THEOCHARIDES OF SACOG).

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This document is the Final Mitigation Monitoring and Reporting Program (FMMRP) for the 2036 RTP. This FMMRP has been prepared pursuant to Section 21081.6 of the California Public Resources Code, which requires public agencies to “adopt a reporting and monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment.” A FMMRP is required for the proposed project because the EIR has identified significant adverse impacts, and measures have been identified to mitigate those impacts.

The numbering of the individual mitigation measures follows the numbering sequence as found in the Draft EIR. All revisions to mitigation measures that were necessary as a result of responding to public comments and incorporating staff-initiated revisions have been incorporated into this FMMRP.

4.1 MITIGATION MONITORING AND REPORTING PROGRAM

The FMMRP, as outlined in the following table, describes mitigation timing, monitoring responsibilities, and compliance verification responsibility for all mitigation measures identified in this Final EIR. Agencies considering approval of subsequent activities under the 2036 RTP project would utilize this EIR as the basis in determining potential environmental effects and the appropriate level of environmental review of a subsequent activity.

The agencies responsible for implementing the mitigation measures (implementing agency) will be the lead agency for the individual RTP project. The implementing agency for individual projects will vary by individual project, but will involve one of the following: Placer County Transportation Planning Agency, Placer County, the Cities of Auburn, Colfax Lincoln, Loomis, Roseville, Rocklin, and Caltrans District 3. The implementing agency will be responsible to monitor mitigation measures that are required to be implemented during the operation of the project.

The FMMRP is presented in tabular form on the following pages. The components of the FMMRP are described briefly below:

- **Mitigation Measures:** The mitigation measures are taken from the Draft EIR and Initial Study, in the same order that they appear in the Draft EIR and Initial Study.
- **Mitigation Timing:** Identifies at which stage of the project mitigation must be completed.
- **Monitoring Responsibility:** Identifies the agency that is responsible for mitigation monitoring.
- **Compliance Verification:** This is a space that is available for the monitor to date and initial when the monitoring took place.

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TABLE 4.0-1: MITIGATION MONITORING AND REPORTING PROGRAM

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
AESTHETICS				
Impact 3.1-2: Substantial Adverse Effects on Scenic Resources or Substantial Degradation of Visual Character	<p>Mitigation Measure 3.1-1: <i>The implementing agency shall implement the following measures in the design of RTP projects:</i></p> <ul style="list-style-type: none"> • <i>Design transportation systems in a manner where the surrounding landscape dominates.</i> • <i>Design transportation systems to be compatible with the surrounding environment (e.g., colors and materials of construction material).</i> • <i>Design transportation systems such that landscape vegetation blends in and complements the natural landscape.</i> • <i>Design transportation systems such that trees are maintained intact, or if removal is necessary, incorporate new trees into the design.</i> • <i>Design grades to blend with the adjacent landforms and topography.</i> 	Implementing Agency	Prior to Design Approval	
	<p>Mitigation Measure 3.1-2: <i>Prior to the design approval of RTP projects, the implementing agency shall assess whether the project would remove any significant visual resources in the project area, which may include trees, rock outcroppings, and historical buildings, and shall also assess whether the project would significantly obstruct views of scenic resources including historic buildings, trees, rocks, or scenic water features.</i></p> <p><i>If it is determined that the RTP project would remove significant visual resources, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts from removal of significant visual resources to the extent feasible. Project-specific design measures may include revisions to the plans to retain trees, rocks, and historic buildings, or replanting of trees, and/or the relocation of scenic features.</i></p> <p><i>If it is determined that the RTP project would significantly obstruct scenic views, the implementing agency shall consider alternative designs that seek to avoid and/or minimize obstruction of scenic views to the extent feasible. Project-specific design measures may include reduction in height of improvements or width of improvements to reduce obstruction of views, or relocation of improvements to reduce obstruction of views.</i></p>	Implementing Agency	Prior to Design Approval	
Impact 3.1-3: Creation of New Sources	Mitigation Measure 3.1-3: <i>The RTP projects shall be designed to meet</i>	Implementing	Prior to Design	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
of Light and Glare	<p><i>minimum safety and security standards and to avoid spillover lighting to sensitive uses. Design measures shall include the following:</i></p> <ul style="list-style-type: none"> • <i>Luminaries will be cutoff-type fixtures that cast low-angle illumination to minimize incidental spillover of light onto adjacent private properties and undeveloped open space. Fixtures that project light upward or horizontally will not be used.</i> • <i>Luminaries will be directed away from habitat and open space areas adjacent to the project site.</i> • <i>Luminaries will provide good color rendering and natural light qualities. Low-pressure sodium and high-pressure sodium fixtures that are not color corrected will not be used. Light intensity at roadway intersections and crosswalks will be at approximately low average maintained illumination, as classified by the Recommended Practices for Roadway Lighting of the Illuminating Engineering Society of North American (IESNA). Low average maintained illumination is 1.8 foot-candle for major/major roadways, 1.5 foot-candle at major/collector roadways, 1.3 foot-candle at major/local roadways, 1.2 foot-candle at collector/collector roadways, 1.0 foot-candle at collector/local roadways, and 0.8 foot-candle at local/local roadways.</i> • <i>Luminary mountings will be downcast and the height of the poles minimized to reduce potential for back scatter into the nighttime sky and incidental spillover of light onto adjacent private properties and undeveloped open space. Luminary mountings will have non-glare finishes.</i> • <i>Exterior lighting features shall be directed downward and shielded in order to confine light to the boundaries of the subject project. Where more intense lighting is necessary for safety purposes, the design shall include landscaping to block light from sensitive land uses, such as residences.</i> 	Agency	Approval	
AGRICULTURAL RESOURCES				
Impact 3.2-1: Conversion of Farmlands, including Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, to Non-Agricultural Uses	<p>Mitigation Measure 3.2-1: <i>Prior to the design approval of RTP projects, the implementing agency shall assess the project area for agricultural constraints. For federally funded projects, the implementing agency shall complete a form AD-1006 to determine the Farmland Conversion Impact Rating in compliance with the Farmland Protection Policy Act. The AD-1006 shall be submitted to the NRCS for approval. For non-federally funded projects, the implementing agency</i></p>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>shall assess the project for the presence of important farmlands (prime farmland, unique farmland, farmland of statewide importance), and if present, perform a Land Assessment and Site Evaluation (LESA).</i></p> <p><i>If significant agricultural are identified within the limits of the project, the implementing agency shall consider alternative designs that seek to avoid and/or minimize impacts to the agricultural resources. Design measures may include, but are not limited to, reducing the proposed roadway width or relocating/realigning the improvement to avoid important and significant farmlands. If the improvement cannot be designed without complete avoidance of important or significant farmlands, the implementing agency shall compensate for unavoidable conversion impacts in accordance with the Farmland Protection Policy Act and local and regional standards, which may include enrolling offsite agricultural lands under a Williamson Act contract or other conservation easement, or paying mitigation fees.</i></p>			
Impact 3.2-2: Conflict with Existing Zoning for Agricultural Use or a Williamson Act Contract	<p>Mitigation Measure 3.2-2: <i>Prior to the design approval of individual RTP improvement projects that could impact forest or timber resources, the implementing agency shall retain a qualified arborist, forester, and, or biologist to Assess the potential impacts of tree removal and encroachment activities, and provide recommendations to the implementing agency.</i></p>	Implementing Agency	Prior to Design Approval	
AIR QUALITY				
Impact 3.3-2: Short-term - Conflict with, or Obstruct, the Applicable Air Quality Plan, Cause a Violation of Air Quality Standards, Contribute Substantially to an Existing Air Quality Violation, or Result in a Cumulatively Considerable Net Increase of a Criteria Pollutant in a Non-Attainment Area	<p>Mitigation Measure 3.3-1: <i>The implementing agency for any construction activities, including dismantling/demolition of structures, processing/moving materials (sand, gravel, rock, dirt, etc.), or operation of machines/equipment, shall prepare a dust control plan in accordance with APCD Rule 218 (Fugitive Dust Emissions). The dust control plan shall use reasonable precautions to prevent dust emissions, which may include: cessation of operations at times, cleanup, sweeping, sprinkling, compacting, enclosure, chemical or asphalt sealing, or other recommended actions by the APCD.</i></p>	Implementing Agency	Prepare DCP prior to Design Approval, implement DCP during construction.	
Impact 3.3-3: Occasional Localized Carbon Monoxide Concentrations from Traffic Conditions at Some Individual Locations	<p>Mitigation Measure 3.3-2: <i>The implementing agency shall screen individual RTP projects at the time of design for localized CO hotspot concentrations and, if necessary, incorporate project-specific measures into the project design to reduce or alleviate CO hotspot concentrations.</i></p>	Implementing Agency	Prior to Design Approval	
Impact 3.3-5: Potential to release asbestos from earth movement or	<p>Mitigation Measure 3.3-3: <i>Prior to construction of RTP projects, the implementing agency should assess the site for the presence of asbestos</i></p>	Implementing	Prior commencement	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
structural asbestos from demolition/renovation of existing structures	<i>including asbestos from structures such as road base, bridges, and other structures. In the event that asbestos is present, the implementing agency should comply with applicable state and local regulations regarding asbestos, including ARB's asbestos airborne toxic control measure (ATCM) (Title 17, CCR § 93105 and 93106), to ensure that exposure to construction workers and the public is reduced to an acceptable level. This may include the preparation of an Asbestos Hazard Dust Mitigation Plan to be implemented during construction activities.</i>	Agency	of construction activities	
BIOLOGICAL RESOURCES				
Impact 3.4-1: Direct or Indirect Effects on Candidate, Sensitive, or Special-Status Species including their Habitat or Movement Corridors	<p>Mitigation Measure 3.4-1: <i>Prior to final design approval of individual projects, the implementing agency shall have a qualified biologist conduct a field reconnaissance of the environmental limits of the project in an effort to identify any biological constraints for the project, including special status plants, animals, and their habitats, as well as protected natural communities including wetland and terrestrial communities. If the biologist identifies protected biological resources within the limits of the project, the implementing agency shall first, prepare alternative designs that seek to avoid and/or minimize impacts to the biological resources. If the project cannot be designed without complete avoidance, the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW, ACOE) to obtain regulatory permits and implement project-specific mitigation prior to any construction activities.</i></p> <p><i>For projects that are located within the Placer County Conservation Plan (PCCP) plan area, and are constructed after adoption of the PCCP, the implementing agency shall coordinate with the PCCP administrator to verify whether construction within the study area would require a permit. The permit process will require a field reconnaissance of the project study area by an approved biologist in an effort to identify any biological constraints, including covered species or habitat. If the biologist identifies covered species or habitat within the limits of the study limits the implementing agency shall implement all minimization measures and pay the appropriate mitigation fees or provide land in lieu of fees as established by the PCCP.</i></p>	Implementing Agency	Prior to Design Approval	
Impact 3.4-2: Adverse Effects on Riparian Habitat or Other Sensitive Natural Community Identified in Local or Regional Plans, Policies,	Mitigation Measure 3.4-2. <i>Prior to approval of RTP projects, the implementing agency shall retain a qualified biologist to perform an assessment of the project area to identify wetlands, riparian, and other sensitive aquatic environments. If wetlands are present the qualified biologist shall</i>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>Regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service, or on Federally Protected Wetlands as Defined by Section 404 of the Clean Water Act through Direct Removal, Filling, Hydrological Interruption, or Other Means</p>	<p><i>perform a wetland delineation following the 1987 Army Corps of Engineers Wetlands Delineation Manual. The wetland delineation shall be submitted to the ACOE for verification.</i></p>			
	<p>Mitigation Measure 3.4-3. <i>If wetlands, riparian, or other sensitive aquatic environments are found within the project area, the implementing agency shall design or modify the project to avoid direct and indirect impacts on these habitats, if feasible. Additionally, the implementing agency shall minimize the loss of riparian vegetation by trimming rather than removal where feasible.</i></p> <p><i>Prior to construction, the implementing agency shall install orange construction barrier fencing to identify environmentally sensitive areas around the wetland (20' from edge), riparian area (100' from edge), and other aquatic habitats (250' from edge of vernal pool). The location of the fencing shall be marked in the field with stakes and flagging and shown on the construction drawings. The fencing will be installed before construction activities are initiated and will be maintained throughout the construction period. The following paragraph will be included in the construction specifications:</i></p> <p><i>The Contractor's attention is directed to the areas designated as "environmentally sensitive areas." These areas are protected, and no entry by the Contractor for any purpose will be allowed unless specifically authorized in writing by the implementing agency. The Contractor will take measures to ensure that Contractor's forces do not enter or disturb these areas, including giving written notice to employees and subcontractors.</i></p> <p><i>Temporary fences around the environmentally sensitive areas will be installed as the first order of work. Temporary fences will be furnished, constructed, maintained, and removed as shown on the plans, as specified in the special provisions, and as directed by the project engineer. The fencing will be commercial-quality woven polypropylene, orange in color, and at least 4 feet high (Tensor Polygrid or equivalent). The fencing will be tightly strung on posts with a maximum 10-foot spacing.</i></p> <p><i>Immediately upon completion of construction activities the contractor shall stabilize exposed soil/slopes. On highly erodible soils/slopes, use a</i></p>	<p>Implementing Agency</p>	<p>Prior to Design Approval, and prior to commencement of construction activities</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>nonvegetative material that binds the soil initially and breaks down within a few years. If more aggressive erosion control treatments are needed, geotextile mats, excelsior blankets, or other soil stabilization products will be used. All stabilization efforts should include habitat restoration efforts.</i></p>			
	<p>Mitigation Measure 3.4-4: <i>If wetlands or riparian habitat are disturbed as part of the individual RTP project, the implementing agency shall compensate for the disturbance to ensure no net loss of habitat functions and values. Compensation ratios shall be based on site-specific information and determined through coordination with state, federal, and local agencies as part of the permitting process for the project. Compensation may comprise onsite restoration/creation, off-site restoration, preservation, or mitigation credits (or a combination of these elements). The implementing agency shall develop and implement a restoration and monitoring plan that describes how the habitat shall be created and monitored over a minimum period of time.</i></p>	Implementing Agency	Prior to Design Approval	
Impact 3.4-3: Interference with the Movement of Native Resident or Migratory Fish or Wildlife Species or with Established Native Resident or Migratory Wildlife Corridors, or Impede the Use of Native Wildlife Nursery Sites	<p>Mitigation Measure 3.4-5: <i>Prior to design approval of RTP projects that contain movement habitat, the implementing agency shall incorporate economically viable design measures, as applicable and necessary, to allow wildlife or fish to move through the transportation corridor, both during construction activities and post construction. Such measures may include appropriately spaced breaks in a center barrier, or other measures that are designed to allow wildlife to move through the transportation corridor. If the project cannot be designed with these design measures (i.e. due to traffic safety, etc.) the implementing agency shall coordinate with the appropriate regulatory agency (i.e. USFWS, NMFS, CDFW) to obtain regulatory permits and implement alternative project-specific mitigation prior to any construction activities.</i></p>	Implementing Agency	Prior to Design Approval	
Impact 3.4-4: Potential Introduction or Spread of Noxious Weeds Associated with the RTP Projects	<p>Mitigation Measure 3.4-6: <i>Prior to approval of RTP projects, the implementing agency shall retain a qualified botanist determine whether noxious weeds are an issue for the project. If the botanist determines that noxious weeds are an issue, the implementing agency shall review the noxious weed list from the County Agricultural Commission, California Department of Food and Agriculture, and the California Exotic Pest Plant Council to identify target weed species for a field survey. Noxious weed infestations shall be mapped and documented. The implementing agency shall incorporate the following measures into project plans and specifications:</i></p> <ul style="list-style-type: none"> • <i>Certified, weed-free, imported erosion-control materials (or rice straw in upland areas) will be used.</i> 	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> The project sponsor will coordinate with the county agricultural commissioner and land management agencies to ensure that the appropriate BMPs are implemented. Construction supervisors and managers will be educated about noxious weed identification and the importance of controlling and preventing their spread. Equipment will be cleaned at designated wash stations after leaving noxious weed infestation areas. 			
Impact 3.4-5: Conflicts with an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, Recovery Plan, or Local Policies or Ordinances Protecting Biological Resources (less than significant with mitigation)	Mitigation Measure 3.4-7: If the PCCP has been adopted, prior to design approval of individual projects, the implementing agency shall coordinate with Placer County (or the designated agency responsible for implementing the PCCP) to determine the appropriate coverage, permits, compensatory mitigation or fees, and project specific avoidance, minimization, and mitigation measures.	Implementing Agency	Prior to Design Approval	
CULTURAL RESOURCES				
Impact 3.5-1: Damage to or the Destruction of Archaeological Resources from Construction of RTP Projects	<p>Mitigation Measure 3.5-1: During environmental review of individual RTP improvement projects, the implementing agencies shall retain a qualified architectural historian to inventory and evaluate architectural resources located in project area using criteria for listing in the California Register of Historic Resources. In addition, the resources would be recorded by the architectural historian on appropriate California Department of Parks and Recreation (DPR) 523 forms, photographed, and mapped. The DPR forms shall be produced and forwarded to the Central California Information Center. If federal funding or approval is required, then the implementing agency shall comply with Section 106 of the National Historic Preservation Act.</p> <p>If architectural resources are deemed as potentially eligible for the California Register of Historic Resources or the National Register of Historic Places, the implementing shall consider avoidance through project redesign as feasible. If avoidance is not feasible, the implementing agencies shall ensure that the historic resource is formally documented through the use of large-format photography, measured drawings, written architectural descriptions, and historical narratives. The documentation shall be entered into the Library of Congress, and archived in the California Historical Resources Information System. In the event of building relocation, the implementing agency shall ensure that any alterations to significant buildings or structures conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for</p>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>Rehabilitating Historic Buildings.</i>			
Impact 3.5-2: Inadvertent Discovery of Human Remains during Construction of RTP Projects	<p>Mitigation Measure 3.5-2: <i>During environmental review of individual RTP improvement projects, the implementing agencies shall:</i></p> <ul style="list-style-type: none"> • <i>Consult with the United Auburn Indian Community (UAIC) to determine whether a project could affect cultural resources that may be of importance to the UAIC. Provide the UAIC with copies of any archaeological reports, environmental documents, and mitigation measures that are prepared for a project. Consult with the UAIC to determine if tribal monitors are needed for field surveys on individual projects.</i> • <i>Consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project area.</i> • <i>Conduct a records search at the Central California Information Center of the California Historical Resources Information System to determine whether the project area has been previously surveyed and whether resources were identified.</i> <p><i>In the event the records indicate that no previous survey has been conducted, the Central California Information Center will make a recommendation on whether a survey is warranted based on the archaeological sensitivity of the project area. If recommended, a qualified archaeologist shall be retained to conduct archaeological surveys. The significance of any resources that are determined to be in the project area shall be assessed according to the applicable local, state, and federal significance criteria. Implementing agencies shall devise treatment measures to ameliorate “substantial adverse changes” to significant archaeological resources, in consultation with qualified archaeologists and other concerned parties. Such treatment measures may include avoidance through project redesign, data recovery excavation, and public interpretation of the resource.</i></p> <p><i>Implementing agencies and the contractors performing the improvements shall adhere to the following requirements:</i></p> <ul style="list-style-type: none"> • <i>If an improvement project is located in an area rich with cultural materials, the implementing agency shall retain a qualified</i> 	Implementing Agency	Prior to Design Approval, and during construction activities	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p><i>archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property.</i></p> <ul style="list-style-type: none"> <i>If, during the course of construction cultural resources (i.e., prehistoric sites, historic sites, and isolated artifacts and features) are discovered work shall be halted immediately within 50 meters (165 feet) of the discovery, the implementing agency shall be notified, and a qualified archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology shall be retained to determine the significance of the discovery.</i> <i>The implementing agency shall consider mitigation recommendations presented by a professional archaeologist that meets the Secretary of the Interior’s Professional Qualifications Standards in prehistoric or historical archaeology for any unanticipated discoveries and shall carry out the measures deemed feasible and appropriate. Such measures may include avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The project proponent shall be required to implement any mitigation necessary for the protection of cultural resources.</i> 			
<p>Impact 3.5-3: Damage to or the Destruction of Paleontological Resources from Construction of RTP Projects</p>	<p>Mitigation Measure 3.5-3: <i>During environmental review of RTP projects, the implementing agencies shall retain a qualified paleontologist to identify, survey, and evaluate paleontological resources where potential impacts are considered high. All construction activities shall avoid known paleontological resources, if feasible, especially if the resources in a particular lithologic unit formation have been determined to be unique or likely to contain paleontological resources. If avoidance is not feasible, paleontological resources should be excavated by a qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be curated and displayed for public education purposes.</i></p>	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	
<p>Impact 3.5-4: Damage to or the Destruction of Historical Resources from Construction of RTP Projects</p>	<p>Mitigation Measure 3.5-4: <i>Implement Stop-Work and Consultation Procedures Mandated by Public Resources Code 5097. In the event of discovery or recognition of any human remains during construction or excavation activities associated with an RTP project, the implementing agency shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the following steps are taken:</i></p>	<p>Implementing Agency</p>	<p>Prior to Design Approval, and during construction</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> The Placer County Coroner has been informed and has determined that no investigation of the cause of death is required. If the remains are of Native American origin, either of the following steps will be taken: (1) The coroner will contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner will make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods, which may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. (2) The implementing agency or its authorized representative will retain a Native American monitor, and an archaeologist, if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance when any of the following conditions occurs: (a) The Native American Heritage Commission is unable to identify a descendent. (b) The descendant identified fails to make a recommendation. (c) The implementing agency or its authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner. 			
GREENHOUSE GAS EMISSIONS				
Impact 3.6.1: Effects on Climate Change and Global Warming	<p>Mitigation Measure 3.6-1: The PCTPA should continue to explore the feasibility of a transportation pricing policy for the transit system and selected portions of the road network to encourage people to drive less and increase use of transit, walking and bicycling modes. The PCTPA should continue to participate and host programs that are deemed feasible by the PCTPA for the region to incentivize alternative transportation modes (e.g. Spare the Air program, Commuter Club, Bucks for Bikes program, \$10 Youth Summer Pass program, Walk to School Program, and Emergency Ride Home Services).</p>	Implementing Agency	On-going	
	<p>Mitigation Measure 3.6-2: The PCTPA should consider incorporating a complete streets policy with a strong focus on identifying opportunities to create more active transportation within the region (i.e. bike and pedestrian facilities).</p>	Implementing Agency	On-going	
	<p>Mitigation Measure 3.6-3: Consistent with Appendix F of the CEQA Guidelines, the agencies implementing RTP projects should:</p>	Implementing	On-going	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • Promote measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. As the individual RTP projects are designed there should be an explanation as to why certain measures were incorporated in the RTP project and why other measures were dismissed. • Site, orient, and design projects to minimize energy consumption, increase water conservation and reduce solid-waste. • Promote efforts to reduce peak energy demand in the design and operation of RTP projects. • Promote the use of alternate fuels (particularly renewable ones) or energy systems for RTP projects. • Promote efforts to recycle materials used in the construction (including demolition phase) of RTP projects. 	Agency		
	<p>Mitigation Measure 3.6-4: The PCTPA should coordinate with local and regional agencies to assist in efforts to develop local and regional CAPs (Climate Action Plans) and/or General Plan policy that address climate change and greenhouse gas emissions. Some local agencies in Placer County have adopted a local CAP (Roseville 2009 and Rocklin 2012), or are in the process of preparing a local CAP (Lincoln, in process) to address climate change and greenhouse gas emissions. Local and regional CAPs should include the following components:</p> <ul style="list-style-type: none"> • Baseline inventory of GHG emissions from community and municipal sources. • A target reduction goal consistent with AB 32. • Policies and measures to reduce GHG emissions. • Quantification of the effectiveness of the proposed policies and measures. • A monitoring program to track the effectiveness and implementation of the CAP(s). <p>PCTPA's role in the development of local and regional CAPs should include:</p> <ul style="list-style-type: none"> • Assistance in seeking and securing funding for the development of local and regional CAPs. • Collaboration with local and regional agencies throughout their respective planning processes. 	Implementing Agency	On-going	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>Mitigation Measure 3.6-5: PCTPA has included alternative vehicle fueling/charging stations in the RTP. PCTPA should consider the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy in the future and assist local agencies with the development of an Alternative Fuel Vehicle (AFV) and Infrastructure Policy. In developing an AFV policy, PCTPA should consider the studies prepared by SACOG (i.e. TakeCharge II: Infrastructure Roadmap). The policy could include provisions that address best practices, and standards related to saving energy and reducing GHG emissions through AFV use, including:</p> <ul style="list-style-type: none"> • A procurement policy for using AFV by franchisees of these cities, such as trash haulers, green waste haulers, street sweepers, and curbside recyclable haulers. Such AFVs should have GHG emissions that are lower than comparable gasoline- or diesel- powered vehicles. • To the extent that is deemed economically feasible for the local agency, a fleet purchase policy to increase the number of AFVs (i.e., vehicles not powered strictly by gasoline or diesel fuel) for municipally owned fleets. • A public education policy to encourage the use of alternative fuel vehicles and development of supporting infrastructure. 	Implementing Agency	On-going	
GEOLOGICAL AND MINERAL RESOURCES				
Impact 3.7-1: Potential to expose people or structures to potential adverse effects involving rupture of a fault or strong seismic ground shaking (less than significant with mitigation)	<p>Mitigation Measure 3.7-1: Conduct project-level seismic hazard evaluations and design those project facilities according to the California Building Code. Implementing agencies will ensure evaluations of seismic ground shaking hazards for all individual improvement projects at the project level. Based on these evaluations, the implementing agencies will ensure that design and construction of all new facilities are constructed in accordance with the most appropriate building standards to minimize the potential impacts to new facilities.</p>	Implementing Agency	Prior to Design Approval	
Impact 3.7-3: Potential to be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse	<p>Mitigation Measure 3.7-2: Conduct site-specific geotechnical investigations for liquefaction, slope stability, lateral spreading, settlement, and subsidence. Implementing agencies will ensure that site specific geotechnical investigations are conducted before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify and characterize areas that may be susceptible to these geological conditions. These site-specific investigations may range from limited screening investigations to identify obvious hazards, to very detailed subsurface investigations. The findings of these site-specific investigations will serve as the basis for the final design of the</p>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
(less than significant with mitigation)	<i>proposed projects and ensure that appropriate geotechnical methods are used to avoid or minimize the potential for damage to project-related facilities.</i>			
Impact 3.7-4: Potential to result in risks from expansive soil (less than significant with mitigation)	Mitigation Measure 3.7-3: <i>Conduct site-specific geotechnical investigations for expansive soils and implement appropriate, proven geotechnical methods. Implementing agencies will conduct site specific geotechnical investigations before or during the preliminary and/or final design stages of the individual RTP improvement projects to identify areas with expansive soils. The findings of these site specific investigations would serve as the basis for the final design of the proposed projects and ensure that appropriate, proven geotechnical methods are used to avoid or minimize the potential for expansive soils and sediments to damage project-related structures. The exact methods that would be used to address potential expansive soil issues may include the selective placement of expansive fill materials; the use of imported, non-expansive fill materials; or other methods of ground improvement.</i>	Implementing Agency	Prior to Design Approval	
HAZARDS AND HAZARDOUS MATERIALS				
Impact 3.8-4: Impact from being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5	Mitigation Measure 3.8-1: <i>Prior to approval of individual RTP improvement projects, the implementing agency should perform a Phase 1 Environmental Site Assessment that includes a review of all known databases for contaminated sites. If it is determined that a project is located on or near a contaminated site a Phase II Environmental Site Assessment should be performed to sample the soils/groundwater and further investigate the extent of the contamination. Based on the results of the Phase II Environmental Site Assessment, the implementing agency should devise a remediation plan or avoid disturbance of contaminated areas, in compliance with appropriate regulatory agency requirements. All work should be conducted under a work plan approved by the regulatory oversight agency and should be conducted by a registered environmental assessor (pursuant to 22 CCR 69200).</i>	Implementing Agency	Prior to Design Approval	
HYDROLOGY AND WATER QUALITY				
Impact 3.9-1: Violate any water quality standards or waste discharge requirements	Mitigation Measure 3.9-1: <i>Comply with NPDES General Construction Permit requirements. To reduce or eliminate construction-related water quality effects, the implementing agency will ensure that transportation improvement projects comply with the requirements of the NPDES General Construction Permit. Project implementation agencies are required to obtain coverage under the General Construction Permit before the onset of any construction</i>	Implementing Agency	Prior to the commencement of construction	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<p>activities, where the disturbed area is 1 acre or greater in size.</p> <p>A SWPPP will be developed by a qualified engineer or erosion control specialist in accordance with the NPDES General Construction Permit requirements. The SWPPP will be implemented prior to the issuance of any grading permit before construction. The SWPPP will be kept on site during construction activity and will be made available upon request to representatives of the RWQCB.</p> <p>Compliance and coverage under the NPDES General Construction Permit will require controls of pollutant discharges that utilize BMPs and technology to reduce erosion and sediments to meet water quality standards. BMPs may consist of a wide variety of measures taken to reduce pollutants in stormwater runoff from the construction site. Measures may include, temporary erosion control measures (such as silt fences, staked straw bales/wattles, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed to control erosion from disturbed areas.</p> <p>Final selection of BMPs will be subject to approval by the implementing agency. The implementing agency will verify that an NOI has been filed with the SWRCB, and a SWPPP has been developed before allowing construction to begin.</p>			
	<p>Mitigation Measure 3.9-2: Implement a Spill Prevention and Control Program. As part of requiring compliance with the NPDES General Construction Permit, the implementing agency and its agents will develop and implement a spill prevention and control program to minimize the potential for, and effects from, spills of hazardous, toxic, or petroleum substances during all construction activities. The program will be completed before any construction activities begin.</p>	Implementing Agency	Prior to Design Approval, and during construction	
	<p>Mitigation Measure 3.9-3: Implement measures to maintain water quality after construction. The project implementing agencies will implement source and treatment control measures according to the Stormwater Quality Control Criteria Plan (San Joaquin County 2005). For new development and redevelopment projects, general site design control measures are required to minimize the volume and rate of stormwater runoff discharge from the project site. General site design control measures incorporated into the project design can include:</p> <ul style="list-style-type: none"> • conserving natural areas; • protecting slopes and channels; • minimizing impervious areas; 	Implementing Agency	Prior to Design Approval, during/after construction	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • storm drain identification, and appropriate messaging and signing; and • minimizing effective imperviousness through the use of turf buffers and/or grass-lined channels, if feasible. <p><i>In addition, new development and redevelopment projects must include treatment control measures, if possible and when feasible, to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving water. Treatment control measures may include, but not be limited to, the following:</i></p> <ul style="list-style-type: none"> • Vegetated buffer strip • Vegetated swale • Extended detention basin • Wet pond • Constructed wetland • Detention basin/sand filter • Porous pavement detention • Porous landscape detention • Infiltration basin • Infiltration trench • Media filter • Retention/irrigation • Proprietary control device <p><i>Selection and implementation of these measures would be based on a project-by-project basis depending on project size and stormwater treatment needs.</i></p>			
	<p>Mitigation Measure 3.9-4: <i>Comply with provisions for dewatering. Before discharging any dewatered effluent to surface water, the project implementation agency will obtain an NPDES permit and Waste Discharge Requirement from the Central Valley RWQCB. Depending on the volume and characteristics of the discharge, coverage under the NPDES General Construction Permit may be permissible. If coverage under the General Construction Permit is not allowed, the project will conform to requirements of the General Dewatering Permit, issued by the Central Valley RWQCB. The project implementation agencies will design and implement measures as necessary so that the discharge limits identified in the relevant permit are met.</i></p>	Implementing Agency	Prior to Design Approval, during/after construction	
Impact 3.9-3: Alter the existing drainage pattern in a manner which	<p>Mitigation Measure 3.9-5: <i>Conduct project-level drainage studies. As part of the infrastructure plan, the project implementation agencies and/or their</i></p>	Implementing	Prior to Design	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
<p>would result in substantial erosion, siltation, flooding, or polluted runoff.</p>	<p><i>contractors will conduct a drainage study. This study will address the following topics:</i></p> <ul style="list-style-type: none"> • <i>A calculation of pre-development runoff conditions and post-development runoff scenarios using appropriate engineering methods. This analysis will evaluate potential changes to runoff through specific design criteria, and account for increased surface runoff.</i> • <i>An assessment of existing drainage facilities within the project area, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation, including the sizing of on-site stormwater detention features and pump stations.</i> • <i>A description of the proposed maintenance program for the onsite drainage system.</i> • <i>Standards for drainage systems to be installed on a project/parcel-specific basis.</i> • <i>Proposed design measures to ensure structures are not located within 100-year floodplain areas.</i> <p><i>Drainage systems will be designed in accordance with the County's, Flood Control Agency's, and other applicable flood control design criteria. As a performance standard, measures to be implemented from those studies will provide for no net increase in peak stormwater discharge relative to current conditions, ensure that 100-year flooding and its potential impacts are maintained at or below current levels, and that people and structures are not exposed to additional flood risk.</i></p>	<p>Agency</p>	<p>Approval</p>	
	<p>Mitigation Measure 3.9-6: <i>Avoid restriction of flood flows. Proposed projects requiring federal approval or funding will comply with Executive Order 11988 for floodplain management. Projects will avoid incompatible floodplain development designs, they will restore and preserve the natural and beneficial floodplain values, and they will maintain consistency with the standards and criteria of the National Flood Insurance Program. In addition, a Letter of Map Revision (LOMR) will be prepared and submitted to FEMA where unavoidable construction would occur within 100-year floodplains. The LOMR will include revised local base flood elevations for projects constructed within flood prone areas. Potential impacts due to flooding as a result of RTP projects are assumed to be alleviated through the FEMA LOMR approval process.</i></p>	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	
	<p>Mitigation Measure 3.9-7: <i>Avoid project dewatering. Project designs that require continual de-watering activities for the life of the projects will be avoided if possible. Due to the potential for flooding and destabilizing</i></p>	<p>Implementing Agency</p>	<p>Prior to Design Approval</p>	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<i>conditions, project implementation agencies will choose project designs that do not require continual dewatering, if suitable project alternatives exist. Project alternatives may include construction of overpasses, as opposed to below-grade underpasses, which would avoid interception with groundwater.</i>			
Impact 3.9.7 Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam, seiche, tsunami, or mudflow.	Mitigation Measure 3.9-8: <i>Design projects to pass flows in the event of levee or dam failure. If the proposed project would have the potential to impede or redirect flows from a levee or dam failure, such that there would be less than a one percent chance that flooding would extend to areas not previously mapped as inundation areas, the project applicant will redesign the project, to the maximum extent practicable, such that the site would exhibit pre-project inundation conditions. This may be achieved through incorporation of culverts or bridges into the project design. The project applicant would consult with the California and San Joaquin Offices of Emergency Services to ensure that the flooding risks of pre-project conditions would not increase.</i>	Implementing Agency	Prior to Design Approval	
LAND USE PLANNING AND POPULATION				
Impact 3.10-1: Physical Division of an Established Community	Mitigation Measure 3.10-1: <i>Prior to approval of RTP projects, the implementing agency shall consult with local planning staff to ensure that the project will not physically divide the community. The consultation should include a more detailed project-level analysis of land uses adjacent to proposed improvements to identify specific impacts. The analysis should consider new road widths and specific project locations in relation to existing roads. If it is determined that a project could physically divide a community, the implementing agency shall redesign the project to avoid the impact, if feasible. The measures could include realignment of the improvements to avoid the affected community. Where avoidance is not feasible, the implementing agency shall incorporate minimization measures to reduce the impact. The measures could include: alignment modifications, right-of-way reductions, provisions for bicycle, pedestrian, and vehicle facilities, and enhanced landscaping and architecture.</i>	Implementing Agency	Prior to Design Approval	
NOISE				
Impact 3.11-1: Exposure of Noise-Sensitive Land Uses to Short-Term Construction Noise	Mitigation Measure 3.11-1: <i>Subsequent projects under the RTP shall be designed and implemented to reduce adverse construction noise and vibration impacts to sensitive receptors, as feasible. Measures to reduce noise and vibration effects may include, but are not limited to:</i>	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> • Limit noise-generating construction activities, excluding those that would result in a safety concern to workers or the public, to the least noise-sensitive daytime hours, which is generally 6am to 9pm. • Construction of temporary sound barriers to shield noise-sensitive land uses. • Location of noise-generating stationary equipment (e.g., power generators, compressors, etc.) at the furthest practical distance from nearby noise-sensitive land uses. • Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period. • Use of equipment noise-reduction devices (e.g., mufflers, intake silencers, and engine shrouds) in accordance with manufacturers' recommendations. • Substituting noise/vibration-generating equipment with equipment or procedures that would generate lower levels of noise/vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use. • Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding noise. • Comply with all local noise control and noise rules, regulations, and ordinances. 			
Impact 3.11-2: Exposure of Noise-Sensitive Land Uses to Increases in Traffic Noise (less than significant with mitigation)	<p>Mitigation Measures 3.11-2: Prior to approval of RTP projects, the implementing agency shall perform a project-level noise evaluation. For projects adjacent to noise-sensitive uses, implementing agencies shall consider the following measures:</p> <ul style="list-style-type: none"> • Construct vegetative earth berms with mature trees and landscaping to attenuate roadway noise on adjacent residences or other sensitive use, and /or sound walls or other similar sound-attenuating buffers, as appropriate. • Properly zone, buffer, and restrict development to ensure that future development is compatible with transportation facilities. • Design projects to maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-and-ride lots, and other new noise generating facilities. • Improve the acoustical insulation of residential units where setbacks and sound barriers do not sufficiently reduce noise. 	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
	<ul style="list-style-type: none"> Establish speed limits and limits on hours of operation of rail and transit systems. 			
UTILITIES, PUBLIC SERVICES AND RECREATION				
Impact 3.12-1: The proposed project has the potential to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	Mitigation Measure 3.12-1: Project implementation agencies shall evaluate the impacts to wastewater treatment, as part of project-specific environmental review. For any identified impacts, appropriate mitigation measures shall be identified. The project implementation agencies or local jurisdiction shall be responsible for ensuring adherence to the mitigation measures.	Implementing Agency	Prior to Design Approval	
Impact 3.12-2: The proposed project has the potential to result in a determination by the wastewater treatment and/or collection provider which serves or may serve the project that is does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments	Mitigation Measure 3.12-2: Prior to construction of facilities that would require wastewater treatment services; the implementing agency shall secure adequate wastewater treatment capacity and undertake project-level review as necessary to provide CEQA compliance.	Implementing Agency	Prior to Design Approval	
Impact 3.12-3: The proposed project has the potential to require or result in the construction of new wastewater treatment or collection facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Mitigation Measure 3.12-3: The implementing agencies shall be required to provide CEQA review for all projects that require additional wastewater infrastructure upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of wastewater treatment and collection facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects. Implementing agencies shall determine appropriate mitigation measures that are project specific.	Implementing Agency	Prior to Design Approval	
Impact 3.12-4: The proposed project has the potential to require construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Mitigation Measure 3.12-4: The implementing agencies shall be required to provide CEQA review for all projects that may require additional water treatment upgrades. Projects shall be analyzed on a case by case basis to determine if construction or expansion of water treatment facilities, and or infrastructure upgrades of existing and new facilities would cause significant environmental effects.	Implementing Agency	Prior to Design Approval	

ENVIRONMENTAL IMPACT	MITIGATION MEASURE	MONITORING RESPONSIBILITY	TIMING	VERIFICATION (DATE/INITIALS)
Impact 3.12-5: The proposed project has the potential to have insufficient water supplies available to serve the project from existing entitlements and resources	Mitigation Measure 3.12-5: Prior to construction of facilities that would require water service for potable consumption and landscaping purposes; the implementing agency shall secure adequate water supplies to serve the proposed project and undertake project-level review as necessary to provide CEQA compliance. Wherever feasible, facilities should implement water conservation practices including but not limited to: the use of reclaimed water instead of potable water for landscaping purposes, low flow fixtures, and water efficient landscape design.	Implementing Agency	Prior to Design Approval	
Impact 3.12-6: The proposed project has the potential to require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	Mitigation Measure 3.12-6: The implementing agency shall require projects to direct stormwater run-off and other surface drainage into an adequate on-site system or into a municipal system with capacity to accept the project drainage. This should be demonstrated by requiring consistency with local stormwater drainage master plans, and include a project-specific drainage analysis satisfactory to the jurisdiction's engineer.	Implementing Agency	Prior to Design Approval	
Impact 3.12-7: The proposed project has the potential to be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs and comply with federal, State, and local statutes and regulations related to solid waste	Mitigation Measure 3.12-7: Prior to construction of transportation improvements and facilities that generate solid waste or require solid waste services; the implementing agency shall ensure receiving landfills have adequate solid waste capacity to serve additional project waste volumes. Additionally the implementing agency shall: <ul style="list-style-type: none"> • Require the construction contractor to work with the County Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction. • Require the amount of solid waste generated during construction to be estimated prior to construction, and appropriate disposal sites will be identified and utilized. For individual projects that include facilities that produce ongoing waste streams (including trash receptacles) the implementing agency shall where feasible: <ul style="list-style-type: none"> • Require waste reduction strategies including but not limited to: convenient recycling stations (onsite recycling receptacles) at all solid waste collection (trash receptacle) locations. Waste reduction strategies shall be coordinated with the County Recycling Coordinator. 	Implementing Agency	Prior to the commencement of construction	
TRANSPORTATION AND CIRCULATION				

<i>ENVIRONMENTAL IMPACT</i>	<i>MITIGATION MEASURE</i>	<i>MONITORING RESPONSIBILITY</i>	<i>TIMING</i>	<i>VERIFICATION (DATE/INITIALS)</i>
Impact 3.13-2: The Proposed Project could result in the alteration of present patterns of vehicular, bicycle, and pedestrian circulation, increased traffic delay, and increased traffic hazards during construction of future projects. (less than significant with mitigation)	Mitigation Measure 3.13-1: <i>The implementing agencies shall to develop a traffic control plan for construction projects to reduce the effects of construction on the roadway system throughout the construction period. As part of the traffic control plan, project proponents shall coordinate with emergency service providers to ensure that emergency routes are identified and remain available during construction activities.</i>	Implementing Agency	Prior to the commencement of construction	

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