



A G E N D A

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
PLACER COUNTY AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION SERVICES AGENCY**

**Wednesday, August 28, 2019
9:00 a.m.**

**Placer County Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, CA 95603**

- A. Flag Salute**
- B. Roll Call**
- C. Closed Session – Conference Room A** **Action**
Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9):

NAME OF CASE: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)
- D. Approval of Action Minutes: June 26, 2019** **Action**
Pg. 1
- E. Agenda Review**
- F. Public Comment**
- G. Consent Calendar: Placer County Transportation Planning Agency** **Action**
These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.
Pg. 5
1. Triennial Performance Audits for Auburn Transit, Placer County Transit, Placer County Transportation Planning Agency, Roseville Transit, and the Western Placer Consolidated Transportation Services Agency: FY 2015/16 to 2017/18
Pg. 8

Board of Directors Meeting Agenda
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2. Cooperative Agreement with Caltrans for Highway 65 Widening Phase 1 Project
3. FY 2018/19 Final Finding of Apportionment for the Local Transportation Fund (LTF) - \$29,689,662 Pg. 13
4. FY 2019/20 PCTPA Claim for Local Transportation Funds (LTF) - \$1,066,308 Pg. 15
5. FY 2018/19 Final State Transit Assistance (STA) Fund Allocation - \$ 3,160,586 Pg. 17
6. FY 2019/20 Senate Bill 1 State of Good Repair (SGR) Fund Allocation - \$490,684 Pg. 18

H. Consent Calendar: Western Placer Consolidated Transportation Services Agency Action Pg. 21

These items are expected to be routine and noncontroversial. They will be acted upon by the Board at one time without discussion. Any Board member, staff member, or interested citizen may request an item be removed from the consent calendar for discussion.

1. Letter of Task Agreement 14-02 between the Placer County Transportation Planning Agency and AMMA Transit Planning for South Placer Transit Information Center Assessment: \$40,000 Pg. 22

I. 9:00 A.M. – PUBLIC HEARING: Auburn Municipal Airport Layout Plan and Narrative Report Consistency Plan Action Pg. 30
Staff presentation: David Melko

J. Interstate 80 Auxiliary Lanes Project Update Info Pg. 44
Staff presentation: David Melko

K. Regional Transportation Plan Outreach and Schedule Info Pg. 45
 None. For information only.
Staff presentation: Aaron Hoyt

L. 2019 Unmet Transit Needs Process and Schedule Info Pg.65
Staff presentation: Kathleen Hanley

M. Executive Director’s Report Info

N. Board Direction to Staff

O. Informational Items Info Pg. 66
 1. PCTPA TAC Minutes – August 13, 2019

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- 2. Status Reports
 - a. PCTPA – August 28, 2019 Pg. 70
 - b. AIM Consulting – May 2019 Pg. 85
 - c. Key Advocates – May 2019 Pg. 88
 - d. FSB – May 2019 Pg. 97
 - e. Capitol Corridor Pg. 101
- 3. SACOG News: SAFE Vehicle Rule Pg. 105
- 4. PCTPA Receipts and Expenditures – May and June 2019 *Under separate cover*

Next Regularly Scheduled PCTPA Board Meeting
September 25, 2019
9:00 AM

The Placer County Board of Supervisors' Chambers is accessible to the disabled. If requested, this agenda, and documents in the agenda packet can be made available in appropriate alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 and the Federal Rules and Regulations adopted in implementation thereof. Persons seeking an alternative format should contact PCTPA for further information. In addition, a person with a disability who requires a modification or accommodation, including auxiliary aids or services, in order to participate in a public meeting should contact PCTPA by phone at 530-823-4030, email (ssabol@pctpa.net) or in person as soon as possible and preferably at least 72 hours prior to the meeting.

Following is a list of our 2019 Placer County Transportation Planning Agency (PCTPA) meetings.

Board meetings are typically held the **fourth Wednesday of the month** at 9:00 a.m. except for November and December meetings which are typically combined meetings. PCTPA meetings are typically held at the Placer County Board of Supervisors' Chambers, 175 Fulweiler Avenue, Auburn, California.

PCTPA Board Meetings – 2019	
Wednesday, January 23	Wednesday, July 24
Wednesday February 27	Wednesday, August 28
Wednesday, March 27	Wednesday, September 25
Wednesday, April 24	Wednesday, October 23
Wednesday, May 22 – 3:00 PM	Wednesday, December 4
Wednesday, June 26	



MINUTES

**REGULAR MEETING OF THE
Placer County Transportation Planning Agency
Western Placer Consolidated Transportation Services Agency
Placer County Airport Land Use Commission**

**June 26, 2019 at 9:00 AM
Placer County Board of Supervisors Chambers
175 Fulweiler Avenue
Auburn, CA 95603**

ROLL CALL

John Allard
Brian Baker
Trinity Burruss, Vice Chair
Greg Janda
Jim Holmes, Chair
Cheryl Maki
Kirk Uhler
Jaime Wright

STAFF

Kathleen Hanley
Aaron Hoyt
Shirley LeBlanc
Mike Luken, Executive Director
David Melko
Solvi Sabol

CLOSED SESSION: Conference with Legal Counsel - Existing Litigation (Paragraph (1) of subdivision (d) of Government Code Section 54956.9). Name of Case: Sierra Club v. Caltrans, PCTPA, et al. (Sacramento County Superior Court Case No. 34-2018-80002859) (CEQA Litigation – SR 65 Widening Project)

There was no closed session held on this item.

APPROVAL OF ACTION MINUTES – MAY 22, 2019

Upon motion by Allard and second by Uhler, the action minutes of May 22, 2019 were unanimously approved.

AGENDA REVIEW

Mike Luken referenced an amended memo, Item I, that was provided to the Board and to the public.

PUBLIC COMMENT

No public comment was received.

CONSENT CALENDAR: PLACER COUNTY TRANSPORTATION PLANNING AGENCY

It was moved, seconded (Uhler/Allard) and passed by unanimous vote that the following PCTPA Consent items be approved:

1. FY 2019/20 PCTPA Claim for Local Transportation Funds (LTF) - \$475,000

2. Letters of Task Agreements for Communications and Outreach Services for FY 2019/20 – AIM Consulting, Inc.: \$45,000 and \$12,500
3. Letter of Task Agreement between the Placer County Transportation Planning Agency and the Capitol Corridor Joint Powers Authority (CCJPA) for the Capitol Corridor Marketing Program in Placer County for FYs 2019/20: \$7,500
4. Letter of Task Agreement for Federal Legislative Advocacy Services for FY 2019/20 – Key Advocates, Inc.: \$36,000
5. Letter of Task Agreement for Airport Land Use Consulting Services for FY 2019/20: Mead & Hunt – \$7,500
6. Letter of Task Agreement for Legal Services for FY 2019/20 – Sloan Sakai Yeung & Wong: \$85,000
7. Letter of Task Agreement for State Legislative Advocacy Services for FY 2019/20– Smith, Watts & Hartmann: \$30,000
8. CalPERS Health Program – Administrative Update for Geographic Region Revision
9. Letter of Task Agreement 19-01 between the Placer County Transportation Planning Agency and the Truckee-North Tahoe Transportation Management Association for FY 2019/20: \$6,400
10. FY 2018/19 City of Roseville Claim for Local Transportation Funds (LTF) - \$7,575,243
11. FY 2018/19 City of Roseville Claim for State Transit Assistance (STA) Funds - \$990,183
12. FY 2018/19 City of Roseville Claim for State of Good Repair Funds (SGR) Funds - \$159,253
13. FY 2018/19 City of Auburn Claim for Local Transportation Funds (LTF) - \$806,367
14. FY 2018/19 City of Auburn Claim for State Transit Assistance (STA) Funds - \$101,256
15. FY 2018/19 City of Auburn Claim for State of Good Repair Funds (SGR) Funds - \$16,258
16. Subrecipient Agreement between PCTPA and the Health and Human Service Division of Placer County for the Highway 49 Sidewalk Gap Closure Safe Routes to School Program: \$733,000

CONSENT CALENDAR: WESTERN PLACER COUNTY TRANSPORTATION PLANNING AGENCY (WPCTSA)

It was moved, seconded (Allard/Uhler) and passed by unanimous vote that the following WPCTSA Consent item be approved:

1. Letter of Task Agreement for Legal Services for FY 2019/20 – Sloan Sakai Yeung & Wong LLP: \$7,500

WPCTSA FY 2019/20 BUDGET AND PCTPA AUTHORIZATION OF CONTRACT EMPLOYEE

Mike Luken, Executive Director, presented the amended staff report. It was moved, seconded (Allard/Uhler) and passed by unanimous vote that:

1. The WPCTSA Board adopt the FY 2019/20 Budget, and
2. Acting as the PCTPA Board, Authorize the Executive Director to execute a limited term contract for FY 2019/20 to manage transit planning and other related duties for the Agency in accordance with the adopted FY 2019/20 WPCTSA Budget and PCTPA Overall Work Plan (OWP) and waive the public noticing and posting requirement for this contract employee position.

PLACER COUNTY FREEWAY SERVICE PATROL CHANGE ORDER NO. 6

David Melko, Senior Transportation Planner, presented the staff report providing information on how Freeway Service Patrol (FSP) is funded, the area and times served by FSP in Placer County, and the types of trucks used for service. It was moved, seconded (Maki/Baker) and passed by unanimous vote to authorize the Executive Director to issue Change Order No. 6 to Placer County Freeway Service Patrol Contractor Services Agreement 15-FSP-01, as provided to the Board as Attachment 1.

REGIONAL TRANSPORTATION PLAN OUTREACH AND SCHEDULE

Kathleen Hanley, Assistant Planner, went over the results of the three online surveys which were conducted as part of the Regional Transportation Plan (RTP) process. Aaron Hoyt, Senior Planner, went over the RTP schedule and process to date and the next steps. The final RTP and EIR will be presented to the Board for action at the December 2019 meeting. This item was presented for information only. No action was taken by the Board.

EXECUTIVE DIRECTOR'S REPORT

Mike Luken, Executive Director, reported on the following:

1. AB 1413 passed the Senate Transportation Committee by a vote of 7 ayes to 3 noes on June 25. The next hearing will occur on July 10 in the Senate Governance and Finance Committee. Luken said that we are diligently working with all involved parties to move this bill forward.
2. PCTPA was awarded a (\$648,932) Caltrans Sustainable Community Planning Grant for Phase II of the Placer - Sacramento Mobility Action Plan. Luken added that we are currently working on Phase I of the Action Plan and upon completion, the plan will position the agency for SB 1 grant funding. Luken credited Kathleen Hanley, Assistant Planner, for her part in spearheading the grant application.
3. PCTPA will be a sponsor at the Celebrate America event in Rocklin on June 28 and 29 where we will be presenting a recent video created to inform the public on the Placer County's transportation needs and the funding strategy. Additionally, we will have a presence via a booth and be able to take public comment on the Placer – Sacramento Gateway plan. Lastly, Luken said we will be showcasing our transit activities and have a local transit bus on sight with a transit ambassador available to provide information on the local transit services.
4. The Colfax Groundbreaking is taking place on Wednesday, July 3 at 10:00 am.
5. This evening (June 26), PCTPA, will be jointly hosting the California Transportation Commission (CTC) Reception with SACOG and the El Dorado Transportation Commission at Urban Roots Brewery and Smokehouse. There, we will acknowledge Luke McNeel-Cairds' year as 2018-2019 moderator for the Regional Transportation Planning Agency (RTPA) group.
6. Supervisor Holmes and Mike Luken attended the retirement of Capitol Corridor Joint Powers Authority (CCJPA) Managing Director, David Kutrosky. Luken added that we will be scheduling a meeting with the CCJPA Board representatives (Allard, Holmes, and Maki), the newly named CCJPA Managing Director, Rob Padgette and the Acting BART Director in the fall.
7. The two most recent videos were played for the Board and public – the first video provided information on transportation needs and funding, with the second 80/65 update video focusing on safety issues due to traffic congestion. Luken reported that the next 80/65 update video will be related to economic development and feature Councilmembers from the City of Lincoln and the City of Rocklin. In addition, local commercial real estate broker and businesses who made location decisions related to the Highway 65 corridor will participate in the video. There was interest in including messaging on how traffic congestion impacts local surface roads.

8. The first phase of the I-80/SR 65 Interchange is anticipated to be completed ahead of schedule. A ribbon cutting event will tentatively take place in early September. We are working with the Rocklin and Roseville Chambers on a community celebration for the residents along the corridor who have been impacted by the construction during the project.
9. Supervisor Holmes was joined by City of Auburn Mayor, Cheryl Maki, and Supervisor Cindy Gustafson at the Caltrans Highway 49 Rehabilitation Project groundbreaking on June 21. Luken added that the Nevada Street project which was partially funded through an Active Transportation Program (ATP) grant has also started.
10. We have cancelled July meetings in the past, however due to a time sensitive matter, Luken asked that the Board Members keep the July 24, 2019 meeting on their respective calendars.

ADOURN

Chair Holmes adjourned the meeting at approximately 10:00 a.m.

Mike Luken, Executive Director

Jim Holmes, Chair

A video of this meeting is available online at <http://pctpa.net/agendas2019/>.



MEMORANDUM

TO: PCTPA Board of Directors

DATE: August 28, 2019

FROM: Mike Luken, Executive Director

SUBJECT: CONSENT CALENDAR

Below are the Consent Calendar items for the August 28, 2019 agenda for your review and action.

1. Triennial Performance Audits for Auburn Transit, Placer County Transit, Placer County Transportation Planning Agency, Roseville Transit, and the Western Placer Consolidated Transportation Services Agency: FY 2015/16 to 2017/18

A Triennial Performance Audit is required of any Regional Transportation Planning Agency (RTPA) and transit operator funded through the Transportation Development Act (TDA). The performance audits were prepared by LSC Transportation Consultants Inc. for PCTPA, WPCTSA and the three public transit operators serving the western slope of Placer County. A performance audit of the Tahoe Area Regional Transit (TART) is conducted separately by the Tahoe Regional Planning Agency (TRPA).

TDA requires claimants of funds to undergo a performance audit every three years. The audit is used to measure the efficiency and effectiveness of transit services, monitor progress, and identify trends for forecasting future system performance. The last performance audit was accepted by the Board on September 28, 2016. The current Triennial Performance Audits cover fiscal years 2015/16 through 2017/18 and can be downloaded for review at: <http://pctpa.net/transit/triennial-performance-audits/>. Summaries of the audits are also provided as an attachment to this consent calendar.

The performance audits for 2015/16 through 2017/18 shows a period of declining ridership and as a result decreasing efficiency and effectiveness amongst the transit operators performance metrics. All the transit operators have compliance-related recommendations on which to follow-up. Generally, each transit operator should be reviewing, tracking, and reporting to the respective boards, TDA performance metrics, beyond ridership data on a more frequent quarterly basis. Specifically, the City of Auburn should implement Short-Range Transit Plan recommended service and fare adjustments to increase system ridership and boost its fare box ratio. Placer County Transit should maintain a log of complaints and compliments; and Roseville Transit, should develop a uniform definition for its contractors. For WPCTSA, it is recommended that shifting of the Health Express service to Placer County Transit be evaluated; and for PCTPA, the additional transit operator performance metrics should be reported to the Board of Directors. Lastly, all the transit operators as well as PCTPA need to calculate and report full time equivalent employees in accordance with TDA requirements. PCTPA will track all the audit recommendations through our annual TDA claims submittal process.

TDA requires that the PCTPA certify to Caltrans that the audits have been completed. Staff recommends that the Board accept as complete the triennial performance audit reports for PCTPA, Auburn Transit, Placer County Transit, Roseville Transit, and WPCTSA. The TAC concurs with the staff recommendation.

2. Cooperative Agreement with Caltrans for Highway 65 Widening Phase 1 Project
Staff is requesting Board approval to negotiate and sign a cooperative agreement with Caltrans for the Highway 65 Widening Phase 1 Project. The project includes widening southbound Highway 65 from Blue Oaks Boulevard to Galleria Boulevard/Stanford Ranch Road. PCTPA is currently working on completion of the design phase and an update was provide to the PCTPA Board in April 2019. A cooperative agreement is required for all projects on the state highway. The cooperative agreement covers the next project phase of right-of-way and specifies that Caltrans will cover its own staff time during the next phase. The right-of-way phase for the project includes utility relocations and temporary construction easements, no permanent right-of-way acquisitions are required. As approved at the April 2019 South Placer Regional Transportation Authority (SPRTA) Board meeting, the project is being funded by Regional Transportation and Air Quality Mitigation Fees.

3. FY 2018/19 Final Finding of Apportionment for the Local Transportation Fund (LTF) - \$29,689,662
As the Regional Transportation Planning Agency (RTPA) for Placer County, PCTPA is responsible for the administration of the Transportation Development Act (TDA) funds. The TDA was established in 1971 to provide transportation funding though the Local Transportation Fund (LTF) derived from ¼ cent of the general sales tax collected statewide and the State Transit Assistance (STA) fund derived from the statewide sales of diesel fuel. LTF funds are allocated for specific transportation uses as prioritized by the TDA and intended for public transportation uses prior to those for streets and road.

The final finding of apportionment for the FY 2019/20 includes a modest carryover balance from FY 2018/19 and recommends a two percent growth in revenue. Staff recommends that the Board approve the attached final finding of LTF apportionment for FY 2019/20 totaling \$29,689,662. The PCTPA TAC concurred with this recommendation at its August 13, 2019 meeting.

4. FY 2019/20 PCTPA Claim for Local Transportation Funds (LTF) - \$1,066,308
Staff recommends approval of the attached PCTPA LTF claim for FY 2019/20 in the amount of \$1,066,308 per the FY 2019/20 Final Apportionment of Local Transportation Funds pending approval at this August 28, 2019 Board meeting. PCTPA previously claimed the \$475,000 Administration allocation at the June 26, 2019 Board meeting.
5. FY 2018/19 Final State Transit Assistance (STA) Fund Allocation - \$ 3,160,586
State Transit Assistance (STA) is one of two fund sources made available through the Transportation Development Act and is derived from the statewide sales of diesel fuel. STA funds are dedicated to public transit operations and capital uses. The funds are distributed on a

population basis (section 99313) to each jurisdiction and on a fare revenue basis (section 99314) to those jurisdictions operating a public transit service.

The State Controller's Office (SCO) released the revised estimate for FY 2019/20 funding on August 1, 2019 that includes the infusion of SB 1 revenues. The attached STA Final Fund Allocation worksheet identifies \$3,160,586 in available funds and summarizes the allocation by jurisdiction. Staff recommends that the Board approve the Final STA fund allocation for FY 2019/20. The PCTPA TAC concurred with this recommendation at its August 13, 2019 meeting.

6. FY 2019/20 Senate Bill 1 State of Good Repair (SGR) Fund Allocation - \$490,684
Senate Bill 1 (SB-1), the Road Repair and accountability Act of 2017 is estimated to generate \$5.4 billion per year in new funding to repair and maintain the state highways, bridges and local roads, improve trade corridors and support public transit and active transportation. The State of Good Repair (SGR) program is one component of SB-1 and funds eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair. A statewide total of \$105 million has been made available for FY 2019/20 to eligible recipients according to State Transit Assistance (STA) program statutes.

According to the State Controller's Office Revised Allocation Estimate for FY 2019/20, the County's share of the statewide total is \$490,684. Attachment A contains the fund allocation and projects proposed for funding. The Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis have elected to reallocate their proportional share to Placer County for preventive bus maintenance associated with contracted services.

Staff recommends that the Board approve the FY 2019/20 SGR Fund Allocation, associated project list, and adopt resolution 19-20 (Attachment B) authorizing the list of projects contained in Attachment A and designating the Executive Director as the Authorized Agent to execute grant related documents and to comply with the required Certifications and Assurances of the Senate Bill 1 State of Good Repair Program. The PCTPA TAC concurred with this recommendation at its August 13, 2019 meeting.

Triennial Performance Audit FY 2015/16 to FY 2017/18

Summary of Findings and Recommendations

Auburn Transit

FINDINGS

- Auburn Transit submits the annual reports to the State Controller after the required deadline for each year of the audit period.
- Auburn Transit has implemented one of the previous TPA recommendations, one is in progress and the third has not yet begun.
- Over the current audit period (FY 2015-16 to FY 2017-18), ridership decreased by 28 percent with only a 9 percent decrease in service levels (vehicle service hours). This is a common trend for Northern California transit agencies.
- Productivity levels (passenger-trips per vehicle service hour) are in line with other rural fixed route services and ranged from 11.0 to 8.7 trips per hour during the current audit period.
- The detailed functional review portion of the audit did not reveal any significant inefficiency with respect to transit operations and management, nor did it indicate any misuse of TDA funds.
- During the final year of the audit period, Auburn Transit did not meet the 10 percent farebox ratio requirement.

RECOMMENDATIONS

Recommendation 1: *Although Auburn Transit productivity is still relatively strong, ridership has been in a downward trend over the last two audit periods. Auburn Transit also failed to meet the 10 percent farebox ratio in FY 2017-18. Auburn Transit should consider making service and/or fare adjustments to increase ridership and boost farebox ratio.*

Recommendation 2: *Review and track performance indicators beyond ridership figures on a quarterly basis.*

Recommendation 3: *Calculate and report employee hour full-time equivalent employees consistently and in accordance with Appendix B of the TDA Performance Audit Guidebook.*

Triennial Performance Audit FY 2015/16 to FY 2017/18

Summary of Findings and Recommendations

Placer County Transit (PCT)

FINDINGS

- Although PCT systemwide ridership has declined since its peak in 2009 (like many other transit agencies), ridership has stabilized in FY 2017-18.
- The recognition of unfunded pension and OPEB liabilities per GASB 68 and 75 had a significant impact on PCT's operating expenses and farebox ratio. This caused FY 2017-18 costs to increase by 24 percent. Even with these pension related expenses excluded, operating costs increased by 11 percent between FY 2016-17 and FY 2017-18. According to the Fiscal and Compliance Audits, all expense categories except for insurance increased during this time period.
- PCT has implemented all the prior audit recommendations.
- PCT has a good data collection process in place.
- During the audit period, PCT met most of the TDA requirements. In FY 2015-16, the State Controller Report was submitted six days after the required deadline.
- PCT transit services met the adopted PCTPA farebox ratio of 13.2 percent the first two years of the audit period. In FY 2017-18, PCT just missed the required farebox ratio of 12.94 percent by 0.28 percent. When the unfunded pension and OPEB liabilities (GASB 68 and 75) are excluded, PCT's farebox ratio was 14.3 percent in FY 2017-18.
- The Auditor reviewed the existing methodology used to calculate the blended urban/rural farebox ratio for PCT services in 2015. The only service changes which occurred after the development of the farebox ratio were changes to the Taylor Road Shuttle and Lincoln Sierra College route which already lie within the Sacramento Urbanized area. Therefore, the proportion of urbanized population served by PCT has not changed.
- The SRTP was recently updated and includes the following plan elements which will slightly expand PCT's service area:
 - ✓ Expand DAR to Serve Industrial Boulevard Corridor and Combine Rocklin/Loomis DAR with Lincoln DAR; and
 - ✓ Expand the Highway 49 Dial-A-Ride Area to Serve Bowman.
- Implementing these plan elements will change the urban/rural percentage slightly. Additionally, the upcoming US 2020 Census may again change the boundaries of the Sacramento Urbanized Area. After transit plan elements are implemented and the 2020 Census has been completed, the farebox ratio calculation should be revisited.

RECOMMENDATIONS

Recommendation 1: *Report transit performance data to the Placer County Board of Supervisors quarterly.*

Recommendation 2: *Maintain a log of complaints and compliments to report to PCTPA and keep for later reference.*

Triennial Performance Audit FY 2015/16 to FY 2017/18

Summary of Findings and Recommendations

Roseville Transit

FINDINGS

- The nationwide downward trend in transit ridership has had an impact on Roseville Transit's performance, particularly in FY 2016-17.
- Roseville Transit's farebox ratio remains above the 15 percent TDA minimum (with local support), despite increasing operating costs associated unfunded pension liabilities.
- Transit services provided by Roseville Transit meet most TDA-requirements except for the calculation of full-time equivalent employees.
- Roseville Transit has partially or completely implemented all the prior audit recommendations.
- The detailed functional review portion of the audit did not reveal any significant inefficiency with respect to transit operations and management, nor did it indicate any misuse of TDA funds.

RECOMMENDATIONS

Recommendation 1: *Establish a uniform definition for contractor and City staff and method of tracking full-time equivalent employee hours in accordance with Appendix B of the TDA Performance Audit Guidebook for purposes of reporting to the state controller.*

Triennial Performance Audit FY 2015/16 to FY 2017/18

Summary of Findings and Recommendations

Western Placer Consolidated Transportation Services Agency (WPCTSA)

FINDINGS

- WPCTSA (Health Express) is meeting the 10 percent farebox ratio set by PCTPA; however, farebox ratio is lower than the prior audit period.
- WPCTSA staff continues to have a good working relationship with all its partners including Seniors First and the public transit operators.
- All State Controller Reports and Fiscal and Compliance audits for WPCTSA services were submitted in a timely manner.
- WPCTSA did not record Full-time Employee Equivalents in accordance with the definition in Appendix B of the *Performance Audit Guidebook*.
- Although the Health Express operating cost per trip is higher than the peer average for other Western Placer County DAR services, it is difficult to compare a specialized service such as Health Express to general public DARs.
- WPCTSA recommendations from the prior performance audit have been completed or are in progress.

RECOMMENDATIONS

Recommendation 1: *Further study should be conducted to determine if the benefits of shifting management of the Health Express program to Placer County is a cost-effective option. Currently, WPCTSA staff provides administrative oversight of the Health Express program, including management of the contract with the transit operator and Seniors First. WPCTSA/PCTPA is not a transit operator and therefore may not be equipped or the most qualified to oversee transit operations. One institutional alternative suggested in the WPCTSA Short Range Transit Plan is to contract with the regional transit operator (Placer County) to provide management of the Health Express service.*

Recommendation 2: *Employee full-time equivalent hours for the Health Express Program should be recorded and reported to the State Controller in accordance with Appendix B of the Performance Audit Guidebook.*

Triennial Performance Audit FY 2015/16 to FY 2017/18

Summary of Findings and Recommendations

Placer County Transportation Planning Agency (PCTPA)

FINDINGS

- PCTPA was found to be compliant with all performance related statutes.
- All recommendations from the prior audit were implemented or partially completed.
- The functional review revealed no significant inefficiencies in the way PCTPA performs its duties.
- PCTPA performs the unmet transit needs process in accordance with TDA requirements.
- PCTPA provides a good amount oversight and planning assistance for the four transit operators in the region without overstepping the bounds of the role of an RTPA.
- The Transit Operators Working Group (TOWG) continues to be an important forum for maintaining communication and coordination between the various Western Placer County operators, including WPCTSA.

RECOMMENDATIONS

Recommendation 1: *Request that the transit operators provide additional performance metrics to PCTPA on an annual basis. This recommendation pertains to strengthening the evaluation of transit operator trends. This recommendation is carried over from the prior performance audit.*

Recommendation 2: *Monitor Auburn Transit's farebox ratio and work with the Fiscal and Compliance auditor to determine the operator's eligibility for LTF funds in FY 2018-19, if necessary.*

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)
FINAL FINDINGS OF APPORTIONMENT FOR FY 2019/2020
LOCAL TRANSPORTATION FUND (LTF)**

August 2019

	FY 2018/2019 Estimated Fund Balance Subtotal ⁽¹⁾	FY 2019/2020 Revenue Subtotal	FY 2019/2020 Apportionment Total
PLACER COUNTY LTF REVENUE ESTIMATE	\$3,227,401	\$26,462,261	\$29,689,662
TRPA Revenue Estimate ⁽²⁾	2.9353%	\$776,742	\$776,742
TRPA LTF Fund Balance	\$94,056		\$94,056
TRPA TOTAL		\$776,742	\$870,798
County Auditor Administrative Costs		\$264	\$264
BALANCE AVAILABLE FOR APPORTIONMENT BY TRPA			\$870,534
PCTPA Revenue Estimate	97.0647%	\$25,685,520	\$25,685,520
PCTPA LTF Fund Balance	\$3,133,345		\$3,133,345
PCTPA TOTAL		\$25,685,520	\$28,818,865
County Auditor Administrative Costs		\$8,736	\$8,736
PCTPA Administrative and Planning Costs ⁽³⁾		\$475,000	\$475,000
Pedestrian and Bicycle Allocation ⁽⁴⁾	\$62,667	\$504,035.68	\$566,703
Community Transit Service Article 4.5 Allocation ⁽⁵⁾	\$122,827	\$987,910	\$1,110,737
BALANCE AVAILABLE FOR APPORTIONMENT BY PCTPA	\$2,947,851	\$23,709,838	\$26,657,689

Apportionment of FY 2019/2020 PCTPA LTF Revenue Estimate by Jurisdiction					
Jurisdiction	Population January 1, 2019	Percent (%)	FY 2019/20 Allocation Subtotal	FY 2018/19 Carryover Apportionment ⁽⁶⁾	Revenue Apportionment
PLACER COUNTY	104,526	27.15%	\$6,436,343	\$795,976	\$7,232,319
AUBURN	14,392	3.74%	\$886,209	\$113,827	\$1,000,035
COLFAX	2,073	0.54%	\$127,648	\$16,750	\$144,398
LINCOLN	48,277	12.54%	\$2,972,728	\$378,547	\$3,351,274
LOOMIS	6,887	1.79%	\$424,077	\$53,162	\$477,239
ROCKLIN	69,249	17.98%	\$4,264,110	\$520,637	\$4,784,747
ROSEVILLE	139,643	36.27%	\$8,598,724	\$1,068,954	\$9,667,678
TOTAL	385,047	100.00%	\$23,709,838	\$2,947,851	\$26,657,689

Apportionment of FY 2019/2020 PCTPA LTF Revenue Estimate Available to Claimant			
Jurisdiction	Revenue Apportionment	Planning Contribution ⁽⁷⁾	Available to Claimant
PLACER COUNTY	\$7,232,319	(\$289,293)	\$6,943,026
AUBURN	\$1,000,035	(\$40,001)	\$960,034
COLFAX	\$144,398	(\$5,776)	\$138,622
LINCOLN	\$3,351,274	(\$134,051)	\$3,217,223
LOOMIS	\$477,239	(\$19,090)	\$458,150
ROCKLIN	\$4,784,747	(\$191,390)	\$4,593,357
ROSEVILLE	\$9,667,678	(\$386,707)	\$9,280,971
TOTAL	\$26,657,689	(\$1,066,308)	\$25,591,382

NOTES:

- 1) FY 2018/2019 LTF balance based on July 25, 2019 revised LTF Fund Estimate provided by the Placer County Auditor.
- 2) Tahoe Regional Planning Agency receives funds proportional to its population within Placer County (see box below).
- 3) Apportioned per Section 7.1 PCTPA Rules & Bylaws for FY 2019/2020 Final Overall Work Program and Budget, May 22, 2019.
- 4) Pedestrian and Bicycle Allocation is 2% of the remaining apportionment, per PCTPA Board direction.
- 5) Community Transit Service Article 4.5 allocation is up to 5% of the remaining apportionment, per PCTPA Board direction.
FY 2019/2020 Article 4.5 allocation is set at 4%.
- 6) FY 2018/19 carryover apportionment (see next page) uses May 2018 DOF population estimates.
- 7) PCTPA receives 4% of apportionment for regional planning purposes and implementation of FAST-Act planning requirements.

January 1, 2019 DOF Population Estimates ¹		
TRPA Population ²	11,644	2.9353%
PCTPA Population	385,047	97.0647%
TOTAL	396,691	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.
2. Western Slope and Tahoe Basin for Placer County as of January 1, 2019, DOF, May 15, 2019.

**Calculation of FY 2018/19 PCTPA LTF Carryover
Using 2018 Population - Western Slope**

Amount of FY 2018/2019 Carryover: **\$2,947,851**

POPULATION			
JURISDICTION	January 1, 2018	PERCENT	ALLOCATION
PLACER COUNTY	102,173	27.00%	\$795,976
AUBURN	14,611	3.86%	\$113,827
COLFAX	2,150	0.57%	\$16,750
LINCOLN	48,591	12.84%	\$378,547
LOOMIS	6,824	1.80%	\$53,162
ROCKLIN	66,830	17.66%	\$520,637
ROSEVILLE	137,213	36.26%	\$1,068,954
TOTAL	378,392	100.00%	\$2,947,851

Sources:

1. Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 15, 2019.
2. FY 2018/2019 LTF balance based on July 25, 2019 revised LTF Fund Estimate provided by the Placer County Auditor.

CLAIM FOR LOCAL TRANSPORTATION FUNDS
PCTPA APPORTIONMENT

TO: PLACER COUNTY TRANSPORTATION PLANNING AGENCY
299 NEVADA STREET
AUBURN, CA 95603

FROM: CLAIMANT: Placer County Transportation Planning Agency
299 Nevada Street
Auburn CA 95603

CONTACT: Michael Luken, Executive Director
Phone: (530) 823-4030 Email: mluken@pctpa.net

The Placer County Transportation Planning Agency hereby requests, in accordance with the State of California Public Utilities Code commencing with Section 99200 and the California Code of Regulations commencing with Section 6600, that this claim for Local Transportation Funds be approved for Fiscal Year 2019/20 in the following amounts for the following purposes to be drawn from the Local Transportation Fund deposited with the Placer County Treasurer:

PCTPA Administration	\$ 475,000
PCTPA Planning	<u>\$ 1,066,308</u>
TOTAL	\$ 1,541,308
PCTPA Planning	<u>\$ 475,000</u>
BALANCE	\$ 1,066,308

When approved, this claim will be transmitted to the Placer County Auditor for payment. Approval of the claim and payment by the County Auditor to the applicant is subject to such monies being available for distribution and to the provisions that such monies will be used only in accordance with the terms of the approved annual financial plan and budget.

APPROVED:

PLACER COUNTY TRANSPORTATION
PLANNING AGENCY
BOARD OF DIRECTORS

APPLICANT:
PLACER COUNTY TRANSPORTATION
PLANNING AGENCY

BY: _____
(signature)

BY: _____
(signature)

BY: PCTPA Chair

BY: Michael Luken, Executive Director

BY: August 28, 2019

BY: August 15, 2019

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

IN THE MATTER OF: ALLOCATION OF LOCAL TRANSPORTATION FUNDS TO THE PLACER COUNTY TRANSPORTATION PLANNING AGENCY

RESOLUTION NO. 19-21

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 28, 2019 by the following vote on roll call:

AYES:

NOES:

ABSENT:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

WHEREAS, pursuant to California Government Code, Title 7.91, Section 67910, PCTPA was created as a local area planning agency to provide regional transportation planning for the area of Placer County, exclusive of the Lake Tahoe Basin; and

WHEREAS, it is the responsibility of PCTPA to review the annual transportation claims and to make allocations from the Local Transportation Fund.

NOW, THEREFORE, BE IT RESOLVED that PCTPA has reviewed the claim and has made the following allocations from the 2019/20 fiscal year funds.

1.	To the Placer County Transportation Planning Agency for administrative purposes:	\$ 475,000
2.	To the Placer County Transportation Planning Agency for transportation planning purposes:	<u>\$ 1,066,308</u>
	Total LTF Funds Allocated	\$ 1,541,308
	Previous Payments	<u>(\$ 475,000)</u>
	Balance of LTF Funds Claimed	\$ 1,066,308

BE IT FURTHER RESOLVED that allocation instructions are hereby approved for the County Auditor to pay the claimants.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
 FY 2019/2020 STATE TRANSIT ASSISTANCE (STA) FUND FINAL ALLOCATION ESTIMATE
 (EXCLUDING TAHOE BASIN)
 August 2019**

PUC 99313 Allocation	\$2,720,724
PUC 99314 Allocation	\$439,862
Total STA Allocation ⁽¹⁾	\$3,160,586

4 Percent Allocation of PUC 99313 to WPCTSA⁽²⁾ \$108,829

Total PUC 99313 Allocation Available to Jurisdictions \$2,611,895

FY 2019/2020 Jurisdiction PUC Section 99313 STA Fund Allocation

Jurisdiction	January 2019 Population ⁽³⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation
Placer County	104,526	27.15%	\$709,033
Auburn	14,392	3.74%	\$97,625
Colfax	2,073	0.54%	\$14,062
Lincoln	48,277	12.54%	\$327,478
Loomis	6,887	1.79%	\$46,717
Rocklin	69,249	17.98%	\$469,738
Roseville	139,643	36.27%	\$947,242
TOTAL	385,047	100.00%	\$2,611,895

Notes: (1) 2019/2020 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, August 1, 2019.

(2) 4% of unencumbered PUC 99313 Allocation is allocated to WPCTSA.

(3) Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.

PUC = Public Utilities Code

FY 2019/2020 Jurisdiction PUC 99314 STA Final Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁴⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	Total Jurisdiction Allocation
Placer County	\$4,593,182	78.4%	\$344,867	\$1,053,900
Auburn	\$21,850	0.4%	\$1,640	\$99,265
Colfax	\$0	0.0%	\$0	\$14,062
Lincoln	\$0	0.0%	\$0	\$327,478
Loomis	\$0	0.0%	\$0	\$46,717
Rocklin	\$0	0.0%	\$0	\$469,738
Roseville	\$1,243,374	21.2%	\$93,355	\$1,040,597
TOTAL	\$5,858,406	100.0%	\$439,862	\$3,051,757

Notes: (4) 2019/2020 State Transit Assistance Allocation Revised Estimate, California State Controller Division of Accounting and Reporting, August 1, 2019.

January 1, 2019 DOF Population Estimates¹		
TRPA Population ²	11,644	2.9353%
PCTPA Population	385,047	97.0647%
TOTAL	396,691	100.00%

Sources:

1. Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.

2. Western Slope and Tahoe Basin for Placer County as of January 1, 2019, DOF, May 15, 2019.

**PLACER COUNTY TRANSPORTATION PLANNING AGENCY
FY 2019/2020 STATE OF GOOD REPAIR (SGR) FINAL ALLOCATION ESTIMATE (EXCLUDING TAHOE BASIN)
August 2019**

PUC 99313 Allocation	\$420,402
PUC 99314.8 Allocation	\$67,966
Total SGR Allocation ⁽¹⁾	\$488,368

4 Percent Allocation of PUC 99313 to WPCTSA \$0

Total PUC 99313 Allocation Available to Jurisdictions \$420,402

FY 2019/2020 Jurisdiction PUC Section 99313 SGR Fund Allocation

Jurisdiction	January 2019 Population ⁽²⁾	PUC 99313 Population Percentage	PUC 99313 Population Allocation	PUC 99313 FY 2017/18 Adjustment ⁽³⁾	PUC 99313 Jurisdiction Allocation	Reallocation to Transit Operator ⁽⁴⁾	PUC 99313 Total Allocation
Placer County	104,526	27.15%	\$114,124	\$598	\$114,722	\$138,822	\$253,544
Auburn	14,392	3.74%	\$15,713	\$84	\$15,797	\$0	\$15,797
Colfax	2,073	0.54%	\$2,263	\$12	\$2,276	(\$2,276)	\$0
Lincoln	48,277	12.54%	\$52,710	\$286	\$52,996	(\$52,996)	\$0
Loomis	6,887	1.79%	\$7,519	\$40	\$7,560	(\$7,560)	\$0
Rocklin	69,249	17.98%	\$75,607	\$383	\$75,991	(\$75,991)	\$0
Roseville	139,643	36.27%	\$152,465	\$808	\$153,273	\$0	\$153,273
TOTAL	385,047	100.00%	\$420,402	\$2,212	\$422,614	(\$0)	\$422,614

Notes: (1) 2018/2019 State of Good Repair Revised Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2019.

(2) Table E-1: City/County Population Estimates January 1, 2018 to January 1, 2019, DOF, May 1, 2019.

(3) Adjustments to reconcile difference in FY 2017/18 PUC 99314 4th Quarter payment to adopted estimates, August 16, 2018.

(4) Placer County Transit will apply the equivalent SGR PUC 99313 shares from the Cities of Colfax, Lincoln, Rocklin, and the Town of Loomis to preventive maintenance.

PUC = Public Utilities Code

FY 2019/2020 Jurisdiction PUC Section 99314 SGR Fund Allocation

Jurisdiction	PUC 99314 Fare Revenue Basis ⁽⁵⁾	PUC 99314 Fare Revenue Percentage	PUC 99314 Fare Revenue Allocation	PUC 99314 FY 2017/2018 Adjustment ⁽⁶⁾	PUC 99314 Total Allocation	Total Jurisdiction Allocation
Placer County	\$4,593,182	78.4%	\$53,288	\$79	\$53,366	\$306,910
Auburn	\$21,850	0.4%	\$253	\$0	\$254	\$16,051
Colfax	\$0	0.0%	\$0	\$0	\$0	\$0
Lincoln	\$0	0.0%	\$0	\$0	\$0	\$0
Loomis	\$0	0.0%	\$0	\$0	\$0	\$0
Rocklin	\$0	0.0%	\$0	\$0	\$0	\$0
Roseville	\$1,243,374	21.2%	\$14,425	\$24	\$14,449	\$167,722
TOTAL	\$5,858,406	100.0%	\$67,966	\$103	\$68,069	\$490,684

Notes: (5) 2019/2020 State of Good Repair Allocation Estimate, California State Controller Division of Accounting and Reporting, August 1, 2019.

(6) Adjustments to reconcile difference in FY 2017/18 PUC 99314 4th Quarter payment to adopted estimates, August 16, 2018.

FY 2019/2020 SGR Project Summary

Jurisdiction	Project Title	FY 2019/20 Allocation Amount
Placer County	Tahoe Truckee Area Regional Transit Bus Replacement	\$168,088
	Placer County Transit Preventive Bus Maintenance	\$138,822
Auburn	Auburn Transit Preventive Bus Maintenance	\$16,051
Roseville	Roseville Transit Local Fixed Route Fleet Preventive Maintenance	\$167,722
FY 2019/20 Total		\$490,684

PLACER COUNTY TRANSPORTATION PLANNING AGENCY

**IN THE MATTER OF: APPROVAL
OF THE FY 2019/20 REGIONAL PROJECT
LIST FOR THE CALIFORNIA STATE OF GOOD
REPAIR PROGRAM**

RESOLUTION NO. 19-20

The following resolution was duly passed by the Placer County Transportation Planning Agency at a regular meeting held August 28, 2019 by the following vote on roll call:

Ayes:

Noes:

Absent:

Signed and approved by me after its passage.

Chair
Placer County Transportation Planning Agency

Executive Director

WHEREAS, Senate Bill 1 (SB-1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program that allocates \$105 million annually to transit operator in California to fund eligible transit maintenance, rehabilitation and capital project activities that maintain the public transit system in a state of good repair; and

WHEREAS, these funds will be allocated under the State Transit Assistance (STA) Program formula to the Regional Transportation Planning Agencies per PUC Sections 99313 and 99314; and

WHEREAS, Placer County Transportation Planning Agency (PCTPA) has been designated by the Secretary as the transportation planning agency for Placer County, excluding the Lake Tahoe Basin; and

WHEREAS, PCTPA as the Regional Transportation Planning Agency is responsible for receiving and allocating SGR funds and may serve as an eligible project sponsor to receive SGR program funds for local agencies; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional

implementing agency to abide by various regulations; and

WHEREAS, SB-1 named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, the Placer County Transportation Planning Agency concurs with and approves the attached project list for the State of Good Repair Program funds, and

BE IT RESOLVED that the Board of Directors hereby approves the SB1 State of Good Repair Project List for FY 2019-20; and

BE IT RESOLVED by the Board of Directors of the Placer County Transportation Planning Agency that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit capital projects.

BE IT FURTHER RESOLVED that the Michael W. Luken, Executive Director be authorized to submit a request for Scheduled Allocation of the SB1 State of Good Repair funds and to execute the related grant applications, forms and agreements.



Western Placer
Consolidated
Transportation
Services Agency

MEMORANDUM

TO: WPCTSA Board of Directors

FROM: Michael Luken, Executive Director

SUBJECT: CONSENT CALENDAR

DATE: August 28, 2019

Below are the Consent Calendar items for the August 28, 2019 agenda for your review and action.

1. Letter of Task Agreement 14-02 between the Placer County Transportation Planning Agency and AMMA Transit Planning for South Placer Transit Information Center Assessment: \$40,000
Staff recommends approval of the attached Letter of Task Agreement with AMMA Transit Planning to conduct the South Placer Transit Information Center Assessment. The City of Roseville currently operates a regional call center, the South Placer Transit Information Center, which is funded in large part by WPCTSA. With WPCTSA and the City of Roseville's current agreement ending in 2021 and increasing operating costs, the TOWG proposed WPCTSA conduct an assessment of the Call Center, including a peer review of other call centers. Given its familiarity with the Call Center, the proposed work, and the local transit operators, as well as the firm's general overall responsiveness and responsibility, staff recommends that AMMA conduct the South Placer Transit Information Center Assessment.



August 28, 2019

Heather Menninger, Principal
AMMA Transit Planning
393 Two Trees Road
Riverside, CA 92507

**SUBJECT: LETTER OF TASK AGREEMENT #14-02
BETWEEN AMMA TRANSIT PLANNING AND THE WESTERN PLACER
CONSOLIDATED TRANSPORTATION SERVICES AGENCY (WPCTSA)**

Dear Ms. Menninger:

This letter, when countersigned, authorizes work under the “Master Agreement between the Placer County Transportation Planning Agency (PCTPA) and AMMA Transit Planning, dated December 4, 2013.

1. Incorporated Master Agreement: This Letter of Task Agreement is the statement of contract-specific requirements applicable to the work effort to be undertaken by AMMA Transit Planning to conduct the South Placer County Transit Information Center Assessment.
2. Term: Consultant services are to commence September 1, 2019 and shall be completed in such a sequence as to assure that the project is on budget and on schedule. This contract shall end on June 30, 2020. Extensions or revisions to this contract may be made with the written agreement of all parties. During the term of this contract, you are not to engage in other work that would be deemed a conflict of interest with PCTPA or WPCTSA interests.
3. Scope of Services: Consultant will perform the tasks as outlined in your proposal dated August 12, 2019. Kathleen Hanley, Assistant Planner, will act as WPCTSA’s Project Manager.
4. Personnel: Consultant will provide their own personnel to perform the work in this Letter of Agreement. Consultant will provide administrative support and overhead expenses.



19069 VAN BUREN BLVD. STE. 114-378
RIVERSIDE, CA 92508
PH: 951-784-1333
www.AmmaTransitPlanning.com

August 12, 2019

Kathleen Hanley
Assistant Planner
Placer County Transportation Planning Agency
299 Nevada Street, Auburn, CA 95603

Dear Ms. Hanley,

This letter presents to the Placer County Transportation Planning Agency (PCTPA) a proposal to conduct a functional and financial assessment of the South Placer County Transit Information Center. We understand the objectives of this effort to include the following:

1. To gain a better understanding of rising call center costs over the past five years and to determine the appropriate level of financial support from the Western Placer Consolidated Transportation Service Agency (WPCTSA), beyond FY 2020/21;
2. Review major call center performance metrics to provide insight on productivity, program demand and cost triggers;
3. Conduct an analysis of call center functions through a comparison of peer agencies performing comparable operations to assess the effectiveness of the current service model; and
4. Provide recommendations towards the appropriate call center structure and operating procedures.

We believe AMMA Transit Planning to be well qualified to perform the tasks necessary to complete this effort. AMMA Transit Planning has a long history of work in Placer County, having assisted PCTPA on many transportation projects. In 2007, AMMA conducted the South Placer Regional Dial-A-Ride Study, an assessment of the county's individual dial-a-ride programs to identify strategies for regional coordination or consolidation. In 2011, AMMA completed the first Short Range Transit Plan for the newly created Western Placer Consolidated Transportation Services Agency and between 2015 and 2017, AMMA provided ongoing planning assistance as part of the Unified Eligibility Study for Placer County. Furthermore, AMMA has undertaken call center functional assessments on varying scales for projects in Ventura, San Luis Obispo, Lake and Kern Counties.

Attached to this letter is a summary of tasks that outline the scope of work that we feel will give PCTPA the information it needs to support future planning efforts and funding decisions for the Call Center. Also attached, is our cost proposal of budgeted hours and direct expense related to this work effort. The proposal cost of \$40,000 includes a total of 302 labor hours and a total of five (5) person days on site from the AMMA team. This work effort anticipates a six (6) month work schedule with study completion in April 2020.

We are happy to discuss this proposal with you further, to refine the scope of work and project timeline if necessary. We thank you for the opportunity to continue working with PCTPA.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dennis Brooks', is written over a light blue horizontal line.

Dennis Brooks, Project Manager

Scope of Work

Task 1 Project Initiation and Management

We plan to schedule a project kick-off meeting via web teleconference upon notice-to-proceed. The initial meeting with PCTPA staff will include a review of project scope and schedule to address any adjustments that should be considered. We will work with PCTPA staff to identify the primary stakeholders for the study and at which points in the process and for which purposes we will need to engage. We propose to coordinate our initial on-site visit with an existing Transit Operator's Working Group (TOWG) meeting to solicit input concerning the call center and assess the interests of the organizations they represent.

We will schedule regular project update calls with PCTPA staff to report the study's progress and to stay informed on current events in the county's transportation landscape. Invoices will be submitted on a monthly basis in arrears, based on actual time and materials and will include a summary of the activities performed that month.

Task 2 Existing Conditions

The purpose of Task 2 is to undertake an assessment of key functional areas and program costs to identify those areas where increased efficiency or cost effectiveness is possible or where improvements might be necessary to improve the customer experience.

2.1 Review of Call Center Functions

The functional assessment of the call center will begin with a review of the existing service contract with MV Transit to gain a better understanding of the contractor's rate structure and performance expectations as it relates to service delivery and call center standards. We will also conduct an on-site review of the call center's responsibilities in terms of which calls they receive and the actions they take in scheduling rides and trip assignments for the dial-a-ride programs and Health Express. We will also review call center functions from the customer's perspective, including reservation policies, service hours and marketing materials. We will interview call center staff to identify any policy or operational changes that may have occurred over the past five years that would have implications on performance or program costs.

2.2 Review of Call Center Staffing, Expenses and Revenue

We plan to conduct a call center staffing review of FTEs and the roles and responsibilities of each position, to the extent that job descriptions exist or as can be obtained through staff interviews. This review will seek to identify any redundancies in the call taking and scheduling process and find opportunities to increase capacity. We will request annual line-by-line, year-end expense and revenue reports for the past five years to determine which program functions are driving the increases in call center cost, project cost trends in the near term and determine the level of financial support that will be needed to continue services.

2.3 Evaluation and Report of Call Center Performance

In our performance review, we will analyze available summarized performance data as it relates to the metrics used to monitor the call center's performance. The documentation of key performance indicators will be presented over the five-year period and are likely to include but, not limited to:

- Calls received/answered
- Call hold times
- Call duration
- Dropped calls
- Volume of calls by time of day
- Trips scheduled
- Calls referred

The assessment of existing conditions and first working paper deliverable will compile the reviews of call center functions, financial data and performance measurement. This will enable the AMMA team to identify the current program’s strengths and weaknesses and opportunities for future changes or improvements.

Task 3 Peer Review of Call Centers

Task 3 will include a review of similar call center operations to identify best operating practices for the South Placer Transit Information Center. This assessment will look to find ways to improve call center functions and recognize which elements of the current structure are working well or what future changes might be beneficial.

3.1 Research and Selection of Peer Call Centers

We will begin the peer review by identifying the appropriate group of peer operations to include based on Placer County’s menu of services, staffing size, call center budget and geography. We have identified a preliminary list of potential peer operations based on AMMA’s familiarity and previous working relationships with the following programs:

- Lane Transit District, Eugene OR
- Ride-On, San Luis Obispo CA
- Pomona Valley Transportation Authority, Pomona CA
- Full Access & Coordinated Transportation, North San Diego County CA
- Common Grounds -Senior Services, Calaveras, Tuolumne and Amador Counties CA
- Ventura County 2-1-1, Ventura CA

We will consider and explore other or additional peer agencies based on our initial review of Placer County’s call center and input from PCTPA staff and the study’s stakeholders. Between seven to ten peer organizations are anticipated, with the likelihood that some may fall out as not particularly relevant to PCTPA’s interests and concerns.

3.2 Documentation of Peer Call Center Functions and Budgets

During our phone interviews with the selected group of peer operations, we will gather functional and cost information from each organization and inquire as to what areas they feel are working well and the areas in which they have difficulty. We will document current staffing levels, roles and responsibilities, working partners and scheduling functions, to the extent that information can be provided to us. We will then summarize each peer agency as part of the second working paper.

3.3 Matrix of Peer Call Center Functions and Cost in Relation to Placer County

To illustrate the peer comparison in a way that will easily communicate the similarities and differences in each program, we will construct a matrix of program functions and general costs that includes Placer County's call center and the peer group. This format is intended to easily identify which peer programs are most like Placer County and which additional service elements might be considered for future implementation.

Task 4 Recommendations

Based on the insights gathered from the study's stakeholders, the assessment of existing conditions and the review of peer call center programs, we will develop a set of preliminary recommendations to guide PCTPA in taking strategic action to address the objectives of the study. These recommended strategies will have considered the interests of PCTPA and its stakeholder and be derived from our analysis of current call center functions and financial condition and the best practices and input received from the peer group of programs. We will develop a draft document to be shared with PCTPA staff and the study's stakeholders to receive input on the study's findings and recommendations. A summary of the draft document will be presented in person and likely in conjunction with an existing TOWG meeting to allow dialogue and make appropriate edits or revisions prior to finalizing the report.

We have budgeted for the printing and delivery of five (5) copies of the final report and will provide PCTPA with electronic copies of the final report and all supporting documentation.

Cost Proposal

Assessment of the Placer County Transportation Information Center		D. Brooks	H. Menninger	R. Glauthier	M. Acebo	T. Litchfield
		Project Manager	Sr. Planner	Sr. Planner	Sr. Planning Specialist	Database Support
Burdened Hourly Rate:		\$115.00	\$150.00	\$140.00	\$130.00	\$105.00
Task 1	Project Management					
1.1	Kick-off Meeting	8	4	4		
1.2	Engage Committees	12	4	4		
1.3	Project Communication, Updates and Administration	30	8	4	4	
Task 2	Existing Conditions					
2.1	Review of Call Center Functions	24	4	8		
2.2	Review of Call Center Staffing, Expenses and Revenue	16	2	2	8	
2.3	Evaluation of Call Center Performance	12	2	2	4	12
Task 3	Peer Review of Call Centers					
3.1	Research and Selection of Peer Call Centers	16	6			
3.2	Documentation of Peer Call Center Functions and Budgets	28			10	
3.3	Matrix of Peer Call Center Functions and Cost in Relation to Placer County	8				
Task 4	Recommendations					
4.1	Develop Recommendations for Future Call Center Operations	24	14	6		
4.2	Presentation and Compile Final Report	8	4			
Total Hours		186	48	30	26	12
Total Cost		\$21,390.00	\$7,200.00	\$4,200.00	\$3,380.00	\$1,260.00
						\$37,430.00
Direct Expenses						
	Airfare	\$1,050.00	3 R/T to Sac			
	Lodging	\$450.00	3 nights			
	Rental Car	\$120.00	2 days			
	Mileage	\$266.80	Monterey to Auburn (2)			
	Per Diem	\$300.00	5 days			
	Printing (Handouts/Final Report)	\$250.00	2 mtngs - 5 Copies (final)			
	Meeting Expense and Supplies	\$133.20				
	Total	\$2,570.00				
					Total Labor Cost	\$37,430.00
					Total Direct Expense	\$2,570.00
					Project Grand Total	\$40,000.00

Project Schedule

	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
Assessment of the Placer County Transportation Information Center								
Task 1 Project Management								
1.1 Kick-off Meeting	▲							
1.2 Engage Committees		▲						
1.3 Project Communication, Updates and Administration	[Hatched bar spanning Sep to Apr]							
Task 2 Existing Conditions								
2.1 Review of Call Center Functions		[Hatched bar]	[Hatched bar]	[Hatched bar]				
2.2 Review of Call Center Staffing, Expenses and Revenue			[Hatched bar]	[Hatched bar]				
2.3 Evaluation of Call Center Performance								
Deliverable: Working Paper 1 - Existing Conisitions				⊕				
Task 3 Peer Review of Call Centers								
3.1 Research and Selection of Peer Call Centers				[Hatched bar]	[Hatched bar]			
3.2 Documentation of Peer Call Center Functions and Budgets				[Hatched bar]	[Hatched bar]	[Hatched bar]		
3.3 Matrix of Peer Call Center Functions and Cost in Relation to Placer County					[Hatched bar]	[Hatched bar]		
Deliverable: Working Paper 2 - Peer Review						⊕		
Task 4 Recommendations								
4.1 Develop Recommendations for Future Call Center Operations						[Hatched bar]	[Hatched bar]	
4.2 Presentation and Compile Final Report							[Hatched bar]	[Hatched bar]
Deliverable: Draft Evaluation Report							⊕	
Deliverable: Final Report								⊕



MEMORANDUM

TO: Placer County Airport Land Use Commission **DATE:** August 28, 2019

FROM: David Melko, Senior Transportation Planner

SUBJECT: **9:00 A.M. - PUBLIC HEARING: AUBURN MUNICIPAL AIRPORT LAYOUT PLAN AND NARRATIVE REPORT CONSISTENCY DETERMINATION**

ACTION REQUESTED

1. Conduct a public hearing regarding consistency of the City of Auburn Municipal Airport Layout Plan and Narrative Report with the Placer County Airport Land Use Compatibility Plan (ALUCP).
2. Find that the City of Auburn Municipal Airport Layout Plan and Narrative Report is consistent with the Placer County ALUCP subject to the condition that the ALUCP be updated to reflect the assumptions and proposals of the City of Auburn Airport Layout Plan and Narrative Report.
3. Direct staff to proceed with an update of the Placer County ALUCP to reflect the assumptions and proposals of the City of Auburn Airport Layout Plan and Narrative Report.
4. Authorize the Executive Director to negotiate and sign a funding contribution and indemnification agreement with the City of Auburn for consultant work to be performed in the preparation of the update of the Placer County ALUCP.

BACKGROUND

Airport Land Use Commission (ALUC)

PCTPA serves as the ALUC for Placer County's three public use airports. ALUC's protect public health, safety, and welfare by: (1) ensuring orderly expansion of airports; and (2) promoting compatibility between airports and surrounding land uses. ALUC's achieve this by: (1) adopting an ALUCP; and (2) reviewing for consistency plans, regulations, and other actions of local agencies and airports.

Placer County Airport Land Use Compatibility Plan (ALUCP)

The 2014 ALUCP contains Compatibility Plans for each of Placer County's public use airports. Each ALUCP establishes land use compatibility criteria and zones based on noise, safety, airspace protection, and overflight provisions. It also establishes the types of actions subject to ALUC review. The Auburn Municipal ALUCP is based on the Auburn Municipal Airport 2006 Master Plan and 2012 Airport Layout Plan, both approved by FAA and Caltrans Division of Aeronautics.

Auburn Municipal Airport

Auburn Municipal Airport is 295-acre general aviation facility owned and operated by the City of Auburn. The Airport has one runway - Runway 7/25, which is 3,700 feet long by 75 feet wide. There is one full length parallel taxiway along the runway's south side. The existing instrument approach is a GPS-non-precision instrument approach to Runway 7. The Airport provides a fueling facility, hangers and parking tiedowns for aircraft. Attachment 1 shows the existing Airport location and facilities.

Existing annual aircraft operations total 68,770: 51 percent are local, 47 percent are itinerant operations, and 2 percent are air taxi. Over the last several years, helicopter operations have increased significantly.

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What is an Airport Layout Plan?

An Airport Layout Plan consists of a scaled set of drawings that depicts existing and proposed development (land and facilities) and information demonstrating conformance with Federal Aviation Administration (FAA) regulations. An Airport Layout Plan update is an alternative to preparation of an updated Airport Master Plan when assumptions of the adopted Airport Master Plan are not proposed to significantly change. Maintaining an Airport Layout Plan is a legal requirement for any airport that receives federal or State funding assistance.

What is a Narrative Report?

A Narrative Report typically accompanies an Airport Layout Plan update. The Narrative Report identifies goals and objectives; provides an inventory of existing conditions; includes an aviation demand forecast; evaluates the Airport's capabilities and role; identifies airport facility requirements; provides an alternatives analysis; and includes an implementation plan that recommends a 20-year capital improvement program and proposed funding.

Federal Aviation Administration (FAA) Approval

Approval or denial of the Auburn Municipal Airport Layout Plan and Narrative Report is the responsibility of the FAA and the City of Auburn. The FAA issued a conditional approval of the Auburn Municipal Airport Layout Plan, including an Airspace Case Study No. 2018-AWP-2472-NRA and a categorical exclusion, on October 10, 2018. The City of Auburn will act subsequent to the ALUC's determination of consistency on the Airport Layout Plan and Narrative Report.

FAA conditional approval indicates that the Airport Layout Plan depicts features that are safe and efficient for airport operations and airport use. Conditional approval is typical for an Airport Layout Plan because any future development will be subject to separate FAA environmental and airspace review and approval.

Consistency Requirement

State law requires that a public agency owning an airport shall, prior to approval of its Airport Master Plan or Airport Layout Plan, refer such proposed change to the ALUC. The ALUC must then determine whether the proposal is consistent, conditionally consistent, or inconsistent based on specific conflicts with the adopted ALUCP for that airport. The consistency review is guided by the criteria identified in ALUCP Policy 3.8.1, which focuses on Airport Layout Plan components that are associated with aircraft operations and that have off-airport noise, safety, air space and overflight implications to surrounding land uses.

Proposed Action

The Auburn Municipal Airport Layout Plan and Narrative Report is a City-initiated update of the 2006 Airport Master Plan and 2012 Airport Layout Plan. The Airport Layout Plan and Narrative Report is available for viewing and downloading at: <http://pctpa.net/aluc/auburnlp>. The ALP represents a 20-year forecast of demand on the airfield, landside, and terminal areas and includes a capacity analysis to assess how the airport can accommodate future demand.

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Attachment 2 illustrates the proposed 20-year development concept. Attachment 3 highlights the proposed runway extension. The primary elements of the Airport Layout Plan and Narrative Report include the following:

- Goals and objectives;
- Inventory of existing conditions, including surrounding land uses;
- Forecast of aviation demand, including a comparison with prior forecasts;
- Identification of facility requirements to meet future aviation demand;
- An alternatives analysis of development concepts, including:
 - Helicopter parking area locations;
 - Runway length analysis to meet the Airport's long-term needs;
 - Adequacy of aircraft storage and transient parking to meet forecasted aviation demand; and
 - Development of the core area.
- Identification of a preferred alternative;
- Implementation plan for the preferred alternative, including funding plan and 20-year capital improvement program; and
- Detailed airport layout plan drawing set.

Meeting future aviation demand at Auburn Municipal Airport will require both the addition of new facilities and the reconstruction of existing ones. According to the Airport Layout Plan and Narrative Report, aircraft operations are projected to increase to 78,750 by 2035. The Airport Layout Plan and Narrative Report indicates that over the near- and mid-term, the City will complete access/run-up area improvements, construct an access road and new helicopter areas, improve runway lighting, resurface the existing runway, complete perimeter fencing, upgrade airport sewer and complete pollution abatement measures, and develop new aircraft hangers. Over the longer-term, the City may construct a new general aviation terminal, redevelop the airport core area, relocate two taxiways and extend Runway 7/25 to 4,300 feet.

Input from Other Agencies

On July 31, 2019, ALUC staff convened a project development team made up of City and County staff for the City to present and share information on the Airport Layout Plan and for the ALUC to discuss the consistency determination process. This PDT for this project will be good forum to discuss the project as it moves forward. Periodic project updates with the Auburn City Manager, County CEO and PCTPA Executive Director, as well as a 2x2 with Auburn and Placer County Board of Supervisors members may be scheduled.

Public Notice/Public Outreach

ALUC review requires notice be provided to the public ten days prior to the hearing. A public hearing notice was published in the Auburn Journal on August 14, 2019. Notice was also posted on PCTPA's website and emailed to stakeholders and mailed to property owners within 300 feet of the airport boundary. The City of Auburn conducted public outreach in the preparation of the Plan from 2017 to 2019. Additional public outreach will be conducted as part of the ALUC Update.

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DISCUSSION

The consistency determination of the Auburn Municipal Airport Layout Plan Update and Narrative Report with the Auburn Municipal Airport Land Use Compatibility Plan focuses on plan components that are associated with aircraft operations and that have off-airport impact implications. Attention focuses on the following ALUCP Policy 3.8.1 criteria.

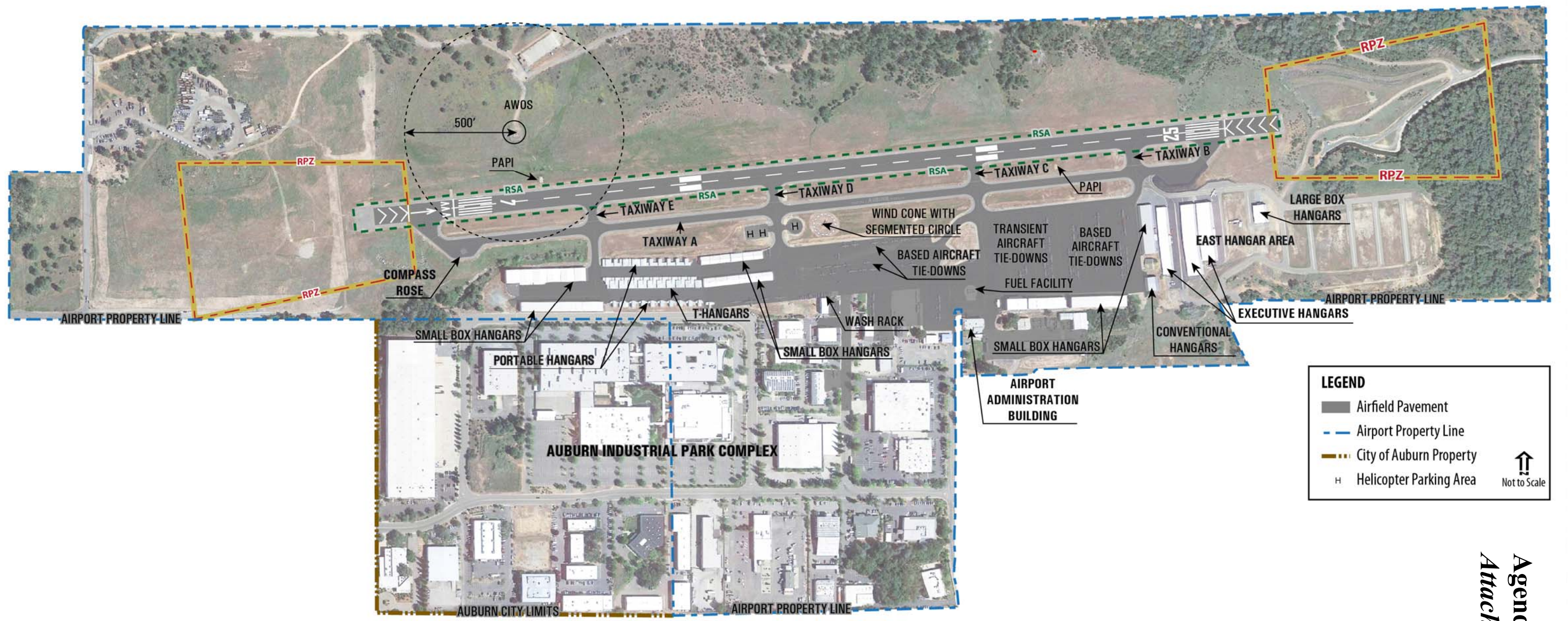
- (a) Proposals for facilities or procedures not assumed herein, specifically:
 - (1) Construction of a new runway or helicopter takeoff and landing area.
 - (2) Change in the length, width, or landing threshold location of an existing runway.
 - (3) Establishment of an instrument approach procedure that changes the approach capabilities at a runway end.
 - (4) Modification of the flight tracks associated with existing visual or instrument operations procedures.
- (b) Proposed changes in the role or character of use of the airport.
- (c) New activity forecasts that are:
 - (1) significantly higher than those used in developing the respective *Airport* noise contours presented in the ALUCP; or
 - (2) assume a higher proportion of larger or noisier aircraft.

The ALUCP consistency evaluation is detailed in Attachment 4.

The City's Airport Layout Plan and Narrative Report will assure that Auburn Municipal Airport remains ready to meet future regional air traffic demands and continue to make a vital contribution to the Placer County economy. Staff recommends that the Airport Layout Plan and Narrative Report be found consistent with the Placer County ALUCP subject to the condition that the ALUCP be updated to reflect the assumptions and proposals of the City of Auburn Airport Layout Plan and Narrative Report. The TAC concurs with the staff recommendation.

DM:LM:ML

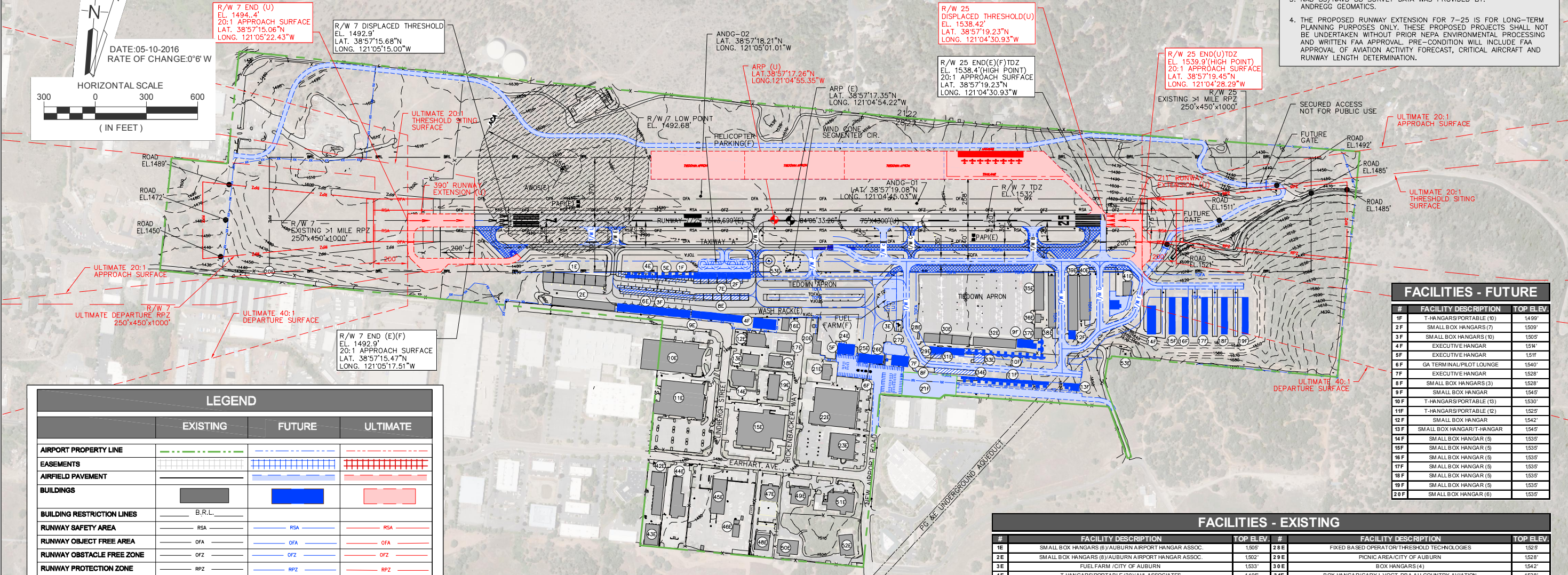
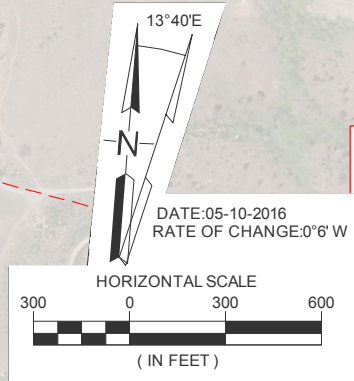
Figure 3-2 Airport Facilities



Source: Jacobs, 2015.

NOTES:

1. RUNWAY DESIGNATIONS SHOWN ARE EXISTING CONDITIONS. DESIGNATIONS SHALL BE VERIFIED PRIOR TO ANY RUNWAY RECONSTRUCTION, REHABILITATION, RESURFACING OR MARKING PROJECT AND ALTERED IF REQUIRED AS A PART OF THE PROJECT.
2. DATE OF AERIAL: 05/26/2016
3. NAD 83/NAVD 88 SURVEY DATA WAS PROVIDED BY: ANDREGG GEOMATICS.
4. THE PROPOSED RUNWAY EXTENSION FOR 7-25 IS FOR LONG-TERM PLANNING PURPOSES ONLY. THESE PROPOSED PROJECTS SHALL NOT BE UNDERTAKEN WITHOUT PRIOR NEPA ENVIRONMENTAL PROCESSING AND WRITTEN FAA APPROVAL. PRE-CONDITION WILL INCLUDE FAA APPROVAL OF AVIATION ACTIVITY FORECAST, CRITICAL AIRCRAFT AND RUNWAY LENGTH DETERMINATION.



FACILITIES - FUTURE

#	FACILITY DESCRIPTION	TOP ELEV.
1F	T-HANGARS/PORTABLE (1)	1499'
2F	SMALL BOX HANGARS (7)	1509'
3F	SMALL BOX HANGARS (10)	1505'
4F	EXECUTIVE HANGAR	1514'
5F	EXECUTIVE HANGAR	1511'
6F	GA TERMINAL/PILOT LOUNGE	1540'
7F	EXECUTIVE HANGAR	1528'
8F	SMALL BOX HANGARS (3)	1528'
9F	SMALL BOX HANGAR	1545'
10F	T-HANGARS/PORTABLE (13)	1530'
11F	T-HANGARS/PORTABLE (12)	1525'
12F	SMALL BOX HANGAR	1542'
13F	SMALL BOX HANGAR/T-HANGAR	1545'
14F	SMALL BOX HANGAR (5)	1535'
15F	SMALL BOX HANGAR (5)	1535'
16F	SMALL BOX HANGAR (5)	1535'
17F	SMALL BOX HANGAR (5)	1535'
18F	SMALL BOX HANGAR (5)	1535'
19F	SMALL BOX HANGAR (5)	1535'
20F	SMALL BOX HANGAR (6)	1535'

FACILITIES - EXISTING

#	FACILITY DESCRIPTION	TOP ELEV.	#	FACILITY DESCRIPTION	TOP ELEV.
1E	SMALL BOX HANGARS (8)/AUBURN AIRPORT HANGAR ASSOC.	1505'	28E	FIXED BASED OPERATOR THRESHOLD TECHNOLOGIES	1525'
2E	SMALL BOX HANGARS (8)/AUBURN AIRPORT HANGAR ASSOC.	1502'	29E	PICNIC AREA/CITY OF AUBURN	1528'
3E	FUEL FARM /CITY OF AUBURN	1533'	30E	BOX HANGARS (4)	1542'
4E	T-HANGARS/PORTABLE (20)/AHL ASSOCIATES	1495'	31E	BOX HANGAR/GARY LVOGT, DBA AU COUNTRY AVIATION	1528'
5E	T-HANGARS/PORTABLE (10)/AHL ASSOCIATES	1499'	32E	EXECUTIVE HANGARS (5)/EAA HANGAR, INC.	1541'
6E	T-HANGARS/PORTABLE (11)/AHL ASSOCIATES	1505'	33E	BOX HANGAR/PARBOGAST TECH BODY & PAINT	1530'
7E	SMALL BOX HANGARS (6)	1509'	34E	SMALL BOX HANGARS (7)/CITY OF AUBURN	1525'
8E	SMALL BOX HANGARS (8)	1510'	35E	SMALL BOX HANGARS (6)/EAST END HANGARS, INC.	1542'
9E	ELECTRICAL VAULT/CITY OF AUBURN	1504'	36E	T-HANGAR /CITY OF AUBURN	1536'
10E	INDUSTRIAL BLDG./MILITARY/BIOTEC	1518'	37E	BOX HANGAR/DOUG VAN HOWD	1545'
11E	INDUSTRIAL BLDG./PACIFIC GAS & ELEC.	1510'	38E	EXECUTIVE HANGARS (7)	1542'
12E	INDUSTRIAL BLDG./JAMES & DIANNE KNEP	1518'	39E	EXECUTIVE HANGARS (5)/JAMES A HANSON ATTORNEY, PC, INC.	1553'
13E	INDUSTRIAL BLDG./ENKELE ENTERPRISES, LLC.	1528'	40E	EXECUTIVE HANGARS (4)/ROW CHARLIE OWNERS AUBURN EAST HANGAR	1553'
14E	INDUSTRIAL BLDG./FLYERS LLC	1522'	41E	LARGE BOX HANGAR/BICKFORD AND WOLFE FAMILY TRUSTS	1550'
15E	INDUSTRIAL BLDG./MUSSETTER DISTRIBUTING	1510'	42E	INDUSTRIAL BLDG./G. WRAY CRAWFORD	1496'
16E	INDUSTRIAL BLDG./FOX TWO LLC	1514'	43E	INDUSTRIAL BLDG./G. WRAY CRAWFORD	1494'
17E	INDUSTRIAL BLDG./ASH VIDAL	1510'	44E	INDUSTRIAL BLDG./PRESERVA WOOD PRODUCTS/JUDITH EDINBURG	1504'
18E	INDUSTRIAL BLDG./EMERY C OXLEY JR & LINDA L OXLEY	1518'	45E	INDUSTRIAL BLDG./AT&T SERVICES	1499'
19E	INDUSTRIAL BLDG./FLYERS LLC	1510'	46E	INDUSTRIAL BLDG./AT&T SERVICES	1502'
20E	INDUSTRIAL BLDG./DFC HANGAR LEASING, LLC.	1508'	47E	INDUSTRIAL BLDG./PREMIER HOLDINGS, LLC.	1513'
21E	INDUSTRIAL BLDG./WIRE-DBA DIAMOND DEVICES	1518'	48E	INDUSTRIAL BLDG./PREMIER HOLDINGS, LLC.	1507'
22E	INDUSTRIAL BLDG./AUBURN INDUSTRIAL PARK #1 L.P.	1525'	49E	INDUSTRIAL BLDG./AP/WERRILL & BRAD WESTIN	1512'
23E	INDUSTRIAL BLDG./AUBURN INDUSTRIAL PARK #2 L.P.	1518'	50E	INDUSTRIAL BLDG./DOUGLAS & NANCY VAN HOWD	1514'
24E	RESTAURANT/METCALFE FAMILY TRUST	1511'	51E	INDUSTRIAL BLDG./PRICE INDUSTRIES	1512'
25E	BOX HANGAR/EMERY C OXLEY JR & LINDA L OXLEY	1521'	52E	INDUSTRIAL BLDG./DOUGLAS & NANCY VAN HOWD	1523'
26E	BOX HANGAR /EMERY C OXLEY & LINDA L OXLEY	1518'	53E	HELICOPTER PARKING AREA	1498'
	GA TERMINAL/PILOT LOUNGE	1533'			

THE PREPARATION OF THIS DOCUMENT MAY HAVE BEEN SUPPORTED, IN PART THROUGH THE AIRPORT IMPROVEMENT PROGRAM FINANCIAL ASSISTANCE FROM THE FEDERAL AVIATION ADMINISTRATION A.I.P. PROJECT NUMBER 3-06-0012-012-2015 AS PROVIDED UNDER TITLE 49 U.S.C., SECTION 47401. THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEWS OR POLICY OF THE FAA. ACCEPTANCE OF THIS AIRPORT LAYOUT PLAN BY THE FAA DOES NOT IN ANY WAY CONSTITUTE A COMMITMENT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT DEPICTED THEREIN NOR DOES IT INDICATE THAT THE PROPOSED DEVELOPMENT IS ENVIRONMENTALLY ACCEPTABLE OR WOULD HAVE JUSTIFICATION IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.

	EXISTING	FUTURE	ULTIMATE
AIRPORT PROPERTY LINE	---	---	---
EASEMENTS	---	---	---
AIRFIELD PAVEMENT	---	---	---
BUILDINGS	---	---	---
BUILDING RESTRICTION LINES	B.R.L.		
RUNWAY SAFETY AREA	RSA	RSA	RSA
RUNWAY OBJECT FREE AREA	OFA	OFA	OFA
RUNWAY OBSTACLE FREE ZONE	OFZ	OFZ	OFZ
RUNWAY PROTECTION ZONE	RPZ	RPZ	RPZ
TAXIWAY OBJECT FREE AREA	TOFA	TOFA	TOFA
PRECISION OBJECT FREE ZONE			
NAVAID CRITICAL AREA			
SECTION CORNER	1423 1522		
ROADS AND PARKING AREAS			
GROUND CONTOURS			
PONDS, LAKES, STREAMS, ETC			
FENCE LINE	X	XX	X
AIRPORT BEACON	*	*	*
AIRPORT REFERENCE POINT	+	+	+
RUNWAY EDGE LIGHT	○	○	○
SUPPLEMENTAL WIND CONE	↑	↑	↑
REIL	←	←	←
PAPI	!	!	!
SURVEY CONTROL POINT	⊙	⊙	⊙
PAVEMENT TO BE REMOVED	---		

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707 17TH STREET
SUITE 2400
DENVER, COLORADO 80202
PHONE (303) 820-5240

The City of **AUBURN**
CALIFORNIA

SPONSOR APPROVAL
CITY OF AUBURN
DATED:

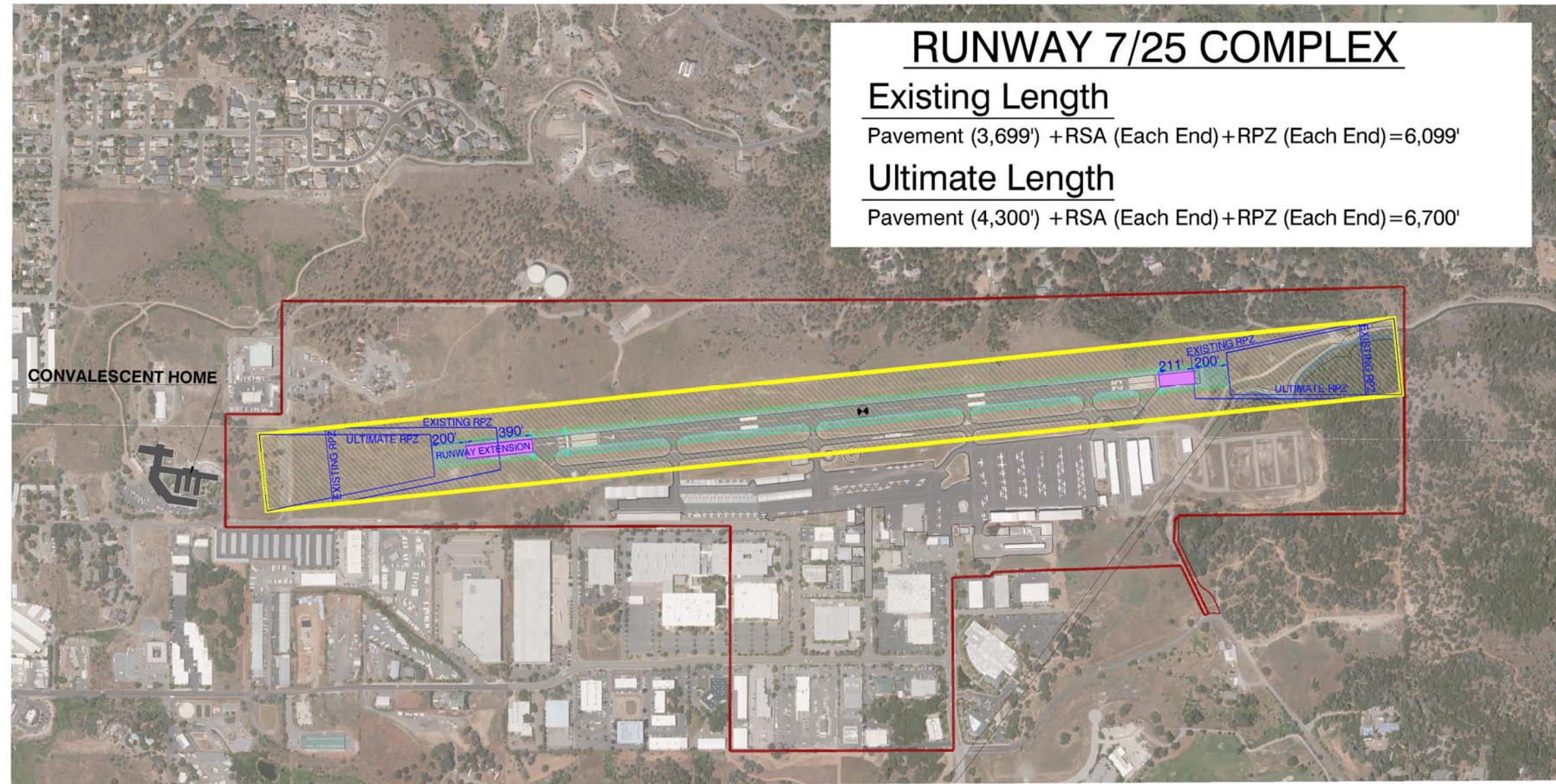
AIP PROJECT NUMBER:
3-06-0012-012-2015
REV: _____
JACOBS PROJECT NUMBER:
WXXX2306
DATE: 02/01/18
DESIGNED: DCC
DRAWN: DCC
CHECKED: JKS
APPROVED: JAR
DRAWING PATH NAME:
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ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	CKD

AIRPORT LAYOUT PLAN
(ULTIMATE)
SHEET 3 OF 13
95

Agenda Item 1 - Attachment 2

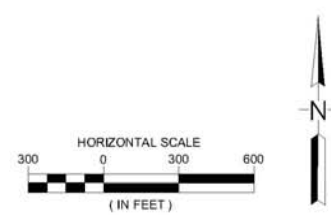
Figure 6-11 Alternative 4a - Runway 7/25 Complex 600' Extension (Balanced)



RUNWAY 7/25 COMPLEX

Existing Length
Pavement (3,699') +RSA (Each End)+RPZ (Each End)=6,099'

Ultimate Length
Pavement (4,300') +RSA (Each End)+RPZ (Each End)=6,700'



- LEGEND**
- ULTIMATE AIRPORT PAVEMENT
 - ULTIMATE RUNWAY SAFETY AREA (RSA)
 - RUNWAY PROTECTION ZONE - LAND ACQUISITION/EASEMENT REQUIRED
 - RUNWAY COMPLEX

AUBURN MUNICIPAL AIRPORT
AUBURN, CALIFORNIA

RUNWAY ALTERNATIVES

JACOBS

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Auburn Municipal Airport Layout Plan & Narrative Report: ALUC Consistency Evaluation

A. Proposals to: 1) construct a new runway or helipad; 2) change the length, width, or landing threshold of an existing runway; or 3) establish an instrument procedure.

The 2006 Airport Master Plan did not propose to construct a new runway or helipad (i.e. helicopter takeoff/landing area). The potential for a runway extension was examined in the 2006 Airport Master Plan and determined to be excessively costly. The Airport Layout Plan and Narrative Report, however, recommends extension of Runway 7/25 from 3,700 feet to 4,300 feet as part of the Airport's Phase 3 (2028-2037) development program.

The methodology used for determining an appropriate runway length is outlined in Federal Aviation Administration's (FAA) guidance circulars. The runway length analysis conducted in the 2006 Airport Master Plan indicated that Auburn Municipal Airport would need a 4,280-foot runway. The Airport Layout Plan and Narrative Report analysis indicates a 4,300-foot runway length is still required to accommodate the Airport's general aviation fleet.

Five alternative runway development concepts were evaluated in the Airport Layout Plan and Narrative Report to achieve an ultimate runway length of 5,000 feet as recommended in Caltrans 2010 "California Aviation Needs Assessment." Primary considerations in the analysis include:

- Surrounding terrain;
- Airport ownership of the property necessary for the runway construction and Runway Protection Zones, or the ability to acquire it; and
- Noise impacts from adjusted approach paths due to new runway end locations.

The Preferred Alternative, at 4,300 feet, is a refinement of the five alternative runway concepts evaluated. The Preferred Alternative would maximize airport property to the east by providing a 211-foot extension; and a 390-foot extension to the west. The Preferred Alternative results in:

- Adequate runway length to meet the forecast for aviation demand;
- Minimizes impact to development west of the Airport;
- Limits the fill required and obstruction impacts to the east;
- Keeps the Runway Protection Zones on airport property; and
- Maintains a similar noise footprint to the existing runway.

The effects of the runway extension on the ALUCP noise, safety, airspace, and overflight criteria are discussed in further detail below. Generally, the criteria evaluations conclude that the runway extension in the proposed Airport Layout Plan is conditionally consistent with that contained in the ALUCP.

1. Noise Evaluation

Noise compatibility minimizes the degree to which noise from aircraft affects the communities around airports. The boundary for an airport noise area is determined by noise contours. Information used to determine existing and future noise exposures include aircraft fleet mix, number of operations by time of day, current and predicted flight tracks, and percent distribution of runway use. The noise level descriptor used in the ALUCP is the community noise equivalent sound level (CNEL), which is the average sound level in A-weighted decibels (frequency-weighted sound levels that correlate with human hearing) for an average day.

Auburn Municipal Airport Layout Plan & Narrative Report: ALUC Consistency Evaluation

State regulations establish as a general standard that single-family and multi-family dwellings, mobile homes and schools of standard construction are incompatible with noise levels above 65 dB CNEL noise contour

The Airport Layout Plan and Narrative Report projected noise impact contours (55, 60, 65 dB CNEL) are different than the ones shown in the ALUCP. Attachment 5 illustrates existing and future noise contours. The ALUCP includes the noise contours based on the 2006 Airport Master Plan. The noise contours presented in the Airport Layout Plan and Narrative Report represent the most accurate prediction of future noise contours based on future growth at Auburn Municipal Airport within the airport influence area.

The Airport Layout Plan 55 dB CNEL noise contour is smaller for areas to the west and east and slightly larger south than those identified in the ALUCP. For the 60 dB CNEL, the Airport Layout Plan noise contour is slightly smaller to the south and slightly greater to the west and to the east compared to the ALUCP. The 65 dB CNEL Airport Layout Plan noise contour is generally smaller, focused on three areas; however, the contours extend further to the west and to the east of the airport compared to the ALUCP. Generally, the noise contours cover a smaller area than the previous ALUCP, with some new areas that will experience increases in noise, while other areas benefiting from decreases in aircraft noise.

These changes noted between the Airport Layout Plan and the ALUCP noise contours reflect two different time horizons: the 2006 Airport Master Plan horizon year 2025 and the Airport Layout Plan horizon year of 2035. In addition, the Airport Layout Plan uses a newer and more refined version of the FAA's Integrated Noise Model, including updated airport operation assumptions. Lastly, the Airport Layout Plan aviation forecasts project the use of newer, quieter aircraft.

The Airport Layout Plan and Narrative Report will not generate noise impacts to surrounding land uses over and above those forecast in the ALUCP. For purposes of this consistency evaluation the noise contours are substantially consistent with the ALUCP.

2. Safety Evaluation

A fundamental objective of airport land use compatibility planning is to minimize the danger to the population around airports from aircraft accidents when they happen. The ALUCP designates airport influence areas around an airport and delineates safety zones based on FAA/Caltrans guidance, proximity to Airport runways, and aircraft flight paths. Generally, the closer to the airport the more restrictions on land uses. Similarly, as one approaches the outermost boundary of the airport influence area (about two miles) the restrictions become less severe.

The most direct means of limiting potential consequences of an off-airport accident is to limit the density/intensity of land uses, which is measured in terms of people per acre. The ALUCP identifies land uses in each safety zone that are compatible, conditionally compatible, or incompatible with the safety policies of the ALUCP. As proposed, the Airport Layout Plan and Narrative Report does not identify any new land uses which are considered incompatible uses in the ALUCP. Because the proposed runway extension may change both the size and configuration of the safety zones to reflect changes in airport operations, for purposes of this consistency evaluation, the Airport Layout Plan and

Auburn Municipal Airport Layout Plan & Narrative Report: ALUC Consistency Evaluation

Narrative Report should be considered conditionally consistent with the ALUCP (until the ALUC approves new safety and compatibility zones in the updated ALUCP).

3. Airspace Protection Evaluation

Height restrictions protect the navigable airspace around airports for aircraft safety; ensure that objects will not impair flight safety or decrease the operational capability of the airport. Federal Aviation Regulations (FAR) Part 77, “Objects Affecting Navigable Airspace,” defines a series of imaginary surfaces surrounding all public use airports. The imaginary surfaces which the FAA uses to determine whether a structure or an object would be an obstruction to air navigation include the primary surface, approach surface, horizontal surface, conical surface and transitional surfaces. Refer to Attachment 6 for the Part 77 existing and future surfaces.

The Airport Layout Plan includes the development of several new structures on-airport within the airport’s horizontal surface. These on-Airport facilities include additional hangers, a restaurant, terminal building, support area, security enhancements, access road and parking improvements, solar shade structures, and utility and fueling requirements. The horizontal surface is 150 feet above the established airport elevation (the highest point of usable landing area measured in feet above mean sea level). None of these proposed structures would have a height that would penetrate the horizontal surface at 150 feet.

In addition, the FAA conducted an Aeronautical study, Airspace Case Study No. 2018-AWP-2472-NRA on the proposed Airport Layout Plan physical development. Conditional approval of the Airport Layout Plan occurred on October 10, 2018. The FAA obstruction analysis indicates that significant departure surface obstructions (trees) exist on the departure end of Runway 7, which penetrate the departure surface. The Airport Layout Plan and Narrative Report identifies mitigation or land use restrictions that may be needed to remove these obstacles. For purposes of this consistency evaluation protection of airspace through restrictions of on-airport development and the removal of obstacles (trees) is consistent with the ALUCP.

4. Overflight Compatibility Evaluation

Overflight compatibility concerns encompass a combination of noise and safety issues. Generally, the aircraft traffic pattern and operational procedures contained in the Airport Layout Plan are like those contained in the ALUCP. For purposes of this consistency evaluation overflight compatibility is conditionally consistent (because of noise and safety issues) with the ALUCP.

B. Proposed changes in the role or character of use of the airport.

The role of the Auburn Municipal Airport is expected to remain the same over the 20-year planning period. The focus of this role is on continuing and enhancing general aviation uses and development of facilities to accommodate general aviation demand, particularly business/corporate and personal recreation uses. For purposes of this consistency evaluation, the Airport Layout Plan is considered consistent with the ALUCP.

Auburn Municipal Airport Layout Plan & Narrative Report: ALUC Consistency Evaluation

C. New activity forecasts that are: 1) significantly higher than those in the ALUCP; or which 2) include a high proportion of larger or noisier aircraft.

Table 1 summarizes Auburn Municipal Airport’s aviation forecast in five-year increments.

Table 1: Auburn Municipal Airport Aviation Demand Forecast Summary

Description	Projected					Average Annual Growth Rate		
	2015	2020	2025	2030	2035	2015 - 2020	2015 - 2025	2015 - 2035
OPERATIONS								
<u>Itinerant</u>								
General Aviation	34,300	36,358	37,044	37,901	38,587	1.2%	0.8%	0.6%
<u>Local</u>								
General Aviation	35,700	37,842	38,556	39,449	40,163	1.2%	0.8%	0.6%
TOTAL OPERATIONS	70,000	74,200	75,600	77,350	78,750	1.2%	0.8%	0.6%
BASED AIRCRAFT								
Single Engine	187	189	189	191	191	0.2%	0.1%	0.1%
Multi Engine	15	15	15	15	16	0.0%	0.0%	0.3%
Jet	0	0	1	2	3	0.0%	100.0%	100.0%
Helicopter	5	6	7	8	9	3.7%	3.4%	3.0%
Other	2	2	4	5	6	0.0%	7.2%	5.6%
TOTAL BASED AIRCRAFT	208	212	216	221	225	0.4%	0.4%	0.4%

Source: Jacobs Analysis, 2015

The ALUCP was developed using forecasts contained in the 2006 Airport Master Plan. The 2006 Master Plan projected 290 total aircraft and 104,000 operations through 2025. The Airport Layout Plan projects 216 total aircraft and 75,600 operations through 2035.

The forecasted aircraft fleet mix based at the Airport reflects general aviation trends nationally projected in FAA Aerospace Forecasts (2015-2035). FAA’s forecast projects that active general aviation aircraft fleet (potential based aircraft) will grow by 0.4 percent through 2035 and the active general aviation hours flown (potential operations) will grow by 1.4 percent. Those growth rates were applied to the base year (2015) numbers for Auburn Municipal Airport as shown in the table above.

The FAA forecasts indicate a significant growth in both small and large jets, an increase in rotorcraft and business aircraft, and a decrease in single engine piston aircraft activity. A longer runway at Auburn Municipal Airport would likely be needed to accommodate this fleet; however, the lack of runway length will slow the growth rate of jet aircraft at the Airport. Helicopter growth is anticipated to remain robust provided suitable conditions for their operations are provided at the Airport.

Auburn Municipal Airport Layout Plan & Narrative Report: ALUC Consistency Evaluation

Tables 2 and 3 depict the Airport Layout Plan and Narrative Report’s forecasted based aircraft and operations fleet mix.

Table 2: Auburn Municipal Airport Forecasted Based Aircraft Fleet Mix

Year	Single Engine	Multi-Engine	Jet	Helicopter	Other	Total
2015	187	14	0	5	2	208
Percentage	90%	6.7%	0%	2.4%	0.9%	100%
Forecast						
2020	189	15	0	6	2	212
2025	189	15	1	7	4	216
2030	191	15	2	8	5	221
2035	191	16	3	9	6	225
Ultimate (Beyond Planning Period)	189	16	5	9	6	225

Source: Jacobs Analysis, 2015.

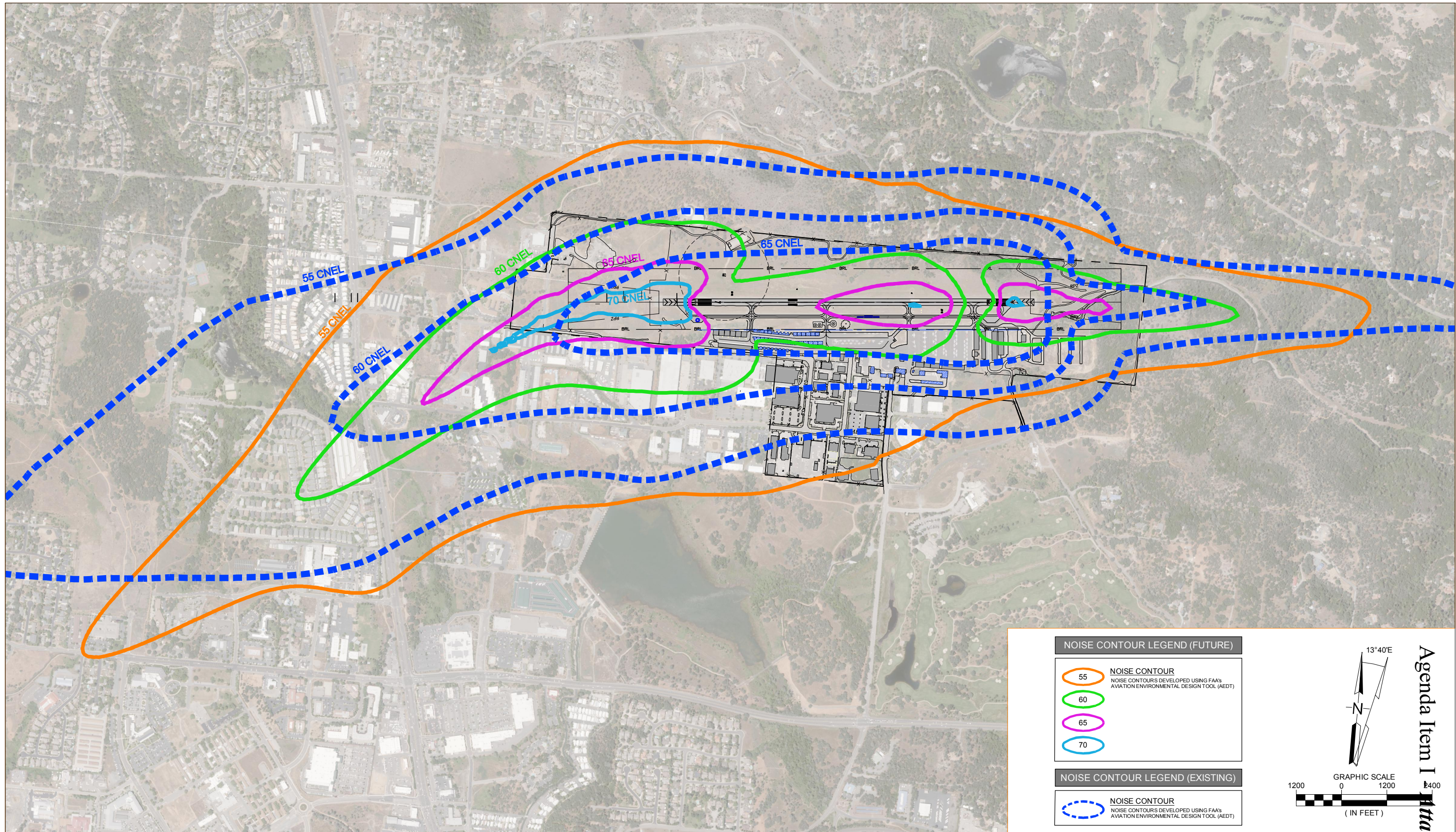
Table 3: Auburn Municipal Airport Forecasted Operations Fleet Mix

Year	Single Engine	Multi-Engine	Jet	Helicopter	Other	Total
2020	66,038	5,194	104	2,226	638	74,200
2025	66,150	5,216	350	2,524	1,360	75,600
2030	66,850	5,250	700	2,800	1,750	77,350
2035	66,850	5,600	1,050	3,150	2,100	78,750
Ultimate (Beyond Planning Period)	66,150	5,600	1,750	3,150	2,100	78,750

Source: Jacobs Analysis, 2015.

Annual service volume is defined by FAA as a reasonable estimate of an airport’s annual capacity. Auburn’s annual service volume is estimated to be 230,000 total annual operations for existing conditions. Compared to the 2035 projection of operations of 78,750, airfield capacity is not a constraining factor to growth of the Airport.

The Airport Layout Plan and Narrative Report activity and aviation forecast will not exceed those accepted by the ALUC for the ALUCP. Since the proposed forecasts do not exceed those previously accepted by the ALUC, staff recommends that the ALUC accept the new Airport Layout Plan and Narrative Report forecasts for Auburn Municipal. Subsequently, these forecasts will serve as the basis for forecast of operations and noise contours used to prepare the ALUCP update.



NOISE CONTOUR LEGEND (FUTURE)

55 NOISE CONTOUR
NOISE CONTOURS DEVELOPED USING FAA'S AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT)

60

65

70

NOISE CONTOUR LEGEND (EXISTING)

NOISE CONTOUR
NOISE CONTOURS DEVELOPED USING FAA'S AVIATION ENVIRONMENTAL DESIGN TOOL (AEDT)

13°40'E

GRAPHIC SCALE
0 1200 2400
(IN FEET)

Agenda Item I Attachment 5

JACOBS
707 17TH STREET
SUITE 2400
DENVER, COLORADO 80202
PHONE (303) 820-5240

The City of **AUBURN**
CALIFORNIA

AIP PROJECT NUMBER:
3-06-0012-012-2015

JACOBS PROJECT NUMBER:
WXXX2306

DESIGNED: DCC DRAWN: DCC CHECKED: JKS APPROVED: JAR

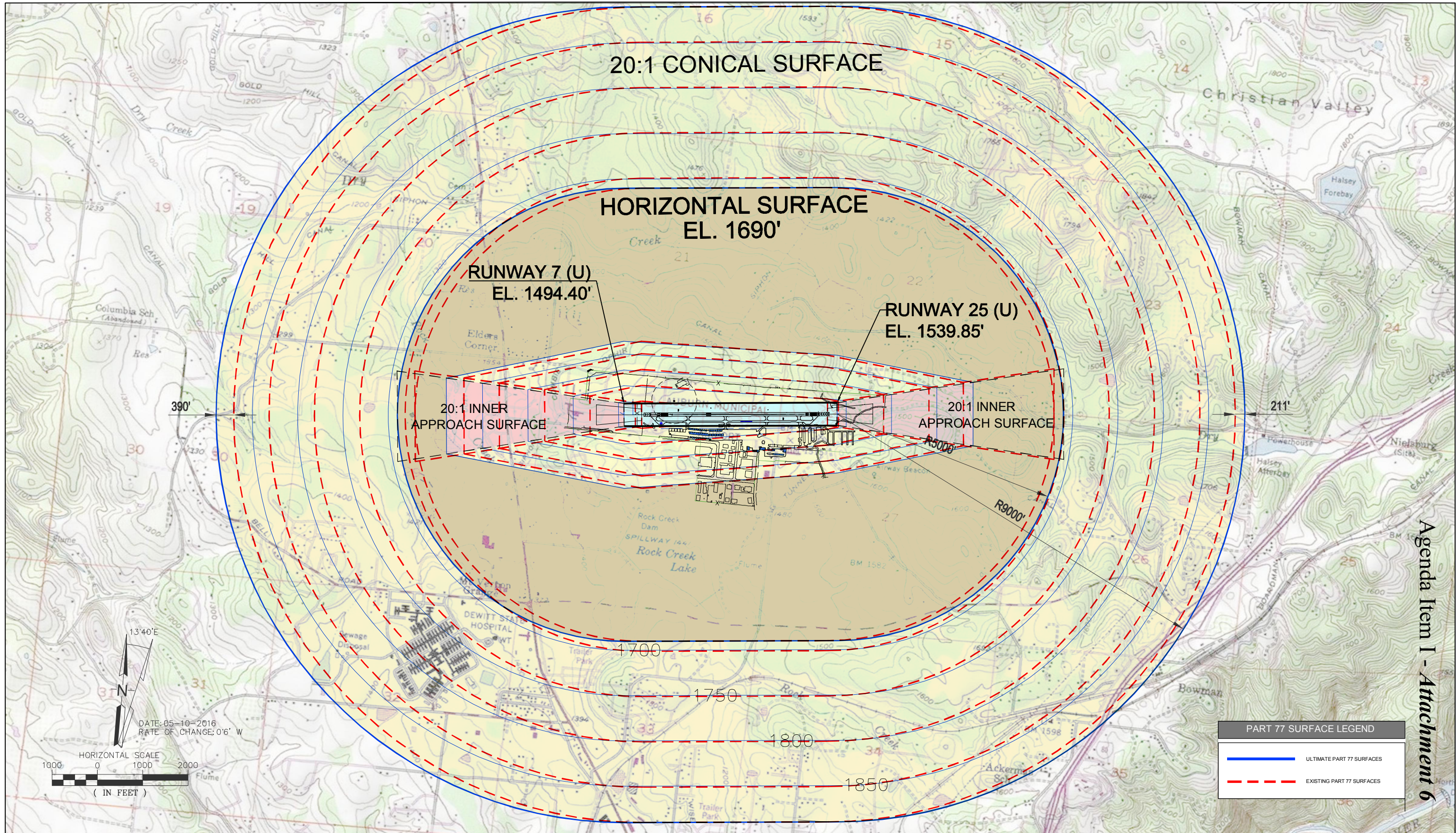
DATE: 02/01/18

DRAWING PATH NAME:
J:\AUN\Planning\XXX\Plans\
REFERENCE DRAWING PATH NAME:
J:\AUN\Planning\XXX-ALP\Xrefs\
REV.:

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	CKD

AIRPORT NOISE CONTOURS

SHEET 1 OF 42



Agenda Item I - Attachment 6

JACOBS
 707 17TH STREET
 SUITE 2400
 DENVER, COLORADO 80202
 PHONE (303) 820-5240

The City of **AUBURN**
 CALIFORNIA

SPONSOR APPROVAL

 CITY OF AUBURN
 DATED: _____

AIP PROJECT NUMBER: 3-06-0012-012-2015
 JACOBS PROJECT NUMBER: WXXX2306
 DATE: 02/01/18
 DESIGNED: DCC DRAWN: DCC CHECKED: JKS APPROVED: JAR
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 REFERENCE DRAWING PATH NAME: J:\AUN\Planning\XXX-ALP\Xrefs\
 REV: _____

ISSUE RECORD				
NO.	BY	DATE	DESCRIPTION	CKD

**AIRPORT AIRSPACE DRAWING
 (FAR PART 77 SURFACE)**

SHEET 3 OF 43

TO: PCTPA Board of Directors

DATE: August 28, 2019

FROM: David Melko, Senior Transportation Planner

SUBJECT: INTERSTATE 80 AUXILIARY LANES PROJECT UPDATE

ACTION REQUESTED

None. For information and discussion only.

BACKGROUND

I-80 is experiencing operational problems due to increased daily commuter traffic resulting from growth within the Sacramento Region. This increased traffic, together with increased demand generated from recreational destinations in the Sierra Nevada to the east and the San Francisco Bay Area and Silicon Valley to the west have resulted in increased traffic congestion on I-80. The I-80 Auxiliary Lanes Project will construct improvements on I-80 at the following two locations:

- I-80 Eastbound Auxiliary Lane – Construct eastbound auxiliary lane on I-80 from 0.8 miles east of SR 65 to Rocklin Road; and
- I-80 Westbound 5th Lane – Construct westbound 5th through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue.

Through a partnership led by PCTPA in coordination with Caltrans, the cities of Rocklin and Roseville, Placer County, and the Federal Highway Administration, the I-80 Auxiliary Lanes received Caltrans approval in October 2016 and has received federal and state environmental approvals. The project is currently in final design, with construction anticipated to begin in 2021.

DISCUSSION

The PCTPA Board approved funding to begin environmental review on the I-80 Auxiliary Lanes in 2013 to make the project “shelf-ready” to attract construction funding. Senate Bill 1 state grant funding was pursued in 2018; however, the project came up short when compared to traffic congestion and safety issues in other regions of California, and the need for a local match of funding. For the upcoming Senate Bill 1 state grant funding in 2020, the project is being considered as part of the Placer-Sacramento Gateway Plan to develop a regional set of projects that could compete with other areas of the state.

While pre-construction is fully funded, the total project cost has increased from \$18 million to \$29.5 million primarily due to cost escalation when compared to recent similar project bid results. The I-80 Auxiliary Lanes is current being included by the Board in the local transportation funding strategy, which would provide a local match source to pursue both state and federal funding.

PCTPA staff along with the project consultant Dokken Engineering will provide the Board with an update of the project and its progress through final design and right-of-way acquisition.

DM:LM:ML:ss

TO: PCTPA Board of Directors **DATE:** August 28, 2019

FROM: Aaron Hoyt, Senior Planner

SUBJECT: **DRAFT PLACER COUNTY 2040 REGIONAL TRANSPORTATION PLAN AND ENVIRONMENTAL IMPACT REPORT**

ACTION REQUESTED

None. For information only.

BACKGROUND

The Regional Transportation Plan (RTP) is a long-range (20-year minimum) transportation funding plan that identifies future transportation improvements, associated costs, projected revenues, and the timing for implementation of projects through 2040. The RTP is the mechanism by which local projects demonstrate eligibility to receive federal and state funding. PCTPA is required to prepare and adopt a Regional Transportation Plan (RTP) every five years. The last RTP was adopted in 2016.

PCTPA and El Dorado County Transportation Commission are the state designated Regional Transportation Planning Agencies (RTPA's) for their respective counties. The Placer County RTP is integrated into the broader regional planning context of the Sacramento Area Council of Governments' (SACOG) Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS), in accordance with our Memorandum of Understanding (MOU). SACOG is the RTPA for Sacramento, Sutter, Yolo, and Yuba counties and is also the federally designated Metropolitan Planning Organization (MPO) for the six-county region including Placer and El Dorado. As an RTPA and MPO, SACOG updates the MTP every four years to satisfy their federal and state mandates.

DISCUSSION

The development of the draft Placer County 2040 RTP was initiated in parallel with the SACOG MTP/SCS update in late 2017. Close coordination during the development of each plan was critical to ensure consistency in the identification of transportation projects, forecasted population growth and revenue projections, and public outreach given the similar and overlapping nature of the plans.

The draft Placer County 2040 RTP consists of the following five primary components:

- A *Policy Element* that contains the mobility goals, objectives, and policies of the county. The policy element is reflective of the diverse composition and transportation needs of the populated western border of the county to the rural communities of the foothills and includes the tourist destinations in the high country. The PCTPA Board approved the draft Policy Element at its May 23, 2018 meeting.

- An *Action Element* identifies the multimodal projects that implement the RTP in accordance with the goals, objectives, and policies set forth in the policy element. The proposed projects were identified to address existing transportation issues such as the continuous congestion on State Route (SR) 65, subsequent phases of the I-80/SR 65 interchange, maintenance of roadways and bridges, extending local and regional bikeways, as well as addressing future needs such as a western connection to SR 70/99 via the Placer Parkway, increased transit options such as more frequent Capital Corridor trains and specialized transit services for seniors and the disabled. The PCTPA Board approved the draft project lists at the December 5, 2018 meeting.
- A *Financial Element* that summarizes the anticipated cost of implementing projects in the RTP within a financially constrained environment. The PCTPA Board approved the draft revenue estimate at the December 5, 2018 meeting that identified approximately \$6.9 billion (2018 dollars) in reasonably anticipated revenue for Placer over the 20-year life of the plan. Consistent with the last RTP, a significant assumption contained in the revenue estimate is a voter approved South Placer County transportation sales tax measure in November 2020.
- An *Air Quality Conformity Element* that describes the federal and state air quality regulations. SACOG is responsible for ensuring that regional transportation plans and programs conform to the State Implementation Plan and has responsibility for making findings of conformity required by the federal Clean Air Act (CAA). SACOG reported to their August 2019 committees that the 2020 MTP/SCS will satisfy the CAA standards.
- A *Programmatic Environmental Impact Report (EIR)* that satisfies the California Environmental Quality Act (CEQA). The EIR evaluates the environmental impact of implementing the policies, proposed projects, and programs listed in the plan and identifies potential impacts and the mitigation measures necessary to address impacts.


Next Steps

PCTPA staff anticipates releasing the draft RTP and EIR on August 28, 2019 and will provide an overview of the document and schedule for approval at the August 28th meeting. The release of the draft documents will begin a 45-day public review period and a public hearing will occur at the September 25th Board of Directors meeting. The public comment period will conclude October 12, 2019. All written and oral comments received from the public and partner agencies during the comment period will be addressed in the final 2040 Placer County RTP and 2040 RTP EIR. Staff anticipates returning to the Board in December 2019 to adopt the 2040 Placer County RTP and certify the 2040 RTP EIR.

The draft RTP Executive Summary is contained in Attachment 1 and the full Draft RTP and EIR will be available on the project website <http://pctpa.net/rtp2040/> by the close of business on August 28, 2019.

AH:LM:ML:ss

Executive Summary



RTTP 2040

Placer County Regional Transportation Plan

Introduction

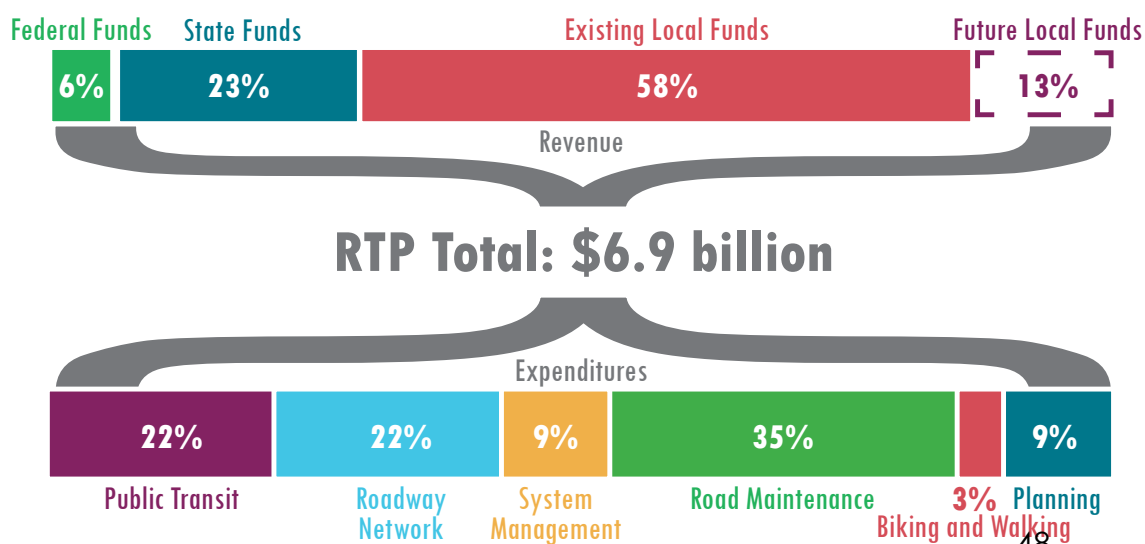


About PCTPA

PCTPA, or the Placer County Transportation Planning Agency, is a special district created by the cities and the county and authorized by the State. PCTPA develops and administers the Regional Transportation Plan, among its other duties as the county's regional transportation planning agency and congestion management agency. PCTPA is managed by a nine-member board of local elected officials, including a citizen representative. PCTPA is a leader in delivering projects on time and on budget. PCTPA's record of success includes Phase 1 of the Interstate 80/ Highway 65 Interchange Project, the Highway 65 Lincoln Bypass, the I-80 Bottleneck Project, and the Douglas and Sierra College Interchange Improvements. To learn more about PCTPA's work to build a safe and efficient transportation network, visit pctpa.net.

The Regional Transportation Plan

The Placer County 2040 Regional Transportation Plan (RTP) has been developed by PCTPA to document the policy direction, actions, and funding recommendations that are intended to meet the short- and long-range needs of Placer County's transportation systems over the next twenty years. This fiscally-constrained document is designed to guide the systematic development of a balanced, comprehensive, multi-modal transportation system for the current and future needs of Placer County.



SACOG and the MTP

Placer County's 2040 Regional Transportation Plan (RTP) was updated jointly with the Sacramento Area Council of Government's (SACOG) Metropolitan Transportation Plan (MTP). The RTP is a statement of local transportation priorities that are incorporated into the MTP. While the RTP focuses just on Placer County, the MTP plans for transportation investments across the six-county Sacramento Region. PCTPA and SACOG work together closely to ensure that the two documents align. In addition to dealing with the larger six-county region, the MTP also differs from the RTP in that it deals with land use, housing, environmental sustainability, and equity in addition to transportation. This difference reflects the fact that SACOG, as a Metropolitan Planning Organization (MPO), has greater federal and state responsibilities and requirements than PCTPA, including Federal Clean Air Act and California Senate Bill 375 regulations. For more information on the MTP, including information about projected housing development and land use patterns in Placer County, visit sacog.org/mtpsc.

A Vision For 2040

The 2040 RTP defines the goals of the transportation system and sets priorities for project implementation within the context of six regional planning principles:

- 1 Support well-planned growth and land use patterns
- 2 Improve environmental quality through better stewardship of the transportation system
- 3 Fit within a financially constrained budget by delivering cost-effective projects that are feasible to construct and maintain
- 4 Improve economic vitality by efficiently connecting people to jobs and delivering goods and services to markets
- 5 Improve access and mobility opportunities for all people to jobs, services and housing
- 6 Provide real, viable travel choices for all people within a diverse county.

PHASE 2 Prosperity Strategy

Ongoing, Due Mid 2019

DRIVERS



Food and Ag Cluster



Health Sciences Cluster



Innovation



Workforce

ENABLERS



Infrastructure



Governance



PHASE 3

Start Mid 2019



Implementation

The Prosperity Plan

SACOG, the Greater Sacramento Economic Council, the Sacramento Metro Chamber of Commerce, and Valley Vision have partnered to accelerate job growth, encourage innovation, and boost new investment across the Sacramento Region. The Prosperity Plan guides this effort and includes a market assessment of the six-county Sacramento region. The Plan's findings show the Sacramento region can take advantage of changing market, technology and demographic trends to ensure future economic growth, regional competitiveness, and prosperity. Placer County's jurisdictions are committed to implementing the strategies of the Prosperity Plan. As a reliable transportation network is key to economic development, PCTPA is also actively engaged in this effort. For more information, visit sacramentoplan.com.

About Placer County

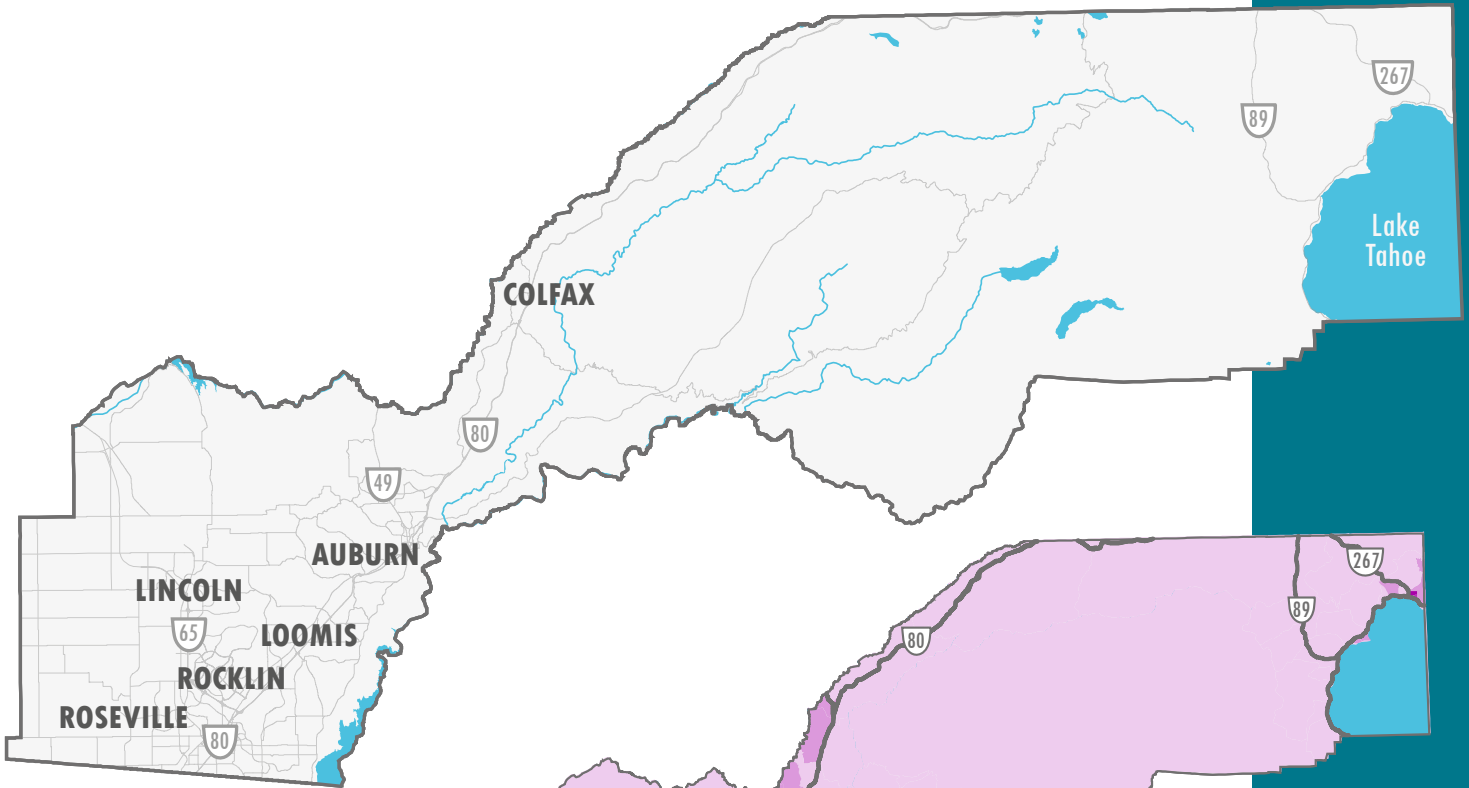
Placer County Today

A properly functioning and well-maintained transportation system in Placer County is a key component of our high quality of life and ability to attract jobs to our region. For several decades now, Placer County has remained one of the fastest growing counties in California. Population growth has been more than 35% per decade for every census since the end of World War II. But, aside from two major investments (the Highway 65 Lincoln Bypass and the I-80 Roseville Bottleneck project) and new surface streets largely paid for by builders, Placer County is basically operating under the same transportation infrastructure that it has had since the 1980s.



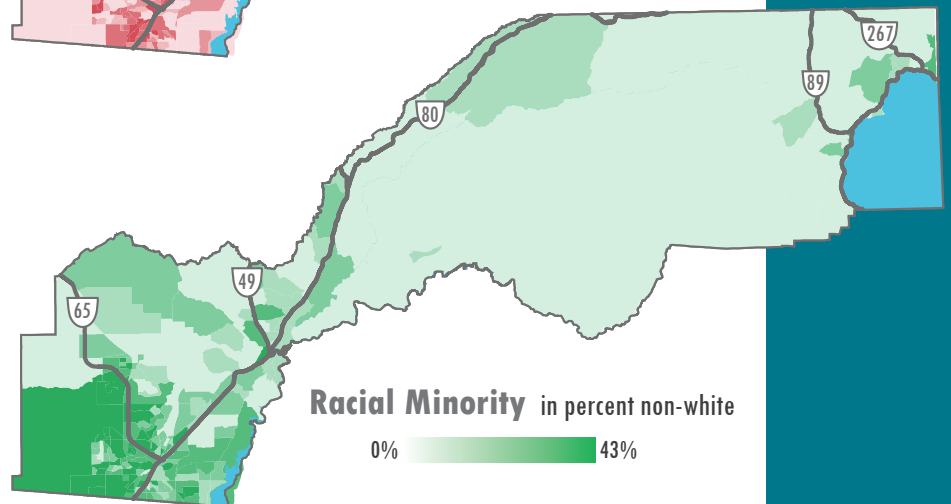
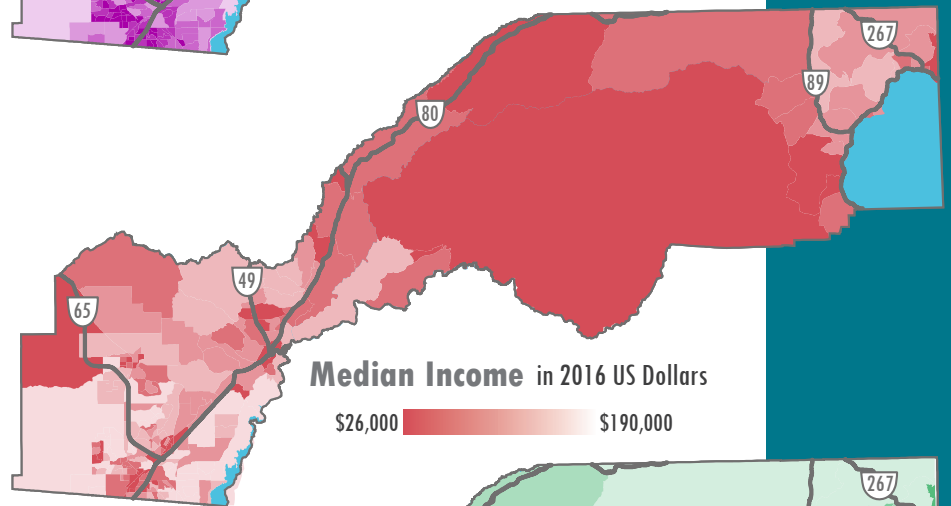
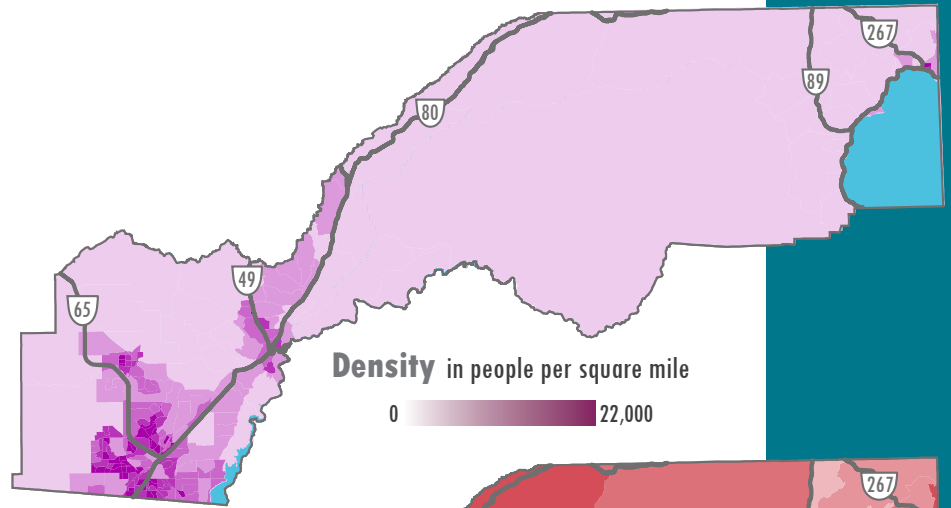
The Sacramento Region

The Greater Sacramento region is made up of six counties: Placer, Sacramento, Yolo, El Dorado, Yuba, and Sutter. Renewed investment in the Sacramento region and increasing cost-of-living in the San Francisco Bay Area, have resulted in dramatic population growth in the region. The Sacramento Region grew by more than 25,000 people in 2017, outpacing any other region and the state of California as a whole. Continuing to attract new residents while maintaining the region's high quality of life will require coordination between counties and cities, and partnerships with non-profits and business.



Geographic Diversity

Placer County covers 1,506 square miles stretching from the Sacramento Valley, through the foothills, to Lake Tahoe in the Sierra Nevada Mountains. Given this diverse geography, it is not surprising that Placer County has a wide range of land uses and development patterns. The county's population is concentrated in its suburban cities and town. The unincorporated areas in between these cities vary greatly, from residential and commercial developments near the cities, to farms and rural uses in the foothills, to forests and protected open space in the mountains. While Placer County residents are relatively affluent, there are concentrations of low-income residents in both urban and rural areas. Placer County has a predominately white population, with growing Asian and Latino/Hispanic communities in Roseville, Rocklin, and Lincoln.



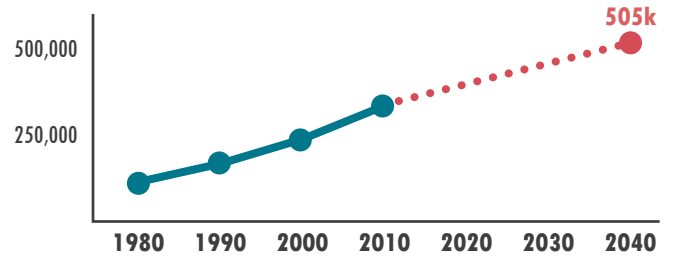
Source: US Census 2016 5-year American Community Survey

A Growing Region

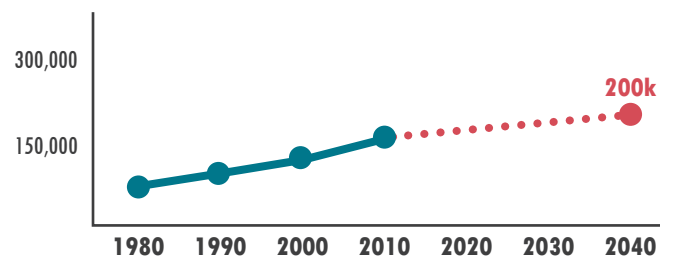
Growth Projected to 2040

Placer County is home to just under 400,000 residents, an increase of more than 50% since 2000. Over the same period, housing units grew by 30% as the county's cities developed surrounding areas to accommodate this growth. Jobs have also grown by about 30% since 2000, though many Placer County residents are still employed outside the county. This steady growth in population, jobs, and housing continues to put greater demand on Placer County's transportation network, increasing the need for greater roadway capacity and increased investment in alternative travel options like transit and biking. According to projections, Placer will continue to grow through 2040, only increasing the need for greater investment in transportation to sustainably accommodate new residents, jobs, and housing.

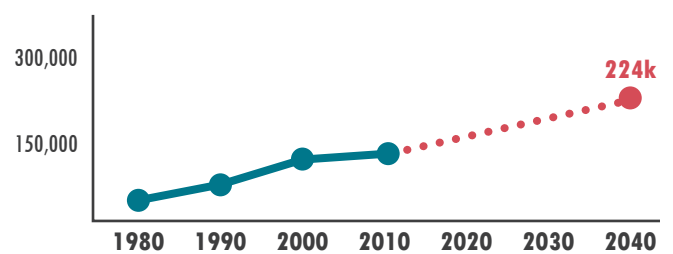
Population



Housing



Employment



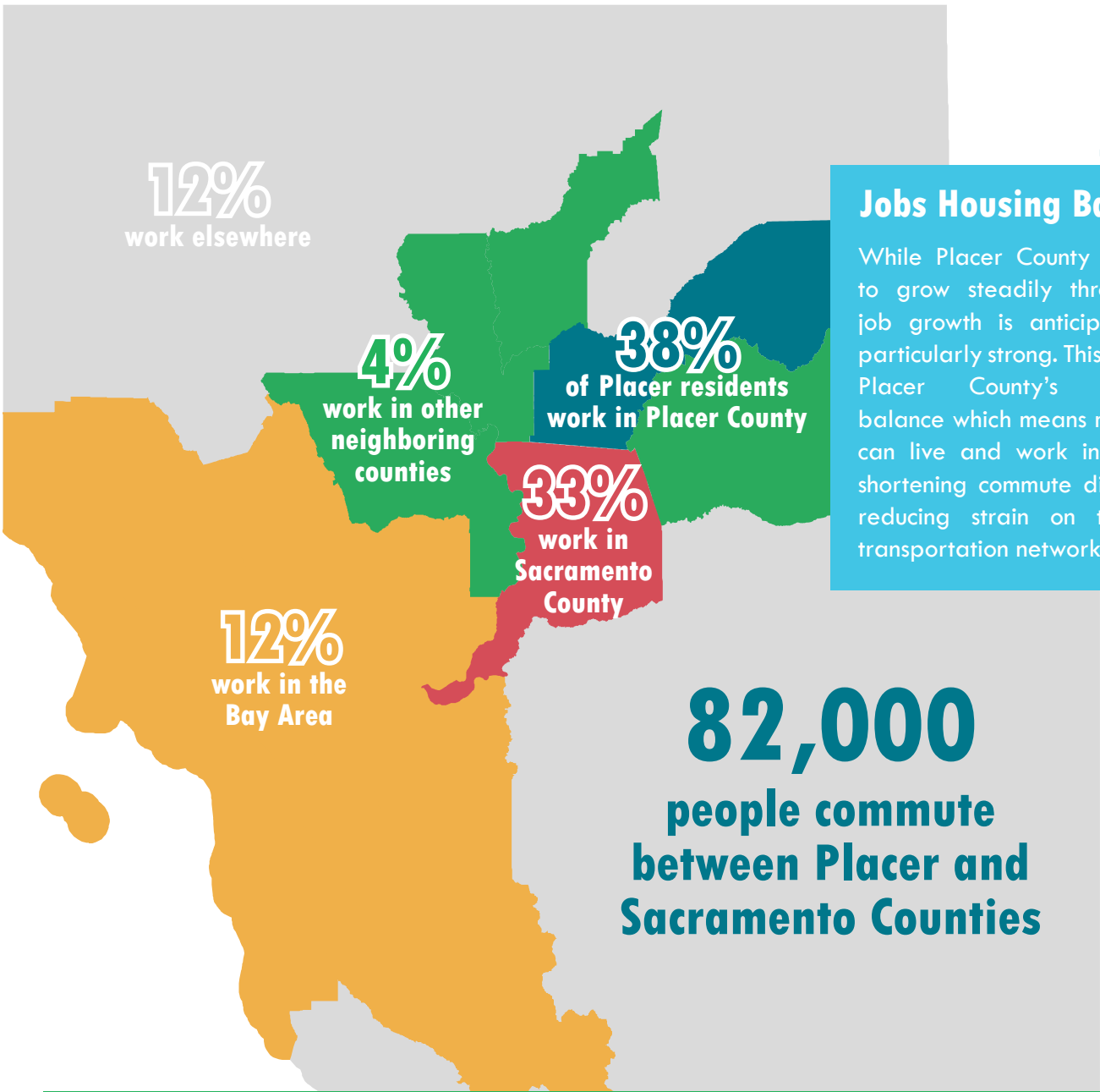
Source: Decennial Census, SACOG MTP Projections

Adding Travel Options

Increasing travel options in Placer County and across the Greater Sacramento region is critical to ensuring a safe and efficient transportation network as the population grows. Having affordable and convenient bus, train, vanpool, and biking options not only makes more efficient use of existing roads and highways, but also ensures that expensive improvements to those roads and highways actually reduce congestion and travel times. Investing in sidewalks, bike lanes, bus routes, and passenger rail also protects the quality of life of people who may not be able to drive, including seniors, people with disabilities, low-income families, and young people.



Image: Capitol Corridor J



Jobs Housing Balance

While Placer County is expected to grow steadily through 2040, job growth is anticipated to be particularly strong. This will improve Placer County’s jobs-housing balance which means more people can live and work in the county, shortening commute distances and reducing strain on the county’s transportation network.

82,000
 people commute
 between Placer and
 Sacramento Counties

The Northern California Megaregion



The Northern California Megaregion—which includes the Bay Area, the Greater Sacramento region, the Northern San Joaquin Valley, and the Monterey Bay Area—has one of the fastest growing economies in the US. As population and jobs have boomed in this region over the past two decades, these once distinct areas are merging into one ‘megaregion’. Increasing opportunities for remote work and rising housing costs means more people are living in the Sacramento and San Joaquin Valleys and working in the Bay Area. Improved transportation connections between Greater Sacramento and the Bay Area will support and sustain this rapid economic growth across the megaregion. Placer County and the Sacramento Region must learn from the Bay Area’s growth patterns as they find economic identities of their own.

Roadway Network

The High Cost of Congestion



When more people drive on a roadway than it was designed to handle, those cars back up and cause congestion. With a rapidly growing population and high levels of car use, congestion is all-too-common in Placer County. During commute times, it takes drivers an extra 22 minutes to get from Lincoln to the Placer County line, due to increasing congestion on Interstate 80 and Highway 65, which is expected to cost the local economy more than \$350 million in time lost over the next 20 years. In addition to costing residents and visitors time and money, traffic congestion also creates safety issues. Between 2009 and 2015, 1,600 accidents occurred along I-80 and Highway 65 in Placer County, including thirteen fatalities. The collision rates for I-80 and Highway 65 are well above the statewide average for similar routes. Around 80% of these are rear end or side swipe collisions, both of which are often caused by congestion and gridlock in the area. This increasing traffic congestion also makes it difficult for deliveries and employees to arrive on time, making Placer County a less desirable location for employers.

Freight and Goods Movement

Interstate 80 is a critical national goods movement corridor connecting the Western United States with important economic centers and ports in the San Francisco Bay Area. It is one of the busiest east-west routes in the US and the only all-weather crossing of the Sierra Nevada mountain range for 1,100 miles. I-80 also connects the Bay Area with Sacramento, the two largest economic and population centers in Northern California. It is estimated that \$4.7 billion dollars of goods travel every hour on I-80 through Placer County. The reliability of the corridor depends on continued investment in congestion-relief and safety projects. In addition to this key freight route, Placer County is home to the largest rail yard west of the Mississippi River: the J.R. Davis Yard in Roseville. Produce from the Central Valley's farms are shipped from this rail yard all over the country.

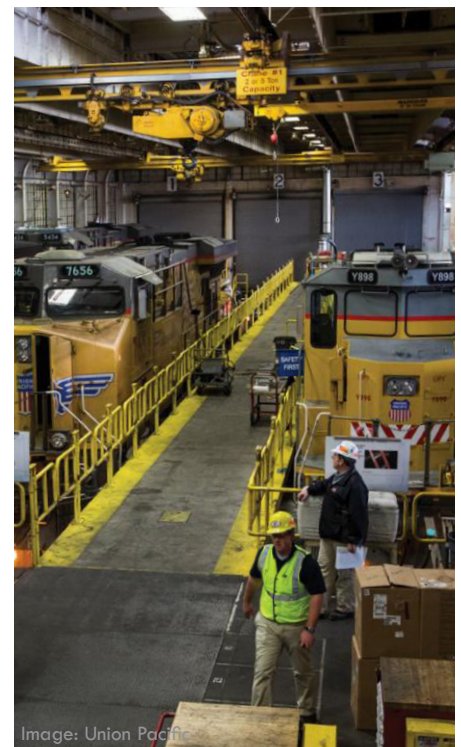
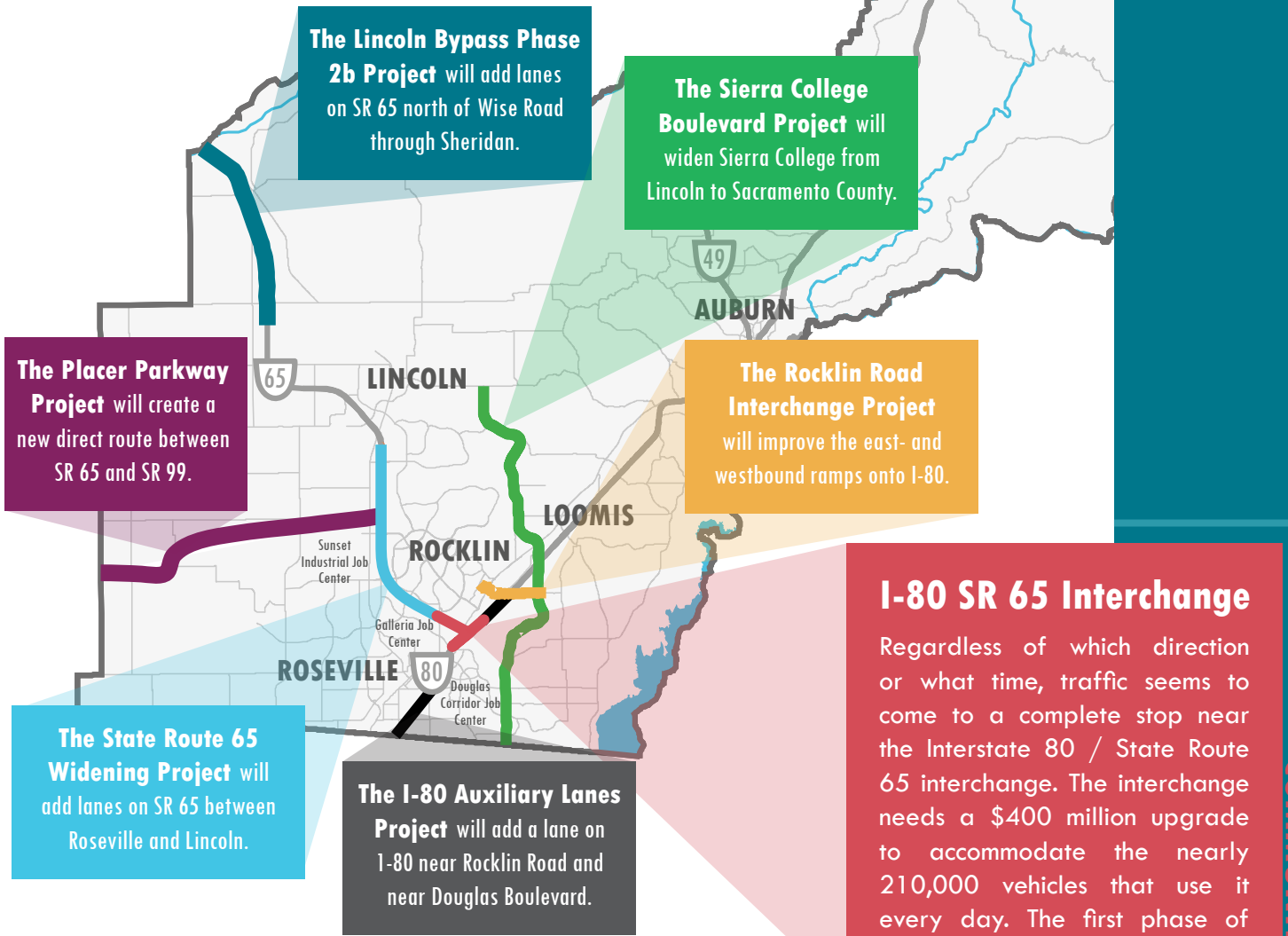


Image: Union Pacific

High Priority Regional Roadway Projects



Managed Lanes

With increasing traffic and limited space, PCTPA and its partners are considering “managed lanes” techniques to reduce traffic congestion, maximize use of existing carpool lane facilities, and generate funding for roadway maintenance. This regional approach is considering the feasibility of various managed lanes strategies including:

- High Occupancy Vehicle (HOV) Lanes where access is restricted to vehicles with a certain number of occupants (aka carpool lanes)
- Express Lanes where access is limited to high-occupancy vehicles and vehicles that have paid a toll to use the lane
- Reversible Lanes where the direction of the lane can be switched at different times depending on which direction has more traffic

I-80 SR 65 Interchange

Regardless of which direction or what time, traffic seems to come to a complete stop near the Interstate 80 / State Route 65 interchange. The interchange needs a \$400 million upgrade to accommodate the nearly 210,000 vehicles that use it every day. The first phase of this upgrade—which will provide a third lane on northbound Highway 65 and improve the Galleria Blvd/Stanford Ranch Rd interchange—was completed in fall 2019. PCTPA, Caltrans, and the cities of Rocklin and Roseville have kept residents and visitors updated throughout construction. This consistent email and social media engagement has helped keep the project on-time and minimize disruptions.

Road Maintenance



Road Repair Funding

With the enactment of Senate Bill 1 (SB 1) (Road Repair and Accountability Act of 2017), additional funding has been made available for transportation investments across the state, including maintenance and repair of highways and local streets. Placer County and its cities are anticipated to receive \$200 million over the next 10 years from SB 1 for roadway maintenance. While this increase in funding was long overdue and much needed, it still does not cover the cost of maintaining the more than 4,000 miles of roads in Placer County. In fact, Placer County will need \$815 million over the next 10 years just to maintain the existing local roadways. Due to the importance of maintaining safe roadways, about 35% of the \$6.9 billion in transportation funding revenue anticipated by this RTP by 2040 will be spent on state and local roadway maintenance.

Rehabilitating Placer's Historic Downtowns



Downtown Lincoln

The opening of the Highway 65 Lincoln Bypass offered the City of Lincoln an opportunity to make Lincoln Boulevard more pedestrian-, bicycle-, and Neighborhood Electric Vehicles (NEV)-friendly. The multi-phase Lincoln Boulevard Streetscape Improvements Project, which began construction in 2014, will improve sidewalks, crosswalks, and bike lanes along Lincoln Boulevard between Sterling Parkway and Seventh Street.



Loomis Town Center

Taylor Road functions as the Town of Loomis' main street and is a vital link between Rocklin, Penryn, and Newcastle. The lack of sidewalks and uneven pavement made it difficult for residents and visitors to access businesses in Loomis' historic downtown area. The multi-phase Loomis Town Center project, which began construction in 2017, will add sidewalks, bike lanes, landscaping, and lighting to make Taylor Road safer and more walkable.

Pavement Condition in Placer County

When Placer County was growing and building new roads in the early 2000's, the condition of roads in the county was "good to excellent" with an average score of 79 out of 100. Today, the roads have aged significantly and state and federal gas taxes revenues have not been able to keep up. As a result, roadway conditions have deteriorated to an "at risk" average score of 64 out of 100, with "failed" pavements conditions in some rural communities. It is much more expensive to rehabilitate "at risk" and "failed" roads than to maintain "good to excellent" roads.

Road Quality and Car Maintenance

Based on a survey by TRIP, 33 percent of major roads in the U.S. are in poor condition. TRIP also calculated the average cost of deteriorated roadways to a typical driver, estimating that the average motorist loses \$599 a year to damage caused by driving on unkempt roads. As a result, good road maintenance is not only an issue of safety and aesthetics, but a means of maintaining an affordable quality of life in Placer County.

Condition

Example

Good



At Risk



Poor



Failed



General Cost to Repair

\$3.85 per square yard

Roads that are in Good or Excellent condition only require preventative maintenance repairs which are much less expensive.

\$17.50 per square yard

Roads that are in At Risk condition require only a thin overlay of asphalt to be in Good condition.

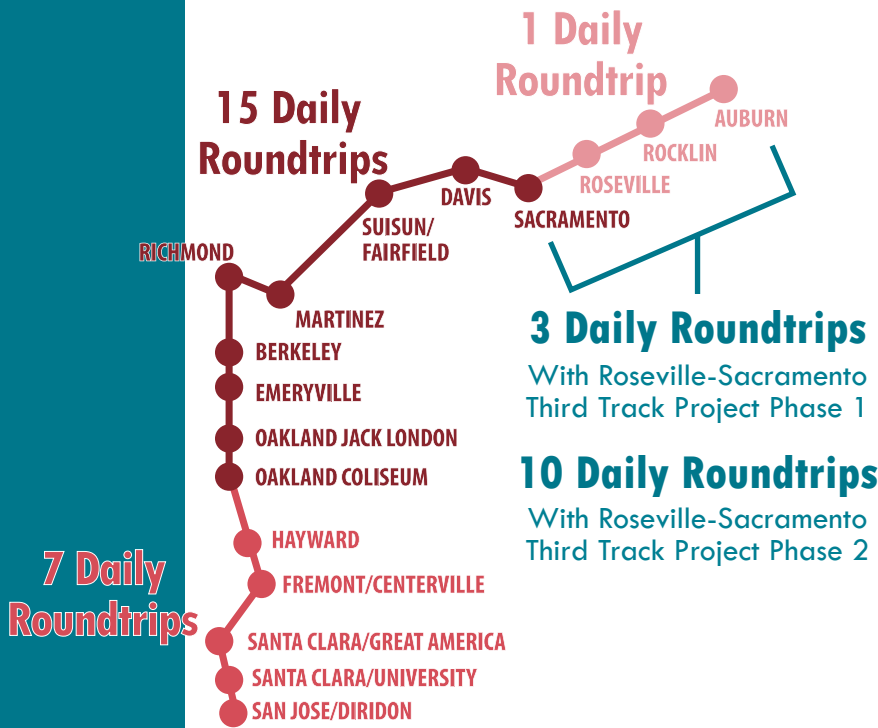
\$27.50 per square yard

Roads that are in Poor condition require a thick overlay of asphalt to be in Good condition.

\$57.50 per square yard

Roads that are in Failed condition must be reconstructed where some or all of the asphalt is removed and replaced.

Public Transit



Capitol Corridor

Capitol Corridor is a passenger rail line that provides a relaxed alternative to driving between Placer County and the Sacramento and Bay Area regions and is the fastest growing intercity rail service year after year in the nation. Currently, only one train round trip and seven throughway buses come to Placer County. The Roseville-Sacramento Third Track Project will upgrade the rail tracks for more frequent train service to Placer County. The first phase of that project is in design and funded through construction. The Third Track Project will add two more roundtrip Capitol Corridor trains to Roseville in phase 1 and up to ten roundtrips to Roseville in Phase 2.

Commuter Bus Service to Sacramento



Image: City of Roseville

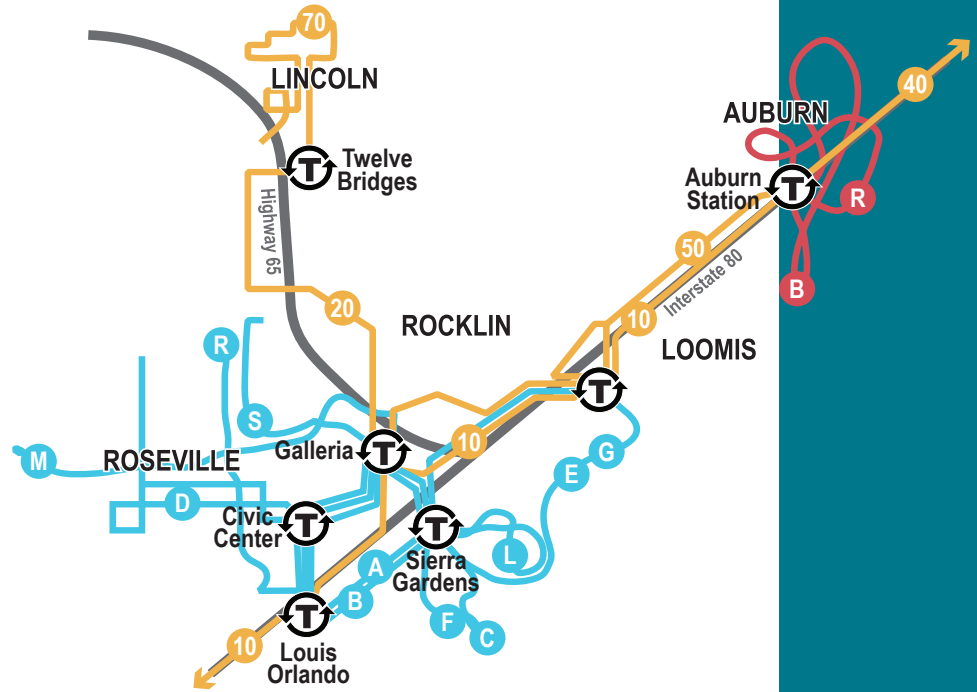
On weekdays, 14 commuter buses depart from various locations throughout Placer County to downtown Sacramento. The commuter buses provide a stress-free option to the congestion on Interstate 80. Aside from the personal benefits of not driving in traffic, each bus carries approximately 50 passengers, taking about 700 cars off the road during peak commute times. The commuter bus services are also one of the most efficient transit operations, recouping between 56% and 80% of the costs to operate the service. Whether you live in Colfax, Auburn, Loomis, Rocklin, or Roseville, Placer County Transit and Roseville Transit have a seat for you.

Local Bus Network

Placer County has three local bus systems: Placer County Transit (shown on the right in orange), Roseville Transit (blue), and Auburn Transit (red). These buses are fully accessible and most have bike racks, making transit trips possible for many Placer County residents looking for an alternative to driving. In keeping with national trends, Placer's local public transit systems have been challenged with low ridership in recent years. Bus routes need to be realigned to get people to the places they want to go and to improve ridership.

New Technology

In a highly digital age, residents are choosing the responsiveness and speed of Transportation Network Companies (TNC) such as Uber and Lyft over traditional Dial-a-Ride and fixed route bus service. To respond, the cities of West Sacramento and Citrus Heights have completed successful pilot projects of on-demand transit services. Automated vehicles, like the Ollie bus, are being tested off-roadway, on the Sacramento State University campus. PCTPA and Placer County jurisdictions are monitoring pilot programs like these for lessons learned and awaiting final state regulations. As technology and residents expectations change, the public transit of the future needs to be responsive to stay relevant.



Senior and Specialized Services

A full suite of senior and specialized services compliments the traditional and commuter services. These programs are vitally important to maintain mobility for seniors, who are nearly one-third of Placer County's population. Dial-a-Ride, or origin-to-destination services, are offered in Roseville, Rocklin, Lincoln, Loomis, Auburn, and portions of unincorporated communities. Health Express and My Rides provide non-emergency service to medical appointments. These programs bridge an important gap by providing "last resort" service for some of Placer County's most vulnerable residents.

QUALITY-OF-LIFE



Biking and Walking

Active Transportation

Active transportation refers to all non-motorized forms of travel—typically the term refers to biking and walking, but it also includes using a wheelchair, skateboarding, scootering, roller blading, and any other human-powered way of moving. Active transportation is low-cost, has little impact on the environment, reduces congestion, and promotes exercise and a healthy lifestyle. Active transportation provides the “last mile of service” connecting bus stops and destinations. With so many benefits, investments in active transportation like sidewalks, trails, and bike lanes have become a focus in transportation. California’s highly-competitive Active Transportation Program (ATP) has funded about half of the \$52 million dollars of active transportation projects in Placer County. While providing safe walking and biking infrastructure is essential, increasing active transportation also requires thoughtful planning to ensure more destinations are in walkable and bikeable distances.



Image: City of Roseville

Roseville’s Downtown Bridges

This ATP project is the result of decades worth of outreach and planning to improve Downtown Roseville. It will add two new pedestrian bridges between Royer Park and downtown Roseville, relocate a historic pedestrian bridge, and constructing a new trail segment to close a gap in the city’s 10 mile Dry Creek regional trail system.



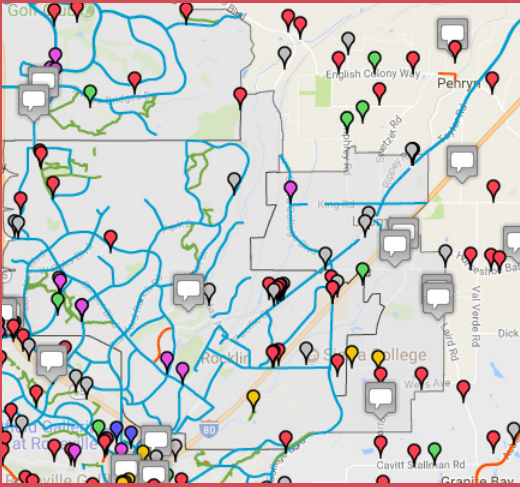
Colfax’s Main Street Bike Lane

North Main Street is one of the main roads to downtown Colfax and features a transit station, shopping, restaurants, community center, and schools. The ATP project added bike lanes to the street to give cyclists and pedestrians a safer alternative to crossing the Highway 174 bridge in a one-foot shoulder.



Auburn’s Highway 49 Sidewalks

This ATP project will construct approximately 2.8 miles of sidewalk along Highway 49. This will increase sidewalk coverage from 39 % to 75% and provide a safe route for residents to walk to the schools, bus stops, stores, and social services offices on the corridor. The project also includes a Safe Routes to School Program to educate local students about safely walking and biking to school.



Bikeway Master Plan Update

In 2017 PCTPA and Placer County updated the decade and a half old Regional Bikeway Plan to layout a path to improving bikeways throughout the county. The plan's proposed network consists of 457 miles of bikeways to not only improve mobility when built out, but enhance the scenic bikeways as a tourist destination. The Bikeway Master Plan update process included 11 stakeholder presentations and an on-line workshop, where more than 750 people identified issues with the existing network, recommended improvements, and prioritized funding. This community input helped create a priority list of regionally-significant bikeway projects to pursue in the coming years.

Air Quality and Greenhouse Gases

A balanced transportation system helps the Sacramento Region comply with the federal Clean Air Act's pollution standards and state's Senate Bill 375 greenhouse gas (GHG) reduction requirements, which is necessary to maintain transportation funding. Reducing the amount of vehicle miles traveled is the primary strategy to reduce GHG emissions and pollutants. Strategies like improving bus and passenger rail service, encouraging carpooling, adding more jobs within the county, and increasing fuel-efficiency in vehicles can all reduce the impacts of these pollutants.

Electric Vehicles

Placer County's local agencies and businesses are supporting the shift from traditional to electric vehicles by installing charging stations for employees and shoppers. The Cities of Rocklin and Lincoln have built a Neighborhood Electric Vehicle (NEV) network to allow residents to make short trips in golf-cart-like electric vehicles. Tesla's regional dealership has large charging stations in Rocklin and at the Galleria in Roseville to support Placer's growing number of electric vehicles. These efforts to electrify the vehicle fleet in Placer County and improve charging help to reduce vehicle emissions, including GHG forming pollutants.

Improving Public Health

People live and move to Placer County for its high quality of life. Since 2011 Placer County has ranked within the top five healthiest counties in the state for the last seven years according to the Robert Johnson Foundation's annual report. Placer County has nearly 500 miles of bikeways where residents can get the recommended 150 minutes of exercise per week. Maintaining and expanding these active transportation facilities is key to keeping Placer's status as one of the healthiest counties in the state.



Planning and Operations

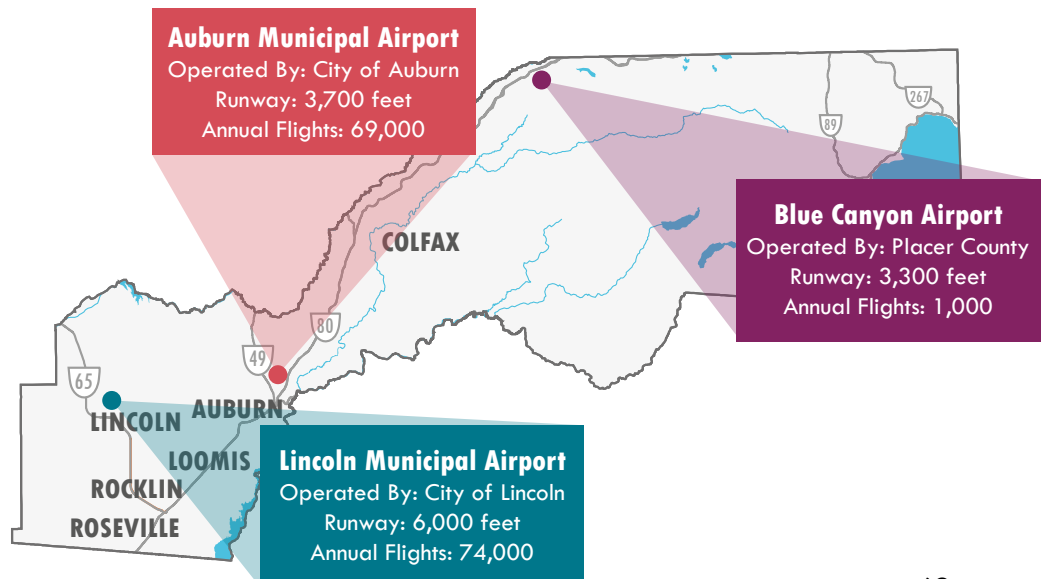


Freeway Service Patrol

The Freeway Service Patrol (FSP) is a program designed to reduce rush-hour congestion on Placer County area freeways. A special team of tow truck operators continuously patrol the local freeway system during peak commute hours, looking for disabled vehicles and minor accidents. Such incidents cause about half of all freeway congestion. FSP operators make quick repairs to disabled vehicles or tow them to a designated safe zone. In addition to reducing congestion, FSP makes our freeways safer while providing valuable motorist assistance. By reducing congestion, it also helps improve air quality. Senate Bill 1 has increased funding for Freeway Service Patrol service across California, providing more resources to this valuable program.

Airport Land Use Commission

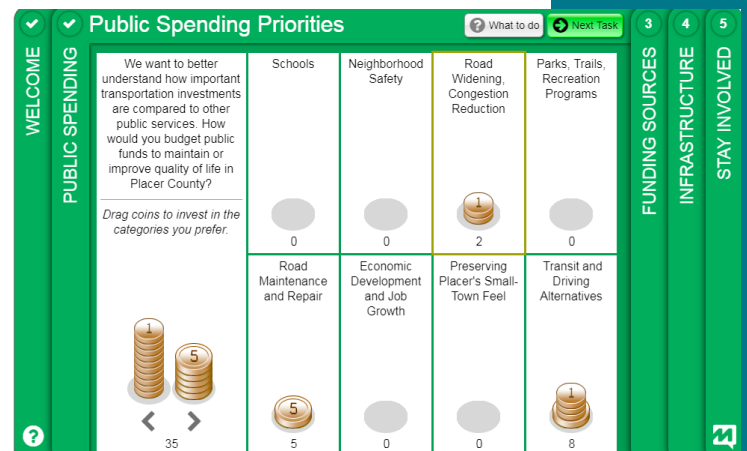
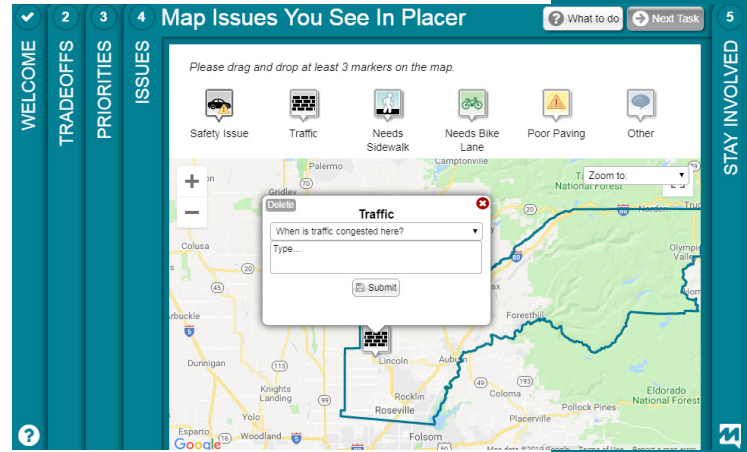
Placer County has three general purpose airports: Auburn Municipal Airport, Lincoln Regional Airport, and Blue Canyon Airport. As the Airport Land Use Commission (ALUC) for Placer County, PCTPA works with Placer County's jurisdictions to ensure land use around the airports does not impact their use. Although small, these airports play an important role in emergency response for police and wildfire agencies, and providing landing and refueling opportunities for recreational and business travelers. The ALUC evaluates proposed development around the airports to determine whether they are consistent with the rules and regulations defined in the Airport Land Use Compatibility Plans (ALUCP).



RTP Outreach Process

PCTPA conducted three online surveys to get community input on the RTP. The surveys were open for two weeks each and widely publicized on local email lists, newsletters, and social media accounts. Each survey sought feedback on a different aspect of the RTP; the first asked responders about their goals and priorities, the second discussed funding and budgeting, and the third reviewed specific projects included in the RTP. Over this three-month outreach process, PCTPA received more than 2,000 responses to the online survey.

While this community feedback varied, there are a few consistent conclusions from the outreach. First, that traffic congestion remains a top concern for Placer County's communities. In particular, congestion along the Highway 65 and Interstate 80 corridors is a priority for residents. These two findings illustrate how consistent the RTP's goals and priorities are with public concerns. Comments during the survey also made clear that transportation funding remains confusing for residents, which further supports PCTPA's ongoing efforts to educate the public.



Placer-Sacramento Gateway Plan

Placer and Sacramento Counties and their cities are working together to improve the Interstate 80 and Highway 65 corridors that connect them. This year-long effort, called the Placer-Sacramento Gateway Plan, will combine research, data analysis, and extensive community outreach to develop a combination of projects that can reduce congestion and improve travel options between Placer and Sacramento counties. To date, this engagement has included a region-wide online survey and a joint meeting for all local stakeholder groups. Once complete, this plan will be used to better position these corridors to be competitive for state funding to construct priority improvements to the regional transportation system.



**Placer County
Transportation
Planning Agency**

TO: PCTPA Board of Directors

DATE: August 28, 2019

FROM: Kathleen Hanley, Assistant Planner

SUBJECT: 2019 UNMET TRANSIT NEEDS PROCESS AND SCHEDULE

ACTION REQUESTED

None. For information only.

BACKGROUND

The Unmet Transit Needs (UTN) process is one of the key responsibilities for Regional Transportation Planning Agencies (RTPAs) such as PCTPA. The Transportation Development Act (TDA) provides two funding sources for transportation; Local Transportation Funds (LTF) and State Transit Assistance (STA). TDA stipulates that PCTPA must conduct an annual public outreach process to determine whether there are any unmet transit needs that are reasonable to meet in Placer County prior to making LTF allocations not directly related to public transit.

DISCUSSION

PCTPA goes above and beyond the TDA's basic outreach requirements to obtain input on the availability of transit services in Placer County. In addition to the one required public hearing scheduled for the October 23, 2019 Board of Directors meeting, staff is conducting a two-month online survey outreach process. In previous years, PCTPA has conducted workshops throughout the county, but attendance has been very low. Building on the successful online outreach processes for the Regional Bikeway Master Plan and the Regional Transportation Plan, staff will utilize email newsletters, social media, and stakeholder partnership to solicit input on unmet transit needs in an online survey.

The online survey will be open from September 1, 2019 to October 31, 2019 and will be available at pctpa.net/utn. Individuals are also welcome to share input through email, over the phone, in the mail, or in person at PCTPA's office. Staff will also honor any requests for groups to have a staff member come and explain the UTN process. All testimony, regardless of source, will be documented and analyzed based on the Board's adopted definitions of "unmet transit need" and "reasonable to meet". That analysis will be reviewed by the PCTPA Social Services Transportation Advisory Council (SSTAC), the Transit Operators Working Group (TOWG), and the Technical Advisory Committee (TAC) with recommendations for findings provided to the Board in February 2020.

KH:LM:ML:ss

PLACER COUNTY TRANSPORTATION PLANNING AGENCY
AIRPORT LAND USE COMMISSION
WESTERN PLACER CONSOLIDATED TRANSPORTATION
SERVICES AGENCY

Technical Advisory Committee Meeting Minutes

August 13, 2019 – 3:00 p.m.

ATTENDANCE

Technical Advisory Committee (TAC)

Chris Ciardella, City of Auburn
Wes Heathcock, City of Colfax
David Smith, Caltrans
Araceli Cazarez, City of Lincoln
Brit Snipes, Town of Loomis
Mike Dour, City of Roseville
Justin Nartker, City of Rocklin
Jake Hanson, City of Roseville
Mark Johnson, City of Roseville
Will Garner, Placer County
Stephanie Holloway, Placer County
Katie Jackson, Placer County
Richard Moorehead, Placer County

Staff

Kathleen Hanley
Aaron Hoyt
Mike Luken
Luke McNeel-Caird
David Melko
Solvi Sabol

2040 Regional Transportation Plan Outreach Update

Aaron Hoyt provided an overview of the 2020 Regional Transportation Plan (RTP) process to date. A link to the RTP will be emailed on August 14th and the TAC will have until August 23rd to review. Any changes will be addressed/incorporated and a draft RTP and EIR will be released for a 45-day public review on August 28th. Written and public comments that are received will be addressed in the final RTP which we anticipate bringing back to the Board for adoption in December 2019. Aaron explained that SACOG's draft MTP/SCS will be released in September and added that the draft plan will be able to demonstrate air quality conformity and meet the 19-percent greenhouse gas (GHG) reduction target. Attaining the GHG target will occur through the coordinated land use plan and transportation network, pricing strategies, the Green Means Go program, and various other programs aimed at reducing trip lengths.

An Executive Summary of the RTP was provided to the TAC. Aaron explained that this is a user-friendly, stand-alone document that provides a snapshot of Placer County and an overview of the roles and responsibilities of PCTPA. Aaron credited Kathleen Hanley for developing the graphics-based Executive Summary.

Final FY 2019/20 Revenue Estimates for Local Transportation Fund (LTF), State Transit Assistance, (STA) and State of Good Repair (SGR)

Local Transportation Fund (LTF): The FY 2019/20 LTF final Findings of Apportionment was provided to the TAC. Aaron Hoyt explained that the final finding recommends a conservative two

percent growth in revenue and totals \$29.6 million dollars. The TAC concurred with the staff recommendation to approve the FY 2019/20 LTF apportionment.

State Transit Assistance (STA): The revised STA estimate for FY 2019/20 was provided to the TAC. Aaron Hoyt said there was a 48% increase in FY 18/19 funds with the influx of SB 1 funding, but only 1% increase in FY 19/20 funds now that the program has normalized. The TAC concurred with staff recommendation that the Board approve the \$3.1 million allocation in STA funding.

State of Good Repair (SGR): The SGR final allocation estimate was provided to the TAC. Aaron Hoyt explained that these funds are like STA in that the same methodology is used for distributing funds. SGR support public transit maintenance, rehabilitation, and capital project activities. The estimate reflects \$490,684 going to four transit related projects in Placer County. The TAC concurred with staff recommendation of approving the FY 2019/20 SGR Fund Allocation.

Unmet Transit Needs Schedule

Kathleen Hanley provided the 2020 Unmet Transit Needs (UTN) schedule explaining that it is starting one month earlier than in previous years. This schedule is in response to feedback which advocated for additional time in order to allow for outreach efforts to occur and public comment to be received. Kathleen said that this year we will focus on online surveys as there was very low turnout with in-person workshops. An UTN flyer and verbiage will be provided to jurisdictions' PIOs and various stakeholder organizations. Kathleen added the schedule and process was vetted through the Transit Operators Working Group (TOWG).

Interstate 80 Auxiliary Lanes Project Update

David Melko explained that we will be providing an I-80 Auxiliary Lane project update to the Board for information only. For reference David said the projects consists of 1) constructing an eastbound auxiliary lane on I-80 from 0.8 miles east of SR 65 to Rocklin Road; and 2) constructing a westbound 5th through lane on I-80 from east of Douglas Boulevard to west of Riverside Avenue. Preconstruction is fully funded, however, David explained that total project cost has increased from \$18 million to \$29.5 million due to construction cost escalation. We hope to be competitive for construction funding for this project through the Placer-Sacramento Gateway Plan and SB 1 grants and success of a local transportation source of funding.

Airport Land Use Commission (ALUC) Consistency Determination: City of Auburn Airport Layout Plan Update and Narrative Report

David Melko explained that the ALUC will be making a consistency determination on the City of Auburn's Airport Layout Plan and Narrative Report. David provided a map to the TAC which identifies facilities and land slated for development on airport property in the next 20 years. David briefed the TAC on the updates to the Plan noting the most significant change is extending the runway in the later phases of the Plan. Given the location of the Auburn Airport and the surrounding property and land uses, a project development team for this project was formed and the first meeting held with the City of Auburn and Placer County. David explained a public hearing is set for the August 28 Board meeting. The TAC concurred with the staff's request for the Board to:

1. Find that the City of Auburn Municipal Airport Layout Plan and Narrative Report is consistent with the Placer County ALUCP subject to the condition that the ALUCP be updated to reflect the assumptions and proposals of the City of Auburn Airport Layout Plan and Narrative Report.
2. Direct staff to proceed with an update of the Placer County ALUCP to reflect the assumptions and proposals of the City of Auburn Airport Layout Plan and Narrative Report.

3. Authorize the Executive Director to negotiate and sign a funding contribution and indemnification agreement with the City of Auburn for consultant work to be performed in the preparation of the update of the Placer County ALUCP.

Senate Bill 1 Competitive Funding Grant Programs

Luke McNeel-Caird went over the 2020 SB 1 competitive grant programs and added that the draft guidelines will be released soon. There will be \$500 million dollars available under the Solutions for Congested Corridors grant. Eligible projects must be included in a Comprehensive Corridor Plan and submitted by an RTPA or Caltrans. Based on population for the Sacramento region, there is potential to be awarded up to \$30 million dollars for the six-county region.

The Local Partnership Program is in flux pending Senate Bill 277. A 50% match is required and only those who have a sales tax measure or fee program are eligible.

The Trade Corridors Enhancement Program (TCEP) grant program is a promising source of funding with \$1.3 billion dollars available over the next three years. Eligible projects must be included in the California Freight Mobility Plan and be ready to go to construction by 2025. Two potential projects in Placer County include the Capitol Corridor Third Track project and Interstate 80 Auxiliary Lanes. This program requires a 30% local match which we don't have.

The Active Transportation Program (ATP) is slated for bicycle and pedestrian programs and will have call for projects in March of 2020.

Caltrans Report for Planning Staff

David Smith reported that a call for projects under the Sustainable Communities Grant is anticipated on August 16 with applications due on October 4. Awards will be announced in late February/early March

David provided a handout on District 3 lane closures in Placer County. Engineers update the closures every week and can be found at <https://lcswebreports.dot.ca.gov/searchdistricts?district=3>.

Mike Luken said that Raquel Borrayo is the new District 3 Public Information Officer assigned to Placer County and asked TAC members to help her get up to speed on their respective jurisdictions when working with her.

Other Issues

Triennial Performance Audits Status:

David Melko provided a one-page handout on the Triennial Performance Audits which summarize the findings for each operator and PCTPA. This handout will go to our Board for acceptance

SAFE Vehicle Rule

Mike Luken discussed potential changes to the Safer Affordable Fuel Efficiency (SAFE) Vehicle Rule that could affect our region, as an air-quality non-attainment area. Mike Luken and Luke McNeel-Caird noted that any changes would mostly affect project whose cost, scope and schedule change significantly. Kathleen Hanley requested the TAC communicate any such changes to PCTPA, to limit the rules effects on project delivery. The SACOG newsletter item will be distributed by Solvi to TAC members via email and presents a worst-case scenario for this issue's impact on project should the negotiations and potential lawsuits from affected states be prolonged in nature.

Events:

Interstate 80/Highway 65 Ribbon Cutting – Thursday, September 5th at 10:00 am, Destiny Church
Roseville 2019 Splash (PCTPA Sponsoring) – Wednesday, September 14 at 6:30 pm at Roseville Aquatic Center

Downtown Bridges/Family Fun Fest – September 21, 10:00am Royer Park

Hot Chili Cool Cars (PCTPA Sponsoring -I-80/SR 65 Interchange Local Resident Thank You) – September 21, Quarry Park in Rocklin.

The upcoming PCTPA Board meeting is scheduled for Wednesday, August 28.

The TAC meeting concluded at approximately 4:05 pm.

TO: PCTPA Board of Directors

DATE: August 28, 2019

FROM: Mike Luken, Executive Director
Luke McNeel-Caird, Deputy Executive Director
David Melko, Senior Transportation Planner
Kathleen Hanley, Assistant Planner

SUBJECT: STATUS REPORT

- 1. ALUC Status Report of Crown Castle/Beacon Development Verizon Cell Tower Minor Use Permit (MUP) Modification**
Crown Castle/Beacon Development and AT&T are continuing to evaluate potential cell tower site alternatives that will accommodate Airport Land Use Compatibility Plan height and compatibility zone restrictions. Any potential cell tower site alternatives that are selected will require further Placer County Planning Division and ALUC review.
- 2. Highway 65 Widening Phase 1 Design**
The Highway 65 Widening Phase 1 project would construct a third lane from Blue Oaks Boulevard to Galleria Boulevard/Stanford Ranch Road and an auxiliary lane from Pleasant Grove Boulevard to Galleria Boulevard/Stanford Ranch Road on southbound Highway 65. Since the project update presentation to the Board in April 2019, the project team submitted 90 percent design plans for review by Caltrans and local agencies on July 26, 2019. The project team is also working on developing a Corridor Aesthetics Master Plan for Highway 65 from I-80 to Lincoln Boulevard. Based on input from the United Auburn Indian Community, the project team presented Highway 65 corridor aesthetics concepts to the local agencies in June and to Caltrans in August.
- 3. Quarterly Status Report on Regionally Significant Transportation Projects**
The attached Quarterly Status Report summarizes currently programmed projects in Placer County that are regionally significant and/or funded with state and federal funds. The report provides project descriptions, project costs, and key schedule information. To keep the Board apprised of regionally significant transportation projects in Placer County, staff will provide this report once per quarter.

ML:ss

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL17380	SACOG Region Emergency Repair Program	Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds)for non-capacity increasing projects only.	SHOPP Emergency State	\$400,000	2023			2019
Caltrans D3	CAL20516	Upgrade Pedestrian Facilities at Various Locations	In Yuba, Sacramento, Placer, and El Dorado counties on Various Routes at Various Locations: Upgrade pedestrian facilities. [CTIPS ID 107-0000-0974] [Total Project Cost \$3,482,000 in FY 17/18]. Toll Credits for ENG, ROW, CON	SHOPP - Mandates AC	\$3,482,000	2019	2016	2018	2018
Caltrans D3	CAL20541	SR 49 Pavement 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 ENG, ROW, CON	RSTP/STBG, SHOPP Roadway Pres AC	\$39,055,000	2021	2018	2018	2019
Caltrans D3	CAL20695	Yol/Pla/Sac Ramp Meters at Various Locations	In Yolo, Placer and Sacramento Counties, on I-80, SR 65 and SR 99, at various locations (I-80-2.4/R11.3 used in CTIPS) - Install ramp meters [CTIPS ID 107-0000-1008]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$12,454,000	2019	2018	2018	2018
Caltrans D3	CAL20708	I-80 Fiber Optics at Various Locations	In and near the cities of Sacramento and Citrus Heights, I-80, from east of the Yolo County Line to the Placer County Line (PM MO.1/18.0); also in Placer County in the City of Roseville, I-80, from the Sacramento County Line to east of the Sacramento County Line (PM 0.0/0.7) - Install fiber optic communication lines [CTIPS ID 107-0000-1044]. Toll Credits for ENG	SHOPP Mobility AC	\$16,750,000	2021	2018	2018	2020
Caltrans D3	CAL20713	District 3 AVC Upgrades	In various counties on various routes at various locations within Caltrans District 3 - Repair and install permanent Automatic Vehicle Classification (AVC) truck data collection stations [CTIPS ID 107-0000-1051]. Toll Credits for ENG	SHOPP Mobility AC	\$13,570,000	2020	2018	2018	2019
Caltrans D3	CAL20719	I-80 Bridge Rehab	In Placer County on I-80 at various locations (PM 46.3/R63.5): Replace bridges at four locations (#19-0112, #19-0113, #19-0114, #19-0118). [CTIPS ID 107-0000-1033]	SHOPP Bridge AC	\$53,235,000	2025	2019	2019	2020
Caltrans D3	CAL20720	I-80 Culvert Rehab	Near Weimar, I-80, from west of Applegate Road to west of Weimar Cross Road (PM 25.9/28.5) - Drainage system rehabilitation [CTIPS ID 107-0000-1032]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,540,000	2020	2018	2018	2019
Caltrans D3	CAL20721	I-80 Colfax Culvert Rehabilitation	In and near Colfax, I-80, from west of Illinoistown Overcrossing to east of Cape Horn Undercrossing (PM 31.5/36.9) - Drainage system rehabilitation [CTIPS ID 107-0000-1034]. Toll Credits for ENG	SHOPP Roadway Pres AC	\$4,730,000	2021	2018	2018	2020
Caltrans D3	CAL20722	District 3 LED Upgrades	In various counties on various routes at various locations within District 3 (listed under PLA-80-Var in 2018 SHOPP) - Upgrade Extinguishable Message Signs (EMS) to LED [CTIPS ID 107-0000-1035]. Toll Credits for ENG	SHOPP Mobility AC	\$2,565,000	2021	2017	2017	2020

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20728	SR 49 Realignment	In Auburn on SR 49, from 0.2 miles south of Lincoln Way/Borland Avenue to Lincoln Way/Borland Avenue (PM 2.2/2.4): Realign roadway and construct roundabout. [CTIPS ID 107-0000-1063]	SHOPP Collision AC	\$8,919,000	2021	2018	2019	2020
Caltrans D3	CAL20729	SR 65 Galleria Blvd. Ramp Meters	In Placer County on SR 65, at Galleria Blvd. - Install ramp meters [CTIPS ID 107-0000-1064] (Toll Credits for PE, ROW, CON) [EA 0F352, PPNO 6913A] [second child project of parent EA 0F350; first child is EA 0F351, PPNO 6913]. Toll Credits for ENG, ROW, CON	SHOPP Mobility AC	\$4,950,000	2020	2017	2017	2017
Caltrans D3	CAL20756	SR 89 Slope Mesh Drapery	In Placer County, on SR 89, from 0.2 mile south of Goose Meadows Campground to 0.5 mile south of Montreal Road (PM 17.2/18.3): Place slope mesh drapery (201.150 SHOPP Roadway Protective Betterments 18/19 FY Minor A). Toll Credits for CON	CT Minor Pgm. - National Hwy System	\$1,317,000	2020			2019
Caltrans D3	CAL20758	Loop Detectors	In various counties on various routes at various locations within District 3 (Primary Location: I-80) - Repair or replace damaged inductive loop vehicle detection elements [CTIPS ID 107-0000-1099]	SHOPP Mobility AC	\$1,629,000	2020	2018	2018	2019
Caltrans D3	CAL20760	Pla/Sac/Yol Repair Field Elements	In Placer, Sacramento and Yolo Counties on I-5, I-80, SR 99 and SR 113 at various locations: Replace obsolete Microwave Vehicle Detection System (MVDS) elements [CTIPS ID 107-0000-1098]	SHOPP Mobility AC	\$2,344,000	2020	2018	2018	2019
Caltrans D3	CAL20767	D3 Habitat Mitigation at Various Locations	In Sutter, Glenn, Colusa, Yuba, Placer, Yolo and Sacramento counties at various locations - Advance mitigation credit purchases for future SHOPP construction projects expected to impact sensitive species [CTIPS ID 107-0000-1114; CTIPS primary location Sut-99-0.0/42.4] [CTIPS ID 107-0000-1114]	SHOPP - Roadside Preservation (SHOPP AC)	\$1,510,000	2020	2018	2019	2019
Caltrans D3	CAL20768	Coon Creek Conservation Ranch Habitat Mitigation (SR 65)	Near Lincoln, on McCourtney Road between Riosa Road and Kilaga Springs Road at the Coon Creek Conservation (C4) Ranch - Advance mitigation construction (4 acres) for future SHOPP projects expected to impact wetland, riparian and other waters [CTIPS ID 107-0000-1113]	SHOPP - Roadside Preservation (SHOPP AC)	\$2,639,000	2030	2018	2020	2020
Caltrans D3	CAL20770	I-80 Near Magra Rehab Drainage Systems	Near Magra, from Secret Town Overcrossing to the Gold Run Safety Roadside Rest Area (Pla-80-38.3/41.5) - Rehabilitate drainage systems [CTIPS ID 107-0000-1119]	SHOPP Roadway Pres AC	\$5,386,000	2023	2018	2020	2021
Caltrans D3	CAL20772	US 50 in Sacramento and El Dorado Counties ITS	On US 50 in and near Rancho Cordova and Folsom, from Hazel Ave to the county line (PM 15.7/23.1); also in El Dorado County near El Dorado Hills, from the county line to 0.1 mile east of White Rock Road (PM 0.0/R1.9): Install fiber optic cable and wireless communication systems. [CTIPS ID 107-0000-1121]	SHOPP Mobility AC	\$7,005,000	2022	2018	2019	2021

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20775	I-5 Vertical Clearance Improvements in Yolo and Colusa Counties	Near Woodland, at County Road 96 OC #22-0155 (PM R14.27), County Road 95 OC #22-0156 (PM R15.85) and Zamora OC #22-0157 (PM R17.62); also in Colusa County, in and near Williams, at E Street OC #15-0067 (PM R17.98) and Lurline Avenue OC #15-0075 (PM R22.74) - Establish standard vertical clearance [CTIPS ID 107-0000-1118]. Toll Credits for ENG	Local, SHOPP Bridge AC	\$22,490,000	2023	2018	2023	2023
Caltrans D3	CAL20778	Safety Improvements in Various Counties, Routes and Locations	In Sacramento, Yolo, Placer and Glenn Counties on Routes 5, 16, 45, 49, 50, 65, 80, 99, 113 and 174 at various locations - Install traffic operations elements such as queue warning systems, flashing beacons and lighting, and modify existing signals to new standards [CTIPS Identifier Sac-Var; CTIPS ID 107-0000-1149]	SHOPP Collision AC	\$4,115,000	2020	2018	2018	2019
Caltrans D3	CAL20780	D3 Crash Cushion and Sand Barrel Upgrades	In El Dorado, Butte, Placer, Sacramento, Sutter and Yolo Counties, on US 50, SR 65, SR 70, I-80, SR 89 and SR 99, at various locations - Upgrade crash cushions and sand barrel arrays to make more durable [CTIPS ID 107-0000-1124]	SHOPP Collision AC	\$3,360,000	2022	2019	2020	2021
Caltrans D3	CAL20783	Placer County MBGR Upgrade	In and near various cities, at various locations, from 0.3 mile west of Douglas Blvd. to 0.2 mile east of Hampshire Rocks Undercrossing (PM 1.6/R66.5) - Upgrade guardrail to current standards [CTIPS ID 107-0000-1126]	SHOPP Collision AC	\$3,750,000	2022	2019	2019	2021
Caltrans D3	CAL20791	Sac/Yol Counties TMS Field Elements	In and near the cities of Sacramento, Rancho Cordova and Folsom, US 50, from Yolo County line to Folsom Blvd. (L0.0/17.5); also in Yolo County, in West Sacramento, from I-80 to Sacramento County line (PM 0.0/3.156), and on I-80 from Enterprise Blvd. to US 50 (PM 9.2/R9.552) - Install Transportation Management System (TMS) field elements [CTIPS ID 107-0000-1128]	SHOPP Mobility AC	\$46,660,000	2023	2019	2019	2021
Caltrans D3	CAL20798	Colfax Roundabout - Maidu Village FCO	In Colfax, at the I-80 westbound onramps and offramps to SR 174 (PM 33.0/33.1) - Install roundabout; Financial Contribution Only (FCO to City of Colfax) (201.310 SHOPP Operational Improvements 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$1,250,000	2020			2019
Caltrans D3	CAL20799	Roseville Ramp Meter Repair	In Roseville, on eastbound I-80 at Auburn Boulevard (PM 0.4), Atlantic Street (PM 3.0) and Taylor Road (PM 3.2) onramps; also in the City of Rocklin, on westbound I-80 at Sierra College Boulevard onramps (PM 7.2/7.5) - Reconstruct five (5) existing non-operational ramp meters (201.315 SHOPP Transportation Management Systems 18/19 FY Minor A)	CT Minor Pgm. - National Hwy System	\$810,000	2020			2019

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Caltrans D3	CAL20806	Kingvale to Soda Springs Shoulder Repair	Near Soda Springs, from east of South Yuba River Bridge to the Nevada County line (PM R62.9/69.7); also in Nevada County from Placer County line to east of Soda Springs Overcrossing (PM 0.0/R3.0) - Install concrete gutter to repair shoulder damage at various locations [CTIPS ID 107-0000-1195]	SHOPP - Emergency Response (SHOPP AC)	\$10,890,000	2021	2019	2019	2020
Caltrans D3	CAL21277	SR 65/I-5/SR 51/SR 174 High Friction Surface Treatment	In Placer, Sacramento, and Nevada Counties on SR 65, I-5, SR 51, and SR 174 at various locations: Apply High Friction Surface Treatment (HFST) and Open Grade Asphalt Concrete (OGAC) at various ramp locations. [CTIPS ID 107-0000-1211]	SHOPP Collision AC	\$3,145,000	2021	2019	2020	2020
Caltrans D3	CAL21278	SR 65 South Ingram Slough Slide Repair	In Lincoln on SR 65 at South Ingram Slough Bridge (PM R13.0/R13.1): Permanent restoration to repair slopes and abutment erosion damage by placing Rock Slope Protection (RSP) and other erosion control measures. [CTIPS ID 107-0000-1209]	SHOPP - Emergency Response (SHOPP AC)	\$1,725,000	2020	2019	2020	2020
Caltrans D3	PLA25647	I-80 Atlantic/Eureka W/B On-ramp Widening	On I-80 in Roseville at the Atlantic Street/Eureka Road westbound on-ramp (PM 2.8): Install ramp meters and widen ramp for storage capacity. [CTIPS ID 107-0000-1031]	Local, SHOPP Mobility AC	\$11,150,000	2022	2016	2018	2020
Capitol Corridor JPA	CAL18320	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	CAPTRAD, IIP - Public Transportation Account, Local, Prop 1A High Speed Rail	\$83,535,000	2021	2011	2017	2017
Capitol Corridor JPA	VAR56199	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	Local	\$224,000,000	2025	2023		2025
City of Auburn	PLA25353	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)	CMAQ, Local	\$1,416,480	2020	2011	2020	2020

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City of Auburn	PLA25471	Nevada Street Pedestrian & Bicycle Facilities	In Auburn, along Nevada St from Placer St to Fulweiler Ave: Class 2 bike lane and adjacent sidewalks 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 0.03, NOx 0.02)	ATP (Fed), CMAQ, Local, Prop 1B PTMISEA	\$4,831,282	2019	2013		2016
City of Auburn	PLA25704	Non-Urbanized Transit Operations	In Auburn and a portion of non-urbanized Placer County: Ongoing operation of transit. (See PLA25547 for prior years.)	FTA 5311, Local	\$715,134	2022			2019
City of Colfax	PLA25674	Rising Sun Road Pavement Resurfacing Project	In Colfax: Rising Sun Road from Ben Taylor Road to W. Grass Valley Street; Resurface up to 1,400-feet including engineering design, base repairs, mill and fill of road (up to 35,000-sf); and construction management and inspection.	Local, RSTP/STBG, RSTP/STBG Exch	\$224,998	2019	2018		2018
City of Colfax	PLA25676	S. Auburn St. & I-80 Roundabout	In Colfax: At the intersection of S. Auburn St. and Westbound Interstate 80 on/off-ramps; construct a four-leg, one-lane roundabout. (Emission benefits in kg/day: ROG 0.05, NOx 0.05, PM2.5 0.01). Toll Credits for ENG	CMAQ, CT Minor SHOPP AC, HIP, Local	\$3,696,000	2019	2018		2019
City of Lincoln	PLA25540	McBean Park Bridge Rehabilitation	McBean Park Dr. over Auburn Ravine, east of East Ave.: Rehabilitate existing 2 lane bridge. No added lane capacity.	HBP, Local	\$13,521,200	2024	2013	2022	2023
City of Lincoln	PLA25645	Lincoln Boulevard Streetscape Improvements Project Phase 3	Lincoln Boulevard for a half mile and sections of First Street, Third Street, Fifth Street, Sixth Street and Seventh Street: construct streetscape improvements, including improved sidewalks and 0.3 miles of NEV/Bike Lanes. (Emission Benefits in kg/day: 0.08 ROG, 0.05 NOx, 0.02 PM2.5, 0.02 PM10) (Toll credits for PE & CON). Toll Credits for ENG, CON	CMAQ	\$3,019,534	2023	2016	2021	2022
City of Lincoln	PLA25646	Street Resurfacing	On 1st (First) Street between O Street and K Street: Rehabilitate and resurface roadway. Various drainage, ADA, and striping improvements will also be constructed as part of the project. (Toll credits for CON). Toll Credits for CON	RSTP/STBG	\$2,331,954	2020	2018	2019	2020
City of Lincoln	PLA25652	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 3-lane bridge, including the McBean Park Bridge at Auburn Ravine.	Local	\$13,521,200	2024	2016	2020	2023
City of Lincoln	PLA25662	Crosswalk Safety Enhancements	At various locations in Lincoln: Install crosswalk enhancements at unsignalized locations. (H8-03-008)	HSIP, Local	\$285,000	2019	2017	2018	2018
City of Lincoln	PLA25668	Joiner Parkway Repaving Project Phase 2	In Lincoln; from Moore Road to Nicolaus Road on Joiner Parkway. Project will consist of AC overlay, slurry seal, base repairs, ADA ramps and striping.	Local, RSTP/STBG	\$2,411,654	2021	2018	2020	2020

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City of Lincoln	PLA25677	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	Local	\$1,566,000	2024	2022	2022	2023
City of Lincoln	PLA25687	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	Local	\$10,000,000	2025	2023		2024
City of Lincoln	PLA25688	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	Local	\$9,290,000	2020	2021		2020
City of Lincoln	PLA25689	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	Local	\$8,992,396	2025	2023		2024
City of Rocklin	PLA25551	2018 Pavement Rehabilitation-Various Streets	In the City of Rocklin; Lonetree Blvd., from City Limit with Roseville to Sunset Blvd; Blue Oaks Blvd. from City Limit with Roseville to Sunset Blvd; Sunset Blvd. from Fairway Drive to SR-65; West Oaks Blvd. from Lonetree Blvd. to Stanford Ranch Rd.; Stanford Ranch Rd. from City Limit with Roseville to Sunset Blvd; Park Drive from City Limit with Roseville to Sunset Blvd: Rehabilitate roads. (NEPA covers both this and PLA25678.). Toll Credits for CON	RSTP/STBG	\$2,375,463	2019			2019
City of Rocklin	PLA25566	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.	HBP, Local	\$572,058	2019	2015		2015
City of Rocklin	PLA25635	Pacific St at Rocklin Road Roundabout	At Rocklin Rd/Pacific St., replace existing traffic signal intersection with a two lane roundabout.. Toll Credits for ENG, ROW, CON	CMAQ, RSTP/STBG	\$4,682,637	2020	2016	2019	2020
City of Rocklin	PLA25678	2019 Pavement Rehabilitation - Various Roads	In the City of Rocklin, Wildcat Blvd., from City Limits with Lincoln to W. Stanford Ranch Rd.; Park Dr., from Sunset Blvd. to Crest Dr.; Sierra College Blvd. from Rocklin Rd. to Southside Ranch Rd.; Sierra College Blvd., from Clover Valley Road to North Clover Valley Road: Rehabilitate roads. NEPA covered by PLA25551 (STPL-5095-025).. Toll Credits for ENG	Local, RSTP/STBG	\$1,900,463	2023	2019		2023

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City of Roseville	PLA15100	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	Local	\$7,852,055	2020	2018	2019	2020
City of Roseville	PLA15660	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymont Road: widen from 3 to 4 lanes.	Local	\$6,106,889	2022	2019	2020	2021
City of Roseville	PLA15760	Pleasant Grove Blvd. Widening	In Roseville, Pleasant Grove Blvd., from Foothills Blvd. to Woodcreek Oaks Blvd.: Widen from 4 to 6 lanes.	Local	\$4,200,000	2025	2021	2022	2023
City of Roseville	PLA15850	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	Local	\$2,500,000	2024	2021	2021	2022
City of Roseville	PLA19910	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)	ATP (Fed), CMAQ, Local	\$11,790,629	2022	2011	2020	2021
City of Roseville	PLA25377	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	Local	\$8,500,000	2019	2018	2019	2019
City of Roseville	PLA25378	Santucci Blvd. Extension	City of Roseville, Santucci Blvd. (North Watt Ave.): Extend four lanes from Vista Grande Blvd.to Blue Oaks Boulevard.	Local	\$6,500,000	2022	2019	2019	2020
City of Roseville	PLA25465	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 0.18, NOx 0.11, PM2.5 0.04)	CMAQ, Local	\$4,873,000	2020	2011		2018
City of Roseville	PLA25469	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 0.05, NOx 0.04, PM2.5 0.01) (FTA 5307 to be used on Taylor Street bridge and bike/ped improvements leading to transit stop at library.)	ATP (Fed), Bicycle Transportation Account, CMAQ, FTA 5307 *, Local	\$7,480,077	2020	2011		2016
City of Roseville	PLA25501	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.	Local, RSTP/STBG	\$29,300,000	2025			2022
City of Roseville	PLA25508	Oak Ridge Dr/Linda Creek Bridge Replacement	Oak Ridge Dr, over Linda Creek, 0.2 mi N of 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.). Toll Credits for ENG, ROW, CON	HBP	\$4,200,000	2021	2011	2017	2023
City of Roseville	PLA25527	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	Local	\$5,300,000	2024			2020

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City of Roseville	PLA25528	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.	Local	\$6,000,000	2020	2019	2019	2020
City of Roseville	PLA25538	Vista Grande Arterial	In Roseville, from Fiddymnt Rd west to Westbrook Blvd, construct new 4-lane arterial.	Local	\$2,500,000	2020			2018
City of Roseville	PLA25539	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	Local	\$6,350,000	2021	2020	2020	2021
City of Roseville	PLA25570	Santucci Boulevard South	In Roseville, Santucci Boulevard South (Watt Ave.) from Baseline Road north to Vista Grande Boulevard: Construct 4-lane road.	Local	\$1,000,000	2021			2019
City of Roseville	PLA25572	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.	HBP, Local	\$817,000	2019	2014		2021
City of Roseville	PLA25666	Commuter Fleet Replacement	Replace 4 diesel buses with 4 zero emission battery-electric buses. This project is also anticipated to receive HVIP vouchers totaling \$630,000 through the State Cap and Trade Program. The HVIP is not identified in the project programming since those funds are submitted directly to the bus manufacturer as an offset to project costs.	FTA 5307 - E.S., FTA 5339 - Discr., FTA 5339 - E.S., Local	\$3,394,020	2022			2019
City of Roseville	PLA25672	Roseville 2018 Arterial Resurfacing Project	In Roseville; Roadway resurfacing on the following streets: Blue Oaks Blvd from Fiddymnt to Crocker Ranch, Pleasant Grove from Fiddymnt to Michner, Woodcreek Oaks from Junction to Canevari, Foothills from Cirby to Denio Loop, Vernon St from Cirby to Douglas, Riverside Ave from City Limit to Darling, Orlando from Riverside to Cirby, Cirby from Sunrise to Rocky Ridge, Folsom from Vernon to Douglas, Lincoln from Folsom to Oak, Estates Dr (all), Harding from Lead Hill to S. end, Stanford Ranch from Hwy 65 to City Limits, Roseville Pkwy from Secret Ravine to Alexandria, Eureka from Douglas to Sierra College & Sierra College from Olympus to Secret ravine.. Toll Credits for CON	RSTP/STBG	\$4,933,559	2020			2020
City of Roseville	PLA25673	Washington Bl/All America City Bl Roundabout	In Roseville, at the intersection of Washington Blvd/All America City Blvd., design and construct a 2-lane roundabout.. Toll Credits for CON	CMAQ, Local	\$2,438,000	2021	2019		2021
City of Roseville	PLA25680	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	Local	\$11,200,000	2022	2019	2020	2021
City of Roseville	PLA25681	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	Local	\$23,000,000	2023	2020	2021	2022

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City of Roseville	PLA25682	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	Local	\$22,500,000	2023	2020	2021	2022
City of Roseville	PLA25683	Westbrook Blvd. Extension	In Roseville, extend 4-lane Westbrook Blvd. south from existing Westbrook Blvd. to approx. 3,700' south of Pleasant Grove Blvd. (Scope included as part of PLA25483 in MTP.)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25684	Westbrook Blvd. South	In Roseville, construct 4-lane Westbrook Blvd. from Baseline Rd. to approx. 1,500 north. (Scope included as part of MTP project, PLA25483)	Local	\$2,000,000	2018			2018
City of Roseville	PLA25702	Washington Boulevard Bikeway and Pedestrian Pathways Project	In Roseville, on Washington Blvd. between Sawtell Rd. and just south of Pleasant Grove Blvd., construct bicycle and pedestrian improvements adjacent to roadway.	ATP (Fed), CMAQ, Local	\$4,882,000	2023			2020
City of Roseville	PLA25703	Replace 3 dial-a-ride buses	Purchase 3 replacement cutaway "dial-a-ride" diesel fuel buses consistent with the Roseville Transit fleet management plan.	FTA 5307 - E.S., Local	\$600,000	2020			2019
PCTPA	PLA25413	Planning, Programming, Monitoring 2011-2018	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$1,125,000	2023			2011
PCTPA	PLA25440	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, 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. SHOPP funding (EA 03-0F352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	DEMO HPP, Local, NCI, Prop 1B Trade Corridor, SHOPP Collision AC, SHOPP Mobility AC	\$53,283,200	2019	2010	2017	2017
PCTPA	PLA25468	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 will be coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. (Emission Benefits kg/day: ROG 11.44; NOx 11.59; PM2.5 5.54). Toll Credits for CON	CMAQ, Local	\$1,256,813	2022			2011

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PCTPA	PLA25529	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp, (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	CMAQ, Local	\$21,000,000	2021	2013	2020	2020
PCTPA	PLA25543	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 5.62; NOx 2.25; PM2.5 0.34)	CMAQ, State Cash	\$2,834,874	2022			2014
PCTPA	PLA25576	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (Toll credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	2016 EARREPU, DEMO HPP, Local, NCI	\$29,500,000	2023	2014	2020	2021
PCTPA	PLA25649	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, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	Local	\$250,000,000	2030	2019	2026	2026
PCTPA	PLA25670	Highway 49 Sidewalk Gap Closure	Along SR 49 from I-80 to Dry Creek Road In the City of Auburn and County of Placer construct sidewalks and ADA curb ramps at various locations and implement a Safe Routes to School program at six area schools. (Non-Infrastructure component will authorize work in 2019 for \$733,000.). Toll Credits for ENG, ROW, CON	ATP (Fed), CMAQ, HIP, Local	\$16,403,000	2022	2018	2020	2021
PCTPA	PLA25679	Planning, Programming, Monitoring 2019-2023	PCTPA plan, program, monitor (PPM) for RTPA related activities.	RIP State Cash	\$840,000	2023			2019
Placer County	PLA15105	Baseline Road Widening Phase 1 (West Portion)	Baseline Rd. from Watt Avenue to future 16th street: Widen from 2 to 4 lanes.	Local	\$19,200,000	2020	2012	2019	2019
Placer County	PLA15270	North Antelope Road	North Antelope Road, from Sacramento County line to PFE Road: Widen from 2 lanes to 4 lanes.	Local	\$1,704,300	2030	2021	2023	2023
Placer County	PLA15390	Sierra College Boulevard Widening A	Sierra College Boulevard, from SR 193 to Loomis town limits: Widen from 2 lanes to 4 lanes.	Local	\$15,400,000	2025	2022	2024	2025

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Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA15420	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	Local	\$13,781,700	2020	1998	1999	2014
Placer County	PLA18390	Dyer Lane Extension (Placer Creek Drive)	Dyer Lane from Baseline Road (near Brewer) to Baseline Road east of Watt Avenue: Construct 2-lane road. (Segment east of Watt has been renamed to Placer Creek Drive.)	Local	\$10,025,700	2025	2021		2023
Placer County	PLA18490	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	Local	\$13,085,000	2024	2012	2013	2017
Placer County	PLA20700	Watt Avenue Widening	Widen Watt Avenue: from Baseline Road to the Sacramento County line: Widen from 2 lanes to 4 lanes.	Local	\$14,582,700	2025	2021		2023
Placer County	PLA25044	Sunset Blvd. Widening	Widen Sunset Boulevard from State Route 65 to Cincinnati Avenue from 2 to 6 lanes. Project includes widening Industrial Blvd / UPRR overcrossing from 2 to 6 lanes.	Local	\$37,500,000	2025	2021	2021	2022
Placer County	PLA25170	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymt Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	Local	\$6,365,000	2025	2021	2021	2022
Placer County	PLA25299	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.	Local, RSTP/STBG	\$70,000,000	2022	2013	2016	2019
Placer County	PLA25447	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. (Toll credits for CON). Toll Credits for CON	HBP, Local, RSTP/STBG	\$3,755,797	2019	2010		2018
Placer County	PLA25448	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. (Toll credits for CON). Toll Credits for CON	2016 EARREPU, HBP, Local, RSTP/STBG	\$4,144,813	2020	2010		2018
Placer County	PLA25449	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). Toll Credits for ROW, CON	HBP, Local	\$10,900,000	2020	2008	2017	2023
Placer County	PLA25458	Bridge Preventive Maintenance	In various location ins Placer County, perform preventive maintenance on bridges. See Caltrans Local Assistance HBP website for locations.	HBP, Local	\$1,356,000	2020	2015		2023
Placer County	PLA25463	Baseline Road Widening Phase 2 (West Portion)	Baseline Road from Sutter County Line to Future 16th Street. Widen from 2 to 4 lanes.	Local	\$29,000,000	2020	2014	2016	2019
Placer County	PLA25474	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.). Toll Credits for CON	HBP, Local	\$6,036,000	2019	2008	2011	2018

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25475	Haines Rd Bridge Replacement	Haines Rd, over Wise Canal, 0.45 miles North of Bell Rd: Replace existing 2 lane bridge with a new 2 lane bridge. (Toll Credits for PE, ROW, & CON). Toll Credits for ENG, ROW, CON	HBP	\$6,200,000	2020	2011	2019	2023
Placer County	PLA25479	16th Street / Placer Vineyards Road	16th Street / Placer Vineyards Road, from Sacramento/Placer County line to Baseline Road: Construct new 2-lane road (renamed to Placer Vineyards Road).	Local	\$7,118,300	2025	2021		2023
Placer County	PLA25505	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.). Toll Credits for ENG, ROW, CON	HBP	\$23,938,000	2021	2011	2022	2023
Placer County	PLA25506	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	HBP, Local	\$44,054,078	2022	2011	2016	2018
Placer County	PLA25513	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.. Toll Credits for CON	HBP, Local, RSTP/STBG	\$4,876,390	2020	2012	2015	2017
Placer County	PLA25518	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.). Toll Credits for ENG, ROW, CON	HBP	\$5,272,000	2020	2012	2015	2017
Placer County	PLA25535	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.	HBP, Local	\$19,892,750	2025	2013	2022	2023
Placer County	PLA25536	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). Toll Credits for ENG, ROW, CON	HBP	\$5,000,000	2020	2013	2022	2023
Placer County	PLA25541	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). Toll Credits for ENG, ROW, CON	HBP	\$6,058,248	2020	2013	2016	2019
Placer County	PLA25549	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 0.01; NOx 0.01)	CMAQ, Local	\$4,514,886	2020	2012	2018	2020
Placer County	PLA25565	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 0.02, NOx 0.01) [Toll Credits for ROW, CON]. Toll Credits for ROW, CON	CMAQ, Local, RSTP/STBG	\$2,943,451	2018	2014	2016	2018
Placer County	PLA25568	Signage Upgrades	Various corridors throughout Placer County: Conduct a Roadway Safety Signing Audit and upgrade signs. (HSIP6-03-011) (Toll Credits for CON). Toll Credits for CON	HSIP, Local	\$2,228,914	2019			2014

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2019**

Lead Agency	MTIP ID	Project Title	Project Description	Fund Source	Total Project Cost	Year Complete	1st Yr PA&ED	1st Yr ROW	1st Yr CON
Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25583	CNG Bus	Replace one CNG bus with one new cleaner CNG Bus for Placer County Transit. (Emissions Benefits in kg/day: NOx 0.75.)	CMAQ, Prop 1B PTMISEA	\$530,000	2019			2018
Placer County	PLA25598	SR 49 Widening A	SR 49, from Bell Road to Locksley Lane: Widen from 4 lanes to 6 lanes.	Local	\$8,350,650	2025	2022	2024	2025
Placer County	PLA25650	Safety Improvements	At 19 intersections throughout southwest Placer County: Installation of lighting, upgraded pavement markings, and flashing beacon improvements. Signal installation at Auburn Folsom Rd and Cavitt-Stallman Road (local funds). HSIP7-03-009 (Toll Credits for CON)	HSIP, Local, RSTP/STBG	\$2,694,200	2020			2016
Placer County	PLA25661	Haines Rd. Bridge Replacement	Haines Rd., over South Fork of Dry Creek, south of Dry Creek Rd.: Replace existing 2-lane bridge with a new 2-lane bridge. (Toll credits for PE, ROW, CON). Toll Credits for ENG, ROW, CON	HBP	\$1,717,000	2022	2023	2023	2023
Placer County	PLA25663	Crosswalk Safety Enhancements	At various locations in Placer County: Install crosswalk enhancements to existing unprotected crosswalks. (H8-03-010)	HSIP	\$249,700	2019			2017
Placer County	PLA25671	Bell Road at I-80 Roundabouts	The project will replace the existing traffic signal and all-way stop control at the Bell Road / Interstate 80 interchange with two roundabouts.. Toll Credits for ENG, ROW, CON	CMAQ, Local, RSTP/STBG	\$8,000,000	2026	2019	2021	2022
Placer County	PLA25691	Auburn Folsom Rd Over Miners Ravine - Rehabilitate Bridge	Auburn Folsom Rd over Miners Ravine, 1.1 miles north of Douglas Blvd. Rehabilitate 2 lane bridge, remove older portion of bridge and widen to standard lanes and shoulders - no added lane capacity.	HBP, Local	\$2,410,000	2023	2023	2023	2023
Placer County	PLA25692	New Airport Rd Over Wise Canal - Rehabilitate Bridge	New Airport Rd over Wise Canal, northeast of Hwy 49. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added capacity.	HBP, Local	\$3,449,500	2023	2023	2023	2023
Placer County	PLA25693	Mt. Vernon Rd Over North Ravine - Rehabilitate Bridge	Mt. Vernon Rd over North Ravine, 2 miles west of Auburn. Rehabilitate existing 2 lane bridge with wider lanes and shoulders - no added lane capacity.	HBP, Local	\$2,393,500	2023	2023	2023	2023
Placer County	PLA25694	McKinney Creek Rd Over McKinney Creek - Replace Bridge	McKinney Creek Rd over McKinney Creek, 0.1 miles northwest of McKinney Rubicon SP. Replace the existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25695	Cascade Rd Over McKinney Creek - Bridge Replacement	Cascade Rd over McKinney Creek, 0.2 miles northwest of McKinney Rubicon SP. Replace an existing 2 lane timber bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$3,317,500	2023	2023	2023	2023
Placer County	PLA25696	Gladding Rd Over Coon Creek - Rehabilitate Bridge	Gladding Rd over Coon Creek, south of Riosa Rd. Rehab existing 1 lane bridge with a new 2 lane bridge, no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,109,500	2023	2023	2023	2023
Placer County	PLA25697	Dalby Rd Over Yankee Slough - Bridge Replacement	Dalby Rd over Yankee Slough, just west of Dowd Rd. Replace an existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$2,245,000	2023	2021	2023	2023

**Quarterly Status Report on Regionally Significant Transportation Projects in Placer County
August 2019**

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Column 1	Column 2	Column 3	Column 4	Column 5	Column 6	Column 7	Column 8	Column 9	Column 10
Placer County	PLA25698	Gladding Rd Over Doty Creek - Rehabilitate Bridge	Gladding Rd over Doty Creek, 0.9 miles north of Wise Rd. Rehab existing 2 lane bridge with a new 2 lane bridge - no added lane capacity.. Toll Credits for ENG, ROW, CON	HBP	\$4,918,000	2023	2023	2023	2023
Placer County	PLA25699	Dry Creek Rd Over Rock Creek - Rehabilitate Bridge	Dry Creek Rd over Rock Creek, 0.35 miles west of Placer Hills Rd. Rehabilitation of existing 2 lane bridge, widen for standard lanes and shoulders (no added capacity).	HBP, Local	\$1,849,001	2023	2022	2023	2023
Placer County	PLA25700	Foresthill Road Hilfiker Wall Stabilization	On Foresthill Road (PM 3.65 to 4.15), approx. 1/2 mile to 1 mile northeast of Lake Clementine Road, reconstruct the roadway to stabilize settlement occurring behind a large mechanically stabilized earth retaining wall.. Toll Credits for ENG, ROW, CON	RSTP/STBG	\$1,000,000	2020	2018		2020
Placer County	PLA25725	Education Street	Education Street, from east of SR 49 to Quartz Drive: Construct 2-lane roadway and signal modifications.	Local	\$3,835,900	2024	2020		2022
Placer County	PLA25726	Richardson Drive	Richardson Drive, from Dry Creek Road to Bell Road: Construct new 2-lane road.	Local	\$6,243,200	2025	2022		2024
Placer County	PLA25778	Foresthill Rd. Safety	Foresthill Road between Old Auburn-Foresthill Road and Spring Garden Road: Install high friction surface treatment, guardrail and warning signs. (H9-03-013)	HSIP	\$2,430,900	2024			2022
Placer County Transit	PCT10509	Transit Operations	Operating assistance for rural transit services within Placer County. Outside the Sacramento Urbanized area.FY 2019: \$405,065	FTA 5311, Local	\$814,300	2019			2019
Placer County Transit	PCT10510	Preventive Maintenance and Operating Assistance, 2018	Operating assistance and preventive maintenance for urban transit services within Placer County.FFY 2018 - Operating Assistance \$1,293,446FFY 2018 - Preventive Maintenance \$447,238	FTA 5307 - E.S., Local	\$1,740,684	2019			2018
Placer County Transit	PCT10511	Preventive Maintenance and Operation Assistance, 2019	Operating assistance and preventive maintenance for urban transit services within Placer CountyFFY 2019 - Operating Assistance \$1,287,480FFY 2019 - Preventive Maintenance \$433,093	FTA 5307 - E.S., Local	\$1,720,573	2020			2019
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2020			2020
Town of Loomis	PLA25579	2017 CIP Road Maintenance Project	Asphalt overlay and reconstruction repair of various streets in the Loomis Downtown Core Area covered under the Capital Improvement Program Schedule for 2017.	Local, RSTP/STBG	\$821,886	2020			2020
Town of Loomis	PLA25644	Town Center Implementation Plan Improvements Phase 4	In Loomis: Taylor Road from Horseshoe Bar Road to King Road: construct new bike lanes and sidewalks and streetscape improvements.	CMAQ, Local	\$1,079,124	2021			2020

MEMORANDUM

TO: Mike Luken
FROM: AIM Consulting
DATE: August 6, 2019
RE: June and July Monthly Report

The following is a summary of communications and public information work performed by AIM Consulting (AIM) on behalf of Placer County Transportation Planning Agency (PCTPA) in the months of June and July.

AIM assisted with media relations and public information. AIM maintained, drafted, published, and promoted content for PCTPA social media to share current information about PCTPA projects, programs, and activities.

Below are activity summaries of AIM's work:

Funding Strategy

AIM continued to work with PCTPA to support its efforts in discussing the need for local transportation infrastructure funding.

PCTPA.net & Social Media

AIM continued posting social media updates on the PCTPA Facebook, Twitter, and Instagram to highlight the work being done by and on behalf of PCTPA, other transportation projects in the Placer region, and current transportation news.

Key social media posts included:

- Placer County - Taylor Road Closure
- City of Rocklin – Sunset Boulevard and Third Street Construction
- SR-49 Rehabilitation Project Construction Start
- Interstate 80 / Highway 65 Interchange Project Update Video
- Placer Parkway Newsletter Article Blog Post
- Regional Transportation Plan Survey #3
- Highway 49 Rehabilitation Project Groundbreaking Flier

- Colfax Roundabout Groundbreaking
- Overnight Pavement and Grounding Work on I-80
- Galleria Boulevard and Stanford Ranch Road Work
- Highway 49 Rehabilitation Construction Work Start
- Roseville Transit Rider Alert
- Regional Transportation Plan Survey #3
- Overnight Paving on Interstate 80 from Sierra College Boulevard to Rock Springs Undercrossing
- Highway 49 Rehabilitation Project Groundbreaking
- Regional Transportation Plan Survey #3
- Placer Sacramento Gateway Plan Pop-Up Workshop – Downtown Roseville Tuesday Nights
- Interstate 80 / Highway 65 Interchange Traffic Alert
- Roseville Transit Rider Alert
- City of Rocklin – Sunset Boulevard and 3rd Street Construction
- Placer Sacramento Gateway Plan Pop-Up Workshop – Celebrate America
- Colfax Roundabout Groundbreaking Ceremony Invite
- Colfax Roundabout Groundbreaking Photo and Information
- Celebrate America Sponsorship Video
- Capitol Corridor Buy One Get One Program
- City of Roseville – Traffic Technology Video
- Placer Sacramento Gateway Plan Community Workshop Event
- Roseville Roadway Connections
- Placer Sacramento Gateway Plan Community Workshop

Current social media page statistics include:

- Facebook – 1,620 Followers
- Twitter – 400 Followers
- Instagram – 180 Followers

Key website analytics include:

- Total page views for the PCTPA website during June and July: 5,614
 - 22% of views were on the Home Page
 - 4% of views were on the Placer County Bike Map
 - 4% of views were on the State Route 65 Project Page
- Total page views for Interstate 80 / Highway 65 Interchange Improvements website during June and July: 1,796

Newsletter #41

AIM developed the 42nd edition of the PCTPA newsletter. Articles include Executive Director Mike Luken’s Message, PCTPA Board Perspective: Trinity Burruss, an article about Freeway Service Patrol, and an article about the Placer Sacramento Gateway Plan Project.

Media Relations

AIM continued to monitor industry and local news to identify outreach opportunities as well as support the Agency's efforts to address local transportation and transit issues.

Project Assistance

AIM managed the Interstate 80 / Highway 65 website and collected community email sign-ups. AIM also managed social media and community comments regarding the project. AIM provided Caltrans with weekly email sign-up updates to include their weekly construction email distribution list.

AIM, in coordination with PCTPA, planned, coordinated logistics, developed and launched the Interstate 80 / Highway 65 informational video including writing talking points, and scheduling and filming interviews of key stakeholders. Key stakeholders included City of Roseville Mayor, and the Cities of Roseville, Rocklin and Lincoln Police Chiefs.

AIM, in partnership with PCTPA and CCJPA, coordinated logistics for an informational video about the Capitol Corridor. Logistics included scheduling and filming on the Capitol Corridor train as well as local business owners in Auburn.

AIM, in coordination with PCTPA, coordinated logistics and facilitated the Colfax Roundabout groundbreaking. Logistics included coordination of speakers and a notification plan. In addition, AIM created the notification flyer and media release.

AIM worked with PCTPA to promote the Regional Transportation Plan survey through email and social media platforms.

AIM coordinated logistics for and facilitated a series of pop-up workshops for the Placer Sacramento Gateway Plan. In addition, AIM coordinated logistics for the first community workshop, including developing a notification plan, notification flier and media release.



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July 31, 2019

To: PCTPA
From: Sante Esposito
Subject: July Monthly Report

Infrastructure

Progress on an infrastructure bill is currently being hampered by the on-going divisive rhetoric between the President and Democrats in Congress. As a result, the Senate is on hold pending action by the House notwithstanding the fact that both the Environment and Public Works (EPW) and Commerce Committees have received from their members what they want included in an infrastructure bill; that Senator Barasso, Chair of EPW, has drafted an infrastructure bill; that the Dems on the Committee have outlined their version of a \$10 trillion bill; that Senators Gardner and Feinstein have introduced and are seeking support for a western water bill that could find its home in an infrastructure bill; and, that the Senate Democratic Leadership remains publicly committed in support of an infrastructure bill. The House is on hold pending another meeting with the White House regarding funding for the bill, notwithstanding the fact that as recently as last week Congressman DeFazio, Chair of the Transportation and Infrastructure Committee, met privately with the Committee Dems to review their “asks” for a bill; that DeFazio continues to move ahead on the aviation, water and ports portion of what would be, in part, the core of his infrastructure bill; that the Energy and Commerce Committee has reported out a Safe Drinking SRF bill as its centerpiece; that the House Democratic Leadership has formed a task force to pursue the issue; that the same Leadership also remains publicly committed to a bill; and, that various Members – Blumenauer, Napolitano, Harder, McNerney – continue to pursue their own positions regarding infrastructure needs via bills they have introduced. The White House is on hold given various controversies particularly the immigration situation, notwithstanding the fact the DOT Secretary Chao continues to tell Members of Congress (she met on Monday, July 15, with Blue Dog Democrats to talk infrastructure) that the President wants to do a bill and believes that it can be done on a bipartisan basis.

Senate Environment and Public Works Committee Highway Bill

As reported via separate email yesterday, the EPW Committee reported its version of the highway bill – “America’s Transportation Infrastructure Act.” The bipartisan bill would authorize \$287 billion in highway spending, 90- percent of which would be distributed to the states by formula. The bill also features a title on climate change, which would authorize \$10.8

billion for various programs addressing resiliency and other climate issues over the next five fiscal years. That includes \$1 billion for electric, hydrogen, and natural gas vehicle charging and fueling stations. It would also provide billions for programs aimed at curbing emissions and reducing congestion and truck idling. The legislation would also streamline infrastructure permitting and set a two-year target for environmental reviews. Lastly, the bill would authorize \$12.5 million per year to fund state and regional pilot testing of user-based alternative revenue mechanisms to the gas tax. The action by the Committee is intended to jump start the reauthorization process. However, notwithstanding its action, other Senate Committees – Finance (revenues), Commerce (rail, trucking and safety) and Banking (transit) – would still have to provide their titles to the bill. Action by those Committees is expected at the earliest in the fall. The House is behind the Senate in terms of schedule. At best, House committee actions would occur in the fall but more than likely spill over until next year. The current highway program expires Sept. 30, 2020.

Hearings

On July 10, the Senate Committee on Environment and Public Works held a hearing entitled, *“Investing in America’s Surface Transportation Infrastructure: The Need for a Multi-Year Reauthorization Bill.”* Key witness was the American Association of State Highway and Transportation Officials.

FY20 Transportation Appropriations Bill

On June 25, the House passed a minibus that includes the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill and several other appropriations bills for FY20. In total, the transportation legislation provides \$137.1 billion in budgetary resources, an increase of \$6 billion above the 2019 enacted level and \$17.3 billion above the President’s budget request. Included in the bill: TIGER, \$1B; Amtrak, \$1.3B; highways, \$49B; and, transit, \$2.3B. No action to date on the Senate bill.

Budget Deal

Congress passed a two-year budget that increases spending for military and domestic programs and suspends the debt ceiling through mid-2021. The budget does not eliminate the threat of a government shutdown when federal spending runs out Oct. 1 because Congress still has to pass individual spending bills to fund agencies. But by setting top-line spending numbers, the budget deal makes it easier for lawmakers to agree on those bills. And by suspending the debt limit through July 31, 2021, the deal eliminates chances of a catastrophic default amid warnings that Treasury could run out of money to pay its bills as early as September. The deal increases total discretionary spending from \$1.32 trillion in the current fiscal year to \$1.37 trillion in FY20 and \$1.375 trillion the year after that.

Bill Tracking

S.352 — 116th Congress (2019-2020)

BUILD Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)

Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

H.R.180 — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: Rep. Hastings, Alcee L. [D-FL-20] (Introduced 01/03/2019) Cosponsors: (7, now 10)
Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

S.146 — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: Sen. Hoeven, John [R-ND] (Introduced 01/16/2019) Cosponsors: (1)
Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

H.R.658 — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: Rep. DeLauro, Rosa L. [D-CT-3] (Introduced 01/17/2019) Cosponsors: (60, now 61)
Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

S.353 — 116th Congress (2019-2020)

RAPID Act

Sponsor: Sen. Cornyn, John [R-TX] (Introduced 02/06/2019) Cosponsors: (1)
Committees: Environment and Public Works

S.403 — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: Sen. Whitehouse, Sheldon [D-RI] (Introduced 02/07/2019) Cosponsors: (5, now 7)
Committees: Environment and Public Works

H.R.680 — 116th Congress (2019-2020)

Securing Energy Infrastructure Act

Sponsor: Rep. Ruppertsberger, C. A. Dutch [D-MD-2] (Introduced 01/17/2019) Cosponsors: (1)
Committees: Science, Space, and Technology Establishes a two-year pilot program within the Department of Energy's (DOE) national laboratories to (1) identify the security vulnerabilities of certain entities in the energy sector, and (2) evaluate technology that can be used to isolate the most critical systems of such entities from cyberattacks.

In addition, DOE must establish a working group to evaluate the technology solutions proposed by the national laboratories and to develop a national strategy to isolate the energy grid from attacks.

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced 01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.^[1]_[SEP]

H.R.2220 — 116th Congress (2019-2020)

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to high priority corridors on the National Highway System, and for other purposes.

Sponsor: Rep. Babin, Brian [R-TX-36] (Introduced 04/10/2019) Cosponsors: (10)

Committees: Transportation and Infrastructure

H.R.880 — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

Sponsor: Rep. Brownley, Julia [D-CA-26] (Introduced 01/30/2019) Cosponsors: (1)
Committees: Ways and Means and Transportation and Infrastructure. This bill limits or repeals certain tax benefits for major integrated oil companies, including (1) the foreign tax credit for companies that are dual capacity taxpayers, (2) the tax deduction for intangible drilling and development costs, (3) the percentage depletion allowance for oil and gas wells, and (4) the tax deduction for qualified tertiary injectant expenses.

The bill modifies the definition of "major integrated oil company" to include certain successors in interest that control more than 50% of the crude oil production or natural gas production of the company. The bill establishes a Transportation Block Grant Fund and appropriates to the fund

amounts equal to the increase in revenues as a result of this bill. The funds must be used for making grants under the Surface Transportation Block Grant Program.

H.R.1586 — 116th Congress (2019-2020)

BRIDGE Act of 2019

Sponsor: Rep. Butterfield, G. K. [D-NC-1] (Introduced 03/07/2019) Cosponsors: (now with 3)
Committees: House - Energy and Commerce, Education and Labor

S.1518 — 116th Congress (2019-2020) **Rebuild America Now Act**

Sponsor: Sen. Sullivan, Dan [R-AK] (Introduced 05/16/2019) Cosponsors: (4)
Committee: Environment and Public Works. To improve the processes by which environmental documents are prepared and permits and applications are processed and regulated by Federal departments and agencies, and for other purposes.

H.R.3134 — 116th Congress (2019-2020) **To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.** Sponsor: Rep.

Langevin, James R. [D-RI-2] (Introduced 06/05/2019) Cosponsors: (2)
Committee: Transportation and Infrastructure. To direct the Secretary of Transportation to assist States to rehabilitate or replace certain bridges, and for other purposes.



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Suite 300
Washington, D.C. 20006
(202) 722-0167

June 28, 2019

To: PCTPA
From: Sante Esposito
Subject: June Monthly Report

Infrastructure

The big question is “will an infrastructure bill be enacted this Congress.” In the spring of 2015, I was in a meeting with 20 to 25 lobbyist and we were asked whether or not we thought the highway bill, which at that time was stalled, would be enacted by the end of the year. Only two said it would. I was one of the two. And the reason I thought that was because I know the mindset of Congress when it comes to infrastructure issues. And that comes from all the years that I've worked on public work issues - whether as a committee staffer or lobbyist. And that mindset is this - Members of Congress, whether Democrats or Republicans - always see infrastructure spending as a substantive win for the country and a political win for themselves. There is in Congress an inherent appetite for doing infrastructure legislation, and, based on my experiences, that negates what seems impossible in terms of timing and other hurdles. By the way, the highway bill became law in December of that year. Now I know the situation between the President and the Speaker is bad and who knows where that ends up but I still continue to believe that in the end politics and substance will prevail and a mega infrastructure bill will get enacted by the end of next year. Coupled with that is the fact that at least at this point, no one is saying that it won't happen. In fact, just the opposite:

- Chairman DeFazio is still drafting his FAST Act reauthorization bill with both a view toward House action in the fall and the possible cornerstone for a mega infrastructure bill;
- The T&I Committee is expected to markup DeFazio's Clean Water/Alternative Water Source Program bill by the August recess;
- On June 25, the T&I Subcommittee of Water Resources and Environment will be holding a hearing on Restoring America's Iconic Waters";
- The House Natural Resources Committee held a subcommittee hearing today on the Napolitano and Harder WIIN grant authorization bills pending consideration by the Full Committee;
- The House Energy and Commerce Committee held a hearing on H.R. 2741 to increase funding authorizations for the Safe Drinking Water SRF;
- Cong. McNerney has, subject to confirmation, decided to break up his WEST Act of last Congress and introduce individual bills that include matters under the jurisdiction of

specific committees;

- Speaker Pelosi said during a recent press conference: "We are not giving up on infrastructure. We're going to do infrastructure, build the infrastructure of our country.";
- Cong Blumenauer introduced H.R. 2864 that would raise the gas tax by 5 cents per year and also be indexed for inflation for infrastructure projects;
- Majority Leader Hoyer has put together a small working group from the leadership, the Appropriations, Ways and Means and Rules Committees to strategize on infrastructure;
- Key House Republicans such as Cong Sam Graves, Ranking Republican on the T&I Committee, and Rodney Davis, Ranking Republican on the Highways and Transit Subcommittee, have publicly expressed support for an infrastructure bill;
- SEPW has targeted the August recess for its version of the FAST Act;
- Senate Commerce has solicited infrastructure asks from its members;
- Reports are that Sens Feinstein and Gardner have drafted a West water bill that includes reauthorization of the WIIN grant program;
- Senate Dems, via Minority Leader Schumer, has called on his fellow Senators, including Republicans, to move forward on an infrastructure bill;
- Key Senate Republicans such as Sens Grahams and Grassley have publicly expressed support for an infrastructure bill; and,
- The Administration, via DOT, continues to engage the Hill on the scope and funding of a bill.

Given all of this, our approach is threefold: stay engaged with the key players in Congress and the Administration; encourage action on an infrastructure bill; and, advocate for our priorities.

FY20 Transportation Appropriations Bill

On June 25, the House passed a minibus that includes the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill and several other appropriations bills for FY20. In total, the transportation legislation provides \$137.1 billion in budgetary resources, an increase of \$6 billion above the 2019 enacted level and \$17.3 billion above the President's budget request. Included in the bill: TIGER, \$1B; Amtrak, \$1.3B; highways, \$49B; and, transit, \$2.3B. No action to date on the Senate bill.

FY20 Congressional Budget Resolution

The FY20 Congressional Budget Resolution process has stalled because of the different views regarding defense spending versus non-defense spending, the size of the deficit, and overall program priorities. The Senate bill - S. Con. Res. 12 - has been ready for Floor consideration since April 1; the House bill - H.R. 2021 - has been ready for Floor consideration since April 9. No further action as yet given the uncertainty of votes.

Bill Tracking

S.352 — 116th Congress (2019-2020)

A bill to amend the Internal Revenue Code of 1986 to increase the national limitation amount for qualified highway or surface freight transfer facility bonds.

Sponsor: [Sen. Cornyn, John \[R-TX\]](#) (Introduced 02/06/2019) Cosponsors: (1)
Committees: Finance Increases from \$15 billion to \$20.8 billion the national limitation on the amount of tax-exempt highway or surface freight transfer facility bonds.

[H.R.180](#) — 116th Congress (2019-2020)

Build America Act of 2019

Sponsor: [Rep. Hastings, Alcee L. \[D-FL-20\]](#) (Introduced 01/03/2019) Cosponsors: (7, now 10)
Committees: Transportation and Infrastructure and Ways and Means Directs the Department of Transportation (DOT) to carry out a national infrastructure investment grant program for capital investments in surface transportation infrastructure. Projects eligible for funding under the program include, at a minimum, highway and bridge projects, public transportation projects, passenger and freight rail transportation projects, and port infrastructure investments. In distributing grants under the program, DOT shall ensure an equitable geographic distribution of funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes. At least 20% of grant funds must be set aside for projects in rural areas. The bill amends the Internal Revenue Code to: (1) establish a National Infrastructure Investment Trust Fund, and (2) increase the tax on gasoline other than aviation gasoline and on diesel fuel or kerosene.

[S.146](#) — 116th Congress (2019-2020)

Move America Act of 2019

Sponsor: [Sen. Hoeven, John \[R-ND\]](#) (Introduced 01/16/2019) Cosponsors: (1)
Committees: Finance Allows tax exempt Move America bonds and Move America tax credits to be used for certain infrastructure projects. A Move America bond is treated as a tax-exempt private facility bond with certain exceptions. At least 95% of the net proceeds from the issuance of the bond must be used for infrastructure projects. The bill specifies exceptions and modifications to existing rules for bonds regarding land acquisition, government ownership, rehabilitation expenditures, and the alternative minimum tax. The bonds are subject to a volume cap equal to 50% of a state's current private activity bond volume cap. States may exchange all or a portion of the volume cap for Move America tax credits to be allocated to taxpayers. The credits include (1) an equity credit for a portion of the basis of each qualified facility; and (2) an infrastructure fund credit for investments in qualified infrastructure funds, including a state infrastructure bank, a water pollution control revolving fund, or a drinking water treatment revolving loan fund.

[H.R.658](#) — 116th Congress (2019-2020)

National Infrastructure Development Bank Act of 2019

Sponsor: [Rep. DeLauro, Rosa L. \[D-CT-3\]](#) (Introduced 01/17/2019) Cosponsors: (60, now 61)
Committees: Energy and Commerce, Transportation and Infrastructure, Financial Services and Ways and Means

[S.353](#) — 116th Congress (2019-2020)

RAPID Act

Sponsor: [Sen. Cornyn, John \[R-TX\]](#) (Introduced 02/06/2019) Cosponsors: (1)
Committees: Environment and Public Works

S.403 — 116th Congress (2019-2020)

IMAGINE Act

Sponsor: Sen. Whitehouse, Sheldon [D-RI] (Introduced 02/07/2019) Cosponsors: (5, now 7)

Committees: Environment and Public Works

H.R.680 — 116th Congress (2019-2020)

Securing Energy Infrastructure Act

Sponsor: Rep. Ruppertsberger, C. A. Dutch [D-MD-2] (Introduced 01/17/2019) Cosponsors: (1)

Committees: Science, Space, and Technology Establishes a two-year pilot program within the Department of Energy's (DOE) national laboratories to (1) identify the security vulnerabilities of certain entities in the energy sector, and (2) evaluate technology that can be used to isolate the most critical systems of such entities from cyberattacks.

In addition, DOE must establish a working group to evaluate the technology solutions proposed by the national laboratories and to develop a national strategy to isolate the energy grid from attacks.

H.R.228 — 116th Congress (2019-2020)

Increase Transportation Alternatives Investment Act of 2019

Sponsor: Rep. Velazquez, Nydia M. [D-NY-7] (Introduced

01/03/2019) Cosponsors: (2) Committees: Transportation and Infrastructure Directs the Department of Transportation (DOT) to ensure that states give preference under the Surface Transportation Block Grant Program to eligible projects that (1) are located in areas that are undergoing extensive repair or reconstruction of transportation infrastructure, including federal-aid highways, federally owned roads open for public travel, passenger rail facilities, and public transportation facilities; and (2) will provide transportation alternatives related to the closure of transportation infrastructure in such areas. DOT shall (1) carry out a competitive grant program to support community efforts to invest in transportation alternatives; and (2) give preference in awarding grants to projects located in such areas. Entities eligible for grants include state and local governments, metropolitan planning organizations, and rural planning organizations.

H.R.2220 — 116th Congress (2019-2020)

To amend the Intermodal Surface Transportation Efficiency Act of 1991 with respect to high priority corridors on the National Highway System, and for other purposes.

Sponsor: Rep. Babin, Brian [R-TX-36] (Introduced 04/10/2019) Cosponsors: (10)

Committees: Transportation and Infrastructure

H.R.880 — 116th Congress (2019-2020)

Surface Transportation Investment Act of 2019

Sponsor: Rep. Brownley, Julia [D-CA-26] (Introduced 01/30/2019) Cosponsors: (1)

Committees: Ways and Means and Transportation and Infrastructure

August 2, 2019

TO: Mike Luken, Executive Director, Placer County Transportation Planning Agency

FROM: Cherri Spriggs-Hernandez, Principal, FSB Core Strategies

RE: July Report of Activities for Funding Strategy Outreach Effort

Areas of focus this month were as follows:

Legislation – In Progress

- Attended Governance & Finance Committee Meeting hearing
- Resubmitted and delivered letters

Research – Completed

- Began to prepare for FY 19/20 program elements

Stakeholder Outreach – In Progress

- Updated stakeholder universe
- Continued to meet individually with key stakeholders
- Held stakeholder meeting on 7/12

Partner Collaboration – In Progress

- Connected with key partners
- Prepared for various sponsorships including Rocklin Chamber Quarry Mixer, Roseville Splash, Hot Chili Cool Cars, Eggplant Festival
- Attended various presentations
- Continued speakers bureau/community engagement scheduling

Earned Media/Collateral Development – In Progress

- Drafted Op Ed
- Revamped Power Point Presentation
- Completed website investment plan update
- Designed two additional infographics
- Finalized various paid advertising partnerships
- Began rapid response on social media advertisements

Account Management – In Progress

- Met/Spoke with PCTPA Leadership regarding a variety of strategic developments
- Began Implementing Draft FY 2019-2020 Plan
- Prepared monthly report

FY-2019/20 OUTREACH PLAN	ELEMENTS
July 2019	<ul style="list-style-type: none"> ● Op-Ed SB 1 Funding ● Social Media with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Non-Profit Stakeholder Meeting ● Stakeholder Meeting ● Rocklin Chamber July Mixer at Quarry Park ● Roseville Galleria Table ● Expenditure Plan Booklet Production
August 2019	<ul style="list-style-type: none"> ● Op-Ed, I-80/Highway 65 Interchange Design and Safety Improvements ● Social Media Coordination with AIM ● Legislative Support ● Tier III & Tier IV Presentations ● Advertising ● Electronic Billboards ● Roseville Galleria Table ● Lincoln Chamber Executive Director's Breakfast ● Expenditure Plan Booklet Production
September 2019	<ul style="list-style-type: none"> ● Op-Ed, Emergency Response ● Social Media Coordination with AIM ● Legislative Support ● Advertising ● Electronic Billboards ● Tier III & Tier IV Presentations ● Rocklin Chamber Hot Chili Cool Cars ● Roseville Splash ● Roseville Chamber ● Focus Groups ● Stakeholder Meeting ● Roseville Galleria Table ● Expenditure Plan Booklet Production
October 2019	<ul style="list-style-type: none"> ● Op-Ed, Highway 65 Widening ● Social Media Coordination with AIM ● Legislative Support ● Advertising ● Tier III & Tier IV Presentations ● Funding Strategy Town Hall Meeting ● Direct Mail – Transportation Needs & Funding ● Stakeholder Meeting ● Loomis Eggplant Festival ● Roseville Galleria Table

FY-2019/20 OUTREACH PLAN	ELEMENTS
November 2019	<ul style="list-style-type: none"> • Op-Ed, Emergency Responders • Social Media Coordination with AIM • Roseville Galleria Table • Survey Development • Tier III & Tier IV Presentations • Funding Strategy Town Hall Meeting • Advertising
December 2019	<ul style="list-style-type: none"> • Op-Ed, Local Match & Visitor Funding • Social Media Coordination with AIM • Survey Development • Stakeholder Meeting • Tier III & Tier IV Presentations • Advertising • Electronic Billboards • Direct Mail – Transportation Needs & Funding • Roseville Galleria Table • Earned Media Story Re: Transportation Needs & Funding
January 2020	<ul style="list-style-type: none"> • Op-Ed, I-80/Highway 65 Interchange Design and Safety Improvements Update • Survey in the Field • Lincoln State of the City • Social Media Coordination with AIM • Tier III & Tier IV Presentations • Roseville Galleria Table
February 2020	<ul style="list-style-type: none"> • Op-Ed, Local Transportation Funding Update • Lincoln BEA/State of the City • Tier III & Tier IV Presentations • Social Media Coordination with AIM • Stakeholder Meeting
March 2020	<ul style="list-style-type: none"> • Op-Ed, Economic Development • Social Media Coordination with AIM • Tier III & Tier IV Presentations • Roseville Galleria Table • Stakeholder Meeting • Survey Development • Advertising • Direct Mail – Transportation Needs & Funding
April 2020	<ul style="list-style-type: none"> • Op-ed, Transportation Needs & Funding • Tier III & Tier IV Presentations • Social Media Coordination with AIM • Roseville Galleria Table • Stakeholder Meeting • Survey in the Field • Social Media Coordination with AIM
May 2020	<ul style="list-style-type: none"> • Op-Ed, Board Decision to Proceed, County Supervisor and PCTPA Board Chair

FY-2019/20 OUTREACH PLAN	ELEMENTS
	<ul style="list-style-type: none"> • PCTPA Board Decision to Proceed • Placer BOS Votes to Place on the Ballot • Cities/Town Votes to Place on the Ballot • Earned Media Story Re: Decision • Stakeholder Meeting • Roseville 2020 • Rocklin State of the City • Roseville Galleria Table • Social Media Coordination with AIM

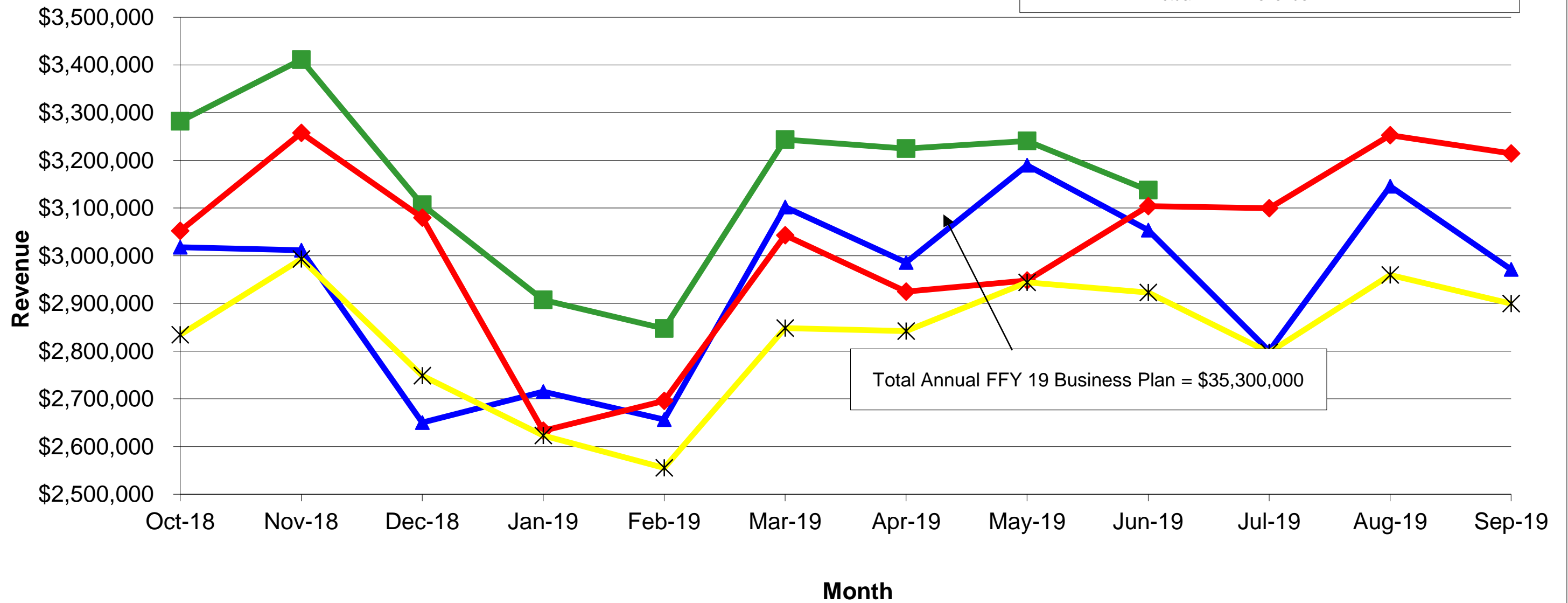
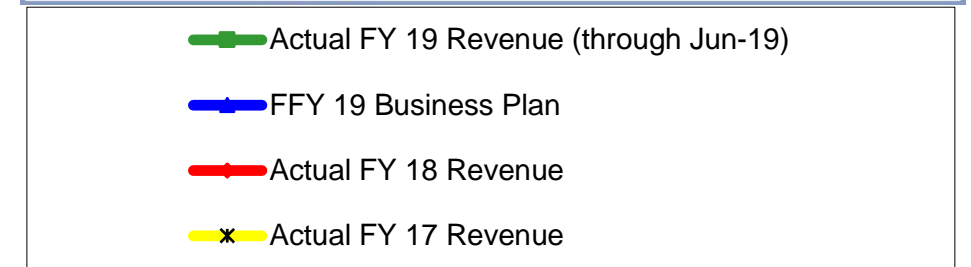
**How's Business?:
Revenue**

7.7% vs.FFY 19 Business Plan YTD

6.2% vs. Prior FFY 18 YTD

12.2% vs. Prior FFY 17 YTD

**Capitol Corridor Performance
FFY 2018-19
Monthly Revenues
Actual vs Business Plan**



How's Business?

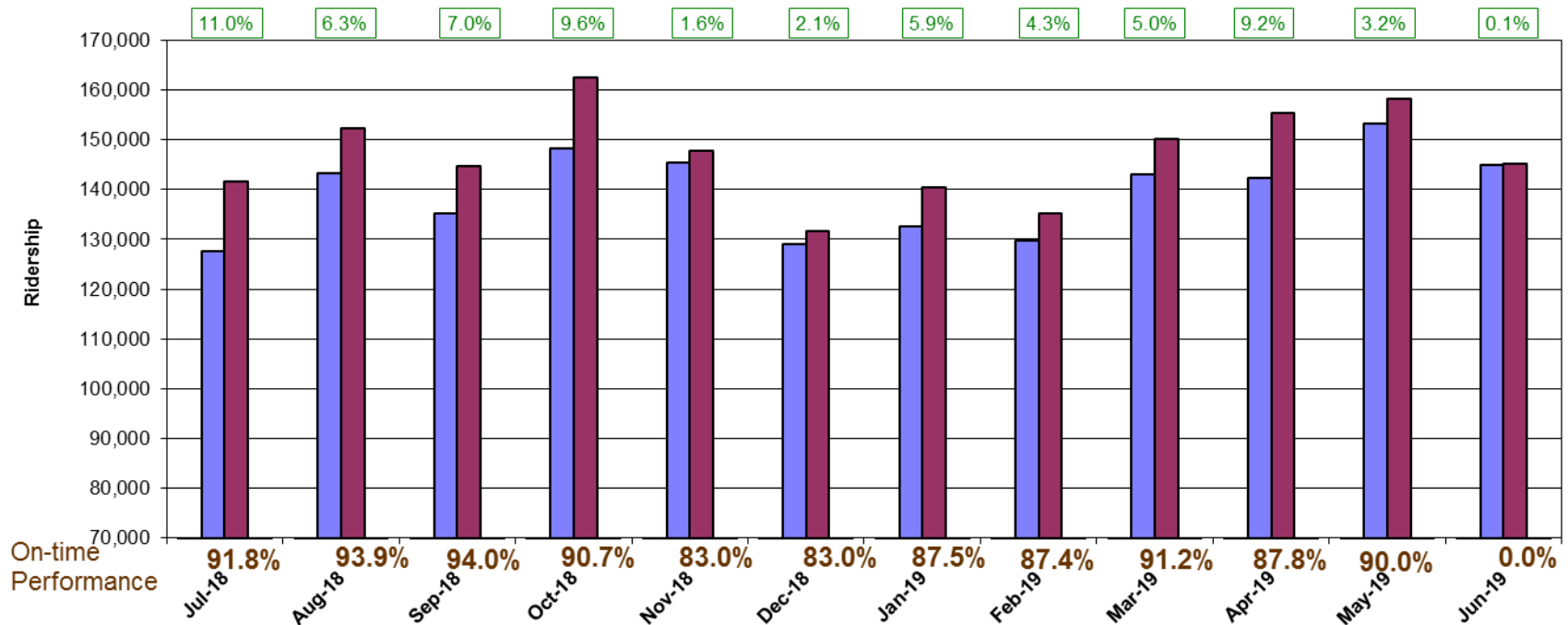
Ridership



■ Prior 12 Months
 ■ Current 12 Months

5.4% Overall 12-Month Growth
 Ridership Last 12 Months=1,764,793
 Ridership Prior 12 Months=1,674,398

% difference current month to prior year's month



Capitol Corridor FY19 Performance Measures thru June 2019

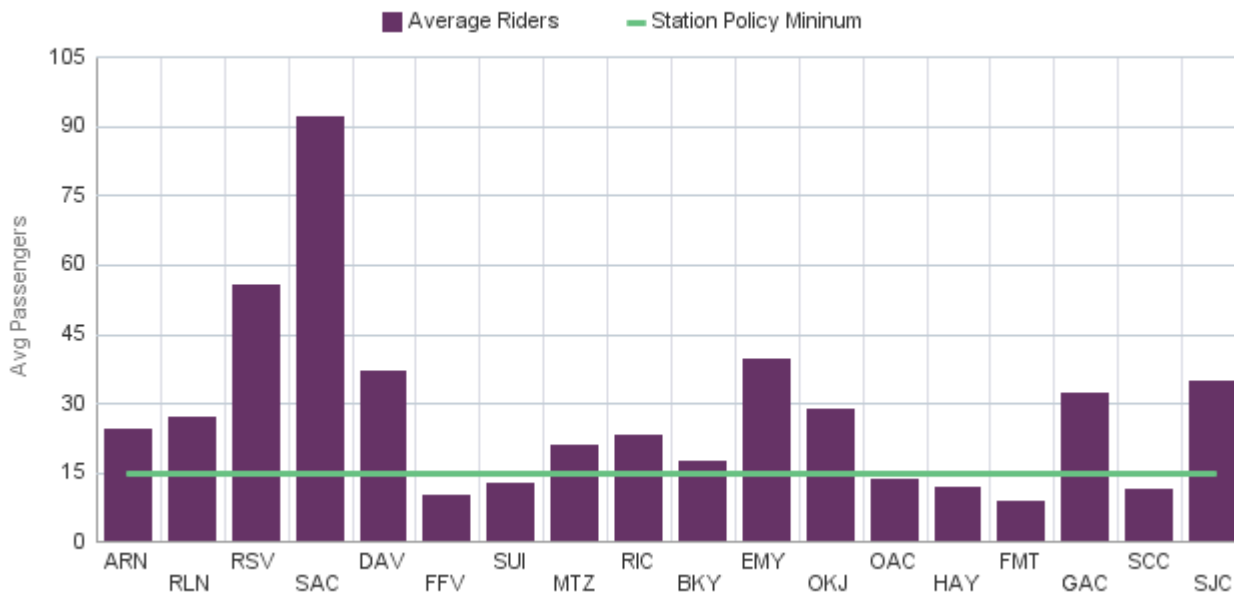
	<u>Ridership</u>	<u>Revenue</u>	<u>On Time Performance End-point</u>	<u>On Time Performance Passenger</u>	<u>System Operating Ratio</u>	<u>Customer Satisfaction</u>
Actual	1,326,325	\$ 28,401,675	88%	87%	61%	90.7
Business Plan	1,248,437	\$ 26,382,806	90%	90%	52%	92.5
Actual vs Businss Plan % Diff	6%	8%	-2%	-3%	16%	-2%
Previous YTD % Diff	5%	6%	-1%	-3%	3%	6%

Capitol Corridor Station Activity - Minimum Station boarding and alightings

Highest Average Number of Passengers on a train by Station

FYTD 19/October 1, 2018 - July 31, 2019

Total Number of Passengers on board by Station



Station Code	Board Count	Alight Count	Average Riders	Meet Criteria
ARN	8,197	6,333	24	Y
BKY	72,596	73,140	17	Y
DAV	157,690	150,951	37	Y
EMY	161,614	166,371	39	Y
FFV	41,025	41,991	10	Y
FMT	18,809	19,256	9	N
GAC	76,540	63,731	32	Y
HAY	24,325	27,417	12	Y
MTZ	83,406	89,761	21	Y
OAC	32,810	39,420	13	Y
OKJ	121,871	118,268	29	Y
RIC	91,867	100,780	23	Y
RLN	9,057	7,188	27	Y
RSV	17,626	15,816	56	Y
SAC	389,407	375,888	92	Y
SCC	27,003	23,078	12	Y
SJC	76,205	75,203	35	Y
SUI	51,172	54,851	13	N

Year of Service	Projected Ridership (Boardings + Alightings) Per Train Stop (>20 daily trains)*	Projected Ridership (Boardings + Alightings) Per Train Stop (20+ daily trains)*
1	Equal to or greater than 7	Equal to or greater than 8
2	Equal to or greater than 8	Equal to or greater than 10
5 or more	Equal to or greater than 12	Equal to or greater than 15

*Per train ridership thresholds parsed to reflect service frequency differences



EPA'S SAFE RULE COULD PARALYZE TRANSPORTATION PROJECTS

Almost \$11 billion worth of projects in SACOG region are at risk

July 24, 2019: The EPA's proposed rule to freeze federal fuel-efficiency standards for vehicles at 2020 levels will be a disaster for air quality.

The world of transportation planning and delivery could be thrown into chaos as soon as the rule to replace the existing CAFE standards is finalized, which would also neuter California's longstanding



Vehicle weight does not equal safety. When Ford removed 700 pounds from its F-150 trucks, their safety rating went up.



throughout the state, totaling over \$130 billion, may face project delivery delays or loss of funding, casualties of a rule change that not only impacts air quality, but also has rippling effects into other sectors.

That includes almost \$11 billion worth of projects in SACOG region. Some of the big-ticket items on the [38-page list of potentially impacted projects](#) include the Fifth Street bridge connecting Yuba City and Marysville, hundreds of millions for I-80/SR 65 interchange improvements, \$99 million for the US 50/Rancho Cordova Parkway interchange, new light rail stations, and adding a third rail track between Sacramento and Roseville.

This is because all the state's transportation plans include projections of future emissions that are based on improving federal fuel efficiency standards, as in the current rule. Freezing those standards would mean the model transportation planning agencies use to project



While the proposed rule change will result in uncertainty for transportation planning, the air quality impact of the rule change is unambiguous. As [an analysis by CALCOG](#) shows, if California were required to follow the federal rollback proposal, global warming emissions could increase by almost 15 million metric tons per year by 2025. That is roughly equivalent to putting an additional 2.8 million cars on the state's roads for a year.

The EPA's argument for making the change is that making vehicles more fuel efficient, and therefore lighter, also makes them less safe for their occupants. That argument ignores the fact that heavier vehicles are more dangerous for the pedestrians and cyclists who are hit by them, and it is also under fire from vehicle safety researchers.

It's worth exploring that [argument](#) more, but a telling example is that when Ford converted the steel bodies



safety rating, as it did all other aluminum-body vehicles it crash tested.”

Even automakers who had originally been supportive of the proposed rule are now reversing course, as shown in a [June letter to President Trump from 17 major car companies](#). They fear that if the rule does not survive the inevitable legal challenges, they will face a split US car market with rival fuel efficiency standards and an uncertain market.

On July 24, California Governor Gavin Newsom and top air regulators announced a voluntary framework agreement with Ford, Honda, BMW of North America, and Volkswagen Group of America that will ramp up fuel efficiency standards over time and encourage investment in electric vehicles. Newsom said the agreement shows that the EPA’s emissions rollbacks aren’t in the best interest of the auto manufacturers, adding, “Which begs the question: who are they doing this for?” Still, the agreement won’t prevent the project



world consequences of the proposed rule but they will be delayed, and possibly overturned, by legal challenges.

Testifying before the California Transportation Commission in May, SACOG executive director James Corless called the impending rule change “a five-alarm fire.” He explained that if California’s air quality model was invalidated, then SACOG’s Metropolitan Transportation Plan/Sustainable Communities Strategy would be unlikely to attain federal approval. That “lapse” would freeze federal funds, meaning years of construction slow-downs, job losses, and delays to freight movement, among many other impacts.

Corless called on local officials to “reach out in a very bipartisan way” because it would take “a huge effort to make sure this doesn’t hit us really hard. This could be devastating.”

If you would like news like this sent to you monthly, sign up for SACOG’s newsletter the

Sacramento Area Council of Governments (SACOG)

Projects At Risk Should SAFE Vehicle Rule be Finalized

	PROJECT TITLE	PROJECT LIMITS	PROJECT COST
1	Baseline Road	In Roseville, Baseline Road from Fiddymont Road to Sierra Vista Western edge west of Watt Avenue: widen from 2 to 4 lanes.	7,852,055
2	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
3	Vista Grande Arterial	In Roseville, from Fiddymont Rd west to Westbrook Blvd, construct new 4-lane arterial.	2,500,000
4	I-80/SR 65 Interchange Improvements Phase 1	In Placer County: Between I-80 and Pleasant Grove Boulevard; Reconfigure I-80/SR 65 interchange to add auxiliary lane on northbound SR 65 from I-80 westbound on-ramp to Galleria Boulevard/Stanford Ranch Road off-ramp, widen inside northbound SR 65 from 2 to 3 lanes from south of Galleria Boulevard/Stanford Ranch Road off-ramp to Pleasant Grove Boulevard off-ramp, 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-OH260) for auxiliary lane on northbound SR 65 between I-80 and Galleria Boulevard/Stanford Ranch Road. SHOPP funding (EA 03-OF352) for southbound on-ramp from Galleria Boulevard/Stanford Ranch Road.. Toll Credits for ENG, ROW, CON	53,283,200
5	SR 65 Capacity & Operational Improvements Phase 1	SR 65, from Galleria Blvd. to Lincoln Blvd., make capacity and operational improvements. Phase 1: From Blue Oaks Blvd. to Galleria Blvd., construct third lane on southbound SR 65 and auxiliary lane from Galleria Blvd. to Pleasant Grove Blvd on southbound SR 65, including widening Galleria Blvd. southbound off-ramp, (Toll credits for PA&ED)(Emission Benefits in kg/day: ROG 15.80; NOx 15.88; PM10 11.66)	16,250,000
6	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
7	Sunset Blvd Phase 2	Sunset Blvd, from Foothills Boulevard to Fiddymont Rd: Construct a 2-lane road extension [PLA15410 is Phase 1.]	6,365,000
8	Walerga Road	Walerga Rd: Widen and realign from 2 to 4 lanes from Baseline Rd. to Placer / Sacramento County line.	13,781,700

Sacramento Area Council of Governments (SACOG)

Projects At Risk Should SAFE Vehicle Rule be Finalized

9	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
10	US 50 65th St.. to Howe Ave. Auxiliary Lane	In the City of Sacramento, US 50, from 65th Street to east of Howe Avenue (PM R2.6/R3.8) - Construct westbound auxiliary lane [project proposes to add/extend US 50 auxiliary lane, which currently begins with the Howe Ave slip entrance, and will be extended to the east to receive traffic from the Howe Ave loop entrance ramp] [CTIPS ID 107-0000-1041]. Toll Credits for ENG	3,930,000
11	Folsom Blvd./Power Inn Rd. Intersection (Ramona Ave Phase I)	Near intersection of Folsom Blvd. and Power Inn: Ramona Ave., extend northward from Brighton Ave. to connect to Folsom Blvd. This will improve the operations of the Folsom Blvd./Power Inn Intersection. (Phase 2, SAC24654) (CMAQ Emission Reductions in kg/day: ROG 0.05, NOx 0.04, PM10 0.02, PM2.5 0.02). Toll Credits for CON	8,656,889
12	Metro Air Parkway Interchange at I-5	In Sacramento County, I-5 @ Metro Air Parkway near Sacramento International Airport: Construct the first phase of a five-lane partial clover Type L-9 interchange for Metro Air Parkway at Interstate 5 (I-5). Construct a three lane overcrossing facility with a median, bike lanes and a sidewalk on the west side. Metro Air Parkway will connect on the north of the interchange and terminate south of I-5 with a cul-de-sac. South Bayou Rd will realigned to provide the r/w for partial completion of two-quadrant partial cloverleaf interchange. Project also includes a one-lane northbound I-5 exit ramp and diagonal entrance ramp, one-lane southbound I-5 exit ramp, a two-lane southbound I-5 loop entrance ramp with auxiliary lane, street lighting, striping, signs, relocation of an existing drainage ditch on the south side of the freeway, construction of drainage improvements with the interchange, and relocation of utilities.	26,989,000
13	Feather River Bridge at 5th St.	5th St.(Fifth St)/Bridge St. crossing over the Feather River/2nd St, between Marysville and Yuba City: Replace 2-lane bridge with 4-lane bridge. (HPP# 3631) (Toll Credits for ROW and CON) (Local Agency funds for CON are non-participating.). Toll Credits for ROW, CON	88,922,631

Sacramento Area Council of Governments (SACOG)

Projects At Risk Should SAFE Vehicle Rule be Finalized

14	Riverfront Street Extension	Riverfront Street, from Mill Street extending .3 miles south, and 5th Street, from Bridge Street to 15th Street: Extend Riverfront Street as a two-lane roadway with sidewalks, lighting, wet and dry utilities and landscaping. Widen 5th Street between Mill Street and 15th Street to accomodate a cycle track (two way bike lane), underground overhead utilities, wet and dry utilities, and sidewalk. The cycle track will extend from Bridge Street to 15th Street and intersection enchancements at 15th Street and Bridge Street.. Toll Credits for ROW, CON	5,334,500
15	North Beale Road Improvements	Widen Roadway from 2-lanes to 4-lanes and install curb gutter and sidewalk from Linda Ave to Griffith Rd.	2,000,000
16	Lotz Parkway	In Elk Grove, Lotz Parkway from Whitelock Parkway to Poppy Ridge Road: Construct new 4-lane roadway; and Lotz Parkway from Poppy Ridge Road to 0.5 miles south of Whitelock Pkwy at the northern boundary of the Sterling Meadows development area: Construct new 2-lane roadway.	8,662,500
17	Diamond Springs Pkwy - Phase 1A (SR-49 Realignment)	Realign SR-49/Diamond Rd from Pleasant Valley Rd to north of Lime Kiln Rd; Improvements include: two 12-ft lanes and 8-ft shoulders, signal modification at Pleasant Valley Rd/SR-49 intersection, residential frontage road, and potential underground utility district. Phase 1A was split from Phase 1 (CIP72334/ELD15990) which is now Phase 1B. (CIP72375)	14,781,000
18	Market St.	City of Roseville, Market St., from approx. 800 feet north of Baseline Road to Pleasant Grove: Extend 2 lanes.	8,500,000
19	Tuly Parkway	West of Elmer Rd and east of Domain Wy, construct Tuly Parkway as two lane road, from Butte House Road to Queens Avenue. Work will include road and traffic signal improvements.	1,300,000
20	SR 51 and SR 99 Install Ramp Meters at Various Locations	In Sacramento County, on SR 51 and SR 99, at various locations - Install ramp meters [CTIPS ID 107-0000-1006] (Toll Credits) [EA 0F351, PPNO 6913] [child project of parent EA 0F350; second child is EA 0F352 PPNO 6913A]. Toll Credits for ENG, ROW, CON	31,317,000
21	Rancho Cordova Parkway, Douglas Road to Chrysanthy Boulevard	Construct a new 4 lane road Rancho Cordova Parkway, from Douglas Road to Chrysanthy Boulevard.	3,426,000
22	SR 99 / West Elkhorn Auxiliary Lanes	Construct auxiliary lanes between the SB I-5 to NB SR 99 Connector and the off-ramp to West Elkhorn Blvd, and between the WB West Elkhorn to SB SR 99 loop on-ramp and the SB SR 99 to NB I-5 Connector including Ramp Meters for the SB on-ramps to SR 99 (PM R32.5/33.5)	7,995,000

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23	Bradshaw / Sheldon Intersection & Bridge	In Elk Grove, at the intersection of Bradshaw and Sheldon Roads, over east branch of Laguna Creek: Intersection improvements. Replace 2 lane bridge with new bridge with multiple lane configuration per MTIP item for intersection.	7,035,773
24	Elk Grove-Florin Rd. Bridge	Elk Grove-Florin Rd, over Elder Creek, 0.1 mi north of Gerber Rd.: Replace functionally obsolete 2 lane bridge and widen to 6 lanes.	6,097,301
25	Walerga Rd/Dry Creek Bridge Replacement	Walerga Rd, over Dry Creek, 1.1 mi S Base Line Rd. Replace the existing 2 lane bridge with a 4 lane bridge.. Toll Credits for CON	44,054,078
26	East Joiner Parkway Widening Phase 1	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Rocklin City Limits	9,290,000
27	South Sacramento Light Rail (Blue Line) - Phase 2	In Sacramento, extend light rail from the terminus of South Line Phase 1 (Blue Line) at Meadowview Station further south to Cosumnes River College (CRC). Includes 4.2 miles of track, 4 new stations, and 2700 park & ride spaces. Revenue service began August 2015. Project complete when Morrison Creek Station construction is finished (2018). The Section 5309 New Starts Funds are broken out as follows: \$4,410,000, FTA 5309 New Starts, FFY 2010, \$6,930,000, FTA 5309 New Starts, FFY 2011, \$24,011,926, FTA 5309 New Starts, FFY 2012, \$40,000,000, FTA 5309 New Starts, FFY 2013, \$45,660,000, FTA 5309 New Starts, FFY 2014, \$13,988,074 FTA 5309 New Starts, FFY 2015. The non New-Starts balance of funds totaling \$135,000,000 will come from the following sources: \$7,100,000 CMAQ, \$8,100,000 TCRP, \$4,307,000 STIP, \$35,437,279 State Prop 1B PTMISEA, \$8,200,000 State Prop 1B SLPP, \$156,660 STA, \$16,552,648 Measure A Sales Tax, \$1,481,421 Laguna Community Facilities District (LCFD), \$4,741,413 Elk Grove/West Vineyard/Vineyard Fee Districts, \$ 48,923,580 RT Revenue Bonds.	270,000,000
28	Western Placerville Interchanges Phase 2.2 - Eastbound On-ramp	Phase 2.2: In the City of Placerville, separate, but geographically adjacent to the Western Placerville Interchanges Phase 2 project, at US 50 at Ray Lawyer Drive: Construct eastbound on-ramp.. Toll Credits for ENG	2,270,000

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29	Grant Line Road Widening Phase 2 and Capital SouthEast Connector B2	In Elk Grove, Grant Line Road, from Waterman Road to Bradshaw Road (SouthEast Connector Segment B2): Widen from 2 to 4 lanes. (Specifically, from Waterman Road to Mosher Road, widen symmetrically, adding a new line to both sides. And from Mosher Road to Bradshaw Road, add 2 lanes on the north side and reuse the existing 2 lanes.) At Grant Line Road/Bradshaw Road and Grant Line Rd / Mosher Rd Intersection: Realign and signalize intersection. (PE and ROW for intersection work programmed on SAC24700. See also SAC25081.)	19,963,000
30	Mosquito Rd./ Clay St. Park & Bus	Phase II - Construct an additional 50-car parking lot with lighting landscaping, install public restrooms, and install the El Dorado Trail facility. (Toll Credits for PE and CON). Toll Credits for ENG, CON	2,085,000
Subtotal of Projects Requiring Federal Action by October 2019			\$717,734,377
31	Placerville Dr Bridge Widening	Hangtown Creek Bridge at Placerville Drive, 0.3 mi west of Cold Springs Rd: Replace existing functionally obsolete 2-lane bridge with a new 4-lane bridge.	4,935,550
32	Diamond Springs Pkwy - Phase 1B	Construct new 2-lane divided arterial roadway from Missouri Flat Rd east of Golden Center Dr to a new T-intersection with SR-49 south of Bradley Dr; includes planning, environmental clearance, grading and right of way for the ultimate 4-lane road, required improvements to SR-49 and three new signals. See ELD19348/CIP72375 for Phase 1A and ELD19203/CIP72368 for Phase 2. (CIP72334)	28,223,366
33	US 50/Ponderosa Rd/So. Shingle Rd Interchange Improvements	Interchange Improvements: includes detailed study to identify alternatives and select preferred alternative; widening existing US 50 overcrossing to accommodate 5 lanes, and realignment of WB loop on-ramp, ramp widenings, and widening of Ponderosa Rd, Mother Lode Dr, and So. Shingle Rd; includes PE for all phases; (See ELD19170/CIP71339 and ELD19244/CIP71338). Coordinates with ELD19289/CIP53116, ELD19219/CIP#GP150, ELD19246/CIPGP171, and ELD19250/CIP#GP175. (CIP71333). Toll Credits for ENG	16,407,000
34	Blue Oaks Blvd. Extension Phase 2	In Roseville, Blue Oaks Blvd., from Westside Dr. to Santucci Blvd. (formerly Watt Ave.), extend 2 lanes.	6,350,000
35	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.	29,300,000

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36	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
37	US 50 / Rancho Cordova Parkway Interchange	At US 50 and Rancho Cordova Pkwy.: Construct new interchange including auxiliary lanes on U.S. 50 between Hazel Ave. and Sunrise Blvd. and a four lane arterial connection to US 50 of Rancho Cordova Pkwy. to White Rock Rd.(CP05-2003)	99,162,000
38	Capital SouthEast Connector - D3a	In Folsom, at East Bidwell St. / White Rock Rd. Intersection: Signalize and widen the intersection. (Part of SE Connector Segment D3)	22,265,000
39	Kammerer Rd Extension (Connector Segment A)	In Elk Grove, Kammerer Rd. from existing Kammerer Road, from Bruceville Rd. to Big Horn Boulevard: Reconstruct road at 2 lanes with shoulders, and Kammerer Rd., from Bruceville Rd. to Interstate 5/Hood Franklin Interchange: Extend road. Modify the I-5/Hood Franklin interchange (signalization and turn lanes at the ramps), construct a grade separation at the UPRR tracks, Class 2 bike lanes, and signalized intersections at major road crossings. Environmental phase (CEQA and NEPA) covers full project scope, to be built in phases: Kammerer Road: In Elk Grove, from Lent Ranch Parkway to I-5/Hood Franklin Interchange: Widen and extend from 2 to 4 lanes (see MTP/SCS project SAC24114).. Toll Credits for ROW	55,673,492
40	Railyard Boulevard Extension	Railyard Boulevard, between Jibboom Street and Bercut Street: construct approximately 200 feet of new roadway (one lane each direction) to provide access to Downtown Railyards. (See MTP Project SAC24537.)	1,000,000
41	14th Ave. Extension Phase 1	Sacramento. Extension of 14th Avenue from Power Inn Rd to Florin-Perkins. Phase I includes environmental/PE for four lane roadway and construction of two-lane roadway with class II bicycle lanes and landscape planter/sidewalks on the south side of the roadway. Also includes new water and drainage facilities, new streetlights, new traffic signal at 14th Ave/Florin Perkins Rd, and modification to existing traffic signal. (Phase 2 SAC24656, Phase 3 SAC24657)	7,058,000

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42	Hazel Avenue/U.S. 50 Interchange Project	In Sacramento County: Hazel Avenue between Folsom Boulevard and U.S. Highway 50; Modify the existing Hazel Avenue interchange at U.S. Highway 50 (PM 15.0/17.2), extend and grade-separate Hazel Avenue over Folsom Boulevard and the Sacramento-Placerville Transportation Corridor Joint Powers Authority (SPTC-JPA) rail line corridor, widen Hazel Avenue from 4 lanes to 6 lanes between Folsom Boulevard and U.S. Highway 50, and provide multi-modal corridor improvements.	83,402,000
43	Hazel Ave Widening Phase 3	Sacramento County, Hazel Avenue, from Sunset Ave. to Madison Ave.: Widen from 4 to 6 lanes. New traffic signals at Roediger Lane and Phoenix Avenue. Improve existing and projected traffic congestion; enhance pedestrian and bicycle mobility in the corridor, address safety concerns, and improve the aesthetics of the corridor.	16,051,000
44	Broadway Complete Street Phase I	Phase I: In Sacramento, Broadway from 3rd St to 16th St, convert four lane arterial to two lane arterial with buffered bike lanes, median improvements, sidewalk improvements and streetscape enhancements. Create surface street (29th St.) from X St. to Hwy 99 South. PA&ED will be completed for the entire 2-mile corridor.	4,414,000
45	Power Inn Rd. Improvement Project	Power Inn Road, from Florin Road to 52nd Avenue: Widen from three to four lanes and install curb, gutter, sidewalk infills, ADA ramps, and bike lane improvements. From 450 feet south of Loucreta Drive to 52nd Avenue: install landscape medians. (Scope included in MTP/SCS project SAC24274. Related ATP project is SAC25022.)	4,522,000
46	Zinfandel Drive Extension & Realignment	In Sacramento County: Zinfandel Drive, from Douglas Rd. to 7,100 ft south of Douglas Rd.: reconstruct Zinfandel Drive as a two lane road. From 7,100 ft south of Douglas Rd. to Kiefer Blvd.: extend Zinfandel Dr. as a two lane road on a slightly different alignment than the existing dirt road. Construct concrete box culvert over creek just north of Kiefer Blvd.	5,848,000
47	Sacramento-West Sacramento Downtown/Riverfront Streetcar Project (Phase 1)	Construction of the Phase 1 of the Downtown/Riverfront Streetcar. The alignment runs from West Sacramento Civic Center/Riverfront Street to the Midtown entertainment, retail, and residential district of Sacramento. (Project Development programmed separately under VARS6127, for \$14,570,000.)	194,000,000

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48	Live Oak Collaborative Highway 99 Streetscape Improvements	In Live Oak, SR 99, from Ash Street to Ramsdell Drive: widen from 2 to 4 lanes and build streetscape improvements. (Toll credits for PE, ROW, and CON) (See project phases in MTP: SUT18872, SUT17014, SUT18865, SUT18906, SUT17013, SUT17015, and SUT17016.). Toll Credits for ENG, ROW, CON	22,090,938
49	Bridge Street Widening	In Yuba City, Widen Bridge Street from Cooper Street to Gray Avenue: widen to 4 lanes.	9,393,543
50	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
51	Sibley Street	In Folsom, Sibley Street from Glenn Drive to Blue Ravine Road: widen from 2 to 4 lanes.	1,800,000
52	Big Horn Blvd. Extension - Bilby to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd, Construct (4-lanes) extension	8,181,000
53	Horn Light Rail Station	On the Gold Line, between Butterfield and Mather/Mills stations, at Horn Rd. and Old Winery Pl, construct new light rail station. (Emission Benefits in kg/day: 0.27 ROG, 0.26 NOx, 0.15 PM10)	13,000,000
54	Elk Grove-Florin Rd. Widening	In Sacramento County, Elk Grove-Florin Road from North of Elder Creek to Florin Road: widen from 2 to 4 lanes. (Existing Elder Creek bridge is being replaced and widened to 6 lanes SAC24380)	7,516,000
55	Roseville Parkway Widening	In Roseville, on Roseville Parkway, widen from 6 to 8 lanes from just east of Creekside Ridge Drive to Gibson Drive (E).	11,200,000
56	Dos Rios Light Rail Station	On Blue Line light rail, on the east side of 12th St., south of Richards Blvd.: build new light rail station. The station is part of the redevelopment of Twin Rivers public housing development. (Emission Benefits in kg/day: 1.02 ROG, 0.97 NOx, 0.58 PM10)	23,000,000
57	US 50 - Camino Operational / Safety Improvements	Near Placerville and Camino, US 50, from 0.2 mile west of Still Meadows Road to 0.4 mile east of Upper Carson Road (PM 21.9/24.5) - Install median barrier, widen shoulders, construct acceleration/deceleration lane, construct an undercrossing and construct access to the undercrossing from local roads [SHOPP CTIPS ID 107-0000-1030] [Caltrans is the lead agency for the project. El Dorado County, Community Development Agency, Transportation Division is a participating agency.] HSIP7-03-008. Toll Credits for ROW	52,220,000

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58	Sacramento to Roseville Third Main Track - Phase 1	On the Union Pacific mainline, from near the Sacramento and Placer County boarder to the Roseville Station area in Placer County: Construct a layover facility, install various Union Pacific Railroad Yard track improvements, required signaling, and construct the most northern eight miles of third mainline track between Sacramento and Roseville (largely all in Placer County), which will allow up to two additional round trips (for a total of three round trips) between Sacramento and Roseville.	83,535,000
59	Atlantic Eureka I-80 W/B On-ramp Widening	In Roseville, widen the Atlantic Street/Eureka Road/I-80 W/B On-ramp, including bridge widening over Miners Ravine, from 1-lane to 2-lanes plus an HOV bypass lane. (Toll Credits for CON). Toll Credits for CON	8,380,000
60	Folsom Gold Line Service Enhancements	Construct side tracking needed to increase Gold Line frequencies from 30 minutes to 15 minutes on the segment between Sunrise Station in Rancho Cordova and Historic Folsom station in Folsom.	48,400,000
61	SR 70 Passing Lanes - Segments 4 & 5	On SR 70 north of Marysville, from Laurellen Road to Butte County line [PM 16.2/25.8]: Construct a new continuous passing lane in both directions. [CTIPS ID 107-0000-1142]	40,000,000
62	I-80/Richards Interchange	In Davis: At the I-80/Richards interchange; reconstruct the north side of Richards Blvd. interchange to remove the loop on- and off-ramps and replace with new ramp in diamond configuration. Includes traffic signal installation. Install new Class II bike lanes and a parallel Class I trail (0.5 mi of Class I and 1 mi of Class II). (CMAQ funds are for eligible bike/ped components only.)	12,864,763
63	Phase 2 - West Capitol Avenue Rehabilitation - Complete Streets and Safety	West Capitol Avenue from Enterprise Ave to Houston Ave is to rehabilitate 5,300 linear feet of deteriorating pavement, widen from 2 to 4 lanes from Sutter Ave to I-80 overpass (1,600 linear feet) and widen from 3 to 4 lanes from east of I-80 off ramp to west of Northrop Drive (2,700 linear feet), install drainage improvements, sidewalks, access ramps, bike lanes, street lighting and cross walks for safer pedestrian crossings. (CMAQ funds for new bike/ped facilities.) (PE work programmed separately on YOL19383.)	5,942,000
64	Capital SouthEast Connector - D3b	In Folsom, White Rock Road, from Prairie City Road to East Bidwell Street/Scott Road: Reconstruct and widen road from two to four lanes with Class I multi-use path. (See SAC25080, and SAC24250.)	5,000,000
Subtotal of Projects Requiring Federal Action by April 2020			\$1,002,134,652
65	Coleman Street Extension	Construct 150-foot 2-lane roadway with sidewalk and gutter on both sides to extend Coleman Street from Bedford Avenue to Spring Street	2,300,000

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66	Combella Road Extension	Road Extension: Combella Road	3,466,000
67	Ray Lawyer Drive Extension East	Ray Lawyer Drive Extension East - Construct a new 2,500 ft. 2-lane road to City collector street standard to support future county courthouse joint project with El Dorado County	8,122,000
68	Western Placerville Interchanges Phase 3	Replacement and widening of the Forni Road/Placerville Drive US 50 Overcrossing, improved operations at the Forni Road/Placerville Drive/US 50 interchange, a westbound US 50 offramp and offramps at the existing Ray Lawyer Drive overcrossing, and an eastbound auxiliary lane between the Forni Road/Placerville Drive/ US 50 interchange and the Ray Lawyer Drive interchange.	23,374,018
69	Wiltse Road Intersection Improvements	Wiltse Road Intersection Improvements/Signalization. Construct 400 feet of 2 lane roadway with sidewalk, curb and gutter both sides. A new bridge over Hangtown Creek.	4,728,000
70	Aux Lane Project: EB Bass Lake	EB Bass Lake to Cambridge Road	1,500,000
71	Aux Lane Project: EB Cameron Park Drive	EB Cameron Park Drive to Ponderosa Road	1,500,000
72	Aux Lane Project: WB Bass Lake	Interchange Improvements: this phase includes detailed study to determine complete improvements needed; Phase 1 may include ramp widening, road widening, signals, and WB auxiliary lane between Bass Lake and Silva Valley interchanges; Phase 1 assumes bridge replacement. (See ELD19217 for Phase 2) CIP71330	1,500,000
73	Aux Lane Project: WB Latrobe Road / ED Hills Blvd	WB Latrobe Road/ ED Hills Blvd. to Empire Ranch	1,500,000
74	Aux Lane Project: WB Ponderosa Road	WB Ponderosa Road and Cameron Park Drive	1,500,000
75	Aux Lane Project: WB Silva Valley	WB Silva Valley to El Dorado Hills Blvd (T)	1,500,000
76	US50 Aux Lanes, Empire Ranch to Latrobe Rd (T)	US-50 In EB direction from Empire Ranch to Latrobe Rd (T) install auxiliary lane	1,500,000
77	Bass Lake Road Widening	Widen and reconstruct Bass Lake Road from US 50 to Serrano Parkway to 4-lane divided road. Includes a median, sidewalk and bike lanes. (CIP66109)	14,257,000
78	Cameron Park Drive Widening - Palmer Drive to Sudbury Road	Widen Cameron Park Drive to 4 lanes (divided) from Palmer Drive to Sudbury Road Includes a curb, gutter, and sidewalk. (CIP 72143/36105004)	8,687,000
79	Country Club Drive Extension - Bass Lake Road to Tong Road	Construct 2-lane extension of Country Club Drive from Tong Road to Bass Lake Road. Roadway includes 8-foot paved shoulders, curb, and gutter (CIP# 71361)	13,258,000
80	Country Club Drive Extension - El Dorado Hills Blvd to Silva Valley Parkway	Construct new 2-lane extension of Country Club Drive from El Dorado Hills Blvd to Silva Valley Parkway. Includes curb, gutter, and sidewalk on both sides. (CIP# 72377)	11,451,000
81	Country Club Drive Extension - Silva Valley Parkway to Tong Road	Construct new 2-lane extension of Country Club Drive from Silva Valley Parkway to Tong Road. Includes curb, gutter and sidewalk on both sides. (CIP 71362/36105008)	6,930,000

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82	Enterprise Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73365/36105052)	2,484,000
83	Green Valley Rd Widening - Francisco Dr to Silva Valley Parkway	Widen existing Green Valley Rd from Francisco Dr to Silva Valley Parkway from two to four lanes; includes curb gutter and sidewalk. (CIP GP178/36105018)	6,421,000
84	Headington Rd Ext - Missouri Flat to El Dorado	Construct new 2-lane arterial with median extension of Headington Rd from Missouri Flat Rd to El Dorado Rd. Does include curb, gutter or sidewalk. (CIP71375)	6,747,000
85	Industrial Drive/Missouri Flat Road Signalization	Includes signalization, turn lanes, utility relocation. (CIP 73366/36105053)	2,150,000
86	Latrobe Rd Widening - Golden Foothill Pkwy to Investment Blvd	Widen Latrobe Rd from Golden Foothill Pkwy (south end) to Investment Blvd from 2-lanes undivided to 4-lanes divided with curb, gutter, and Class II bike lanes; modify signal at Investment Blvd. (CIP Unfunded Project List 81/72350)	3,516,000
87	Latrobe Road Connection	Intersection improvements at Golden Foothill Parkway (south) and Carson Crossing Drive. Sidewalk, curb and gutter are not TIM Fee Funded (CIP 66116/36105024)	747,000
88	Missouri Flat Rd Widening, Headington Rd to Prospector's Plaza	Add 1 lane in each direction with a raised median (CIP GP 165)	1,299,000
89	Missouri Flat Road Widening - China Garden Rd to Pleasant Valley Road/SR49	Widening of Missouri Flat Road from China Garden to Pleasant Valley Road/State Route 49. Work includes widening the road to 4 lanes, sidewalk, curb, and gutter. (CIP 72142/36105027)	4,175,000
90	Mother Lode Dr/Pleasant Valley Rd - Signalization	Reconfigure existing "Y" all-way stop to a signalized "T" intersection including turn pockets and shoulder improvements. CIP73307	7,782,300
91	Saratoga Wy. (Phase 2)	Phase 2 will widen the existing two-lane road to four-lanes from the Sacramento County line to El Dorado Hills Boulevard with full curb, gutter and sidewalk on the north side only. Environmental clearance and preliminary engineering will be completed under Phase 1 project CIP#71324.	3,300,000
92	US 50 Auxiliary Lane Eastbound - Bass Lake Road to Cambridge Road	This project consists of widening US 50 and adding an auxiliary lane to eastbound US 50 connecting Bass Lake Road Interchange and the Cambridge Road Interchange. Timing of construction to be concurrent with or after the Bass Lake Road Interchange Improvements project (CIP 71330/36104005). (CIP GP148/36104018)	9,404,000
93	US 50 Auxiliary Lane Eastbound - Cameron Park Drive to Ponderosa Road	Project provides eastbound continuous auxiliary lane from Cameron Park Drive Interchange to Ponderosa Road Interchange as determined necessary in the US 50/Cameron Park Drive PSR/PDS dated October 2008. (CIP 53127/36104020)	8,926,000

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94	US 50 Auxiliary Lane Eastbound - Sacramento County Line to El Dorado Hills Blvd	Widening US 50 and adding an auxiliary lane to eastbound US 50 from El Dorado Hills Boulevard/Latrobe Road Interchange. This project will eventually connect to the City of Folsom's future Empire Ranch Road Interchange. Timing of construction to be concurrent with El Dorado Hills Blvd Interchange (71323) or Empire Ranch Interchange. The City of Folsom is planning the update to the CEQA/NEPA for the Empire Ranch Interchange Environmental Impact Report.(CIP# 53125)	6,934,000
95	US 50 Auxiliary Lane Westbound - Cameron Park Dr to Cambridge Rd	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Cambridge Road Interchange. (CIP 53US50/36104028)	11,900,000
96	US 50 Auxiliary Lane Westbound - Ponderosa Rd to Cameron Park Dr	Widening US 50 and adding an auxiliary lane to westbound US 50, connecting Cameron Park Drive Interchange to Ponderosa Road Interchange. Timing of construction to be concurrent with or after the Ponderosa Road Interchange Improvements project (71333/36104010). (CIP 53128/36104024)	9,543,000
97	US 50 Westbound Auxiliary Lane - Cambridge Road to Bass Lake Road	This project consists of widening US 50 and adding an auxiliary lane to westbound US 50 connecting Cambridge Road Interchange to Bass Lake Road Interchange. (GP149)	9,250,000
98	US 50/Cambridge Rd Interchange	Phase 1 Improvements to Cambridge Road Interchange. Phase I project consists of widening the existing eastbound and westbound off-ramps; addition of new westbound on-ramp from southbound Cambridge Road; reconstruction of the local intersections to provide for additional capacity, both turning and through; and the installation of traffic signals at eastbound ramp terminal intersection. Also includes preliminary engineering for Phase 2 improvements to Cambridge Interchange. This project shall also be coordinated with the US 50 Eastbound Auxiliary Lane from Bass Lake Road Interchange to Cambridge Road Interchange (GP148/36104018), US 50 Eastbound Auxiliary Lane from Cambridge Road Interchange to Cameron Park Interchange (53126/36104019). (CIP 71332/36104006)	9,173,000
99	US 50/Cameron Park Dr Interchange Improvements	Interchange Improvements: this project includes detailed study to identify capacity improvements alternatives and selection of preferred alternative; assumes reconstruction of existing US50 bridges to widen Cameron Park Dr to 8 lanes under the overcrossing; road and ramp widenings. (CIP 72361/36104007)	61,116,000

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100	US 50/El Dorado Rd Interchange - Phase 1	Phase 1 project includes sinalization and widening of existing ramps and minor widening/lane adjustments on El Dorado Road. See project 71376/36104012 for Phase 2 improvements. (CIP 71347/36104011)	5,488,000
101	US 50/El Dorado Rd Interchange - Phase 2	Project would involve construction of left and right turn lanes and additional through traffic lanes as follows: noth/southbound El Dorado Road, and east/westbound on/off-ramps for US 50. Will require either widening of the existing El Dorado Road/US50 overcrossing structure and/or construction of a new adjacent structure. Refer to 2000 PSR. See project No. 71347/36104011 for Phase 1 improvements. (CIP 71376/36104012)	11,165,000
102	US 50/Silva Valley Pkwy Interchange - Phase 2	Final phase of US 50/Silva Valley Parkway Interchange. Due to future growth in the area this project will be necessary to accomodate traffic projected for 2030. Project includes eastbound diagonal and westbound loop on-ramps to US 50. Project is in the preliminary planning phase. (CIP 71345/36104004)	8,156,000
103	White Rock Road Widening - Windfield Way to Sacramento County Line	Widen White Rock Road between the County line and Windfield Way from two to four-lane divided roadway with curb, gutter and Class I bike/pedestrian trail and/or an on-street Class II bike facility. This roadway is part of the Capital Southeast Connector.(CIP 72381/36105041)	4,404,000
104	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	In Placer and Nevada Counties on Route 80 from Kingvale to Soda Springs. Add truck climbing lane.	33,423,000
105	Valley Rail Program – Phase 1	On the UPRR Sacramento Subdivision approximately 39.5 miles from Natomas (W. Elkhorn Blvd.) to San Joaquin County Line: Construct track improvements and additional track, upgrade existing track, construct new stations, and required signaling and layover/maintenance facility. Project improvements will enable two San Joaquins round trips and up to five Altamont Corridor Express (ACE) round trips between Sacramento and the San Joaquin Valley (with one ACE round trip also to the Bay Area). Project includes new equipment for expanded San Joaquins and ACE services and funding for operations to extend ACE to Sacramento.	425,582,000
106	E. Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Sterling Pkwy. Includes: Lincoln Blvd / UPRR overcrossing.	10,000,000
107	East Joiner Parkway Widening A	Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Dr. to Rocklin city limits.	7,800,000
108	East Joiner Parkway Widening B	Widen: East Joiner Parkway from 2 to 4 lanes from Del Webb Blvd. North to Del Webb Blvd. South; 2 to 6 lanes from Del Webb Blvd. South to Twelve Bridges	8,992,396

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109	East Joiner Parkway Widening C	Widen East Joiner Parkway from 4 to 6 lanes from Twelve Bridges Dr. to Bella Breeze.	2,519,661
110	Ferrari Ranch Rd	Widen Ferrari Ranch Road from Caledon Circle East to SR-65 Interchange, lane reconfiguration for one additional lane	1,961,358
111	Ferrari Ranch Rd Village 7 Bridge	Construct 4 lane bridge on Ferrari Ranch Road across Inghram Slough	3,625,000
112	Ferrari Ranch Road	Widen Ferrari Ranch Road from 2 to 4 lanes from 0.2 miles west of Ingram Pkwy to 0.1 miles north of SR-193	5,412,211
113	Ferrari Ranch Road Extension	Extend Ferrari Ranch Road from Caledon Circle West to Moore Road (Village 7 boundary).	3,255,522
114	Fiddymment Road Expansion	Widen Fiddymment Road to 6 lanes from Moore Road to Athens Ave	24,990,495
115	Fiddymment Road Orchard Creek Bridge	Construct 6 lane bridge on Fiddymment Road across Orchard Creek	4,350,000
116	Joiner Pkwy.	Widen: 6 lanes from Ferrari Ranch Rd. to Moore Rd.	7,001,921
117	Lincoln Blvd Widening Over Auburn Ravine	Lincoln Blvd at Auburn Ravine; Replace 2-lane bridge with a 4-lane bridge	9,880,000
118	Lincoln Blvd. Widening A	Widen Lincoln Blvd. (formerly Industrial Blvd.) from 2 to 4 lanes from SR-65 to Twelve Bridges Dr.	4,233,719
119	Mavis Road A	Construct New Road: 4 lanes, Mavis Road from Dowd Rd to 1.0 miles east of Dowd Rd	2,809,772
120	Mavis Road B	Construct New Road: 6 lanes, Mavis Road from 1.0 miles east of Dowd Rd to existing Nelson Ln	7,954,197
121	McBean Drive Widening - Phase 1	Widen McBean Drive to four lanes from Ferrari Ranch to Oak Tree Lane	9,249,021
122	McBean Drive Widening - Phase 2	Widen McBean Drive to four lanes from Oak Tree Lane to N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane)	5,729,091
123	McBean Drive Widening - Phase 3	Widen McBean Drive to four lanes from N/S Connector Loop (approximately 2900 feet east of Oak Tree Lane) to Sierra College Blvd	2,296,256
124	McBean Park Drive Widening Over Auburn Ravine	From East Ave. to Ferrari Ranch Rd.: Replace 2-lane bridge with a 3-lane bridge, including the McBean Park Bridge at Auburn Ravine.	13,521,200
125	Moore Road Expansion	Widen Moore Road to 4 lanes from Fiddymment Road to 0.5 miles east of existing Nelson Lane	4,493,949
126	Nelson Lane Auburn Ravine Bridge	Construct 6 lane bridge on Nelson Lane across Auburn Ravine	8,700,000
127	Nelson Lane Extension	Road Realignment and Widening: 6 lanes, Nelson Lane from Rockwell Ln to Moore Rd	12,114,449
128	Nelson Lane Interchange	Interchange at Nelson Lane and SR-65	40,600,000
129	Nelson Lane Widening	Widen Nelson Lane to 6 lanes from Nicolaus Road to Rockwell Lane	6,772,102

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130	Nicolaus Rd.	Widen Nicolaus Rd. 1 lane from Airport Rd. to Aviation Blvd.	3,999,142
131	Oak Tree Extension	Construct New Road: Oak Tree Lane, 4 lanes between McBean Park Dr. and Ferrari Ranch Road.	8,471,567
132	Oak Tree Extension Phase 2	Construct New Road: Oak Tree Lane, 4 lanes between Virginiatown Rd. and Fox Ln	1,332,543
133	Oak Tree Lane Auburn Ravine Bridge	Construct 4 lane bridge on Oak Tree Lane across Auburn Ravine (Ferrari Ranch Road to Virginiatown Road)	7,975,000
134	Oak Tree Lane Southern Widening	Widen 1 lane on Oak Tree Ln. from McBean Park Dr. to 0.35 miles south of McBean Park Dr	754,835
135	Twelve Bridges Dr. Widening A	Widen Twelve Bridges Dr. from 2 to 4 lanes from Lincoln Blvd. to west side of SR-65 Interchange (approx. 0.15 miles)	1,981,120
136	Dominguez Road	In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80.	11,000,000
137	Monument Springs	2-lane extension and 2-lane bridge	2,147,226
138	Pacific St.	Widen: 6 lanes from SW of Sunset Blvd. to NE of Sunset Blvd.	240,000
139	Pacific Street	Widen Pacific street to 4 lanes from Sierra Meadows to Loomis Town Limits	5,251,927
140	Rocklin Road Widening	Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard.	372,266
141	Rocklin Road Widening A	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
142	Rocklin Road/I-80 Interchange	In Rocklin: from Rocklin Rd. onto both WB and EB I-80; construct roundabouts or other improvements at ramp EB/WB ramp terminus.	26,150,000
143	Sierra College Blvd. Widening D	In Rocklin, widen Sierra College Boulevard from 4 to 6 lanes from I-80 to Aguilar Tributary.	3,800,000
144	Sierra College Blvd. Widening E	In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 4 to 6 lanes.	2,750,000
145	Sierra College Boulevard	Widen Sierra College Blvd. to 6 lanes from I-80 to south of Taylor Rd.	3,565,550
146	Sunset Blvd. Widening B	Sunset Boulevard: Widen from 4 to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road.	1,100,000
147	Sunset Boulevard	Widen Sunset Boulevard from 4 to 6 lanes, from Stanford Ranch Road to Pacific Street, including Bridge of UPRR.	4,177,406
148	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.	2,300,000

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149	West Oaks Boulevard	West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway.	3,500,000
150	Whitney Ranch Parkway	Whitney Ranch Parkway, construct new 4-lane facility from east of Wildcat Blvd. to Whitney Oaks Dr.	12,428,000
151	Whitney Ranch Parkway Widening	Widen Whitney Ranch Parkway from 2 to 6 lanes from Northbound SR 65 Ramp to East of Wildcat Blvd.	3,083,809
152	Atlantic/Vernon Roundabout	construct roundabout at intersection of Atlantic Street and Vernon Street	4,000,000
153	Baseline Rd. Widening	In Roseville, Baseline Rd., from Brady Lane to Fiddymment Road: widen from 3 to 4 lanes.	6,106,889
154	Blue Oaks over UPRR Bridge Widening	Construct 4 lane bridge over UPRR tracks and Industrial Ave. on westbound Blue Oaks Blvd. between Foothills Blvd. and Washington Blvd to widen existing 4 lane roadway to 8 lanes	23,000,000
155	Blue Oaks west widening, Santucci to Westbrook	North of Pleasant Grove Blvd., construct 4 lanes to widen Blue Oaks to 6 Lane Roadway from Santucci Blvd. to Westbrook Blvd. (first two lanes will be constructed with Blue Oaks Blvd. Extension Phase 2).	5,700,000
156	Blue Oaks west widening, Westbrook to Westpark	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westbrook Blvd. to Westpark Blvd.	1,600,000
157	Blue Oaks west widening, Westpark to Fiddymment	North of Pleasant Grove Blvd., 4 lanes to widen Blue Oaks to construct 6 Lane Roadway from Westpark Blvd. to Fiddymment Rd.	3,000,000
158	Blue Oaks west widening, Woodcreek Oaks to Foothills	North of Pleasant Grove Blvd., construct 1 additional westbound lane to widen Blue Oaks to a construct 8 Lane Roadway from Woodcreek Oaks Blvd to Foothills Blvd	500,000
159	Dry Creek Greenway West Trail	Bikeway Facilities: from Darling Wy. to western Roseville City limits along Dry Creek.	4,000,000
160	Pleasant Grove Blvd. Extension	In Roseville, extend 4 lanes of Pleasant Grove from 1500 feet west of Market St to Santucci Blvd (Watt Ave).	5,300,000
161	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
162	Roseville Parkway Extension	North of Pleasant Grove Blvd. and South of Blue Oaks Blvd., construct roadway segment between Foothills Blvd. and Washington Blvd. extending Roseville Parkway from it's current termination point at Washington Boulevard, through to Foothills Blvd. The segment will include a bridge over Industrial Blvd. and the UPRR tracks.	22,500,000

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163	Roseville Parkway Widening @ Galleria	Construct additional eastbound and westbound through lanes on Galleria Blvd. between Creekside Ridge Dr. and Gibson Drive and add an additional left turn lane from SW bound Pleasant Grove Blvd. onto SE bound Roseville Parkway	8,000,000
164	Roseville Road Widening	Widen Roseville Rd. from 2 to 4 lanes Between Cirby Way and southern city limit.	2,500,000
165	Taylor Rd. Operational Improvements B	In Roseville; from just N/O E. Roseville Parkway to City Limits, widen Taylor Rd. from 2 to 4 lanes.	17,200,000
166	Vista Grande Arterial B	In Roseville, from Westbrook Blvd, west to Siera Vista Specific Plan western boundary, construct new 4-lane arterial including a bridge over Curry Creek.	5,500,000
167	Westbrook Blvd. A	Construct 4 New lanes of the ultimate 6-lane Road: west of Fiddymment Road between Baseline and Pleasant Grove in proposed new Sierra Vista Specific Plan.	7,500,000
168	Westbrook Blvd. B	Construct New Road: west of Fiddymment and north of Blue Oaks in proposed new Creekview Specific Plan.	6,000,000
169	Westbrook Blvd. between Blue Oaks and Pleasant Grove.	Construct 4 lane of ultimate 6-lane roadway between Blue Oaks Blvd. and Pleasant Grove Blvd.	4,500,000
170	Woodcreek Oaks	In Roseville, widen Woodcreek Oaks Boulevard from two to four lanes from just north of Pleasant Grove Boulevard to Crimson Ridge Way, including bridge over Pleasant Grove Creek.	8,500,000
171	I-80 Eastbound Auxiliary Lane and I-80 Westbound 5th Lane	In Roseville and Rocklin: Between SR 65 and Rocklin Rd. on eastbound I-80, and east of Douglas Blvd. to west of Riverside Ave. on westbound I-80; Construct eastbound I-80 auxiliary lane, including two-lane off-ramp to Rocklin Rd, and construct 5th lane on westbound I-80, including reducing Douglas Boulevard off-ramp from 2-lanes to 1-lane. (Toll credits for PE, ROW, and CON). Toll Credits for ENG, ROW, CON	18,655,000
172	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, replace existing eastbound to northbound loop ramp with a new 3 lane direct flyover ramp (including full middle structure for East Roseville Viaduct), construct collector-distributor roadway parallel to eastbound I-80 between Eureka Road off-ramp and SR 65, and widen Taylor Road from 2 to 4 lanes between Roseville Parkway and Pacific Street.	250,000,000
173	I-80/SR 65 Interchange Improvements Phase 3	In Placer County: Between Douglas Blvd. and Rocklin Road; Reconfigure I-80/SR 65 interchange to widen the southbound to westbound ramp from 2 to 3 lanes and the westbound to northbound ramp from 1 to 2 lanes.	100,000,000

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174	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
175	Green Line: MOS2 Township 9 to North Natomas Town Center (CON)	Extend rail from Township 9 to North Natomas Town Center	390,000,000
176	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 5 to 7 lanes with 1 carpool lane southbound and 1 general purpose lane northbound, and construct auxiliary lanes from Galleria Blvd. to Pleasant Grove Blvd on northbound and southbound SR 65, including widening Galleria Blvd. southbound off-ramp, Pleasant Grove Blvd. southbound on-ramp, and Blue Oaks Blvd. southbound on-ramps and northbound on-ramp.	35,250,000
177	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
178	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
179	Dyer Lane Extension	Extend Dyer Lane west/north to Baseline Road at Brewer Road and east/north to Baseline Road west of Fiddymment Road and widen to four lanes in accordance with the Placer Vineyards Specific Plan.	10,025,700
180	Education Street	Construct 2 lane roadway and signal modifications - east of SR 49 to Quartz Drive	3,835,900
181	Fiddymment Road Widening	Widen Fiddymment Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road.	11,550,000
182	Foothills Boulevard	Foothills Blvd.: Construct as a 2 lane road from the City of Roseville to Sunset Blvd.	8,452,200
183	New Road: 16th St.	Construct New Road: 4 lanes from Sacramento/Placer County Line to Baseline Rd.	7,118,300
184	North Antelope Rd.	North Antelope Rd: Widen from 2 to 4 lanes from Sacramento County line to PFE Rd.	1,704,300
185	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.	12,244,300
186	PFE Rd. Widening	PFE Rd, from Watt Ave. to Walerga Rd: Widen from 2 to 4 lanes and realign.	13,085,000

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187	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
188	Quartz Drive Extension	Extend Quartz Drive from Route 49 to Bell Road.	6,902,600
189	Richardson Drive	Construct 2 lane roadway - connection between Dry Creek Road and Bell Road	6,243,200
190	Sierra College Blvd. Widening A	Widen Sierra College Blvd. from 2 to 4 lanes from Route 193 to Loomis Town Limits.	15,400,000
191	SR 49 Widening A	Widen from 4 lanes to 6 lanes Bell Road to Locksley Lane	8,350,650
192	SR 49 Widening C	Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street.	9,595,600
193	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
194	Watt Avenue	Watt Avenue, from Baseline Rd. to Sacramento County Line: Widen from 2 to 4 lanes.	14,582,700
195	Placer Parkway Phase 3	Construct New Road: 4 lane divided Hwy. between Fiddymment Rd and Watt Avenue. Includes signalized intersections at Watt Avenue.	85,000,000
196	Doc Barnes Dr.	Road Extension: 2 lanes, landscaped median and bike lanes from Horseshoe Bar Rd. to King Rd.	200,000
197	King Rd. Interchange Modification and Aux Lane	Interchange Modification: existing King Rd. overcrossing to accommodate freeway access for traffic from King Rd. onto WB I-80. Includes: a transition auxiliary lane on I-80 from King Rd. to Horseshoe Bar interchange.	500,000
198	Sierra College Blvd. Widening C	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 landscaped median.	5,899,180
199	Sierra College Boulevard Widening	In Loomis, Sierra College Blvd. from Granite Drive to Taylor Road: widen from 4 to 6 lanes.	3,600,000
200	Hi-Bus Infrastructure	Hi Bus Infrastructure for five BRT lines and 20 Enhanced Bus Lines	368,317,000
201	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP.	Arden to SB-51/160. Add meter; change config from 1 to 2+1; convert ex to HOV; extend weaving area to Rte 51/160 SEP.	10,610,000
202	Capital City Freeway (SR 51) widening over the American River	Bridge Widening: Widen SR51 over the American River NB and SB, to 4 lanes plus a managed lane facility in both directions. New Class I bike path next to the freeway. (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	131,000,000
203	EB El Camino to SB Sac-51. Change config from 1 to 1+1.	EB El Camino to SB Sac-51. Change config from 1 to 1+1.	1,370,000
204	EB Expo to SB 51. Change config from 1 to 2+1.	EB Expo to SB 51. Change config from 1 to 2+1.	2,030,000

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205	Howe to NB 51. Lengthen aux lane.	Howe to NB 51. Lengthen aux lane.	2,690,000
206	I-5 and I-80 Managed Lane Connectors and Lanes to Downtown	Reconstruct I-5/I-80 Interchange, including I managed lane facility connectors, and construction of managed lane facility from the I-5/I-80 Interchange to downtown Sacramento (PM 26.7/27.0) [EFIS ID 0300000313] (Emission Benefits in kg/day 1.0 ROG) (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	300,000,000
207	I-5 Aux Lanes, Florin to Pocket	On I-5, in the City and County of Sacramento, from Florin Road to Pocket Road Southbound - Operational improvements, lane extension (PM 16.1/17.2) [EFIS ID 0300001102]	1,500,000
208	I-5 auxiliary (or transition lane) from Cosumnes River Blvd to Pocket Road	In the City of Sacramento construct auxiliary (or transition) lanes from Cosumnes River Blvd to Pocket Road in both directions	1,500,000
209	I-5 Auxiliary Lane (NB) from Elk Grove Blvd to Laguna Blvd	In the City of Elk Grove construct an auxiliary lane on I-5 between Elk Grove Blvd to Laguna Blvd (NB direction) (PM 10.822-11.896)	5,370,000
210	I-5 HOV Lanes - Phase 1	In Sacramento County on I-5, from US 50 to Morrison Creek – Add high-occupancy vehicle (HOV) lanes (i.e., bus/carpool lanes) and soundwalls in both directions (PM 12.9/22.5) [EFIS ID 0312000165]; see 03-3C002 (CAL20467) for Phase 2 [PA&ED being done under 03-3C000 (CAL17840)]. (Toll Credits for PE and ROW) (Emission Benefits in kg/day: 52.9 NOx, 50.4 ROG, 10.5 PM10) [CTIPS ID 107-0000-0880](The I-5 HOV Lanes - Phase 1 project (03-3C001/CAL20466) will be combined for construction with the I-5 Road Rehab project (03-0H100/CAL20700) and the I-5 Fiber Optics Installation project (03-4F450/CAL20693) to form the overall I-5 Corridor Enhancement project (03-0H10U). Toll Credits for ENG, ROW	41,485,000
211	I-5 HOV Lanes - Phase 2	In Sacramento County on I-5, from just north of Morrison Creek to 1.1 mile south of Elk Grove Blvd. - Add high-occupancy vehicle (HOV) lanes (i.e., bus/carpool lanes) (PM 9.7/13.1) [EFIS ID 0318000245]; see 03-3C001 (CAL20466) for Phase 1 [PA&ED was completed under 03-3C000 (CAL17840)]	15,000,000
212	I-5 Managed Lanes from Sutterville Road to Yolo County Line	Construct managed lanes in both directions in Sacramento County on Route 5 from south of US 50 to Yolo County line	312,000,000
213	I-5 Transition Lane	I-5 Transition Lane: SB, from Garden Hwy. off-ramp to the Garden Hwy. on-ramp.	4,000,000

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214	SR 51 (SB) transition lane from E Street to J Street	In the City of Sacramento construct SR 51 (SB) transition lane from E Street to J Street (PM 1.674-1.288)	1,500,000
215	SR 51 (SB) transition lane from P Street to N Street	In the City of Sacramento construct SR 51 (SB) transition lane from P Street to N Street (PM 0.808-0.523)	1,500,000
216	SR 51 Auxiliary Lane	SR 51: Widen structure over Arden Way to 8 lanes plus 2 bus/carpool lanes a managed lane facility in both directions and construct a Transition Lane: NB, from SR160 off ramp to Arden Way on ramp (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	46,000,000
217	SR 51 Bus/Carpool Lanes: Arden to I-80	Managed Lane Facility: Arden to I-80 in both directions (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes)	265,000,000
218	SR 51 Transition Lanes	SR 51 Transition Lanes: NB from Marconi Ave. to Fulton Ave. and SB from Fulton Ave. to Watt Ave.	84,700,000
219	SR 51 Worker Safety Improvements	In Sacramento County in the city of Sacramento on Route 51 from 0.1 mi south of B street UP (Br#24-23) to 0.4 mi north of Arden Way. 2H110	5,990,000
220	SR 99 Auxiliary Lane A	SR 99 auxiliary lane: NB from WB Florin Rd. slip on ramp to EB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000
221	SR 99 Auxiliary Lane	SR 99 Auxiliary Lane extension: SB, from Martin Luther King Blvd on ramp. to WB 47th Ave. slip off ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000
222	SR 99 Managed Lanes	Managed Lane Facility and auxiliary lanes in both directions from Elk Grove Boulevard to Kammerer Road/Grant Line Road.	36,000,000
223	SR 99 Transition Lane	SR 99 Transition Lane: NB, from WB 47th Ave. slip on ramp to EB Fruitridge Rd. slip on ramp, and from WB Fruitridge Rd. loop off ramp to WB Fruitridge Rd. slip on ramp. Right-of-way aquisition required. Soundwall relocation required.	3,000,000

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224	State Route 51 (Capital City) Corridor Improvements: J St to Arden	SR 51, from J Street to Arden Way: Extend bus/carpool lanes, widen the American River Bridge to 10 lanes (4 lanes NB and SB plus bus/carpool lane in both directions) and add new Class I bike path adjacent to NB lanes, new SB auxiliary lane from Exposition Blvd to E St, NB transition lane from Elvas UP to Exposition Blvd, SB transition lane from Exposition Blvd slip off-ramp to loop on-ramp, replace B St UP, A St OC, and Elvas UP, and widen Tribute Rd UC. (PE Only. Toll Credits for PE. Total Project Cost: \$436,900,000). Toll Credits for ENG. 0H931 (HOV) and 3F070 (American Rvr Br)	436,900,000
225	Sunrise Blvd to Hazel Ave (T) Aux Lanes	US-50 In EB direction from Sunrise Blvd to Hazel Ave (T) install auxiliary lane	1,500,000
226	US 50 Auxiliary Lanes, Bradshaw to Mather	Near Sacramento, from Bradshaw Road OC to Mather Field OC - Add auxiliary lanes EB & WB (PM R7.8/R9.5) [EFIS ID 0300001101]	9,498,000
227	US 50 HOV Lanes (I-5 to Watt Ave.)	US 50 HOV Lanes - Construct High Occupancy Vehicle (HOV) lanes on US 50 [project covers PE: from I-5 to 0.8 mile east of Watt Avenue (PM L0.2/R6.1) and CON: from I-5 to 0.8 mile east of Watt Avenue (PM L2.2/R6.1)](The US 50 Multimodal Corridor Enhancement project combines the US 50 HOV Lanes project (03-3F360/CAL18838) and the US 50 Rehab project (03-0H080/CAL20761), the SacRT's Light Rail Expansion project from Sunrise Blvd to Downtown Folsom, and the City of Sacramento's Broadway Complete Streets - Phase II project.)	118,400,000
228	US 50 Transition Lane	US 50 Westbound Transition Lane from Stockton Blvd off-ramp to Rt-51 connector on-ramp. Realign and add acceleration taper to Stockton loop off ramp	15,000,000
229	US 50 Worker Safety Improvements	In Sacramento from Stockton Blvd to Folsom Blvd UC (Br#24-288 L/R)	5,220,000
230	Big Horn Blvd. Extension to Kammerer	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Construct new 2-lane roadway	5,669,500
231	Big Horn Blvd. Widening	In Elk Grove, Big Horn Blvd. from Bilby Rd. to Kammerer Rd.: Widen to 4-lane roadway	4,600,000
232	Bilby Rd. extension past Big Horn	In Elk Grove, Bilby Road Extension from Bruceville Road to 2,000 feet past McMillan Road/Big Horn Extension, Widen to 4-lane roadway	16,000,000
233	Bilby Rd. extension to Lotz Pkwy	Construct New Road: 4 lanes from McMillan Rd./Future Big Horn Blvd. extension to Lotz Pkwy.	3,495,600
234	Bradshaw Rd. Widening B	Widen: 4 lanes from Sheldon Rd. to Calvine Rd.	6,200,200
235	Bruceville Rd. Widening A	Widen: 6 lanes from Sheldon Rd. to Big Horn Blvd.	5,400,000

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236	Bruceville Rd. Widening B	In Elk Grove, from Whitelock Parkway to Bilby Road: Widen from 2 to 4 lanes.	3,719,000
237	Bruceville Rd. Widening C	In Elk Grove, Bruceville Road from Bilby Road to Kammerer Road: Widen from 2 to 4 lanes.	2,200,000
238	Calvine Road Widening C	Widen Calvine Road from Cliffcrest Dr. to Elk Grove Florin Rd. from 4 to 6 lanes	7,000,000
239	Capital SouthEast Connector – B2a (PE & ROW)	In Elk Grove: Modify the Grant Line Road/Bradshaw Rd intersection. This is part of the Capital SouthEast Connector Segment B2 (Grant Line Road from Waterman Rd to Bradshaw Rd widening). (PE and ROW only. CON programmed on SAC25088. See also SAC25081.)	4,016,000
240	Elk Grove Blvd Center Turn Lane and Shoulders	Widen to provide a two way left turn lane and adequate shoulder/bike lanes. from Bradshaw Rd. to Grant Line Rd.	2,661,500
241	Excelsior Rd	Full 2 lane Improvement from Sheldon Rd. to Calvine Rd.	5,000,000
242	Kammerer Rd Extension (Connector Segment)	Extend Kammerer Road, between Bruceville Rd. and Hood Franklin with seperated median, 2 lanes, and Class 3 bike lanes. Would include a railroad grade seperation and connections to a two lane Willard. Could include minor midifications to Hood Franklin & I-5 interchange.	50,000,000
243	Kammerer Road Widening (Connector Segment)	In Elk Grove, Kammerer Rd, from Lent Ranch Parkway to I/5/Hood Franklin Interchange: Widen from 2 to 4 lanes. This Project is included in the Environmental Studies (NEPA and CEQA) for SAC24094, Kammerer Road Extension, and SAC25087 Kammerer Road Reconstruction.	55,100,000
244	Lotz Parkway Widening A	In Elk Grove, from Laguna Springs Drive to Whitelock Parkway: widen to 4-lanes.	3,500,000
245	Lotz Parkway Widening B	In Elk Grove, Lotz Pkwy. from Whitelock Pkwy to Kammerer Rd: widen to 4-lanes	10,000,000
246	Sheldon Road Widening A	Widen Sheldon Road from Elk Grove-Florin Road to Waterman Road: widen from 2 to 4 lanes.	7,651,500
247	State Route 99 Auxillary Lanes A	Northbound Auxillary Lane on SR99 from Northbound On Ramp to SR99	4,900,000
248	State Route 99 Auxillary Lanes C	Northbound Auxillary Lane on SR99 from Northbound On Ramp to SR99	6,500,000
249	Waterman Rd.	Widen: 4 lanes from Elk Grove Blvd. to Bond Rd.	4,800,000
250	Waterman Road Widening A	In Elk Grove, from Elk Grove Blvd to Grant Line Road: Widen from 2 to 4 lanes.	7,500,000
251	Waterman Road Widening C	Widen Waterman Road from Sheldon Road to Bond Road from 2 to 4 lanes.	357,540
252	West Stockton Blvd	On West Stockton north of Promenade to Whitelock Pkwy, construct full 2 lane improvements and realign road to intersect with Lotz Pkwy south of Whitelock. Rename to Promenade.	1,583,039

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253	Whitlock Parkway Widening	In Elk Grove, from Big Horn Blvd to West Stockton Blvd: Widen to 4 lane roadway and add signals.	520,280
254	Whitlock Parkway/SR99 Interchange Project	In Elk Grove, Whitlock Parkway and SR 99, Construct new Interchange with new pedestrian bridge over SR99 to Elk Grove Regional Park and High School. (Total Project cost = \$72,200,000)	17,500,000
255	Willard Parkway D	Widen from 4 to 6 lanes from Whitlock Pkwy. to South Bilby Rd.	1,854,100
256	Wilton Rd	Full 2 lane improvements from Grant Line Rd. to City Limit	7,789,900
257	Alder Creek Parkway	Construct New Road: 4 lanes from Prairie City Rd. to Empire Ranch Rd. Extension south of U.S. 50.	45,000,000
258	East Natoma Street Widening	In Folsom, East Natoma St from Fargo Way to Folsom Lake Crossing: widen from 2 to 4 lanes and construct bicycle trail undercrossing.	3,150,000
259	Empire Ranch Rd.	Road Extension: 4 lanes from U.S. 50 to White Rock Rd.	18,000,000
260	Folsom-Auburn Rd.	Add Turn Lanes: Folsom-Auburn Rd. / Oak Ave. Includes: left and right turn lanes and intersection signal modifications.	2,000,000
261	Green Valley Road Widening	On Green Valley Road, from East Natoma Street to Sophia Parkway: widen from 2 lanes to 4 lanes and provide Class II bicycle paths. (Toll Credits for PE and CON.) . Toll Credits for ENG, CON	6,183,934
262	Iron Point Rd.	Widen: 6 lanes from Black Diamond Dr. to Prairie City and Outcropping to Broadstone Pkwy.	5,000,000
263	US 50 at Empire Ranch Road	US 50 at Empire Ranch Road: Construct 4 lane interchange with US 50 at Empire Ranch Road (formerly Russell Ranch Road). HPP #343 (Toll Credits for PE). Toll Credits for ENG	58,885,000
264	US 50 at Scott Road	Ramp modifications and overpass widening for US 50/East Bidwell/Scott Road Interchange to improve access to development south of US 50.	3,180,000
265	US 50 Auxiliary Lane Prairie City to Oak Avenue	EB Auxiliary lane from Prairie City Road to Oak Avenue	3,000,000
266	US 50 Auxiliary Lane Empire Ranch to Latrobe Road	EB Auxiliary lane from Empire Ranch to Latrobe Road	3,000,000
267	US 50 Auxiliary Lane Oak Avenue to Scott Road	EB Auxiliary lane from Oak Avenue to Scott Road	3,000,000
268	US 50 Auxiliary Lane Scott Road to Empire Ranch	EB Auxiliary lane from Scott Road to Empire Ranch	3,000,000
269	US50 Rowberry Overcrossing	Construct New Overcrossing: 2 lanes between Iron Point Road and Alder Creek Parkway over US50	3,000,000
270	Carillion Extension	new 4 lane road from Simmerhorn to A Street / Boessow	2,500,000
271	Americanos Road, Phase I	New 4 lane roadway from Chrysanthy to North of Douglas Road. (Phase 1)	3,052,000
272	Chrysanthy Blvd	Construct New Road: new 4 lanes from Americanos to Grant Line Rd. Includes: intersection improvements at Americanos, and Grant Line Rd.	10,431,000

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273	Douglas Rd. Widening	Widen Douglas Rd. from 2 to 4 lanes from Sunrise Blvd. to the West City Limit. Includes the addition of a new bridge over the Folsom South Canal adjacent to the existing bridge. (See SAC20240)	13,000,000
274	Easton Valley Pkwy Phase 1	Construct Easton Valley Parkway as a new 4-lane road from Rancho Cordova Parkway to the City Limits including intersection improvements at Rancho Cordova Parkway.	9,758,000
275	International Dr. A	Construct New Road: 4-lanes from Luyung Drive (western Rio Del Oro Specific Plan Boundary) to White Rock Rd. Includes: intersection improvements at Rancho Cordova Parkway, and White Rock Road.	4,219,700
276	Kiefer Blvd Extension	In Rancho Cordova, extend Kiefer Blvd from Rancho Cordova Pkwy to Grant Line as 4 lane road. Includes intersection improvements at Americanos and Grant Line. Developer will deliver project	5,621,000
277	Kiefer Boulevard, Phase 2	Widen Kiefer Blvd. from 2-4 lanes from Sunrise Blvd. to Rancho Cordova Parkway.	3,510,000
278	Mather Blvd.	Construct New Road: 4 lanes from Rockingham Rd. to Zinfandel Dr. Includes: widening existing roadway to 4 lanes.	17,266,000
279	Old Placerville Rd.:International Drive Widening A	Widen to 4 lanes from Bradshaw Rd. to Peter McCuen Blvd. Includes: intersection improvements at Routier Rd. & Mather Blvd.	9,389,000
280	Peter A. McCuen Blvd.	Widen to 4 lanes from Mather Blvd. to International Dr. (including Femoyer St). Includes: intersection improvements at Mather Boulevard, Mather Field Road, Femoyer Street/Air Park Dr. and International Dr.	17,571,000
281	Rancho Cordova Parkway - Rio Del Oro Parkway to Douglas Road	Construct Rancho Cordova Parkway as a six lane roadway from Rio Del Oro Parkway to Villagio and a 4 lane roadway from Villagio to Douglas Road, including intersection improvements at Villagio and further improvements at White Rock Road.	11,050,000
282	Rancho Cordova Parkway - White Rock to Rio Del Oro Parkway	Construct Rancho Cordova Parkway as a six lane roadway from White Rock to Rio Del Oro Parkway, including intersection improvements at White Rock Road.	6,750,000
283	Rancho Cordova Parkway, Chrysanthy Blvd to Kiefer Road	Rancho Cordova Parkway: Widen existing road 2-4 lanes from Chrysanthy Blvd to Kiefer Road	3,654,348
284	Rancho Cordova Pkwy, Grant Line to Kiefer	Construct New Road: 4 lanes from Grant Line Rd. to Kiefer Blvd. Includes intersection improvement at Grant Line Rd.	3,876,000
285	Rio Del Oro Pkwy A	Rio Del Oro Parkway: New 4 lane roadway from Sunrise Boulevard to Rancho Cordova Parkway. Includes intersection improvement at Sunrise (CP09-2070)	3,413,000
286	Routier Rd.	Widen: from Old Placerville Rd. to Folsom Blvd. including structure over U.S. Hwy. 50.	8,743,000

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287	Sunrise Blvd - Kiefer Blvd to SR16	Widen Sunrise Boulevard: 2 to 4-lanes from Kiefer Boulevard to State Route 16 (Jackson Highway) and construct partial intersection improvements at Sunrise Boulevard and State Route 16. The project includes modifications to the bridge on Sunrise Boulevard over Laguna Creek. (The \$5,227,000 of local agency funds is Sac County funding. City will advance costs and enter into MOU with County for reimbursement for County share.)	12,000,000
288	White Rock Rd. - Construct Sunrise Blvd. to City Limits; Environmental Sunrise to Grant Line	Environmental will be for both this project and the County of Sacramento project SAC24249. Environmental will be done for White Rock Road Sunrise Blvd to Grant Line Road. Construction will include: On existing 6-lane White Rock Rd., from Sunrise Blvd. to Luyung Dr.: construct improvements, including Class II bikeway. On White Rock Rd from Luyung Dr. to eastern City Limits: widen and reconstruct from 2 to 4 lanes and construct Class II bikeway. White Rock and Luyung Drive intersection: Construct new signal. (CMAQ funds only to be used for new bicycle facilities.) (Emission Benefits in kg/day: 0.03 ROG, 0.03 NOx, 0.02 PM10). Additional construction will be completed under the Sacramento County project SAC24662.	37,010,000
289	65th St.	Widen: 5 lanes from Hwy. 50 to Broadway.	8,000,000
290	Del Paso Rd	In Sacramento, from I-5 N/B offramp to East Commerce (north side only), widen Del Paso Road.	516,000
291	East Commerce Way A	In Sacramento, East Commerce Way from Club Center Drive to Del Paso Rd, extend as a 6-lane facility.	8,142,225
292	East Commerce Way B	In Sacramento, extend East Commerce Way from Arena Blvd. to Natomas Crossing Drive, as a 6 lane road.	3,329,000
293	East Commerce Way C	Extend East Commerce Way from planned Natomas Crossing Drive to San Juan Rd. as a 4 lane road.	4,000,000
294	El Centro Rd.	New Overcrossing: El Centro Rd. overcrossing.	11,000,000
295	Elder Creek Rd.	Widen: 4 lanes from Florin Perkins Rd. to South Watt Ave.	7,000,000
296	Elkhorn Boulevard	In Sacramento, Elkhorn Boulevard from SR 99 to east city limits: widen from 2 to 6 lanes.	14,000,000
297	Highway 99 Meister Way Overcrossing	New Overcrossing: Meister Wy. / Hwy. 99.	8,000,000
298	I-5 / Highway 99	On/Off Ramp Improvement: Add 2nd on-ramp at I-5 / Hwy. 99 Interchange.	216,000
299	I-80 @ West El Camino Interchange	Expand the West El Camino interchange on I-80 from 2 to 4 lanes and modify ramps.	30,000,000

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		New all-modal Bridge: between downtown Sacramento and South Natomas across the Lower American River. Includes: Auto, transit, bicycle, and pedestrian facilities. Scale and features to be determined through need and purpose study anticipated to begin in 2012.	
300	Lower American River Crossing		150,000,000
301	Main Ave. [delete]	Widen: 4 lanes from Norwood Ave. to Rio Linda Blvd.	10,000,000
302	Main Ave. A	Road Extension: 2 lanes from Rio Linda Blvd. to Marysville Blvd.	3,000,000
303	Power Inn Rd.	Widen: 6 lanes from Fruitridge Rd. to 14th.	30,000,000
304	Railyards Streets	Construct New Road/Bike/Ped Improvements to implement Railyards Specific Plan	163,000,000
305	Ramona Avenue Phase II	Ramona Avenue: Widen and add new frontage improvements from Cucamonga to Brighton. Environmental review completed under SAC22610. (No new travel lanes.)	5,000,000
306	Sacramento to Roseville Third Main Track - Phase 2	On the UP mainline, from Sacramento Valley Station approximately 9.8 miles toward the Placer County line: Construct third mainline track including all bridges and required signaling. Project improvements will permit service capacity increases for Capitol Corridor in Placer County, with up to seven additional round trips added to Phase 1-CAL18320 (for a total of ten round trips) between Sacramento to Roseville including track and station improvements.	224,000,000
307	Gold Line Frequency and Service Enhancements	Modifications and enhancements to the Gold Line to enable more frequent service and/or limited stop express service between Folsom and downtown Sacramento including 10 Expansion LRVs, Side Track, Signal and Crossing Upgrades, LR facility and yard expansions.	194,800,000
308	SR 99 Elkhorn Boulevard Interchange	In Sacramento County: Expand the Elkhorn Blvd. interchange on Route 99 to accommodate the widening of Elkhorn Blvd. from 2 to 6 lanes	15,000,000
309	W. El Camino Ave.	Widen: 6 lanes West El Camino Interchange. Includes: bike lanes at I-80 / Natomas Main Drainage Canal.	24,000,000
310	Aerojet Rd	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000
311	Antelope North Road Widening	In Sacramento County, Antelope North Road, from Poker Ln. to Olive Ave.: Realign and widen to 4 lanes.	3,020,000
312	Antelope Rd.	Widen Antelope Road to 4 lanes from Watt Ave. to Elverta Rd	9,307,473
313	Birkmont Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	10,000,000
314	Bradshaw Rd. Widening A	Widen: 6 lanes between Old Placerville Rd. and Florin.	37,500,000

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315	Cordova Hills, Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd	New 4 lane roadway on Chrysanthy Blvd Ext. from Grant Line Road to Town Center Blvd with median, landscaping, sidewalks, 1 traffic signals at Town Center Blvd	2,160,000
316	Cordova Hills, North Loop Road	New 4 lane roadway on North Loop Road from Grant Line Road to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks, 4 traffic signals at Town Center Blvd, Street "D" and Primary Residential Street between Street "D" and Street "F" and Street "F", roundabout at Street "A"	20,990,000
317	Cordova Hills, Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.)	New 2 lane roadway from Street "A" (south of St. "B") to Street "A" (south of North Loop Rd.) with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	5,800,000
318	Cordova Hills, Street "A" to Street "C"	New 2 lane roadway from Street "A" to Street "C" with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	1,160,000
319	Cordova Hills, Street "A" to Street "F"	New 2 lane roadway from Street "A" to Street "F" with NEV/Bike lanes, median, landscaping, sidewalks	7,651,000
320	Cordova Hills, Street "A" to University Ave	New 2 lane roadway from Street "A" to University Ave with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	3,480,000
321	Cordova Hills, Street "E" to North Loop Rd	New 2 lane roadway from Street "E" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, traffic signal at Street "B" and 1 roundabout at Street "D"	7,334,000
322	Cordova Hills, Street A to North Loop Rd	New 2 lane roadway from Street "A" to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, and 2 roundabouts at Street "A" and University Blvd	8,167,500
323	Cordova Hills, University Ave to North Loop Rd	New 2 lane roadway from University Ave to North Loop Rd with Class 2 Bike Lines, NEV Compact, landscaping, sidewalks	2,320,000
324	Cordova Hills, University Blvd	New 4 lane roadway on University Blvd from Grant Line Road to Street "A" with NEV/Bike lanes, median, landscaping, sidewalks, 3 traffic signals (at Town Center Blvd, and 2 between Town Center Blvd and Street "A"), roundabout at Street "A"	12,056,000
325	Cordova Hills, University Blvd to North Loop Rd	New 2 lane roadway from University Blvd to North Loop Rd with Class 2 Bike Lines, NEV Compact, median, landscaping, sidewalks, 3 traffic signals and 2 roundabouts	6,875,000
326	Douglas Rd. - Zinfandel Dr. to Rancho Cordova City Limit	Widen Douglas Road, from Zinfandel Drive to Rancho Cordova west City Limits, from 2 to 4 lanes.	2,400,000
327	Douglas Road Extension	In Sacramento County, Douglas Road from Zinfandel Drive to Kiefer Boulevard; new 4 lane roadway with raised landscaped median, curb, gutter and sidewalk, improvements also include installation of traffic signals at Douglas/Kiefer and Douglas/Excelsior Road.	19,837,200

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328	Easton Valley Pkwy. Widening A	Construct New Road: 4 lanes from Hazel Ave. to Prairie City Rd.	36,000,000
329	Elder Creek Rd. Widening C	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	21,000,000
330	Elkhorn Blvd. Extension	Construct New Road: 2 lanes from Airport Blvd. / Crossfield Dr. to Power Line Rd. Includes: landscaped medians.	8,200,000
331	Elkhorn Blvd. Widening	In Sacramento County, Elkhorn Blvd. from Watt Ave. to Don Julio Blvd.: widen from 4 to 6 lanes.	14,284,000
332	Elkhorn Boulevard Widening	In Sacramento County, Elkhorn Boulevard from Rio Linda Boulevard to SR 99: widen from 2 to 4 lanes, including bridge over Natomas east main drain, landscaping, new RR crossing and bike/ped facilities.	14,000,000
333	Elverta Road at Dry Creek Bridge Widening	In Sacramento County: Elverta Road from Dutch Haven Boulevard to Watt Avenue; Widen Elverta Road from Dutch Haven Boulevard to Watt Avenue from 2 to 4 lanes plus bike lanes. Replace the existing two-lane bridge over North Channel Dry Creek, between Gibson Ranch Park Road and 28th Street, with a new six-lane bridge. Modify the traffic signal at the intersection of Elverta Road and 28th Street.	31,888,154
334	Elverta Road Extension	In Northern Sacramento County: Extension of Elverta Road from just south east of Sand City Drive to Don Julio Boulevard; new 6 lane roadway extension to Don Julio Boulevard with a traffic signal modification at the intersection of Elverta Road and Don Julio Boulevard and a possible realignment of Antelope Road to Elverta Road.	7,500,000
335	Elverta Road Widening	Widen Elverta Rd. from Rio Linda Blvd. to Dutch Haven Blvd. from 2 to 4 lanes including landscaped median, ADA improvements, transit access and bike/pedestrian facilities.	14,797,000
336	Excelsior Road Widening	In Sacramento County: Between Kiefer Boulevard/Douglas Road Extension and Jackson Road (SR16); construct and widen to 4 lanes with raised landscaped median and curb and gutter. Improvements also include the construction of a pit pump station.	12,000,000
337	Florin Rd. Widening A	Widen: 4 lanes from Elk Grove-Florin Rd. to Vineyard Rd. Includes: a traffic signal modification at Bradshaw and a couple of new traffic signals at Hedge Ave. and Waterman Rd.	23,700,000
338	Fruitridge Rd	Widen: 4 Lanes from S. Watt Ave to Bradshaw	6,000,000
339	Gerber Road Widening	Widen Gerber Road between Elk Grove-Florin Road and Bradshaw Road from 3 to 4 lanes. (This road is already 3 lanes (two westbound and one eastbound)from Elk Grove-Florin Road to about 1/4-mile west of Bradshaw Road.)	3,854,000

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340	Gerber Road Widening B	In Sacramento County, Gerber Road from Bradshaw Road to Vineyard Road: widen from 2 to 4 lanes.	6,688,000
341	Glenborough Drive	Construct New 4 lane road between Easton Valley Parkway and Folsom Blvd.	26,000,000
342	Hazel Ave. Improvements	In Sacramento County and City of Rancho Cordova: Between Easton Valley Parkway and Folsom Boulevard; joint project with the City of Rancho Cordova to construct a new 6-lane expressway with special treatment.	15,000,000
343	Jackson Hwy. (SR 16) A	Widen: 4 lanes from South Watt Ave. to Excelsior Rd.	100,000,000
344	Madison Avenue Widening	Madison Avenue from Fair Oaks Blvd. to Hazel Ave.: Widen from 4 to 6 lanes.	29,037,000
345	Meister Way	Construct New Road: 4 lane Rd. from Metro Air Pkwy. to Lone Tree Rd.	2,500,000
346	Metro Air Parkway	In Sacramento County, Metro Air Parkway from north of I-5 to Elverta Road: Widen roadway from 2 to 4 lanes.	5,320,000
347	Prairie City Road Widening	Widen Prairie City Road from 2 to 4 lanes between US 50 and White Rock Road.	11,000,000
348	Roseville Rd. Widening B	Widen: 4 lanes from Watt Ave. to Walerga Rd.	38,422,000
349	S. Watt Ave.	Widen: 6 lanes from Jackson Road (SR16) to Kiefer Blvd.	10,000,000
350	South Watt Avenue Widening	In Sacramento County: South Watt Avenue from Florin Road to Jackson Road (Route 16): widen from 2 to 4 lanes. (PE and ROW only. See SAC25192 and SAC25193 for CON phase).	1,980,000
351	Sunrise Blvd.	In Sacramento County: Sunrise Blvd. between Jackson Highway and Grant Line Road; Widen from 2 to 4 lanes	12,000,000
352	Waterman Road Widening D	Between Vintage Park Drive and Gerber Road; widen existing roadway to 4 lanes	20,000,000
353	Waterman Road Widening E	Between Florin Rd. to Jackson Rd.; construct roadway to 4 lanes	16,500,000
354	Watt Avenue Couplet	In Sacramento County, Watt Ave: Between Palm Ave. Don Julio Blvd. and Antelope Rd. Elkhorn Blvd. widen to 6 lanes; 3 lanes north bound on Watt Ave and 3 lanes southbound on 34th St; smart growth st. with proposed BRT/Hi Bus - exclusive lanes.	7,800,000
355	Watt Avenue Widening	In Sacramento County, Watt Ave.: Between Elkhorn Blvd and Antelope Rd widen from 4 to 6 lanes	9,641,800
356	White Rock Road - Grant Line Rd. to Rancho Cordova City Limits	White Rock Road, from Grant Line Road to Rancho Cordova easterly City limits: Widen from 2 to 4 lanes. Environmental to be cleared as part of SAC24470.	10,000,000
357	Widen 16th St.	Widen: 4 lanes from Ascot Blvd. to Sacramento/Placer County Line.	44,500,000

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358	Zinfandel Drive Widening A	In Sacramento County, Eagles Nest Road Zinfandel Drive from Kiefer Boulevard to Douglas Road, construct and widen from 2 to 4 lanes with curb, gutter, sidewalk, raised landscaped median; improvements also include the installation of a box culvert and traffic signal at Eagles Nest Road/Kiefer Boulevard.	11,800,000
359	Zinfandel Road Widening	Zinfandel Drive, from Southern boundary of the Villages of Zinfandel to Douglas Road: Widen from 2 to 4 lanes with a raised landscaped median. (For other phases see SAC24473 and SAC24467)	10,500,000
360	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
361	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
362	West Sacramento/Sacramento Streetcar (Phase 2)	Construction Phase 2 Downtown/Riverfront Streetcar: South to R Street and Broadway corridors	45,000,000
363	Northeast Corridor Enhancements	Double track existing single track sections and improve alignment of Northeast Corridor LRT, upgrade the traction power system and signaling to provide limited-stop service, make enhancements to yard track and maintenance facility, and installation of communications infrastructure. (Local Agency Funds are from selling a parcel of land.)	40,000,000
364	SR 20 Improvements	Widen: SR 20 to six (6) lanes from Walton Rd. to Rocca Wy.	2,000,000
365	Apricot St. Extension	Construct New Road: 2 lane collector from Samuel St. to Richard Ave. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	1,716,000
366	Road E	Construct New Road: 2 lane collector from SR 99 to Riviera Rd. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	3,822,000

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367	Sean Drive	Construct New Road: 2 lane collector from Luther Rd. to Road C. Includes: drainage, curb, gutter, sidewalk, and bike lanes.	2,028,000
368	SR 99 Widening A	Widen: Add 2 travel lanes from Ramsdell Dr. to Riviera Rd. Includes: curb, gutter, sidewalks, and drainage improvements. (Phase II)	8,313,000
369	SR 99 Widening C	Widen: Add 2 travel lanes from Elm St. to Coleman Rd. Includes: sidewalks and drainage improvements. (Phase III)	6,120,000
370	Bridge St.	Widen: 4 lanes from Western Pkwy. to Geo. Washington Blvd. Widen: 4 lanes from Geo. Washington Blvd. to El Margarita Rd. Widen: 4 lanes from El Margarita Rd. to Walton Ave.	16,453,000
371	Clark Ave.	Roadway Operational Improvements: from Richland Rd. to Franklin Ave. add a continuous left-turn lane and bike lanes.	6,016,405
372	El Margarita Rd.	Roadway Operational Improvements: from Hwy. 20 to Franklin Rd. add a continuous left turn lane and bike lanes.	5,189,000
373	Franklin Avenue	Widen Franklin Avenue from 2 to 4 lanes from Route 99 to Clark Avenue.	5,224,500
374	George Washington Blvd. Widening B	Construct New Road: 4 lanes from Pease Rd. to Hwy. 20.	16,486,000
375	Pease Rd. New Interchange	Construct New Interchange: 4 lanes at Pease Rd. / Hwy 99. Includes: overcrossing and connecting ramps at Hwy 99.	57,880,554
376	Percy Ave.	Widen: 4 lanes from Franklin Ave. to Garden Hwy. Includes: landscaped medians.	6,632,500
377	Tharp Rd.	Widen: 4 lanes from Hwy. 20 to Butte House Rd.	4,109,000
378	Walton Avenue Widening A	Widen Walton Ave from Lincoln Rd. to Franklin Rd. from 2-3 lanes to 5 lanes including upgrades to bike lanes, sidewalks, curbs, gutters, and drainage.	13,762,794
379	Riego Rd Widening	Widen Riego Rd to 4 lanes, Route 99 to Placer Co.	3,142,000
380	Capital SouthEast Connector - D3 - CON Prairie City Road to Sacramento/El Dorado County Line	Segment D3: Construct 4 lanes (Expressway), from Prairie City Road to the Sacramento County Line.	48,000,000
381	Capital SouthEast Connector - D2 - CON From Douglas Road to White Rock Road.	Construction of Segment D2: Construct 4 lanes (Expressway), from Douglas to White Rock Road.	24,847,500
382	Capital SouthEast Connector - E1	In El Dorado Hills: White Rock Rd between Carson Crossing Dr and Latrobe Rd; widen from 2 to 4 lanes (Thoroughfare). (To be constructed with Capital SouthEast Connector – D3, SAC24250.)	3,450,000
383	Capital SouthEast Connector - E2 - CON From Latrobe Road to the US 50/Silva Valley Pkwy Interchange	Segment E2: Widen White Rock Road from 2 to 4 lanes (thoroughfare), from Latrobe Road to the US 50/Silva Valley Parkway Interchange.	6,000,000

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384	Sacramento River Crossing	New Northern Bridge: from Sacramento to West Sacramento across the Sacramento River. Includes: Auto, transit, bicycle and pedestrian facilities. The Sacramento River Crossings Alternatives Study analyzed a new crossing at either Richards Blvd or C Street, but final alignment options will be studied in subsequent planning efforts.	150,000,000
385	Broadway Bridge	From West Sacramento to Sacramento, across the Sacramento River, construct the Broadway Bridge, a new southern crossing of the Sacramento River. Project includes: Auto, transit, bicycle and pedestrian facilities. (Local funding is split between the Cities of Sacramento and West Sacramento)	254,500,000
386	I-80 / U.S. 50 Managed Lanes in both directions	On I-80 just west of Davis in both directions from the Kidwell Rd IC in Solano County (D4) to the US-50/I-5 interchange and I-80/West El Camino interchange in Sacramento: Construct managed lanes; remove existing Class I bike path and construct a separate world-class ped/bike path (project description may change based on results from the Managed Lanes Study. Project is being evaluated for Expressed Toll Lanes, High Occupancy Toll Lanes, HOV lanes and reversible lanes). EA 3H900	442,000,000
387	I-5 / 113 Connector Phase 2	Phase 2 - Construct northbound I-5 to southbound SR 113 freeway to freeway connection.	111,285,137
388	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	In Yolo County on Route 5 Southbound from County Road 8 OC (22-30) to I-505. Auxiliary Lane.	6,800,000
389	SR 16 & CR 85B Intersection modification	Install intersection controls at SR 16 and County Road 85B	2,000,000
390	Covell Blvd. Widening	Widen: 4 lanes from Shasta Dr. to Denali Dr. Includes: bike lanes and a center median.	1,600,000
391	Mace Blvd Curve	In Davis, between Alhambra Dr. and Alhambra Dr. (Mace curve), widen from 2 to 4 lanes, provide bike lanes, a landscaped median, and turn lanes.	2,300,000
392	15th Street Modifications	Design, environmental clearance and construction for streetscape improvements on 15th Street between Jefferson Blvd. and South River Road. The proposed improvement include pedestrian improvements, buffered bike lanes, and greenspace improvements	3,000,000
393	3rd and C Gateway Improvements	Design, environmental clearance, permitting and construction of streetscape improvements at and adjacent to the intersection of 3rd and C Streets in Washington. The improvements implement the streetscape improvements recommended by the Washington Realized: Sustainable Community Strategy for C Street, 3rd Street and the reconfigured 2nd Street south roadway.	1,500,000

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394	5th Street/South River Road Reconfiguration (Phase 2)	Design, environmental clearance and construction of the northern 4-lane section of South River Road in Pioneer Bluff to US 50.	3,000,000
395	Enterprise Crossing	Amendment to feasibility study, complete design, environmental clearance and construction of a proposed joint flood-protection improvement and transportation connection linking Southport to the Port Industrial Complex.	125,000,000
396	I-80 Enterprise Boulevard	In West Sacramento, I-80 at Enterprise Boulevard: construct eastbound on-ramp.	4,800,000
397	I-80/Reed Ave. Interchange	I-80 at Reed Ave. interchange: widen ramps at the intersection with Reed Avenue, widen Reed Avenue, and limit some local street access. Add ramp metering to the on-ramps.	12,350,000
398	Lake Washington Blvd. Bridge Widening	Lake Washington Blvd.: Widen the Palamidessi Bridge over the barge canal from 4 to 6 lanes.	10,100,000
399	Locks Drive Modification and Extension	Design, environmental clearance and construction of the eastern extension of Locks Drive to Village Parkway.	4,000,000
400	Pioneer Bluff District east-west connections	Design, environmental clearance and construction of five new east-west local/collector roads in Pioneer Bluff. It is expected that one of the new roadway would include a signal on Jefferson Blvd.	30,000,000
401	Rail Street Phase 1 Improvements	Design, environmental clearance amendment, and construction of the northern section of Rail Street.	4,000,000
402	Rail Street Phase 2 Improvements	Design, environmental clearance amendment, and construction of the southern section of Rail Street.	7,000,000
403	Seaway Property Infrastructure	Construct internal roadway, utilities and storm drainage network for Port Property Development	5,000,000
404	South River Rd. Reconfiguration (Phase 3)	Reconstruct South River Road to 4-lanes from 15th Street to the 19th Street extension and restripe Village Parkway to Stonegate Boulevard, including restriping the 4-lane bridge from 2-lanes to 4-lanes over barge canal.	20,000,000
405	South River Road Reconfiguration (Phase 1)	Design, environmental clearance and construction of the southern 4-lane section of South River Road in Pioneer Bluff from the Mike McGowan Bridge to the proposed future extension of 19th Street.	3,000,000
406	Stone Blvd Extension	Design, environmental clearance and construction for the eastern extension of Stone Blvd to South River Road in Pioneer Bluff.	4,000,000
407	Stone Lock District Roads	Design, environmental clearance and construction of collector and local roads that serve the development of the southern neighborhood of the Stone Lock District.	30,000,000

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408	Stonegate Drive Extension	Design, environmental clearance and construction of the eastern extension of Stonegate Drive including cycle track and trailhead features.	4,000,000
409	U.S. 50/Jefferson Blvd. Interchange	Jefferson Blvd interchange—expand the ramps and signals from 1 to 2 lanes, add ramp metering and turn lanes, and related street closures.	26,450,000
410	Abandon Harry Lorenzo Avenue	Abandon existing road Harry Lorenzo Avenue from Parkland Avenue to CR 25A.	350,000
411	County Rd. 102 Widening A	Widen: 4 lanes from Gibson Rd. to Farmer's Central Road.	4,000,000
412	County Rd. 102 Widening C	Widen: 4 lanes from Beamer St. to East Main St.	2,896,851
413	County Road 25A/SR 113 Interchange	<p>This improvement consists of either:</p> <ol style="list-style-type: none"> 1) Construct roundabouts at northbound and southbound ramp terminals and bypass lanes 2) The CR 25A/SR113 SB ramps intersection shall be modified to provide a traffic signal, widen intersection approaches to provide additional capacity, install a loop-on-ramp in the northwest quadrant of the interchange for westbound CR 25A to southbound SR 113 movements, and widen the CR 25A overpass of SR 113 to provide a second westbound through lane between the NB and SB ramp intersections. The SB Ramp intersection shall be widened to provide a southbound left turn lane and southbound right turn lane, an eastbound through lane and eastbound right turn lane, and a westbound through lane and a westbound right turn lane to feed the new loop-on ramp. The northbound ramp intersection shall be modified to provide a traffic signal and intersection approach widening. The northbound ramp intersection shall be widened to provide a northbound left turn lane and two northbound right turn lanes, an eastbound left turn lane and a second westbound through lane and a westbound right turn lane. <p>This interchange improvement also includes widening CR 25A from the northbound ramp terminal to the SP-1A north/south road</p> 	10,000,000
414	Marston Rd. Extension	Construct New Road: 2 lane collector from SP1A N-S Road to Parkland Ave.	550,000
415	New County Rd. 25A	Construct New Road: Project split into 2 phases: 2 lanes from Meikle to County Rd. 102 plus Parkland to Harry Lorenzo Ave (Currently getting built 2019) and Parkland to Meikle (Built in 2-3 years)	4,500,000
416	SP1A N-S (Arterial)	Construct New Road: 2 lane arterial from County Road 24C to County Road 25A	750,000

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417	Olive Street Extension	Obtain right of way and construct arterial roadway.	2,400,000
418	Arboga Rd.	Widen: 4 lanes from McGowan Pkwy. to Erle Rd. Includes: curb, gutter, sidewalk, and landscaping.	3,250,000
419	Arboga Road	New modified 4-lane arterial from Broadway Rd to Ella Ave, including pavement, curb, gutter, sidewalk and back of curb landscaping	6,600,000
420	Broadway St. Widening and Rehab	Widen 2 lanes to 4 lane arterial. Includes pavement, curb, gutter, sidewalk, and landscaping.	3,200,000
421	Ella Ave.	Widen 2 to 3 lane collector from Feather River Blvd. to Arboga Rd. Includes: curb, gutter, sidewalk, and landscaping.	3,756,000
422	Erle Rd/SR70 Intch Mod	Modify ex Interchange: South of Marysville, SR 70 at Erle Road Interchange.	2,000,000
423	Feather River Blvd.	Widen: 4 lanes from Ella Ave. to south of Country Club Rd.	9,725,000
424	Goldfields Pkwy.	Construct New Road: 2 lanes from North Beale Rd. to north of Hammonton-Smartsville Rd.	995,000
425	Goldfields Pkwy. Widening	Widen Road: 4 lanes (of 6 lane arterial) from Orchard S.S. to North Beale Rd.	2,100,000
426	La Porte Rd.	Widen and Realign: from Butte County to Willow Glen Rd.	3,200,000
427	McGowan Parkway	Construct 3-lane collector McGowan Parkway from Arboga Road to Union Pacific Railroad.	1,300,000
428	Plumas Arboga Rd. Widening B	Widen 2 to 3 lane collector from Arboga Rd. to UPRR.	2,000,000
429	Plumas Lake Blvd.	Construct New Road: 4 lanes from Plumas Lake Blvd. Interchange to Plumas Arboga Rd. Includes: a structure over the RR tracks.	2,700,000
430	River Oaks Blvd	Construct new 4-lane modified arterial from Algodon Rd to Draper Ranch South development.	7,500,000
431	River Oaks Blvd. Extension A	Road Extension: 2 inner lanes of 4-lane arterial from Feather River Blvd. to Lateral 16.	2,000,000
432	River Oaks Blvd. Extension B	Road Extension: 4 lanes from Broadway St. to Draper Ranch South development.	6,300,000
433	SR 65 Interchange at Forty Mile Road	South of Marysville, SR 65 at Forty Mile Road Interchange: modify interchange to accommodate traffic from the Yuba County Motorplex.	2,070,000
434	CR 25A widening	Widen CR 25A from East Street to the southbound ramp terminal intersection from 2 lanes to 4 lanes	2,000,000
435	New Light Rail Stations	Project is to build stations previously deferred during construction of the light rail system: such as T St, Mineshaft or others.	9,025,000

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436	Unitrans Maintenance Facility Improvements	Perform repair and rehabilitation activities to maintain the Unitrans Maintenance Facility in a state of good repair, and replace operating equipment in the Maintenance Facility that has surpass their useful lives. The focus during the quadrennial period of this MTIP is to complete the installation of electric charging infrastructure to facilitate the introduction of electric propulsion buses into the Unitrans fleet.	200,000
437	Railyards Boulevard Station	In Sacramento, on the Green Line, at Railyards Boulevard: Design and construct light rail station . (Environmental covered by REG17943.)	2,367,200
438	Green Line SVS Loop & K St. to H St. Improvements (Final Design & Construction)	In Sacramento, two elements to accommodate the future Streetcar Project as well as future Green Line service: (1) SVS Loop - segment of the Green Line at the Sacramento Valley Station including: Relocate the existing/temporary LRT Station on H Street to a new north-south axis west of 5th Street; New platform and LRT station near the existing Amtrak station; new Station on the east side of N 7th near Railyards Boulevard that would serve the future MLS Stadium area; double-tracking on H Street from 7th to west of 5th, from west of 5th north to new station near Amtrak, and east along a future F Street. RT has been working with the City of Sac and the MLS Developers to advance this concept. (2) Relocation of the existing LRT tracks on K Street from 12th Street west to 7th Street. The tracks would be relocated to the center of (future) two-way H Street and would connect the LRT line between 12th and 7th & 8th Streets with new stations near 12th Street and City Hall on H Street. SacRT has been working with the City of Sac and SACOG to advance this concept. Expanded SacRT facilities will include track, special trackwork, Overhead Catenary System, traction power system, signaling system, platforms, and storage tracks.	60,037,572
439	East Joiner Parkway Overcrossing	In Lincoln: Widen East Joiner Parkway overcrossing from 4 to 6 lanes from Ferrari Ranch Road to Sterling Parkway	10,000,000
440	Roseville Parkway Extension	In Roseville, extend 4-lane Roseville Parkway approx. 3,750' from Washington Blvd. to Foothills Blvd., including new 4-lane bridge over Industrial Ave./UPRR tracks	22,500,000
441	I-5 at Richards Blvd. Interchange	Sacramento, Richards Blvd. and I-5; reconstruct interchange (ult). (HPP #3784)(T15165100)	39,598,000
442	East Joiner Parkway Widening Phase 2	In Lincoln: Widen East Joiner Parkway from 2 to 4 lanes from Twelve Bridges Drive to Del Webb Blvd north.	8,992,396
443	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

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444	Elverta Road Extension	In Northern Sacramento County: Extension of Elverta Road from just southeast of Sand City Drive to Don Julio Boulevard: Construct new 6 lane roadway extension with a traffic signal modification at the intersection of Elverta Road and Don Julio Boulevard and a possible realignment of Antelope Road to Elverta Road.	7,500,000
445	Blue Oaks Blvd Bridge Widening	In Roseville, on Blue Oaks Blvd between Washington Blvd and Foothills Boulevard, widen from 4 to 8 lanes, including Bridge over Industrial Ave./UPRR tracks.	23,000,000
446	I-5 Road Rehab	In and near the City of Sacramento, from Beach Lake Bridge at Morrison Creek to the American River Bridge (#24-0068) (PM 13.0/24.9) - Roadway rehabilitation [CTIPS ID 107-0000-1037]. Toll Credits for ENG, ROW	267,400,000
447	Lincoln Blvd Streetscape Improvement Project Phase 4	The overall goal of the Lincoln Boulevard Streetscape Improvement Project is to provide for a more pedestrian, bicycle, and neighborhood Electric Vehicles (NEV) friendly environment along and across the main street through the City. This will be accomplished by closing gaps between and improving existing sidewalks, upgrading and shortening pedestrian crossings with curb bulb outs and ADA compliant pedestrian ramps, and installing combined Class 2 bike lanes and NEV lanes along Lincoln Boulevard. This project will continue the streetscape improvements to construct improved sidewalks, curb bulb outs, curb ramps, and traffic signal improvements on Lincoln Boulevard between 1st Street and 2nd Street and at the intersections of Lincoln Boulevard at 7th Street.	1,566,000
448	South Watt Avenue Improvement Project, Phase 1	In Sacramento County: South Watt Avenue from Fruitridge Road to Jackson Road (State Route 16); widen from 2 to 4 lanes and install Class 2 buffered bike lanes, pedestrian walkways, raised center median and intersection upgrades. (See PE and ROW on SAC19290)	9,000,000
449	Capital SouthEast Connector - D3c	In Folsom: Between East Bidwell Street/Scott Road and Carson Crossing Rd; Construct 4 lane (Expressway). (To be constructed with Capital SouthEast Connector E1, ELD19468).	44,000,000
450	South Watt Avenue Improvement Project, Phase 2	In Sacramento County: South Watt Avenue from Florin Road to Fruitridge Road; widen from 2 to 4 lanes. (See PE and ROW on SAC19290)	18,000,000
Subtotal of Other Regionally-Significant Non-Exempt Projects in SACOG's RTP and TIP			\$9,254,328,450
Grand Total of All Above Projects			\$10,974,197,479