

APPENDICES

APPENDIX A

PCTPA COMMUNITY INFORMATION AND PARTICIPATION PROGRAM

PCTPA's community information and participation program, in compliance with Title VI of the Civil Rights Act of 1964, is an on-going effort of informing, encouraging involvement, and inviting public and community participation in the transportation planning process. PCTPA's community information and participation program is consistent with SACOG's adopted Public Participation Program, as amended, and is approved annually by the PCTPA Board of Directors.

PCTPA's community information and participation program is multi-purposed:

- Provide information to the public about key countywide transportation projects, planning, and funding issues;
- Establish the process by which the public can express itself;
- Provide the public with opportunities to be involved in transportation planning;
- Ensure transportation projects and programs are genuinely reflective of the region's values as determined through public input; and
- Establish and continue good relationships with the public.

Community and Public Outreach

Community and public outreach is an ongoing effort that can occur in a variety of ways. PCTPA solicits input through various policy, technical, and public forums using the outreach efforts and techniques summarized below. Outreach to Native American tribal governments, specifically, the United Auburn Indian Community is included.

PCTPA seeks input and feedback from all members of the public, engages stakeholders potentially affected, especially groups considered traditionally underrepresented, such as low-income and minority groups (per FHWA and FTA guidance on Environmental Justice in compliance with Executive order 12898 issued in 1994) in the regional transportation planning process. Environmental Justice is also applicable at the project level when project sponsors are proposing a new project in a local community and federal funds are involved.

Board Meetings

PCTPA Board meetings are open to the public at a convenient and accessible location that complies with Brown Act and ADA requirements. Agendas are posted prior to public meetings.

Public Hearings, Informational Meetings, and Workshops

PCTPA conducts public hearings regarding the development and adoption of the Regional Transportation Plan, the Regional Transportation Improvement Program, and the annual unmet transit needs hearing. Additional public hearings, informational meetings, and workshops are held for specific planning activities and individual projects. Visualization techniques are often used, in the form of printed materials, graphics, mapped information, and power point presentations in narrative summary and bullet points. Sign-in sheets are used to update mailing/e-mail lists for future notification use and document distribution.

Availability of Information

Members of the public have access to technical and policy information and documents - through meeting agendas, which are mailed and distributed by e-mail; can be viewed online at PCTPA's website; and available for review at PCTPA during normal business hours.

Use of Technology

The community information and participation effort has been further enhanced by using technology to reach the public. Expansion of the agency's website on the internet provides citizens with greater access to agency and specific project information, documents, and planning activities. A monthly newsletter, "Planning Ahead," is e-mailed to transportation stakeholders, which provides up-to-date information about transportation issues, including project updates, funding issues, and other policy issues that affect Placer County. PCTPA also established a Facebook Group called, "Fix Placer Traffic," which enables PCTPA and residents to communicate quickly about a variety of transportation issues, with a link back to the PCTPA website so users can access additional information.

Open Houses

PCTPA Board members often host open houses in the area they represent. Open Houses allow the public to learn and ask questions about PCTPA planning and project activities.

Presentations

Upon request, PCTPA's speaker bureau conducts presentations to various community groups.

Media Relations

A greater emphasis is now placed on working with local media outlets - newspapers, radio, television/cable, and the internet. Also included, are reporter briefings, opinion editorial placements, letters to the editor, and editorial board meetings.

Local media is an important component of PCTPA's community information and participation program. It provides an ongoing, highly efficient, and effective tool to communicate important transportation and funding issues to the public.

Consultation and Coordination

Ongoing consultation and coordination breaks down barriers between agencies and jurisdictions; increases chances of reaching consensus; and creates the opportunity to diffuse potentially controversial issues.

Ongoing consultation and coordination occurs with officials responsible for other types of planning activities that are affected by transportation in the area. This includes a wide range of agencies such as Native American tribal governments; federal, state and regional land management, transportation, and environmental agencies; local jurisdictions; and project sponsors. PCTPA also depends on input and feedback from its own advisory committees.

APPENDIX B

INTERAGENCY & PUBLIC INVOLVEMENT PROCESS FOR 2035 RTP

Milestones

| | |
|------------------|--|
| June 9, 2009 | PCTPA Technical Advisory Committee interagency kickoff, process and schedule review. |
| February 9, 2010 | PCTPA Technical Advisory Committee interagency review of draft Policy Element and Programmed Projects / Planned Projects RTP Master List. |
| March 24, 2010 | PCTPA Board review of draft Policy Element and Programmed Projects / Planned Projects RTP Master List. |
| May 6, 2010 | Notice of Preparation 30-day period (to June 7, 2010) requesting views of interested parties regarding the scope and content of the EIR. |
| May 11, 2010 | PCTPA Technical Advisory Committee RTP update. |
| May 26, 2010 | PCTPA Board RTP update. |
| June 9, 2010 | PCTPA release of the draft 2035 RTP and Supplemental EIR for a 45 day public review period (ending July 23, 2010), including distribution of Notice of Availability to all stakeholder groups. |
| June 10, 2010 | PCTPA Technical Advisory Committee interagency overview of draft 2035 RTP and Supplemental EIR. |
| June 15, 2010 | PCTPA presentation on the draft 2035 RTP and Supplemental EIR to the Roseville Transportation Commission. |
| June 23, 2010 | PCTPA public workshop on the draft 2035 RTP and public hearing on the draft Supplement Environmental Impact Report (SEIR). |
| August 17, 2010 | Follow up e-mail communication with stakeholder groups that did not respond to the Notice of Availability offering an opportunity to hear a presentation on the 2035 RTP. |

September 7, 2010 PCTPA Technical Advisory Committee Recommendation to PCTPA Board to Adopt 2035 RTP & to Certify the 2035 RTP SEIR

September 22, 2010 PCTPA certification of the Final SEIR and adoption of the 2035 RTP.

Other Venues for Public Involvement

Several ongoing PCTPA sponsored venues were used to provide input for preparation of the 2035 RTP and include:

- The annual unmet transit needs process involves several public workshops held in various locations in Placer County. The input from the most recent unmet transit needs process held in October 2009 and again in February 2010 was considered as the RTP was updated.
- The PCTPA's Board directors host transportation open houses that allow residents to discuss transportation issues impacting their community and the region. This input was included in the development of this RTP.
- The Fix Placer Traffic group on Facebook provides an online forum where the public can make comments and ask questions on PCTPA transportation projects and activities. This input was included in the development of this RTP.

RTP Distribution List

Sue Sholtis

From: Sue Sholtis
Sent: Thursday, June 10, 2010 10:15 AM
To: Sue Sholtis
Subject: NOTICE OF AVAILABILITY FOR PUBLIC REVIEW – DRAFT 2035 REGIONAL TRANSPORTATION PLAN (RTP) & DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (SEIR)

Proposed Project: Draft 2035 Regional Transportation Plan (RTP) & Draft Supplemental Environmental Impact Report (SEIR) (SCH #2010052013).

Project Description: The Placer County Transportation Planning Agency (PCTPA) is responsible for developing and adopting a Regional Transportation Plan that provides policy guidance and identifies transportation improvements implementing a balanced, comprehensive, multi-modal transportation system for the Placer County region (excluding the North Lake Tahoe area). The RTP is an action-oriented document considering both short-term (pre-2015) and long-term (2016 – 2035) planning periods. The RTP must include three elements, a Policy Element, an Action Element and Financial Element. The purpose of the Draft 2035 RTP is to update the existing Placer County 2027 RTP, fulfill state and federal planning requirements, and ensure consistency with the Sacramento Area Council of Government's (SACOG) adopted 2035 Metropolitan Transportation Plan (MTP).

Public Review & Comment Period: Comments regarding the Draft 2035 RTP and Draft SEIR will be accepted beginning **June 9, 2010** to **July 23, 2010**.

Public Workshop & Public Hearing: The public workshop on the Draft 2035 RTP and the public hearing on the Draft SEIR will be held on **June 23, 2010** at the Placer County Board of Supervisors Chambers, 175 Fulweiler Avenue, Auburn, California. The public workshop and the public hearing will be timed items, with the workshop beginning at **9:30 a.m.** and the public hearing beginning immediately thereafter.

Document Availability:

To review a copy of the Draft 2035 RTP, or the Draft SEIR please visit PCTPA offices located at 299 Nevada Street, Auburn, California 95603.

To download a copy of the Draft 2035 RTP (or select chapters of the document) or the Draft SEIR please visit the PCTPA website located at <http://www.pctpa.net>. All files are in Adobe Acrobat PDF format.

To request a hard copy of the Draft 2035 RTP or the Draft SEIR please contact David Melko, Senior Transportation Planner, by phone at (530) 823-4090 or by e-mail at dmelko@pctpa.net.

⇒ **Please consider the environment before requesting a hard copy.**

Correspondence to United Auburn Indian Community of the Auburn Rancheria

From: Doug Elmets [Doug@elmets.com]
Sent: Thursday, August 26, 2010 9:01 PM
To: David Melko
Cc: Celia McAdam; Sue Sholtis
Subject: Re: Placer County Transportation Planning Agency - Draft 2035 Regional Transportation Plan

Thanks David; I will share the information with the Tribe.

Douglas Elmets
Elmets Communications
1530 J. Street, Suite 225
Sacramento, CA. 95814
916-329-9180 (office)
916-206-8662 (cell)
doug@elmets.com

On Aug 26, 2010, at 3:21 PM, "David Melko" <dmelko@pctpa.net> wrote:

- > Hello!
- >
- > Your name was given to me by Celia McAdam as the contact for the United Auburn Indian Community of the Auburn Rancheria.
- >
- > The Placer County Transportation Planning Agency (PCTPA) would like to know whether the United Auburn Indian Community of the Auburn Rancheria would be interested in reviewing the 2035 Regional Transportation Plan or hearing a presentation on the Plan. I have attached the draft Plan's Executive Summary and a power point slide show presented to the PCTPA Board in June for your review.
- >
- > A Notice of Availability was sent out on June 10 to a rather large stakeholder distribution list, including various contacts representing the United Auburn Indian Community of the Auburn Rancheria. We are following up with stakeholders, including the United Auburn Indian Community of the Auburn Rancheria that did not respond to the Notice of Availability to ensure there is the opportunity to review or hear a presentation on the 2035 RTP if interested.
- >
- > Briefly, PCTPA is responsible for developing and adopting every five years a Regional Transportation Plan that provides policy guidance and identifies transportation improvements implementing a balanced, comprehensive, multi-modal transportation system for all of Placer County (excluding the North Lake Tahoe area). The RTP is an action-oriented document considering both short-term (pre-2015) and long-term (2016 - 2035) planning periods. The RTP includes three elements, a Policy Element, an Action

Element and Financial Element. The purpose of the draft 2035 RTP is to update the existing Placer County 2027 RTP (adopted in September 2005), fulfill state and federal planning requirements, and ensure consistency with the Sacramento Area Council of Government's (SACOG) adopted 2035 Metropolitan Transportation Plan (MTP).

>

> I can provide you with a hard copy of the Plan or send you PDF files of select chapters of the document; or you can visit the PCTPA website located at <http://www.pctpa.net> <<http://www.pctpa.net>> , and download a copy of the Draft 2035 RTP (or select chapters). All files are in Adobe Acrobat PDF format.

>

> After you review the Executive Summary and power point, we would really appreciate knowing whether you want to review the entire Plan or select chapters or would be interested in scheduling a presentation.

>

> Any feedback that you may have, even if the only comment is to say "no comments" would be greatly appreciated!

>

> Please feel free to contact me at this e-mail address or by phone at (530) 823-4090.

>

> Thank you for this consideration.

>

> David Melko

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> Senior Transportation Planner

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> <Executive Summary.pdf>

> <Power Point Presentation - Draft 2035 RTP.ppt>

| ID | Code | Name | Organization | Title | Street Address | City | State | Zip | e-mail | Business Ph | Home Phone |
|-----|--------------------|------------------------|--|--------------------------------------|--------------------------------|---------------|-------|------------|-----------------------|----------------|------------|
| 489 | Federal Agencies | Cesar Perez | Federal Highway Administration | | 650 Capitol Mall, Suite 4-100 | Sacramento | CA | 95814 | | (916) 498-5065 | |
| 831 | Federal Agencies | Tom Cavanaugh | U.S. Army Corps of Engineers -- Sacramento District | | 1325 J Street | Sacramento | CA | 95814 | | | |
| 770 | Federal Agencies | Region 9 | U.S. Environmental Protection Agency, Region 9 | | 75 Hawthorne Street | San Francisco | CA | 94105 | | | |
| 40 | Federal Agencies | Bill Powell | U.S. Federal Transit Administration, Region 9 | | 201 Mission Street, Suite 1650 | San Francisco | CA | 94105-1839 | | | |
| 771 | Federal Agencies | Sacramento Office | U.S. Fish & Wildlife Service | | 2800 Cottage Way, Room W-2605 | Sacramento | CA | 95825 | | | |
| 772 | Federal Agencies | Sacramento Area Office | U.S. NOAA - National Marine Fisheries Svc. | | 650 Capitol Mall, Suite 8-300 | Sacramento | CA | 95814-4708 | | | |
| 331 | Federal Agencies | Tom McClintock | U.S. Representative | 4th District | 4230 Douglas Blvd., Suite 200 | Granite Bay | CA | 95746 | | 916.786.5560 | |
| 20 | Interested Parties | Ann Kohl | Environmental Council of Sacramento | | 909 12th Street, Suite 100 | Sacramento | CA | 95814 | kohl@cws.com | 916.482.5211 | |
| 218 | Interested Parties | Gary A Allen | Friends of Placer Co Communities | | 11205 Rosemary Drive | Auburn | CA | 95603 | | | |
| 463 | Interested Parties | Nancy Miller | Miller, Owen & Trost | | 428 J Street #400 | Sacramento | CA | 95814 | | | |
| 8 | Interested Parties | Terry Davis | Placer Group Sierra Club -- Mother Lode Chapter | | 801 K Street, Suite 2700 | Sacramento | CA | 95814 | | | |
| 276 | Interested Parties | Jack Wallace | Roseville Coalition of Neighborhood Associations (RCONA) | | 1116 Fairfield Ave. | Roseville | CA | 95678 | | 916.782.5924 | |
| 195 | Interested Parties | Ernie McPherson | Roseville Coalition of Neighborhood Associations (RCONA) | Alternate | 528 Alola Street | Roseville | CA | 95678 | | 916.782.6322 | |
| 905 | Interested Parties | Marilyn Jasper | Sierra Club - Placer Club | Chair of Placer Group | 3921 Dawn Drive | Loomis | CA | 95650 | mjasper@accessbee.com | 916.652.7005 | |
| 184 | Interested Parties | Ed Pandolfino, Ph.D. | Sierra Foothills Audubon Society | Chair, Placer Conservation Committee | 5530 Delrose Ct. | Carmichael | CA | 95608 | ERPfromCA@aol.com | | |
| 198 | Interested Parties | Eugene Booen | Sun City CRC | | 7352 Acorn Glen Loop | Roseville | CA | 95747 | | | |
| 494 | Libraries | | Placer County Library | | 350 Nevada Street | Auburn | CA | 95603 | | | |
| 710 | Libraries | | Placer County Library, Loomis | | 6050 Library Drive | Loomis | CA | 95650 | | | |
| 715 | Libraries | | Placer County Library, Rocklin | | 5460 Fifth Street | Rocklin | CA | 95677 | | | |

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| 711 | Libraries | | Sutter County Library, Main Branch | | 750 Forbes Avenue | Yuba City | CA | 95991 | | | |
| 712 | Libraries | | Sutter County Library, Pleasant Grove Branch | | 3093 Howsley Road | Pleasant Grove | CA | 95668 | | | |
| 593 | Local Jurisdictions | Megan Siren | City of Auburn | | 1225 Lincoln Way | Auburn | CA | 95603 | | | |
| 35 | Local Jurisdictions | Bernie Schroeder | City of Auburn | | 1225 Lincoln Way | Auburn | CA | 95603 | | | |
| 773 | Local Jurisdictions | Wilfred Wong | City of Auburn | Community Development Director | 1225 Lincoln Way, Room 3 | Auburn | CA | 95603 | | | |
| 277 | Local Jurisdictions | Jack Warren | City of Auburn Public Works Department | | 1225 Lincoln Way | Auburn | CA | 95603 | | | |
| 51 | Local Jurisdictions | Bruce Kranz | City of Colfax | City Manager | PO Box 702 | Colfax | CA | 95713 | | | |
| 163 | Local Jurisdictions | Rodney Campbell | City of Lincoln | Director of Community Development | 600 Sixth Street | Lincoln | CA | 95650 | planning@ci.lincoln.ca.us | (916) 645-3320 | |
| 227 | Local Jurisdictions | James Estep | City of Lincoln | City Manager | 600 Sixth Street | Lincoln | CA | 95648 | city_manager@ci.lincoln.ca.us | 645-4070 ext. 211 | |
| 224 | Local Jurisdictions | George Dellwo | City of Lincoln Community Development Dept. | Assistant Director | 600 Sixth Street | Lincoln | CA | 95648 | gdellwo@ci.lincoln.ca.us | 916.645.3320 | |
| 164 | Local Jurisdictions | Bruce Burnworth | City of Lincoln Public Works Department | Director of Public Works | 600 Sixth Street | Lincoln | CA | 95650 | | (916) 645-8576 | |
| 511 | Local Jurisdictions | Kent Foster | City of Rocklin | Public Works Director | 3970 Rocklin Road | Rocklin | CA | 95677 | PublicWorksDept@ci.rocklin.ca.us | (916) 625-5500 | |
| 103 | Local Jurisdictions | Carlos Urrutia | City of Rocklin | City Manager | 3970 Rocklin Road | Rocklin | CA | 95677 | | | |
| 142 | Local Jurisdictions | David Mohlentrok | City of Rocklin | | 3970 Rocklin Rd | Rocklin | CA | 95747 | | | |
| 876 | Local Jurisdictions | Laura Webster | City of Rocklin | | 3970 Rocklin Road | Rocklin | CA | 95677 | LauraW@ci.rocklin.ca.us | 916.625.5160 | |
| 502 | Local Jurisdictions | Terry Richardson | City of Rocklin | Community Development Director | 3970 Rocklin Road | Rocklin | CA | 95677 | terryr@rocklin.ca.gov | | |
| 708 | Local Jurisdictions | Larry Wing | City of Rocklin Community Development Dept. | Engineering Services Manager | 3970 Rocklin Road | Rocklin | CA | 95677 | larryw@ci.rocklin.ca.us | 916.625.5140 | |
| 572 | Local Jurisdictions | Scott Gandler | City of Roseville | | 316 Vernon Street | Roseville | CA | 95658 | | | |
| 115 | Local Jurisdictions | | City of Roseville | City Manager | 311 Vernon Street | Roseville | CA | 95678 | | (916) 774-5362 | |

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| 484 | Local Jurisdictions | John Sprague | City of Roseville | Community Development Director | 311 Vernon Street | Roseville | CA | 95678 | | (916) 774-5334 | |
| 356 | Local Jurisdictions | Kathy Pease | City of Roseville Community Development -- Planning | Administrative Analyst | 311 Vernon Street | Roseville | CA | 95678 | kpease@roseville.ca.us | 916.774.5276 | |
| 485 | Local Jurisdictions | Paul Richardson | City of Roseville Planning Department | | 311 Vernon Street | Roseville | CA | 95678 | prichardson@roseville.ca.us | | |
| 529 | Local Jurisdictions | Rob Jensen | City of Roseville Public Works Department | Director | 311 Vernon Street | Roseville | CA | 95678 | rjensen@roseville.ca.us | 916.774.5331 | |
| 751 | Local Jurisdictions | Ellen Powell | City of Roseville, Office of the City Manager | Government Relations Manager | 311 Vernon Street | Roseville | CA | 95678 | Epowell@roseville.ca.us | 916.774.5219 | |
| 106 | Local Jurisdictions | Claudette & Frank Weismantel | District 1 MAC | | 10029 Newton Street | Elverta | CA | 95626 | | | |
| 809 | Local Jurisdictions | Planning Department | Nevada County Community Development Agency | | 950 Maidu Avenue | Nevada City | CA | 95959 | | | |
| 101 | Local Jurisdictions | Christine Turner | Placer Co. Agricultural Commission | Agricultural Commissioner | 11477 E. Ave. | Auburn | CA | 95603 | Cturner@placer.ca.gov | 530.889.7372 | |
| 892 | Local Jurisdictions | Richard Moorehead | Placer Co. Dept. of Public Works -- Transportation Division | | 3091 County Center Drive, Suite 220 | Auburn | CA | 95603 | rmoorehe@placer.ca.gov | 530.889.7514 | |
| 785 | Local Jurisdictions | Tom Miller | Placer County | Executive Officer | 175 Fulweiler Avenue | Auburn | CA | 95603 | | | |
| 682 | Local Jurisdictions | Will Dickinson | Placer County Department of Facilities Services | Deputy Director | 11476 "C" Avenue | Auburn | CA | 95603 | | | |
| 496 | Local Jurisdictions | Phillip T. Vassion | Placer County Dept. of Public Works, Transportation Division | Associate Civil Engineer | 3091 County Center Drive, Suite 220 | Auburn | CA | 95603 | | | |
| 162 | Local Jurisdictions | Bob Patterson | Placer County Environmental Health | | 3091 County Center Dr. Suite 180 | Auburn | CA | 95603 | | | |
| 75 | Local Jurisdictions | Jim Durfee | Placer County Facility Services | Director | 11476 C Avenue | Auburn | CA | 95603 | | | |
| 46 | Local Jurisdictions | Bob Eicholtz | Placer County Fire Protection Planner | CA Dept of Forestry and Fire Protection | PC CDRA, 3091 County Center Drive | Auburn | CA | 95603 | | 886.3574 | |
| 185 | Local Jurisdictions | David Snyder | Placer County Office of Economic Development | Executive Director | 175 Fulweiler Ave. | Auburn | CA | 95603 | | 530.889.4017 | |
| 782 | Local Jurisdictions | Michael Johnson | Placer County Planning Department | Director | 3091 County Center Drive | Auburn | CA | 95603 | mjohnson@placer.ca.gov | 530.886.3000 | |

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| 410 | Local Jurisdictions | Loren Clark | Placer County Planning Department. | Assist. Director | 3091 County Center Dr. | Auburn | CA | 95603 | LClark@placer.ca.gov | 530.886.3000 | |
| 631 | Local Jurisdictions | Ken Grehm | Placer County Public Works Department | Director | 3091 County Center Drive, Suite 220 | Auburn | CA | 95603 | | | |
| 917 | Local Jurisdictions | Rick Dondro | Placer County Public Works Department | | 3091 County Center Drive, Suite 220 | Auburn | CA | 95603 | | | |
| 2 | Local Jurisdictions | Richard Moorehead | Placer County Public Works, Transportation Division | | 3091 County Center Drive, Suite 220 | Auburn | CA | 95603 | rmoorehe@placer.ca.gov | 530.889.7514 | |
| 222 | Local Jurisdictions | George Alves | Rural Lincoln Municipal Advisory Committee | | 630 Fowler Road | Newcastle | CA | 95658 | galves01@earthlink.net | 916.748.8092 (wk) | |
| 180 | Local Jurisdictions | E. Howard Rudd | Rural Lincoln Municipal Advisory Committee | Alternate | 5895 Mt. Vernon Road | Lincoln | CA | 95648 | howard@ehrudd.com | 916.773.9330 (wk) | |
| 814 | Local Jurisdictions | Planning Department | Sacramento County Planning Department | | 827 7th Street, Room 230 | Sacramento | CA | 95814 | | | |
| 815 | Local Jurisdictions | Public Works Department | Sacramento County Public Works Department | | 827 7th Street, Room 230 | Sacramento | CA | 95814 | | | |
| 407 | Local Jurisdictions | Lisa Wilson | Sutter Co. Planning Dept. | Acting Planning Chief | 1130 Civic Center Blvd., Suite E | Yuba City | CA | 95993 | lpurviswilson@co.sutter.ca.us | 530.822.7400 | |
| 226 | Local Jurisdictions | Al Sawyer | Sutter Co. Public Works Dept. | Director | 1130 Civic Center Blvd., Suite D | Yuba City | CA | 95993 | asawyer@co.sutter.ca.us | 530.822.7450 | |
| 909 | Local Jurisdictions | Doug Gault | Sutter County | Public Works Director | 1130 Civic Center Blvd. | Yuba City | CA | 95993 | dgault@co.sutter.ca.us | 530.822.7450 | |
| 133 | Local Jurisdictions | Larry Bagley | Sutter County -- Community Services Dept. -- Planning | Director | 1130 Civic Center Blvd. | Yuba City | CA | 95993 | dstylos@co.sutter.ca.us | 530.822.7400 | |
| 391 | Local Jurisdictions | Larry T. Combs | Sutter County - County Administrative Officer | Ex Officio | 1160 Civic Center Blvd. | Yuba City | CA | 95993 | lcombs@co.sutter.ca.us | 530.822.7100 | 530.822.7103 |
| 422 | Local Jurisdictions | Mark Quisenberry | Sutter County Agricultural Department | | 142 Garden Highway | Yuba City | CA | 95991 | MQuis@co.sutter.ca.us | 530.822.7500 | |
| 779 | Local Jurisdictions | Randy Cagle | Sutter County Community Services | Deputy Director | 1160 Civic Center Blvd. | Yuba City | CA | 95993 | | | |
| 90 | Local Jurisdictions | Charles Vanevenhoven | Sutter County Fire Department | Chief | 1130 Civic Center Blvd. | Yuba City | CA | 95993 | | 916.822.7400 | |
| 203 | Local Jurisdictions | Flood Control | Sutter County Public Works Department | | 1160 Civic Center Blvd. | Yuba City | CA | 95993 | | | |
| 63 | Local Jurisdictions | Brian Fragio | Town of Loomis | | 3665 Taylor Road | Loomis | CA | 95650 | | | |
| 490 | Local Jurisdictions | Perry Beck | Town of Loomis | Town Manager | 3665 Taylor Road | Loomis | CA | 95650 | pbeck@loomis.ca.gov | 916.652.1840 | |

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|-----|---------------------|------------------------------|--|--------------------------------|-------------------------|-----------------|----|-------|-----------------------------|---------------------|--|
| 913 | Local Jurisdictions | Russ Kelley | Town of Loomis | Town Council | 3665 Taylor Road | Loomis | CA | 95650 | ruskly@starstream.net | | |
| 822 | Local Jurisdictions | Planning Department | Town of Loomis Planning Department | | 3665 Taylor Road | Loomis | CA | 95650 | | | |
| 823 | Local Jurisdictions | Public Works Department | Town of Loomis Public Works Department | | 3665 Taylor Road | Loomis | CA | 95650 | | | |
| 828 | Local Jurisdictions | George Brown | West Placer Municipal Advisory Committee | | 3858 St. Julian Way | Roseville | CA | 95747 | | | |
| 923 | Native American | Rhonda Morningstar Pope | Buena Vista Rancheria-Native American Contact | Chairperson | PO Box 162283 | Sacramento | CA | 95816 | rhonda@buenavistatribe.us | 916-491-0011 | |
| 920 | Native American | Alice Wallace Moore | Native American Contact | | 19630 Placer Hills Road | Colfax | CA | 95713 | | 637-4279 | |
| 919 | Native American | Rose Enos | Native American Contact | | 15310 Bancroft Road | Auburn | CA | 95603 | | 878-2378 | |
| 918 | Native American | John Tayaba/Nicholas Fonseca | Shingle Springs Band of Miwok Indians | Chairperson | PO Box 1340 | Shingle Springs | CA | 95682 | | 676-8010 | |
| 925 | Native American | Nicholas Fonseca | Shingle Springs Band of Miwok Indians | Chairperson | PO Box 1340 | Shingle Springs | CA | 95682 | nfonseca@ssband.org | 676-8010 | |
| 928 | Native American | Elaine Whitehurst | Shingle Springs/Miwok Indians | | | | | | tutuwork@yahoo.com | | |
| 921 | Native American | Christopher Suehead | Todd Valley Miwok-Maidu Cultural Foundation | Cultural Representative | PO Box 1490 | Foresthill | CA | 95631 | tvmcf@foothill.net | | |
| 927 | Native American | Doug Elmets | United Auburn Indian Community | UAIC Public Affairs | 10720 Indian Hill Road | Auburn | CA | 9 | doug@elmets.com | 916-329-9180 | |
| 146 | Native American | David Zweig/Jessica Tavares | United Auburn Indian Community of the Auburn Rancheria | | 10720 Indian Hill Road | Auburn | CA | 95603 | dzweig@analyticalcorp.com | 883-2390 | |
| 924 | Native American | Waldo Walker | Washoe Tribe of Nevada and California | Chairperson | 919 Highway 395 South | Gardnerville | NV | 89410 | waldo.walker@washoetribe.us | 775-265-4191 | |
| 926 | Native American | Darrel Cruz | Washoe Tribe of Nevada and California | Cultural Resources Coordinator | 919 Highway 395 South | Gardnerville | NV | 89410 | darrel.cruz@washoetribe.us | 775-265-4191 x 1212 | |
| 325 | Private Sector | John Costa | Building Industry Association - Superior California | | 1536 Eureka Road | Roseville | CA | 95661 | costaj@biasup.org | 916.575.1430 | |
| 597 | Private Sector | | California Trucking Association | | 3251 Beacon Blvd. | West Sacramento | CA | 95691 | | | |
| 688 | Private Sector | William V. McIntosh | Pacific Gas & Electric | | 12182 Salada Court | Grass Valley | CA | 95949 | | | |
| 38 | Private Sector | | Paratransit, Inc. | | PO Box 231100 | Sacramento | CA | 95823 | | | |

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| 705 | Private Sector | | Placer County Contractors Assoc. | | 231 Cherry Avenue, #101 | Auburn | CA | 95603 | | | |
| 727 | Private Sector | Lauryl Hinerman | Placer County Tourism | | 106 Vernon Street | Roseville | CA | 95678 | lhinerman@placertourism.com | 916.773.5400 | |
| 731 | Private Sector | Robin Trimble | Rocklin Chamber of Commerce | | 3700 Rocklin Road | Rocklin | CA | 95677 | | | |
| 677 | Private Sector | Wendy Gerig | Roseville Chamber of Commerce | | 650 Douglas Blvd. | Roseville | CA | 95678 | wagerig@rosevillechamber.com | 916.783.8136 | |
| 138 | Private Sector | Matthew Mahood | Sacramento Metro Chamber | President | One Capitol Mall, Suite 300 | Sacramento | CA | 95814 | mmahood@metrochamber.org | 916.552.6808 x 105 | 916.443.2672 |
| 697 | Private Sector | Dee Lund | Union Pacific Railroad | | 915 L Street, Suite 1180 | Sacramento | CA | 95814 | | | |
| 674 | Private Sector | Wayne Horiuchi | Union Pacific Railroad | | 915 L Street, Suite 1180 | Sacramento | CA | 95814 | | | |
| 350 | Regional Agencies | Kathryn Mathews | El Dorado Co Transportation Commission | Executive Director | 2828 Easy Street, Suite 1 | Placerville | CA | 95667 | | | |
| 357 | Regional Agencies | Keith Nesbitt | PCTPA Board | | 1225 Lincoln Way | Auburn | CA | 95603 | mr.auburn@sbcglobal.net | | |
| 253 | Regional Agencies | Jim Holmes | PCTPA Board | | 175 Fulweiler Avenue | Auburn | CA | 95603 | | | |
| 354 | Regional Agencies | Kathy Lund | PCTPA Board | | 3970 Rocklin Road | Rocklin | CA | 95679 | | | |
| 641 | Regional Agencies | Tom Cosgrove | PCTPA Board | | 600 Sixth Street | Lincoln | CA | 95648 | | | |
| 618 | Regional Agencies | Kirk Uhler | PCTPA Board | | 175 Fulweiler Ave. | Auburn | CA | 95603 | | | |
| 585 | Regional Agencies | Suzanne Roberts | PCTPA Board | | PO Box 1453 | Colfax | CA | 95173 | suzannecolfax@yahoo.com | | |
| 230 | Regional Agencies | Gina Garbolino | PCTPA Board | | 311 Vernon Street | Roseville | CA | 95678 | ggarbolino@roseville.ca.us | | |
| 444 | Regional Agencies | Miguel Ucovich | PCTPA Board | | 3665 Taylor Road | Loomis | CA | 95650 | | | |
| 548 | Regional Agencies | Ron McIntyre | PCTPA Board | | P.O. Box 5487 | Tahoe City | CA | 96145 | | | |
| 181 | Regional Agencies | E. Maisch | PCWA | | P.O. Box 6570 | Auburn | CA | 95603 | | 530.823.4889 | |
| 796 | Regional Agencies | David Breninger | PCWA | General Manager | 144 Ferguson Road | Auburn | CA | 95602 | | | |
| 687 | Regional Agencies | William Morebeck | Placer County Agricultural Commission | | 4272 Garden Bar Road | Lincoln | CA | 95648 | william@psyber.com | 916.645.8650 | |
| 139 | Regional Agencies | Tom Christofk | Placer County Air Pollution Control District | | 3091 County Center Drive, Suite 240 | Auburn | CA | 95603 | tchristofk@placer.ca.gov | | |

| | | | | | | | | | | | |
|-----|-------------------|------------------------|---|---|-------------------------------------|------------|----|------------|------------------------------|----------------|--------------|
| 746 | Regional Agencies | Brian Keating | Placer County Flood Control & Water Conservation District | District Engineer | 3091 County Center Drive, Suite 220 | Auburn | CA | 95603 | | | |
| 728 | Regional Agencies | Andrew Darrow | Placer County Flood Control and Water Conservation District | | 3091 County Center Drive, Suite 220 | Auburn | CA | 95603 | | | |
| 799 | Regional Agencies | Gayle Garbolino-Mojica | Placer County Office of Education | Superintendent of Schools | 360 Nevada Street | Auburn | CA | 95603 | | | |
| 565 | Regional Agencies | Samson Okhade | SACOG | Senior Planner | 1415 L Street, Suite 300 | Sacramento | CA | 95814 | sokhade@sacog.org | | |
| 368 | Regional Agencies | Matt Carpenter | SACOG | Director of Community Planning & Operations | 1415 L Street, Suite 300 | Sacramento | CA | 95814 | mcarpenter@sacog.org | (916) 340-6229 | |
| 428 | Regional Agencies | Mike McKeever | SACOG | Executive Director | 1415 L Street, Suite 300 | Sacramento | CA | 95814 | mmckeeper@sacog.org | 916.733.3205 | |
| 808 | Regional Agencies | Hardy Acre | Sacramento International Airport | Manager | 6900 Airport Boulevard | Sacramento | CA | 95837 | | | |
| 22 | Regional Agencies | Larry Robinson | Sacramento Metropolitan Air Quality Management District | Land Use and Transportation Program Coordinator | 777 12th Street, 3rd Floor | Sacramento | CA | 95814 | lrobinson@airquality.org | 916.874.4816 | |
| 141 | Regional Agencies | Mike Wiley | Sacramento Regional Transit District | | P.O. Box 2110 | Sacramento | CA | 95812-2110 | | | |
| 64 | Regional Agencies | Brian Williams | Sacramento Transportation Authority | Executive Director | 431 I Street, Suite 106 | Sacramento | CA | 95814-2320 | | | |
| 507 | Regional Agencies | Linda Stackpoole | SPRTA Board | | 330 D Street | Lincoln | CA | 95648 | lstackpoole@ci.lincoln.ca.us | 916.752.3410 | 916-645-8601 |
| 352 | Regional Agencies | Peter Hill | SPRTA Board | | 3970 Rocklin Road | Rocklin | CA | 95679 | sandrad@ci.rocklin.ca.us | 916.624.0764 | |
| 231 | Regional Agencies | Jim Gray | SPRTA Board | | 311 Vernon Street | Roseville | CA | 95678 | jgray@roseville.ca.us | | |
| 42 | Regional Agencies | Kirk Uhler | SPRTA Board | | 175 Fulweiler Ave. | Auburn | CA | 95603 | kuhler@placer.ca.gov | 530.889.4010 | |
| 777 | Regional Agencies | Jim Durfee | Western Placer Waste Mgmt Authority | Executive Director | 3033 Fiddymont Road | Roseville | CA | 95747 | | | |
| 633 | Regional Agencies | Tim Johnson | Yuba-Sutter Economic Development Corporation | | 1227 Bridge Street, Suite C | Yuba City | CA | 95991 | | 530.751.8555 | |
| 769 | State Agencies | | California Air Resources Board | | P.O. Box 2815 | Sacramento | CA | 95812 | | | |
| 730 | State Agencies | Kurt Karperos | California Air Resources Board - Transportation Projects | | PTSD/AQTPB P.O. Box 2815 | Sacramento | CA | 95812 | | | |

| | | | | | | | | | | | |
|-----|----------------|---|---|--------------------------|------------------------------------|----------------|----|------------|-----------------------|--------------|--|
| 812 | State Agencies | Headquarters | California Department of Fish and Game | | 1416 Ninth Street | Sacramento | CA | 95814 | | | |
| 700 | State Agencies | Sacramento Valley-Central Sierra Region 2 | California Department of Fish and Game | | 1701 Nimbus Road, Suite A | Rancho Cordova | CA | 95670 | | 916/358-2898 | |
| 725 | State Agencies | | California Department of Forestry and Fire Protection | | P.O. Box 944246 | Sacramento | CA | 94244-2460 | | | |
| 805 | State Agencies | Office of Historic Preservation | California Department of Parks and Recreation | | P.O. Box 942896 | Sacramento | CA | 94296-0001 | | | |
| 807 | State Agencies | District 3 | California Department of Transportation | | P.O. Box 911 | Marysville | CA | 95901 | | | |
| 804 | State Agencies | Division of Planning and Local Assistance | California Department of Water Resources | Central District | P.O. Box 942836 | Sacramento | CA | 94236 | | | |
| 694 | State Agencies | Headquarters | California Department of Water Resources | | P.O. Box 942836 | Sacramento | CA | 94236 | | 916.327.1722 | |
| 741 | State Agencies | | California Energy Commission | | 1516 Ninth Street, MS-29 | Sacramento | CA | 95814-5512 | | 916/654-5000 | |
| 738 | State Agencies | | California Integrated Waste Management Board | | P.O. Box 4025 | Sacramento | CA | 95812-4025 | | | |
| 723 | State Agencies | Ken Lewis | California Public Utilities Commission | | 505 Van Ness Avenue | San Francisco | CA | 94102 | | 415/703-3221 | |
| 802 | State Agencies | Central Valley Region | California Regional Water Quality Control Board | Sacramento Main Office | 11020 Sun Center Drive, #200 | Rancho Cordova | CA | 95670-6114 | | | |
| 768 | State Agencies | Jeff Pulverman | Caltrans -- District 3 | | P.O. Box 911 | Marysville | CA | 95901 | | | |
| 316 | State Agencies | Jody Jones | Caltrans -- District 3 | District Director | P.O. Box 911 | Marysville | CA | 95901 | jody_jones@dot.ca.gov | 530.741.4233 | |
| 795 | State Agencies | Laura Rice | Caltrans -- District 3 | | P.O. Box 911 | Marysville | CA | 95901 | | | |
| 794 | State Agencies | Harminder Basi | Caltrans -- District 3 | | P.O. Box 911 | Marysville | CA | 95901 | | | |
| 32 | State Agencies | John Hoole, P.E. | Caltrans -- District 3 | Local Assistance Program | P.O. Box 911 | Marysville | CA | 95901 | | | |
| 573 | State Agencies | Aaron Cabaccang | Caltrans -- District 3 -- Sacramento Area Office | | PO Box 911 | Marysville | CA | 95901 | | 916.274.0612 | |
| 335 | State Agencies | John Webb | Caltrans -- District 3 -- Sacramento Area Office | Environmental | 2389 Gateway Oaks Drive, Suite 100 | Sacramento | CA | 95833 | | | |

| | | | | | | | | | | | |
|-----|----------------|------------------|---|--------------------------------------|----------------------------------|----------------|----|------------|----------------------------|--------------|--|
| 754 | State Agencies | Sandy Hesnard | Caltrans -- Division of Aeronautics | | P.O. Box 942874 MS-40 | Sacramento | CA | 94274 | sandy.hesnard@dot.ca.gov | 916/654-5314 | |
| 155 | State Agencies | Denise O'Connor | Caltrans -- North Region | Environmental Coordinator | P.O. Box 942874 | Sacramento | CA | 94274-001 | denise_o'connor@dot.ca.gov | 916.653.3171 | |
| 446 | State Agencies | Mike Forga | Caltrans -- Office of Special Funded Projects | | P.O. Box 911 | Marysville | CA | 95901 | | | |
| 753 | State Agencies | Ron Helgeson | Caltrans -- Planning | | P.O. Box 942874 | Sacramento | CA | 94274 | | 916/653-9966 | |
| 922 | State Agencies | Colette Armao | Caltrans Division of Aeronautics | Placer County Liaison for RTP Review | P.O. Box 942874 MS-40 | Sacramento | CA | 94274 | colette.armao@dot.ca.gov | 916-654-5346 | |
| 670 | State Agencies | Bill Donovan | CHP | Captain | 9440 Indian Hill Road | Newcastle | CA | 95658-9304 | | | |
| 702 | State Agencies | | Department of Boating & Waterways | | 2000 Evergreen Street, Suite 100 | Sacramento | CA | 95815 | | 916/263-4326 | |
| 737 | State Agencies | | Department of Conservation | | 801 K Street, MS-24-02 | Sacramento | CA | 95814 | | 916/445-8733 | |
| 767 | State Agencies | Banky Curtis | Department of Fish & Game, Region 2 | | 1701 Nimbus Road | Rancho Cordova | CA | 95670 | | | |
| 698 | State Agencies | | Department of Fish and Game Environmental Services Division | | 1416 Ninth Street, 13th Floor | Sacramento | CA | 95814 | | 916/653-1070 | |
| 761 | State Agencies | | Department of Health/Drinking Water | | 744 P Street | Sacramento | CA | 95814 | | 916/445-2519 | |
| 756 | State Agencies | B. Noah Tilghman | Department of Parks and Recreation, Env. Stewardship Section | | P.O. Box 942896 | Sacramento | CA | 94296 | | 916/653-6725 | |
| 752 | State Agencies | | Department of Toxic Substances Control CTC - CEQA Tracking Center | | P.O. Box 806 | Sacramento | CA | 95812-0806 | | 916.324.3119 | |
| 740 | State Agencies | Debbie Treadway | Native American Heritage Commission | | 915 Capitol Mall, Room 364 | Sacramento | CA | 95814 | | 916/653-4082 | |
| 695 | State Agencies | | Office of Emergency Services | | 3650 Schriever Ave | Mather | CA | 95655 | | 916.464.1014 | |
| 757 | State Agencies | | Office of Historic Preservation | | P.O. Box 942896 | Sacramento | CA | 94296-0001 | | 916/653-6624 | |
| 248 | State Agencies | Hans Kreutzberg | SHOP, Cultural Resources Program | Supervisor | 1416 Ninth Street 1442-7 | Sacramento | CA | 95814 | hkreu@ohp.parks.ca.gov | | |
| 759 | State Agencies | | State Water Resources Control Board Division of Water Quality | | P.O. Box 942836 | Sacramento | CA | 94236 | | 916/657-0912 | |

APPENDIX C

MAJOR EMPLOYERS LOCATED IN PLACER COUNTY

This list was developed using the Employment Development Department (EDD) database of major employers in California, and the Sacramento Business Journal lists of manufactures, private companies, and list of major employers.

EDD obtains its employer data from the America's Labor Market Information System (ALMIS) Employer Database, 2010 1st Edition. The Sacramento Business Journal conducts annual surveys of employers to obtain information for its lists.

| Employer Name | Location | Industry |
|-----------------------------------|----------------|--|
| Adventist Health System | Roseville | Health Care |
| Alpine Meadows | Alpine Meadows | Skiing Centers and Resorts |
| Auburn Area Answering Service | Auburn | Paging and Answering Service |
| Club Cruise Inc. | Roseville | Travel Agencies and Bureaus |
| Coherent Inc. | Auburn | Medical Manufacturer |
| Cooks Collision Inc. | Roseville | Auto Body Repair |
| EMF Broadcasting | Rocklin | Radio Network |
| Formica Corporation | Rocklin | Plastic and Laminates Manufacturer |
| Hewlett-Packard Company | Roseville | Computer Services |
| John L. Sullivan Automotive Group | Roseville | Automobile Dealerships |
| John Mourier Construction Inc. | Roseville | Residential Construction and Development |
| Kaiser Permanente | Roseville | Health Care |
| NEC Electronics America Inc. | Roseville | Semiconductors |
| Nella Oil Company Group | Auburn | Gasoline Stations and Convenience Stores |
| Oracle | Rocklin | Software |
| Northern Video Systems Inc. | Rocklin | Network and Security Systems |
| Pacific MDF Products Inc. | Rocklin | Fiberboard Materials |
| PASCO Scientific | Roseville | Software |
| Placer County | Auburn | County Government |
| Placer County Office of Education | Auburn | Schools |
| PRIDE Industries In. | Roseville | Manufacturing |
| Progressive Technology | Rocklin | Machine Shops |
| Reeve-Knight Construction Inc. | Roseville | General Contractor and Construction Management |

| | | |
|-----------------------------------|----------------|---|
| Resort at Squaw Creek | Olympic Valley | Resorts |
| Roseville Golfland - Sunsplash | Roseville | Water Parks |
| Roseville Toyota Scion | Roseville | Automobile Dealership |
| Sierra Community College District | Rocklin | Community College |
| Sierra Pacific Industries | Lincoln | Lumber Materials |
| Sure West Communications | Roseville | Communications |
| Sutter Roseville Medical Center | Roseville | Health Care |
| The Rice Company | Roseville | Commodities |
| Thunder Valley Casino | Lincoln | Casinos |
| Tilton Pacific Construction Inc. | Rocklin | General Contractor |
| United Natural Foods | Rocklin | Food Products Retail |
| USA Properties Fund Inc. | Roseville | Development, Construction and Property Management |
| Walmart Pharmacy | Roseville | Pharmacy |

APPENDIX D

2035 MTP LAND USE ALLOCATION SUMMARY FOR PLACER COUNTY JURISDICTIONS

The following section summarizes the regional Land Use Allocation assumptions developed by SACOG for the MTP 2035 (MTP Appendix D2).

MTP 2035 Land Use Allocation

Since the adoption of the Blueprint Vision by the SACOG Board of Directors in December 2004, a number of jurisdictions in the region have begun implementing the Blueprint smart growth principles into their planning processes. The general plan and specific plan development activities occurring in the region by local jurisdictions are reflected in the 2035 land use assumptions and the population, housing and employment forecasts used for the MTP 2035.

Federal and State transportation planning guidance, require that land use assumptions used in the development of a long range transportation plan reflect a growth pattern that is most likely to occur, based on the best information available. Growth patterns are influenced through a combination of ongoing social, economic, market forces, and technological changes. Growth patterns are further regulated through zoning, land use plans and policies (many which reflect Blueprint principles), and decisions regarding development applications. Local government and other regional, state, and federal agencies also make decisions regarding the provision of infrastructure (e.g., transportation facilities, water facilities, sewage facilities) and protection of natural resources that may influence growth rates and the location of future development.

The MTP's 2035 land use allocation was developed over two years (2005-2007) in cooperation with local jurisdictions. In 2005, a regional growth forecast of employment, population and housing was developed for the SACOG region by Stephen Levy of the Center for the Continuing Study of the California Economy (CCSCE). Development of the population, housing, and employment forecasts were done in consultation with the local jurisdictions. The SACOG Board of Directors adopted a regional forecast for the years 2013, 2018 and 2035 in March 2007. In September 2007 the SACOG Board of Directors adopted a revised 2035 forecast for use in developing the land use allocation of the MTP 2035. The forecast consisted of a projected economic growth rate that was tied to a demographic forecast, which was then tied to a forecast of the number of new housing units that will be needed throughout the region through 2035. The adopted forecast closely matched the 2035 projections released by the California Department of Finance in mid 2007.

In contrast to prior SACOG growth projections, the adopted land use assumptions, and the housing and employment projections for the MTP 2035 show considerable changes from the traditional approach to development. The focus of regional and local land use planning has shifted to more compact development with higher employment and housing densities. Within the Sacramento region, the majority of the growth is projected to occur in the region's central core

and inner suburbs; however, some outlying communities, such as in Placer County will experience faster growth than previously projected.

The following section summarizes the regional Land Use Allocation assumptions developed by SACOG for the MTP 2035 (Appendix D2) as it relates to the individual jurisdictions within Placer County.

Placer County – West Slope County Summary

Placer County is predominantly rural and much of the eastern half of the county is under federal ownership. The majority of the population and urban development is located in the western half of the county, concentrated primarily in and around the fast-growing cities of Roseville, Rocklin and Lincoln. This growth trend is projected to continue through 2035: 80 percent of the county's new development will occur in Lincoln, Roseville, and southwest unincorporated Placer County, with the majority of growth occurring through development of lands in and adjacent to existing city limits. This projected growth is, in part, the impetus behind the Placer County Conservation Plan, which is intended to address the impacts of new growth on habitat lands. All Placer cities through use of revitalization strategies are expected to see the infill and reinvestment in their downtowns and older transportation corridors.

Auburn

Auburn has experienced a slow pace of growth over the past fifteen years, which is expected to continue through 2035. Projected growth will occur through infill and redevelopment within the existing city limits. Though it covers a large area, Auburn's sphere of influence (SOI) has few large development parcels outside of the redevelopment potential along the Highway 49 corridor (north of the city limits). Large capacity-adding annexations are not projected to occur.

Auburn has historically maintained a strong balance of jobs to housing, due in part to its role as the county seat, a shopping and service destination for the surrounding rural areas, and as a stop along heavily-traveled tourist routes to the Sierra Nevada foothills and mountains. This ratio of jobs-to-housing is expected to remain jobs-heavy.

Colfax

Land development in Colfax is constrained by the city's topography and in recent years by its waste water treatment plant, which has reached capacity. For this reason, development for the past several years has been restricted to a few housing units per year. Colfax has historically maintained a strong jobs-housing balance, supported by tourism and surrounding rural populations.

Through 2035, Colfax is anticipated to grow slowly. New development is likely to be small-scale and a significant amount of it concentrated in and around the Interstate 80 and Highway 174 corridors. The historic downtown is also expected to see some infill growth, as the city's long-range planning efforts are focused on downtown revitalization and economic development.

Lincoln

The City of Lincoln has been one of the fastest growing cities in the Sacramento region for several years, more than tripling its population in the past seven years. The majority of the growth has been residential development in a few large specific plan areas, though commercial development has accelerated in the last three to four years.

Lincoln is expected to continue robust growth through 2035. In the early years of the planning period, the current city limits are expected to substantially build out. A small percentage of the city's growth will occur through continued small-scale infill and redevelopment in the downtown. Annexations are anticipated to occur throughout the planning period, with areas closest to the existing city limits (and within the existing SOI) annexing first, followed by lands further out. Large commercial, industrial and employment uses are planned for the areas along the SR 65 bypass. Throughout the expansion areas of the city (east and west), a minimum of 45 percent of the land area will be dedicated open space and parklands. Lincoln is anticipated to experience strong job growth into the future as it merges with the growing southwest Placer jobs center along the SR 65 corridor.

Loomis

The Town of Loomis is a small, rural community that has experienced very little growth in the past seven years despite its location in the fast-growing southwestern region of Placer County. Planning efforts aim to maintain the town's rural character overall, focusing primarily on infill and redevelopment of the downtown area.

Loomis' modest growth is projected to occur steadily through 2035. With no plans for expansion, the town's residential growth is limited to development of the remaining vacant rural residential lands, and redevelopment and infill in its downtown. Employment growth will be concentrated along the Interstate 80 corridor and in the downtown. The town's strong existing jobs-housing balance is expected to be maintained through 2035.

Rocklin

The City of Rocklin is surrounded on all sides by the cities of Lincoln and Roseville, the Town of Loomis, and the Roseville SOI. Residential development peaked in 2004 and has tapered significantly as only two new growth areas remain in the northern area of the city.

The City's Downtown Rocklin Plan will provide significant capacity for residential and employment growth added through small-scale infill and redevelopment. It is expected to be implemented slowly over the planning period. As in the rest of southwest Placer County, Rocklin has experienced consistent employment growth over the past several years. This trend is expected to continue given the rise of Rocklin and Roseville as a regional jobs center. Rocklin's employment will increase slightly through 2035 most of it concentrated in the SR 65 and Interstate 80 corridors. The city's jobs-to-housing ratio will also increase. Residential growth continues through 2035, although at a slower pace.

Roseville

Roseville sits at the heart of the southwest Placer employment center. Employment uses are concentrated in the areas around Interstate 80 and SR 65. While residential uses surround these areas, the majority of the city's housing is located west of the Interstate 80/SR 65 corridors. Over the past several years, the city experienced significant housing growth that did not keep up with employment growth. Jobs growth is expected to continue to outpace housing growth through 2035. Strong housing growth is also expected, with the city increasing its ratio of housing to jobs by 2035. Most housing growth in the early years of the planning period will occur within the existing city limits, through the building-out of approved specific plans. Through the latter half of the planning period, the city is expected to annex its western SOI, where a Memorandum of Understanding between Roseville and Placer County allows Roseville to lead urban development of the area. Development in this area will be primarily residential; with commercial growth will serve local residents and the surrounding southwest Placer developments. Redevelopment and infill, both mixed-use and residential, are anticipated to occur later in the planning period, focused on the city's older commercial and redevelopment corridors.

Unincorporated Placer

Historically, development in unincorporated Placer County was concentrated in rural communities, the majority of which are clustered along the Interstate 80 corridor. The employment boom in Roseville and Rocklin has contributed to the housing development boom in the rest of southwest Placer County. In addition, new development has been approved east of Lincoln and north of Auburn, and over the past decade, several development proposals have been filed with the county for urban-levels of development in the southwestern portion of the County (primarily south of Lincoln and west of Roseville).

By 2035, strong job growth is projected for the Roseville/Rocklin and McClellan Park (in northern Sacramento County) jobs centers. This job growth will be balanced by a high level of housing growth in southwest unincorporated Placer County. A significant amount of this new housing will be built at higher densities than housing developments of the past ten to fifteen years. While some rural residential development will continue to occur in the foothill communities, the concentration of the unincorporated population will shift towards the southwest valley area.

United Auburn Indian Community of the Auburn Rancheria

The United Auburn Indian Community of the Auburn Rancheria is located in the Sierra Nevada foothills near Auburn, California. Currently, the majority of tribal members reside in Placer and Nevada counties. The United Auburn Indian Community of the Auburn Rancheria owns the Thunder Valley Casino located near the northwest corner of Athens and Industrial Avenues in the Sunset Industrial Area of unincorporated Placer County. The Tribe is also proposing that 1,100 acres located in northwest Placer County be placed into federal trust for future tribal residential housing and tribal community use.

The development activities of the United Auburn Indian Community of the Auburn Rancheria is not explicitly included as part of SACOG’s population, housing and employment projections. Rather, where existing residential and recreational development is located, SACOG assumes future growth to occur within that general area.

APPENDIX E

2005 PEAK PERIOD LEVELS OF SERVICE

Peak Period Vehicle Miles of Travel by Level of Service within Placer County¹

| | Level of Service A-C | | | Level of Service D-E | | | Level of Service F | | |
|--------------------------|----------------------|--------------------|-----------|----------------------|---------|---------|--------------------|--------|---------|
| | Freeways | Other ² | Total | Freeways | Other | Total | Freeways | Other | Total |
| West of SCB ³ | 329,000 | 1,045,000 | 1,375,000 | 165,000 | 160,000 | 324,000 | 52,000 | 85,000 | 137,000 |
| East of SCB | 758,000 | 587,000 | 1,345,000 | 0 | 87,000 | 87,000 | 0 | 42,000 | 42,000 |

Percentage of Peak Period Vehicle Miles of Travel by Level of Service within Placer County

| | Level of Service A-C | | | Level of Service D-E | | | Level of Service F | | |
|-------------|----------------------|-------|-------|----------------------|-------|-------|--------------------|-------|-------|
| | Freeways | Other | Total | Freeways | Other | Total | Freeways | Other | Total |
| West of SCB | 60.4% | 81.0% | 74.9% | 30.2% | 12.4% | 17.7% | 9.4% | 6.6% | 7.4% |
| East of SCB | 100.0% | 84.9% | 91.2% | 0.0% | 12.2% | 5.9% | 0.0% | 5.9% | 2.9% |

Peak Period Vehicle Hours of Delay \geq Level of Service D within Placer County

| | Freeways | Other | Total |
|--------------|----------|-------|-------|
| West of SCB | 730 | 1,227 | 1,957 |
| East of SCB | 0 | 896 | 896 |
| Total County | 730 | 2,123 | 2,853 |

Notes:

¹Data excludes Tahoe Basin.

²Other = major arterial roadways

³SCB = Sierra College Boulevard

Source: DKS Associates, 2005

APPENDIX F

2035 REGIONAL TRANSPORTATION PLAN PROGRAMMED MASTER PROJECTS LIST

| Lead Agency | SACOG Project ID | SACOG MTP | SACOG MTIP | Project Title | Project Description | Year Complete | Current Year (2010) \$ | Expenditure Year \$ |
|--|------------------|-----------|------------|--|---|---------------|------------------------|---------------------|
| City of Roseville Dept of Public Works | PLA25422 | '07-00 | 11-00 | 2010 Douglas Boulevard Bonded Wearing Course | In Roseville on Douglas Boulevard, from Sierra Gardens to Sierra College, apply bonded wearing course. | 2010 | \$1,986,850 | \$1,986,850 |
| City of Roseville Dept of Public Works | PLA25428 | 07-00 | 09-26 | Jobs for Main Street - Microsurfacing | In Roseville, application of microsurfacing to the following existing roadways: Church Street from Atkinson Street to Washington Boulevard; Baseline Road from Fiddymont Road to Foothills Boulevard; Junction Boulevard from Washington Boulevard to Foothills Boulevard; Foothills Boulevard from Junction Boulevard to Main Street / Baseline Road; Atlantic Street from Folsom Road to Eureka Road; and Pleasant Grove Boulevard from Foothills Boulevard to Roseville Parkway. | 2010 | \$1,400,000 | \$1,400,000 |
| City of Roseville Dept of Public Works | PLA25442 | 07-00 | 11-00 | Riverside Avenue Storm Drain Improvement Project - Phase II | In Roseville on Riverside Avenue, Bonita Street, Clinton Avenue & Cherry Street, upgrade existing drainage infrastructure. | 2010 | \$400,000 | \$400,000 |
| Placer County Dept of Public Works | PLA25448 | 07-00 | 11-00 | Bowman Road Bridge | Bridge No. 19C0062, Bowman Road, over UPRR, BNSF rail yards & Amtrak, 0.1 mile north of 19C0061. Preliminary Engineering & replace the existing structurally deficient bridge to bring it up to current standards. No additional lanes. | 2010 | \$1,875,001 | \$1,875,001 |
| Placer County Dept of Public Works | PLA25392 | '07-00 | 11-00 | Horseshoe Bar Road Curve Improvements | This project will improve roadway curves on Horseshoe Bar Road between Happy Road & Auburn-Folsom Road. Sight distance at problem curves will be improved by grading, widening shoulder, & vegetation removal. | 2010 | \$785,000 | \$785,000 |
| Placer County Transit | PCT10479 | 07-00 | 11-00 | Sierra College Bus Stop Improvements | Entrance bus stop on the periphery of Sierra College campus along Rocklin Road. | 2010 | \$113,095 | \$113,095 |
| Caltrans District 3 | CAL20394 | 07-00 | 11-00 | ED/Pla/But Guardrail | In El Dorado, Placer, and Butte counties at various locations install metal beam guardrail & end treatments. Placer locations: Pla-193-7.96/8.00, 2 miles west of I-80 near Summer Star Lane | 2011 | \$1,026,000 | \$1,067,040 |
| Caltrans Division of Rail | CAL18768 | '07-00 | 11-00 | Dinky Way Grade Crossing | In the City of Colfax, at the intersection of Dinky Way & UPRR: Eliminate hazards at railroad grade crossing. (US DOT RR crossing # 753152B) | 2011 | \$550,000 | \$572,000 |
| Caltrans Headquarters | CAL18820 | 07-00 | 11-00 | FTA Section 5310 Elderly & Disabled Transit Program Grouped Projects | Transit capital purchases, including large, medium, & small buses, minivans, bus lifts, scheduling software, mobile radios, & other equipment. Project cost is for Placer County only, non-profit is PRIDE Industries, Inc. | 2011 | \$440,085 | \$457,688 |
| City of Auburn Dept. of Public Works | PLA25399 | '07-00 | 11-00 | Auburn Transit Bus Replacement | Purchase 2 (two) 25' replacement buses. | 2011 | \$166,500 | \$173,160 |
| City of Auburn Dept. of Public Works | PLA25351 | '07-00 | 11-00 | Street Sweeper Replacement | Replace one existing 1992 Ford Tymco 600 sweeper, with a new clean diesel powered street sweeper. (Emissions Reductions in kg/day: NOx 0.08, PM10 0.16) | 2011 | \$282,040 | \$293,322 |
| City of Auburn Dept. of Public Works | PLA25459 | '07-00 | 11-00 | Auburn Transit - O&M (2011) | Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn. | 2011 | \$453,000 | \$471,120 |
| City of Colfax Dept of Public Works | PLA25205 | '07-00 | 11-00 | Overlays & Pavement Rehabilitation | In Colfax, surface overlays, various dig-outs, & patching of failed substructure South Auburn Street north of SR174, North Main Street, Grass Valley Street, & Rocky Road. | 2011 | \$300,000 | \$312,000 |
| City of Lincoln Dept of Public Works | PLA25208 | '07-00 | 11-00 | Auburn Ravine Phase 2 Bike/Ped Bridge | Phase 2: Class I pedestrian/bikeway along Auburn Ravine paralleling Ferrari Ranch Road from Ingram Parkway west to SR 65 & bridge crossing over Auburn Ravine. | 2011 | \$1,849,109 | \$1,923,073 |
| City of Rocklin Division of Engineering | PLA25267 | '07-00 | 11-00 | Civic Center Drive | Civic Center Drive: Construct new two lane roadway from the intersection of Meyers Street / Rocklin Road to an intersection with Pacific Street. One or more phases of this project may require federal permitting. | 2011 | \$2,698,000 | \$2,805,920 |

| Lead Agency | SACOG Project ID | SACOG MTP | SACOG MTIP | Project Title | Project Description | Year Complete | Current Year (2010) \$ | Expenditure Year \$ |
|--|------------------|-----------|------------|---|--|---------------|------------------------|---------------------|
| City of Rocklin Division of Engineering | PLA25357 | '07-00 | 11-00 | Safe School Route Phase 5 | In downtown Rocklin: Construct new sidewalks & bicycle lanes on remaining unimproved existing streets, allowing access to Springview School, downtown, & adjacent residential neighborhoods. (Emission Benefits in kg/day: ROG 0.26, NOx 0.15, PM10 0.03) | 2011 | \$2,989,955 | \$3,109,553 |
| City of Rocklin Division of Engineering | PLA25502 | 07-00 | 11-00 | Rocklin Road / Meyers Street Intersection Improvements | Construct a new roundabout at the intersection of Rocklin Road & Meyers Street. | 2011 | \$963,205 | \$1,001,733 |
| City of Rocklin Division of Engineering | PLA25503 | 07-00 | 11-00 | Rocklin Road Pavement Rehabilitation | Reconstruct Rocklin Road from Granite Drive to Meyers Street & High Street to Pacific Street. | 2011 | \$1,500,000 | \$1,560,000 |
| City of Roseville Dept of Public Works | PLA25366 | '07-00 | 11-00 | Bicycle Detection | Traffic signal detection for bicycles at various locations in Roseville. | 2011 | \$350,000 | \$364,000 |
| City of Roseville Dept of Public Works | PLA25385 | '07-00 | 11-00 | I-80 To Royer Park Bikeway Phase 2 - Segment 2 | Roseville, Harding Boulevard @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Boulevard completed in 2004 (PLA20870) completed in 2004. Phase 2 construction is separated into 3 segments: Segment 2 is Located from East Street to Folsom Road. | 2011 | \$413,592 | \$430,136 |
| City of Roseville Dept of Public Works | PLA15710 | '07-00 | 09-35 | I-80 Eureka Road On-Ramp Improvements | In Roseville, Eureka Road at I-80: add 4th WB thru lane from 500' E of N. Sunrise to eastbound I-80 on-ramp, including Miners Ravine Bridge widening, & change existing #1 NB & SB thru lanes at Sunrise/Eureka to left turn lanes. HPP #2399 | 2011 | \$9,600,000 | \$9,984,000 |
| City of Roseville Dept of Public Works | PLA25415 | '07-00 | 11-00 | Bus Purchase | Replace three (3) DAR style buses, with three low floor buses @ \$130,000 each. | 2011 | \$390,000 | \$405,600 |
| City of Roseville Dept of Public Works | PLA25215 | 07-00 | 11-00 | Operating Assistance JARC 5316 | JARC funds to decrease headways on weekday Roseville Transit Local Route A from hourly to every half hour. The additional service will aid passengers taking transit to major employment centers & provide better connectivity to Sacramento Regional Transit & Placer County Transit. | 2011 | \$229,119 | \$238,284 |
| City of Roseville Dept of Public Works | PLA25404 | '07-00 | 11-00 | Repower/Rehab Buses | Repower/Rehab buses | 2011 | \$1,215,000 | \$1,263,600 |
| City of Roseville Dept of Public Works | PLA25200 | '07-00 | 11-00 | Roseville Transfer Point & Bus Stop Improvement Project | 1. In Roseville, bus stop & pedestrian improvements along Riverside Avenue & completion of bike trail segment to Darling Way/Riverside Avenue; 2. transfer point improvements at Sierra Gardens/Santa Clara Drive. LIMITS: 1. Riverside Avenue - Douglas to Darling (including ptn. of bike trail along Dry Creek); 2. Sierra Gardens/Santa Clara. STREET NAME: Riverside Avenue | 2011 | \$1,402,500 | \$1,458,600 |
| Placer County Dept of Public Works | PLA25447 | 07-00 | 11-00 | Bowman Road Bridge | Bridge No. 19C0061, Bowman Road, over UPRR, BNSF rail yards & AMTRAK, 0.1 miles south of 19C0062. Preliminary Engineering & rehabilitate or replace the existing structurally deficient bridge to bring up to current standards. No additional lanes. | 2011 | \$1,875,001 | \$1,950,001 |
| Placer County Dept of Public Works | PLA25444 | 07-00 | 11-00 | Wise Road Bridge Replacement | Bridge No. 19C0035, Wise Road, over Auburn Ravine, between Millerton & Stone Road. Replace the existing 2 lane bridge with a new 2 lane bridge. | 2011 | \$2,334,000 | \$2,427,360 |
| Placer County Dept of Public Works | PLA25446 | 07-00 | 11-00 | Auburn-Forest Hill Road Bridge | Bridge No. 19C0060A, Auburn-Forest Hill Road, over North Fork American River, east of I-80. LSSRP Seismic Retrofit. | 2011 | \$91,888,011 | \$95,563,531 |
| Placer County Dept of Public Works | PLA25427 | 07-00 | 11-00 | Forest Hill Passing Lane Modification Project | Project is Located on Forest Hill Road 4.9 miles east of the intersection of I-80 and Auburn Ravine - Forest Hill Road Exit, between PM 5.25 & 5.50. Project includes realigning & restriping of approximately 875lf of centerline to increase the horizontal curve from 560lf to 700lf; remove approximately 965lf of eastbound passing lane; extend approximately 413lf of westbound passing lane; and apply a microsurface friction course to entire project. Project also includes striping of approximately 1415lf of the south shoulder to maintain 12 - 14 foot maximum lane width. | 2011 | \$125,000 | \$130,000 |
| Placer County Transit | PCT10496 | '07-00 | 11-00 | Preventive Maintenance | In non-urbanized areas of Placer County: Preventive maintenance. (Includes TART as well.) | 2011 | \$251,098 | \$261,142 |

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|--|------------------|-----------|------------|---|---|---------------|------------------------|---------------------|
| Placer County Transit | PCT10494 | '07-00 | 11-00 | CNG Station Upgrade Phase 2 | Dewitt Center in Auburn: Increase of CNG compressor capacity at Placer County CNG fueling station in Auburn. (Emissions Benefits in kg/day: 3.46 NOx, 0.12 PM10.) *Local Funds are Air District Funds* | 2011 | \$576,809 | \$599,881 |
| Placer County Transit | PCT10475 | '07-00 | 11-00 | Tahoe Truckee Jobs Access Reverse Commute Program | In Placer County, provide JARC operating assistance to Tahoe Area Regional Transit (part of Sacramento RT grant #CA-37-X065). | 2011 | \$1,320,000 | \$1,372,800 |
| Placer County Transit | PCT10500 | 07-00 | 11-00 | Placer County Transit Replacement Buses | Purchase of 2 35' CNG replacement buses for Placer County Transit. | 2011 | \$282,390 | \$293,686 |
| Sac. Metro Air Quality Management District | VAR56004 | 07-00 | 11-00 | Urban Forest for Clean Air (Phases 1-3) | Evaluate the potential SIP control strategy to capture the effects of the urban forest on regional air quality. | 2011 | \$725,000 | \$754,000 |
| SACOG | VAR11000 | '07-00 | '09-10 | STARNET Integration | Develop & install an information exchange system--the Sacramento Transportation Area Network, or STARNET--& connect 18 traffic & emergency centers. (Emission Benefits in kg/day: 223 ROG, 223 NOx, 330 CO) | 2011 | \$5,345,419 | \$5,559,236 |
| Town of Loomis Dept of Public Works | PLA25252 | '07-00 | 11-00 | Swetzer Road / King Road Signalization | In Loomis, install signal that is synchronized with the UPRR railroad at the Swetzer Road & King Road intersection. | 2011 | \$347,345 | \$361,239 |
| Town of Loomis Dept of Public Works | PLA19100 | '07-00 | 11-00 | Loomis Rail Station Enhancements | Design & construct pedestrian & landscaping improvements at the multimodal center including a Class 1 bike facility adjacent to Taylor Road, from downtown Loomis to Sierra College Boulevard (Emission benefits in kg/day: 6 ROG, 8 NOx, 3 PM-10) | 2011 | \$659,225 | \$685,594 |
| Caltrans District 3 | CAL20405 | 07-00 | 11-00 | Rumble Strips | In Placer County install rumble strips per SHOPP - Collision Reduction - on Pla-80 from Applegate Road overcrossing to SR174 junction (part of a larger group of Caltrans District 3 projects). | 2012 | \$200,000 | \$216,320 |
| Caltrans District 3 | CAL18767 | '07-00 | 11-00 | I-80 Operational Improvements/HOV - Phase 2 | In Placer County, near Sacramento, phase 2, west of Sacramento/Placer County line to Miners' Ravine Bridge-Construct eastbound & westbound HOV lanes & auxiliary lanes, with bridge widening & ramp modifications. | 2012 | \$47,576,532 | \$51,458,777 |
| Caltrans District 3 | CAL20398 | 07-00 | 11-00 | I-80 Rehabilitation - SHOPP | In Auburn, Placer County, from 0.5 mile west of Ophir Road undercrossing to 0.1 mile east of Russell Road overcrossing, rehabilitate roadway (16.8/R19.0). | 2012 | \$7,515,000 | \$8,128,224 |
| Caltrans District 3 | CAL18797 | '07-00 | 11-00 | I-80 HOV Lanes & Aux Lanes - Phase 3 | Phase 3 of the Operational Improvement Project: On I-80, Construct east & west bound extensions of the HOV (High Occupancy Vehicle) lanes & auxiliary lanes from Miners' Ravine to SR 65, 1 mile east of the 65/80 Separation. Includes widening of Miners' Ravine Bridge in both directions. | 2012 | \$33,848,000 | \$36,609,997 |
| Caltrans District 3 | CAL18781 | '07-00 | 11-00 | Install TMS Units | In Placer, Sacramento & Colusa Counties, at various locations - Install Transportation Management System (TMS) Units for monitoring congestion & delay. | 2012 | \$7,817,659 | \$8,455,580 |
| Caltrans District 3 | CAL20442 | '07-00 | 11-00 | Upgrade MBGR End Treatments at Various locations | In El Dorado, Placer, Sutter, Butte & Nevada counties on SR 99, 20, 49 & 50 - Upgrade metal beam guard rail (MBGR) end treatments (approximately 50% of work in El Dorado, Placer & Sutter counties; 29% in Butte County; & 21% in Nevada County).. | 2012 | \$5,170,000 | \$5,591,872 |
| Caltrans District 3 | CAL20422 | 07-00 | 11-00 | I-80 Maintenance in Placer County | On I-80 in Placer County, 7 miles east of Auburn, from 1.7 miles west of Applegate Road overcrossing (Br #19-0130) to 0.2 mile east of Junction SR174 in Colfax: perform maintenance of asphalt & concrete overlay. | 2012 | \$6,165,500 | \$6,668,605 |
| Caltrans District 3 | CAL20393 | 07-00 | 11-00 | Sac/Pla/Nev Thin Friction Surface | In Sacramento, Placer & Nevada counties at various locations - place a thin high friction surface (SHOPP - Collision Reduction). In Placer County at Pla-80-8.87. | 2012 | \$842,000 | \$910,707 |

| Lead Agency | SACOG Project ID | SACOG MTP | SACOG MTIP | Project Title | Project Description | Year Complete | Current Year (2010) \$ | Expenditure Year \$ |
|---|------------------|-----------|------------|---|---|---------------|------------------------|---------------------|
| Capitol Corridor Joint Powers Authority | CAL18320 | '07-00 | 11-00 | Roseville Third Track | Design & environmental for a third track to improve capacity on the UP mainline between Elvas Tower in Sac County & Roseville Station in Placer County. Extend freight lead track. Construct track and signal improvements. Possible relocation Roseville rail station to address conflicting train movements that affect capacity. | 2012 | \$7,280,000 | \$7,874,048 |
| City of Auburn Dept. of Public Works | PLA25247 | '07-00 | 11-00 | Auburn Ravine Bus Turnout / Bus Shelter | Construction of bus turnout & installation of bus shelter on Auburn Ravine Road in the City of Auburn. | 2012 | \$175,000 | \$189,280 |
| City of Auburn Dept. of Public Works | PLA25230 | '07-00 | 11-00 | Dairy Road Realignment | Roadway improvements along Dairy Road from Auburn Ravine to Luther Road, including realignment, bike lanes, bus turnouts, & sidewalks. | 2012 | \$1,000,000 | \$1,081,600 |
| City of Auburn Dept. of Public Works | PLA25229 | '07-00 | 11-00 | Nevada Street Improvements | Various improvements on Nevada Street from SR 49 to I-80, including widening 2 to 3 lanes, signalization, bike lanes, sidewalks, & bus turnouts. | 2012 | \$225,000 | \$243,360 |
| City of Auburn Dept. of Public Works | PLA25226 | '07-00 | 11-00 | Palm Avenue Sidewalks / Bicycle Lane | Installation of sidewalks & Class 2 bike lanes from SR 49 to Nevada Street. | 2012 | \$889,090 | \$961,640 |
| City of Colfax Department of Public Works | PLA25439 | 07-00 | 11-00 | Grass Valley Street Railroad Crossing Pedestrian Improvements | Pedestrian improvements across UP railroad tracks to improve pedestrian safety. | 2012 | \$244,000 | \$263,910 |
| City of Colfax Dept of Public Works | PLA25024 | '07-00 | 11-00 | South Auburn Street Bike Lanes | On South Auburn Street from Mink Creek to Colfax/Grass Valley Overcrossing: Add bike lanes on both sides of street. | 2012 | \$115,000 | \$124,384 |
| City of Colfax Dept of Public Works | PLA25466 | 07-00 | *11-00 | Main & Grass Valley Signal Improvements | Design & construction of a new traffic signal & turn-lane at the intersection of Main Street & Grass Valley Street. (Emission reductions: ROG 16 lbs/yr; NOx 11 lbs/yr; CO 20 lbs/yr). | 2012 | \$200,000 | \$216,320 |
| City of Lincoln Dept of Public Works | PLA19070 | '07-00 | 11-00 | Ferrari Ranch Road at SR65 Bypass | In Lincoln, SR65 Lincoln Bypass at Ferrari Ranch Road: construct interchange. | 2012 | \$14,495,628 | \$15,678,471 |
| City of Lincoln Dept of Public Works | PLA25311 | '07-00 | 11-00 | NEV Transportation Project - Phase 2 | In Lincoln: Various streets within Lincoln; striping, pavement markings, & signage on various roadways for NEV Transportation Project. | 2012 | \$273,430 | \$295,742 |
| City of Lincoln Dept of Public Works | PLA20810 | '07-00 | 11-00 | East Avenue | Reconstruct & restripe East Avenue 2-lane roadway from East 9th Street to SR193. | 2012 | \$1,900,000 | \$2,055,040 |
| City of Lincoln Dept of Public Works | PLA18710 | '07-00 | 11-00 | Industrial Boulevard | Industrial Boulevard, from Route 65 to 12 Bridges Drive: Widen from 2 to 4 lanes. | 2012 | \$948,000 | \$1,025,357 |
| City of Lincoln Dept of Public Works | PLA18790 | '07-00 | 11-00 | East Joiner Parkway | Widen East Joiner Parkway from 2 to 4 lanes from Del Webb Boulevard to Twelve Bridges. | 2012 | \$1,104,290 | \$1,194,400 |
| City of Lincoln Dept of Public Works | PLA19020 | '07-00 | 11-00 | Twelve Bridges Drive | Twelve Bridges Drive from Industrial Boulevard to SR 65 Interchange: widen from 2 to 4 lanes, including interchange improvements. | 2012 | \$230,414 | \$249,216 |
| City of Rocklin Division of Engineering | PLA25356 | '07-00 | 11-00 | NEV Lanes | Install striping, pavement markings, & signage to existing roadways to provide Neighborhood Electric Vehicle (NEV) access from residential areas within the City of Rocklin to downtown Rocklin & commercial areas. (Emission benefits in kg/day: ROG 3.29, NOx 2.88, PM10 1.56) | 2012 | \$267,500 | \$289,328 |
| City of Rocklin Division of Engineering | PLA25355 | '07-00 | 11-00 | Multi Modal Station Park-n-Ride Lot | In Rocklin, Rocklin Road adjacent to the UPRR tracks: Construct approximately 175 additional spaces, including lighting & landscaping, to the existing parking lot at the existing Rocklin Multi Modal station. (Emission Benefits in kg/day: ROG 0.46, NOx 0.49, PM10 0.38) | 2012 | \$580,000 | \$627,328 |
| City of Roseville Dept of Public Works | PLA19860 | '07-00 | 11-00 | Roseville Bikeway Master Plan Implementation | In Roseville, provide signs & striping for new class 2 & 3 bikeways. | 2012 | \$105,000 | \$113,568 |
| City of Roseville Dept of Public Works | PLA25214 | '07-00 | 11-00 | Roseville Transit ITS Project | To purchase & install electronic fare boxes, software, probes, software, automatic vehicle Location devices, mobile data computers, video security cameras & software, & digital reader board equipment for transfer points. [Project replaces PCT10430 & PCT10420] | 2012 | \$1,100,000 | \$1,189,760 |
| City of Roseville Dept of Public Works | PLA25381 | '07-00 | 11-00 | Westside Drive | City of Roseville: New N/S Road in West Roseville Specific Plan, west of Fiddymont Road, south of Blue Oaks Avenue, between Pleasant Grove & Blue Oaks. | 2012 | \$3,500,000 | \$3,785,600 |

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|---|------------------|-----------|------------|---|---|---------------|------------------------|---------------------|
| City of Roseville Dept of Public Works | PLA25386 | '07-00 | 11-00 | I-80 To Royer Park Bikeway Phase 2 - Segment 3 | Roseville, Harding Boulevard @ Dry Creek, I-80 to Royer Park: Construct class 1 bikeway in 2 phases. Phase 1 from I-80 to Harding Boulevard completed in 2004 (PLA20870) completed in 2004. Phase 2 construction is separated into 3 segments: Segment 3 is Located from Folsom Road to Lincoln Street/Royer Park. | 2012 | \$938,108 | \$1,014,658 |
| City of Roseville Dept of Public Works | PLA25416 | '07-00 | 11-00 | South Placer Transportation Call Center | Operating cost contribution towards ADA complementary paratransit services provided for the South Placer Call Center. | 2012 | \$187,500 | \$202,800 |
| City of Roseville Dept of Public Works | PLA25339 | '07-00 | 11-00 | City of Roseville SRTS | Proposes a Safe Routes to School pilot program within Roseville beginning with the Dry Creek School District. It will develop a "SRTS Tool Box." The Tool Box would include strategies for education, encouragement, enforcement, engineering & evaluation. SRTSD50_0043 | 2012 | \$215,000 | \$232,544 |
| City of Roseville Dept of Public Works | PLA25406 | '07-00 | 11-00 | West Roseville CMS Installation Project | In Roseville, install Changeable Message Signs (CMS) on S/B Foothills Boulevard south of Vineyard Road & E/B Baseline Road east of Fiddymment Road to reduce traffic congestion by improving traffic information dissemination per the ITS Master Plan. | 2012 | \$300,000 | \$324,480 |
| City of Roseville Dept of Public Works | PLA25288 | '07-00 | 11-00 | Roseville Fiber Optics Project | In Roseville, install fiber optic conduit, cable & pull-boxes along: Cirby Way, Rocky Ridge Drive, Old Auburn Road, South Cirby Way, Roseville Parkway, Blue Oaks Boulevard, Fiddymment Road, Baseline Road, Woodcreek Oaks Boulevard, Junction Boulevard & Foothills Boulevard (Emission reduction benefits (kg/day): ROG 0.32, NOx 0.32). | 2012 | \$940,000 | \$1,016,704 |
| City of Roseville Dept of Public Works | PLA25375 | '07-00 | 11-00 | Blue Oaks Extension | Roseville, Blue Oaks from 1300' west of Fiddymment to Hayden Pkwy., extend as 4 lanes. From Hayden Pkwy. to Westside extend as 2 lanes, including a 6 lane bridge over Kaseberg Creek. | 2012 | \$9,700,000 | \$10,491,520 |
| City of Roseville Dept of Public Works | PLA25500 | 07-00 | 11-00 | Pedestrian Facilities Improvement Project | In Roseville, construct sidewalks along various arterial & collector roadways. (Emission benefits in (kg/day) 0.45 ROG, 0.27 NOx, 0.05 PM10). | 2012 | \$522,450 | \$565,082 |
| Placer County Dept of Public Works | PLA25126 | '07-00 | 11-00 | Coon Creek Regional Park Bike Trail Project | Placer County intends to construct multi-use trails, parking lot & staging area & related improvements. LIMITS: Garden Bar area of Placer County .25 miles north of Mears Road between the Cities of Lincoln & Auburn. STREET NAME: Mears Road | 2012 | \$946,194 | \$1,023,403 |
| Placer County Dept of Public Works | PLA25453 | 07-00 | 11-00 | Yankee Slough Bridge Replacement | Bridge No. 19C0129, Dowd Road, over Yankee Slough, just south of Dalby Road. Right-of-way & replace existing structurally deficient bridge with new 2 lane bridge. | 2012 | \$2,341,000 | \$2,532,026 |
| Placer County Dept of Public Works | PLA25474 | 07-00 | 11-00 | Dowd Road Bridge Replacement | Bridge No. 19C0118, Dowd Road, over Markham Ravine, 0.5 miles south of Nicolaus Road. Replace existing 2 lane structurally deficient bridge with a new 2 lane bridge. | 2012 | \$4,800,000 | \$5,191,680 |
| Placer County Dept of Public Works | PLA25390 | '07-00 | 11-00 | Sheridan Elementary School Frontage Improvements SRTS | Sheridan ES & Lincoln MS: Improvements shall consist of a multi-purpose pedestrian path along the school frontage with curb ramps plus the installation of 2 4-way stops at the intersections of H Street/10th Street & Riosa Road/10th Street. (SRTS# S0203018) | 2012 | \$329,800 | \$356,712 |
| Placer County Dept of Public Works | PLA25128 | '07-00 | 11-00 | De La Salle Access Road | Construct De La Salle Access Road: new 4 lane road from Watt Avenue extension north to De La Salle University. | 2012 | \$6,000,000 | \$6,489,600 |
| Placer County Dept of Public Works | PLA25170 | '07-00 | 11-00 | Sunset Boulevard Phase 2 | Sunset Boulevard, from Foothills Boulevard to Fiddymment Road: Construct a 2-lane road extension [PLA15410 is Phase 1.] | 2012 | \$6,275,000 | \$6,787,040 |
| Placer County Dept of Public Works | PLA15080 | '07-00 | 11-00 | Auburn-Folsom Road Widening | From Placer/Sacramento County line to Douglas Boulevard: Widen to 4 lanes & install a signal at Auburn-Folsom Road & Fuller Drive. | 2012 | \$27,300,000 | \$29,527,680 |
| Placer County Dept of Public Works | PLA25044 | '07-00 | 11-00 | Sunset Boulevard | Widen Sunset Boulevard from SR 65 to Cincinnati Avenue from two to four lanes. Project includes widening Industrial Boulevard / UPRR overcrossing from two to four lanes. | 2012 | \$8,675,000 | \$9,382,880 |

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|--------------------------------------|------------------|-----------|------------|--|--|---------------|------------------------|---------------------|
| Placer County Dept of Public Works | PLA25006 | '07-00 | 11-00 | TART CNG Facility Phase 2 | TART Maintenance Facility, 870 Cabin Creek Road, Truckee, CA. Construct improvements to the TART CNG Fueling Facility (phase 2). | 2012 | \$358,868 | \$388,152 |
| Placer County Dept of Public Works | PLA25426 | 07-00 | 11-00 | Cook Riolo Road Bridge | Bridge No. 19C0117, Cook Riolo Road, over Dry Creek, 1.0 mile south of Base Lane Road. Right-of-way & replace 2 lane bridge with a new 2 lane bridge. | 2012 | \$9,146,051 | \$9,892,369 |
| SACOG | VAR56028 | '07-00 | 09-23 | Universal Transit Fare Card | Universal Transit Fare Card Procurement & Implementation: Implement a Universal Transit Fare Card System (UTFS) in the SACOG region, including hiring a consultant. [This project has \$537k STIP in 2010, but will implement AB3090 in order to use State Bond Transit in 2008] (Emission Benefits in kg/day: 0.06 ROG, 0.12 NOx). PCT and Roseville Transit participating Placer County transit operators. | 2012 | \$10,450,583 | \$11,303,351 |
| SACOG | VAR56041 | 07-00 | 11-00 | Safe Routes to School | For all schools in the six-county region, including Placer County: create tools, programs, & materials that promote safe walking & bicycling; conduct outreach & educate partners (SRTS#S0203019). | 2012 | \$240,000 | \$259,584 |
| SACOG | VAR56036 | 07-00 | 11-00 | SACOG New Freedom Funding FY 2007/2010 | SACOG 5317 New Freedom funds for the Sacramento urbanized area for FFY 2007-2010. For Placer County, FY 2009 & FY2010 two-year application is for the WPCTSA. | 2012 | \$324,412 | \$350,884 |
| Town of Loomis Dept of Public Works | PLA25253 | '07-00 | 11-00 | Sierra College Boulevard / Bankhead Road Signalization | Signalize intersection at Sierra College Boulevard & Bankhead Road in Loomis. | 2012 | \$300,000 | \$324,480 |
| Town of Loomis Dept of Public Works | PLA25354 | '07-00 | 11-00 | King Road. / Swetzer Road. Signalization | Construct a new traffic signal at King Road & Swetzer Road & provide synchronization between this signal, the King Road & the Taylor Road traffic signals & the Union Pacific railroad crossing. (Emission benefits in kg/day ROG 2.35, NOx 0.75) | 2012 | \$152,931 | \$165,410 |
| Town of Loomis Dept of Public Works | PLA25182 | '07-00 | 09-38 | Multi-Modal Parking Facility - Phase 1 | Multi-modal parking facility, bus stop & bicycle & pedestrian improvements on approximately 10 acres of Union Pacific property on Horseshoe Bar Road, adjacent to downtown Loomis. Phase 1 includes environmental, engineering & design, property acquisition & initial construction; future phases 2 & 3 cover construction only. Air quality emissions reduction is estimated at 1.0 kg per day. | 2012 | \$1,402,232 | \$1,516,654 |
| Town of Loomis Dept of Public Works | PLA25251 | '07-00 | 11-00 | Bankhead Road Widening | In Loomis, widen Bankhead Road to standard lane width, including possible construction of bike lanes. | 2012 | \$600,000 | \$648,960 |
| Caltrans District 3 | CAL18826 | '07-00 | 11-00 | I-80 Rehabilitate Bridge Decks Near Roseville | Placer County, I-80 near Roseville at various locations from Auburn/Riverside Overcrossing to Weimar Cross Road - Rehabilitate bridge decks (PM 0.3/29.3). | 2013 | \$16,184,000 | \$18,204,799 |
| Caltrans District 3 | CAL18829 | '07-00 | 11-00 | Upgrade MBGR End Treatments in Various Counties | In Sacramento, Placer, Yuba & Yolo Counties at various locations - Upgrade metal beam guard rail end treatments (project includes additional \$2 million of OTS funds). | 2013 | \$6,380,000 | \$7,176,632 |
| Caltrans District 3 | CAL18784 | '07-00 | 11-00 | ITS Installation - Various locations | In El Dorado, Nevada & Placer Counties at various locations on U.S. 50, I-80, SR89 & SR267 - install Intelligent Transportation Systems. | 2013 | \$4,606,000 | \$5,181,124 |
| Caltrans District 3 | CAL18780 | 07-00 | 11-00 | Various Counties Upgrade Guardrail | In Placer Counties on SR65 upgrade guardrail. Project includes other various counties in District 3. | 2013 | \$2,843,400 | \$3,198,438 |
| Caltrans District 3 | CAL20439 | 07-00 | 11-00 | Martis Creek Left-Turn Lane | Near Truckee on SR 267 at Martis Creek Lake Road, construct a left-turn lane pocket. | 2013 | \$1,458,000 | \$1,640,052 |
| City of Auburn Dept. of Public Works | PLA25255 | '07-00 | 11-00 | Auburn Infill Sidewalk Program | Construction of new curbs, gutters, & sidewalks that complete the existing sidewalk network, & connect existing areas throughout the City of Auburn. | 2013 | \$200,000 | \$224,973 |
| City of Auburn Dept. of Public Works | PLA25461 | '07-00 | 11-00 | Auburn Transit - O&M (2013) | Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn. | 2013 | \$473,000 | \$532,061 |

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|---|------------------|-----------|------------|--|---|---------------|------------------------|---------------------|
| City of Auburn Dept. of Public Works | PLA25471 | 07-00 | 36831 | Nevada Street Pedestrian & Bicycle Facilities | Class 2 bike lane & adjacent sidewalks along Nevada Street from Placer Street to Fulweiler Avenue to allow for continuous pedestrian & bicycle access from Old Town Auburn to the Auburn Station & EV Cain Middle School. (Emission reduction benefits (kg/day) ROG 0.03, NOx 0.02, PM10 0.01). | 2013 | \$444,526 | \$500,031 |
| City of Lincoln Dept of Public Works | PLA18650 | '07-00 | 11-00 | Aviation Boulevard | Widen Aviation Boulevard from 2 to 4 lanes from Venture Drive to terminus 0.5 miles north of Venture Drive | 2013 | \$850,000 | \$956,134 |
| City of Roseville Dept of Public Works | PLA19841 | '07-00 | 11-00 | Roseville Maintenance Facility Upgrades | Exp& existing Vehicle Maintenance facility at City of Roseville Corporation Yard (2005 Hilltop Circle). Early funding will cover preliminary engineering/environmental studies for preferred sites. | 2013 | \$2,710,000 | \$3,048,381 |
| City of Roseville Dept of Public Works | PLA25323 | '07-00 | 11-00 | Sierra Gardens Transfer Point | Improve Sierra Gardens Transfer Point. Improvements may include new bus turnouts, shelters, restrooms, landscaping, lighting, crosswalks, sidewalks, & other pedestrian improvements such as bulb-outs. (Emission benefits in kg/day: 63 ROG, 63 NOx, 25 PM10.) | 2013 | \$2,542,151 | \$2,859,574 |
| City of Roseville Dept of Public Works | PLA25417 | '07-00 | 11-00 | Preventive Maintenance | FFY 2009 through FFY 2013 preventive maintenance. | 2013 | \$1,311,750 | \$1,475,540 |
| City of Roseville Dept of Public Works | PLA25465 | 07-00 | 11-00 | Downtown Roseville Transportation Enhancement Project | In Roseville, conduct Washington Boulevard pedestrian/bike undercrossing study; improve Civic Center transit transfer facility; & construct other transit/bicycle/pedestrian related improvements. | 2013 | \$793,750 | \$892,861 |
| City of Roseville Dept of Public Works | PLA25377 | '07-00 | 11-00 | Market Drive | City of Roseville; Extend from Baseline Road to Pleasant Grove. | 2013 | \$8,500,000 | \$9,561,344 |
| City of Roseville Dept of Public Works | PLA25382 | '07-00 | 11-00 | Westside Drive | City of Roseville; New N/S Road in proposed new Sierra Vista Specific Plan, west of Fiddymount Road, between Baseline & Pleasant Grove. | 2013 | \$4,000,000 | \$4,499,456 |
| City of Roseville Dept of Public Works | PLA25469 | 07-00 | 11-00 | Oak Street Extension of Miners Ravine Trail | In Roseville, extend Class 1 trail from Lincoln Street to Royer Park. | 2013 | \$854,770 | \$961,500 |
| City of Roseville Dept of Public Works | PLA25430 | 07-00 | 11-00 | Washington Boulevard Bonded Wearing Course | In Roseville, on Washington Boulevard from Pleasant Grove Boulevard to Blue Oaks Boulevard: apply 1-inch bonded wearing course to existing street surface. | 2013 | \$1,175,460 | \$1,322,233 |
| Placer County Dept of Public Works | PLA20880 | '07-00 | 11-00 | Walerga Road Bridge Widening | In Placer County, West of Roseville, Walerga Road at Dry Creek: replace bridge & widen from 2 to 4 lanes. | 2013 | \$20,200,000 | \$22,722,253 |
| Placer County Dept of Public Works | PLA15120 | '07-00 | 11-00 | Bill Francis Drive | Construct 2-lane road from new Airport Road. to old Airport Road. | 2013 | \$1,500,000 | \$1,687,296 |
| Placer County Dept of Public Works | PLA16840 | '07-00 | 11-00 | Douglas Boulevard Widening | In Placer County, Douglas Boulevard: widen from 4 to 6 lanes from Cavitt Stallman Road south to Sierra College Boulevard (1,000+ feet). | 2013 | \$500,000 | \$562,432 |
| Placer County Dept of Public Works | PLA15420 | '07-00 | 11-00 | Walerga Road | Walerga Road: Widen & realign from 2 to 4 lanes from Baseline Road. to Placer / Sacramento County line. | 2013 | \$13,781,700 | \$15,502,538 |
| Placer County Dept of Public Works | PLA25432 | 07-00 | 11-00 | Rollins Lake Road Shoulder Widening and Guardrail Improvements | Rollins Lake Road for two miles north of its intersection with SR174, including its intersection with Norton Grade Road. Construct segments of shoulder widening and guardrail; realign roadway intersection; install speed limit and curve warning signage. HSIP3-03-032. | 2013 | \$1,110,200 | \$1,248,824 |
| Placer County Dept of Public Works | PLA25433 | 07-00 | 11-00 | Foresthill Road Safety | On Foresthill Road 3.2 miles east of its intersection with I-80, improve horizontal geometry of three curves; repave and apply a micro-surface friction course; increase sight distance and add acceleration lane. HSIP3-03-030. | 2013 | \$1,000,000 | \$1,124,864 |
| Placer County Dept of Public Works | PLA25384 | '07-00 | 11-00 | Foresthill Road Safety Improvements | Foresthill Road from Lower Lake Clementine Road to Old Auburn Road: Increase sight distance; construct acceleration lane. | 2013 | \$1,082,000 | \$1,217,103 |
| Placer County Dept of Public Works | PLA25472 | 07-00 | 11-00 | Auburn-Folsom Road Class 2 Bike Lane | On Auburn-Folsom Road between Douglas Boulevard & Joe Rodgers Road, construct a Class 2 bike lane including signage & striping. | 2013 | \$800,000 | \$899,891 |

| Lead Agency | SACOG Project ID | SACOG MTP | SACOG MTIP | Project Title | Project Description | Year Complete | Current Year (2010) \$ | Expenditure Year \$ |
|--|------------------|-----------|------------|--|---|---------------|------------------------|---------------------|
| Sac. Metro Air Quality Management District | VAR56006 | '07-00 | 11-00 | Regional Spare the Air Driving Reduction Program Phase 2 | Sacramento Federal Nonattainment Area: Spare The Air Voluntary Driving Curtailment Program. [Continued from SAC21080, Larger MTP project is VAR56022] (Emission Benefits in kg/day: ROG 0.2, NOx 0.2). Placer County share only. | 2013 | \$263,100 | \$295,952 |
| SACOG | VAR56037 | '07-00 | 09-28 | SECAT Program Phase 2 | Heavy-Duty NOx control strategies; SECAT program; GIS Transit program (includes bus stop & centralized regional transit information system, & trip planning). Placer County share only. | 2013 | \$1,315,550 | \$1,479,815 |
| Town of Loomis Dept of Public Works | PLA20910 | '07-00 | 11-00 | Taylor Road Bike & Turn Lane | In Loomis, Taylor Road from King Road to north town limits: add turn lane & bike lanes. STREET NAME: Taylor Road | 2013 | \$690,000 | \$776,156 |
| Town of Loomis Dept of Public Works | PLA25254 | '07-00 | 11-00 | Del Oro High School / Taylor Road Signalization | In Loomis, signalize the intersection at Del Oro High School & Taylor Road. | 2013 | \$400,000 | \$449,946 |
| Caltrans District 3 | CAL17240 | '07-00 | 11-00 | SR65 Lincoln Bypass | Placer County, SR65: Construct a 4-lane expressway on a new alignment from Industrial Avenue to north of North Ingram Slough & continue north with 2 lanes to Sheridan. Also design & construct a Park & Ride facility at SR65 Bypass & Industrial Avenue. (Emission Reductions in kg/day: ROG 1, NOx 1.2, PM10 0.6.) HPP #1408 | 2014 | \$291,783,000 | \$341,344,840 |
| Caltrans District 3 | CAL20389 | '07-00 | 11-00 | SR193 Curve Improvement | Near Lincoln, from 0.1 mile west to 0.9 mile east of Clark Tunnel Road - Realign curve improvement (SHOPP Lump Sum - Collision Reduction) (PM 4.5/5.4). | 2014 | \$12,586,000 | \$14,723,840 |
| City of Auburn Dept. of Public Works | PLA25227 | '07-00 | 11-00 | Auburn Signalization & Traffic Calming | Installation of various traffic signals & traffic calming measures within the City of Auburn. | 2014 | \$400,000 | \$467,943 |
| City of Auburn Dept. of Public Works | PLA25233 | '07-00 | 11-00 | Central Auburn Roadway Network | Various roadway widening & new roadway construction as a result of new development & redevelopment in the central Auburn Area. One or more phases of this project may require federal permitting. | 2014 | \$500,000 | \$584,929 |
| City of Auburn Dept. of Public Works | PLA25256 | '07-00 | 11-00 | Auburn Sidewalk Reconstruction & Tree Planting | Removal & replacement of damaged sidewalks in various locations throughout the City of Auburn, including installation of irrigation & tree/landscape planting where separated sidewalks exists. | 2014 | \$400,000 | \$467,943 |
| City of Auburn Dept. of Public Works | PLA25353 | '07-00 | 11-00 | Auburn Multi Modal Station - Rail Platform Extension | At the existing Auburn Multi Modal Station: Obtain right-of-way & install rail platform extension. Funding is for planning / engineering & design / environmental phase only. | 2014 | \$1,416,480 | \$1,657,081 |
| City of Auburn Dept. of Public Works | PLA25441 | 07-00 | 11-00 | Road Rehab & Overlays | In Auburn, various locations: perform pavement resurfacing and/or rehabilitation on the following urban roadways: Auburn-Folsom Road from Sunrise Ridge to Southridge, East Lincoln Way from Foresthill Avenue to Auburn City limits, and Dairy Road from Auburn Ravine to Luther Road. | 2014 | \$363,768 | \$425,557 |
| City of Auburn Dept. of Public Works | PLA25462 | '07-00 | 11-00 | Auburn Transit - O&M (2014) | Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn. | 2014 | \$487,000 | \$569,721 |
| City of Colfax Dept of Public Works | PLA25158 | '07-00 | 11-00 | Downtown Colfax Bike Lane Extension | From Downtown Multi-modal station, construct bike path extension to the intersection of Main Street & SR174 (Main Street) at Depot. | 2014 | \$562,500 | \$658,045 |
| City of Colfax Dept of Public Works | PLA25238 | '07-00 | 11-00 | South Canyon Way / Illinois Town Road | Intersection improvements, including construction of a center turn lane, at South Canyon Way & Illinois Town Road in Colfax. | 2014 | \$225,000 | \$263,218 |
| City of Colfax Dept of Public Works | PLA25239 | '07-00 | 11-00 | South Canyon Way / Plutes Road | Intersection improvements, including the construction of a center turn lane at South Canyon Way & Plutes Road in Colfax. | 2014 | \$225,000 | \$263,218 |
| City of Colfax Dept of Public Works | PLA25240 | '07-00 | 11-00 | Canyon Creek Road Extension | Extension of Canyon Creek Road to City Limits. Improvements include curb, gutter, & sidewalk. | 2014 | \$100,000 | \$116,986 |
| City of Colfax Dept of Public Works | PLA25241 | '07-00 | 11-00 | Shadowwood Subdivision Local Road Network | Local road network within & around Shadowwood subdivision. Project may require Federal permitting. | 2014 | \$260,000 | \$304,163 |
| City of Colfax Dept of Public Works | PLA25242 | '07-00 | 11-00 | Plutes Road | Construction of new subdivision access road from Canyon Way to east City limits, including construction of culvert at Bunch Creek. Project may require Federal permitting. | 2014 | \$1,087,500 | \$1,272,221 |

| Lead Agency | SACOG Project ID | SACOG MTP | SACOG MTIP | Project Title | Project Description | Year Complete | Current Year (2010) \$ | Expenditure Year \$ |
|---|------------------|-----------|------------|---|--|---------------|------------------------|---------------------|
| City of Colfax Dept of Public Works | PLA25243 | '07-00 | 11-00 | Illinois Town Road | Construction of new subdivision access road from Canyon Way to east City limits, including construction of culvert at Bunch Creek. Project may require Federal permitting. | 2014 | \$1,147,500 | \$1,342,413 |
| City of Colfax Dept of Public Works | PLA25244 | '07-00 | 11-00 | Colfax Pines Subdivision New Local Road | New Local road connecting Colfax Pines development to Iowa Hill Road. Project may require Federal permitting. | 2014 | \$650,000 | \$760,408 |
| City of Colfax Dept of Public Works | PLA25145 | '07-00 | 11-00 | Railroad Avenue Connector | Construct north south connector road on Railroad Avenue with pedestrian & bicycle improvements from Whitcomb to Grass Valley Street. | 2014 | \$1,357,500 | \$1,588,083 |
| City of Lincoln Dept of Public Works | PLA25464 | 07-00 | 09-38 | G Street Bicycle/Pedestrian/NE V/ITS Improvements | Construct various pedestrian, bicycle, NEV, and ITS improvements along the Highway 65 / G Street corridor from Sterling Parkway to 7th Street. Improvements will consist of gap sidewalk construction, pedestrian improvements to railroad crossings, pedestrian crossings along Highway 65 / G Street, bicycle and NEV lanes, connection to the existing trail along Auburn Ravine east of Highway 65, roadway narrowing through the construction of landscape medians and frontage improvements where appropriate, and traffic signal interconnection and coordination along the corridor. The first step of the project will be to prepare a master plan identifying and analyzing the improvements needed along the corridor. Based on the results of the master plan the project will then be designed and constructed in phases as multiple City capital improvement projects. | 2014 | \$3,288,796 | \$3,847,426 |
| City of Lincoln Dept of Public Works | PLA25467 | 07-00 | 11-00 | Ferrari Ranch Road Extension | Extend Ferrari Ranch Road from existing City limit near Caledon Circle to Moore Road (Village 7 boundary). | 2014 | \$1,920,000 | \$2,246,128 |
| City of Lincoln Dept of Public Works | PLA20750 | '07-00 | 11-00 | Airport Road | Reconstruct 1 mile of an existing 2-lane Airport Road from Nicolaus Road to Weco Access Road. | 2014 | \$721,000 | \$843,468 |
| City of Lincoln Dept of Public Works | PLA25497 | 07-00 | 11-00 | Operating Assistance | In Lincoln: operating assistance for Lincoln Transit. | 2014 | \$3,374,874 | \$3,948,125 |
| City of Rocklin Division of Engineering | PLA25268 | 07-00 | 09-00 | University Avenue - Phase 1 | New road: 4 lanes from the intersection of Whitney Ranch Parkway, north to the extension of West Ranchview Drive. | 2014 | \$2,500,000 | \$2,924,646 |
| City of Rocklin Division of Engineering | PLA25270 | '07-00 | 11-00 | University Avenue - Phase 2 | In Rocklin, University Avenue from the intersection of Sunset Boulevard / Atherton Road north to the intersection of Whitney Ranch Parkway: Construct a new four lane roadway. One or more phases of this project may require federal permitting. | 2014 | \$4,500,000 | \$5,264,364 |
| City of Rocklin Division of Engineering | PLA25025 | '07-00 | 11-00 | Whitney Ranch Parkway | In Rocklin, Whitney Ranch Parkway: construct new 6-lane facility from SR 65 to east of Wildcat Boulevard. | 2014 | \$4,739,673 | \$5,544,747 |
| City of Rocklin Division of Engineering | PLA19260 | '07-00 | 11-00 | Dominguez Road | In Rocklin, Dominguez Road: extend with 2 lanes from Granite Drive to Sierra College Boulevard, including new bridge over I-80. | 2014 | \$11,000,000 | \$12,868,444 |
| City of Rocklin Division of Engineering | PLA25156 | '07-00 | 11-00 | Sunset Boulevard | Sunset Boulevard: Widen to 6 lanes from north bound SR 65 ramp to West Stanford Ranch Road. | 2014 | \$850,000 | \$994,380 |
| City of Rocklin Division of Engineering | PLA20460 | '07-00 | 11-00 | Sierra College Boulevard | In Rocklin, Sierra College Boulevard from Aguilar Tributary to Nightwatch: widen from 2 to 4 lanes. | 2014 | \$2,750,000 | \$3,217,111 |
| City of Rocklin Division of Engineering | PLA15530 | '07-00 | 11-00 | Pacific Street | Widen Pacific Street to 4 lanes from Sierra Meadows to Loomis Town Limits. | 2014 | \$6,000,000 | \$7,019,151 |
| City of Rocklin Division of Engineering | PLA25374 | '07-00 | 11-00 | Whitney Ranch Parkway Interchange | Whitney Ranch Parkway & SR 65: construct full movement interchange. | 2014 | \$20,000,000 | \$23,397,171 |
| City of Rocklin Division of Engineering | PLA25499 | 07-00 | 11-00 | Rocklin Road / Grove Street Roundabout | Convert existing signalized intersection at Rocklin Road / South Grove Street & the offset unsignalized intersection at Rocklin Road / Grove Street to a dual roundabout intersection. (Emission benefits (kg/day) ROG 0.32, NOx 0.40, PM10 0.07). | 2014 | \$2,102,061 | \$2,459,114 |
| City of Roseville Department of Public Works | PLA25470 | 07-00 | 11-00 | Oakridge Drive Bridge Replacement | Bridge No. 19C0180. In Roseville, 0.2 miles north of Cirby Way on Oakridge Drive, replace existing narrow substandard bridge over Linda Creek with wider bridge to include bike lanes & sidewalks on both sides. | 2014 | \$2,500,000 | \$2,924,646 |

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|--|------------------|-----------|------------|---|--|---------------|------------------------|---------------------|
| City of Roseville Dept of Public Works | PLA25324 | '07-00 | 11-00 | Fuel Station Cover | Construct a fuel station cover. | 2014 | \$1,965,000 | \$2,298,772 |
| City of Roseville Dept of Public Works | PLA25380 | '07-00 | 11-00 | Westside Drive | City of Roseville: New N/S Road in proposed new Creekview Specific Plan, west of Fiddymt Road, north of Blue Oaks Avenue. | 2014 | \$6,000,000 | \$7,019,151 |
| City of Roseville Dept of Public Works | PLA25436 | 07-00 | 09-29 | Atlantic Street Micropave | In Roseville, on Atlantic Street from V Street to I-80, remove and replace damaged pavement and microsurface roadway. | 2014 | \$517,850 | \$605,811 |
| City of Roseville Dept of Public Works | PLA25437 | 07-00 | 09-29 | Baseline Road Micropave | In Roseville, on Baseline Road from Brady Lane to Fiddymt Road, remove and replace damaged pavement and microsurface roadway. | 2014 | \$775,005 | \$906,646 |
| City of Roseville Dept of Public Works | REG17928 | '07-00 | 11-00 | Louis/Orlando Transfer Point Improvements | In Roseville, on Louis Boulevard at Orlando Avenue: Develop & construct an improved transfer point & a 75-space park & ride facility. (Includes previously programmed PLA16080.) | 2014 | \$4,937,500 | \$5,776,177 |
| City of Roseville Dept of Public Works | PLA15720 | '07-00 | 11-00 | Eureka Boulevard | Widen Eureka Boulevard from 2 to 4 lanes, from Sierra College to City Limits. | 2014 | \$500,000 | \$584,929 |
| City of Roseville Dept of Public Works | PLA15850 | '07-00 | 11-00 | Roseville Road | Widen from 2 to 4 lanes from City Limits to Cirby Way. STREET NAME: Roseville Road. | 2014 | \$5,000,000 | \$5,849,293 |
| City of Roseville Dept of Public Works | PLA25498 | 07-00 | 11-00 | Roseville Transit Preventive Maintenance | 2011 through 2014 preventive maintenance. | 2014 | \$2,000,000 | \$2,339,717 |
| City of Roseville Dept of Public Works | PLA25501 | '07-00 | 11-00 | Washington Boulevard / Andora Undercrossing Improvement Project | In Roseville, widen Washington Boulevard from 2 to 4 lanes, including widening the Andora Underpass under the UPRR tracks, between Sawtell Road & just south of Pleasant Grove Boulevard, & construct bicycle & pedestrian improvements adjacent to roadway. (Emission benefits in kg/day: 0.9 ROG, 0.51 NOx, 0.16 PM10). | 2014 | \$13,321,950 | \$15,584,797 |
| City of Roseville Dept of Public Works | PLA25429 | 07-00 | 11-00 | Industrial Avenue Rubberized Overlay | In Roseville, apply 2-inch gap graded rubberized asphalt to Industrial Avenue from Washington Boulevard to Justice Center Drive. | 2014 | \$2,150,000 | \$2,515,196 |
| Placer County Dept of Public Works | PLA15100 | '07-00 | 11-00 | Baseline Road | In Placer County, Baseline Road from Fiddymt Road to Watt Avenue: widen from 2 to 4 lanes. | 2014 | \$6,462,500 | \$7,560,211 |
| Placer County Dept of Public Works | PLA25473 | 07-00 | 11-00 | Highway 49 Pedestrian Facilities & Landscaping | Construct pedestrian & landscaping facilities along SR49 from New Airport Road to Bell Road. | 2014 | \$1,587,925 | \$1,857,648 |
| Placer County Transit | PCT10493 | '07-00 | 11-00 | Preventive Maintenance & ADA Operations 2010-2014 | Preventive Maintenance 2010 = \$300,000 ADA Ops 2010 = \$200,000; Preventive Maintenance 2011 = \$324,890 ADA Ops 2011 = \$206,700; Preventive Maintenance 2012 = \$324,890 ADA Ops = \$206,700; Preventive Maintenance 2013 = \$324,890 ADA Ops 2013 = \$206,700; & Preventive Maintenance 2014 = \$324,890 ADA Ops = \$206,700 | 2014 | \$3,282,952 | \$3,840,589 |
| Placer County Transit | PCT10491 | '07-00 | 11-00 | Placer County Non-Urbanized Transit Operations | For the ongoing Operation of transit services within the non-urbanized area of Placer County. | 2014 | \$3,290,175 | \$3,849,039 |
| Placer County Transit | PCT10501 | 07-00 | 11-00 | Placer County CNG Replacement Buses | Purchase of four (4) Compressed Natural Gas (CNG) buses to replace older vehicles currently in use by PCT. The new CNG buses will be used on regional transit routes connecting Rocklin, Lincoln, Loomis, Auburn & Placer County to Roseville & the Watt / I-80 Light Rail Station. (Emission benefits (kg/day) 3.16 NOx). | 2014 | \$2,059,528 | \$2,409,356 |
| Placer County Transportation Planning Agency | PLA25468 | 09-00 | 11-00 | Placer County Congestion Management Program | The Placer County Congestion Management Program (CMP) provides educational and outreach efforts regarding alternative transportation modes, with a specific emphasis on marketing of public transit services to employers, residents and the school community. CMP activities are coordinated with the City of Roseville and SACOG's Regional Rideshare / TDM Program. | 2014 | \$570,428 | \$667,320 |
| Town of Loomis Dept of Public Works | PLA20920 | '07-00 | 11-00 | Horseshoe Bar Road | In Loomis, Horseshoe Bar Road from Walnut Extension to Taylor Road: add 1,000 feet of two-way left turn lane (for safety) & bike lanes. | 2014 | \$700,000 | \$818,901 |

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|---|------------------|-----------|------------|--|--|---------------|------------------------|---------------------|
| Town of Loomis Dept of Public Works | PLA20900 | '07-00 | 11-00 | Taylor Road Improvements | In Loomis, Taylor Road from south town limits to King Road: add signals at three intersections, 2500 feet of two-way left turn lanes, bike lanes, sidewalk, curb, gutter & underground Drainage system. See note below. STREET NAME: Taylor Road Improvements. | 2014 | \$1,600,000 | \$1,871,774 |
| Western Placer CTSA | New10000 | 36708 | 11-00 | Western Placer CTSA Operations | The Western Placer CTSA operates non-emergency medical transportation demand-response paratransit service; volunteer door-to-door transportation; & a voucher program within western Placer County. | 2014 | \$2,000,000 | \$2,339,717 |
| Caltrans District 3 | CAL17380 | '07-00 | 11-00 | SACOG Region Emergency Repair Program | Lump Sum - Emergency Repair (excluding Federal Emergency Relief Program funds) for non-capacity increasing projects only. | 2015 | \$400,000 | \$486,661 |
| Caltrans District 3 | CAL18828 | '07-00 | 11-00 | I-80 Vertical Clearance Improvements | Placer County, I-80 in & near Loomis at various locations from Brace Road to Magra Road - Improve vertical clearance (PM 8.1/37.8). | 2015 | \$36,045,000 | \$43,854,254 |
| Caltrans District 3 | CAL20375 | '07-00 | 11-00 | Northstar Slope Stabilization | Near Truckee, from 1.2 miles east of Northstar Drive to Brockway Summit - Stabilize slopes, repair dikes & culverts, & place rock slope protection (PM 4.9/6.7). (Storm Water Mitigation) | 2015 | \$7,510,000 | \$9,137,063 |
| Caltrans Headquarters | VAR10050 | '07-00 | 11-00 | State SR Bridge Replacement Grouped Projects | In Placer County (for the SACOG Region), SR Bridge Replacement & Rehabilitation, non-capacity increasing only (includes seismic retrofit) lump sum projects. Detailed listing can be found on Bridge project list - projects with VAR10050 project id and can also be found at http://www.dot.ca.gov/hq/LocallPrograms/hbrr99/HBP_MPO.html . | 2015 | \$9,067,193 | \$11,055,960 |
| City of Auburn Dept. of Public Works | PLA25232 | '07-00 | 11-00 | Auburn Municipal Airport Area Local Road Network | Widening of existing roadways & construction of new Local roads in the Auburn Municipal Airport area as a result of new development. Federal permitting may be required for this project. | 2015 | \$6,000,000 | \$7,299,917 |
| City of Auburn Dept. of Public Works | PLA25460 | '07-00 | 11-00 | Auburn Transit - O&M FFY 2011 - FFY 2014 | Operations & maintenance (O&M) for Auburn Transit bus service within the City of Auburn. | 2015 | \$1,840,000 | \$2,238,641 |
| City of Lincoln Dept of Public Works | PLA18720 | '07-00 | 11-00 | Industrial Boulevard | Industrial Boulevard, from 12 Bridges Drive to Athens Boulevard: Widen from 2 to 4 lanes. | 2015 | \$1,876,246 | \$2,282,740 |
| City of Rocklin Division of Engineering | PLA25151 | '07-00 | 11-00 | West Oaks Boulevard | West Oaks Boulevard: Construct new 4-lane extension from terminus to 4-lane portion to Whitney Ranch Parkway. | 2015 | \$3,500,000 | \$4,258,285 |
| City of Rocklin Division of Engineering | PLA15400 | '07-00 | 11-00 | Sierra College Boulevard | In Rocklin, widen Sierra College Boulevard to 6 lanes from I-80 to Agular Tributary. | 2015 | \$3,800,000 | \$4,623,281 |
| City of Rocklin Division of Engineering | PLA19230 | '07-00 | 11-00 | Argonaut Avenue | Construct Argonaut Avenue as 2 lanes from Yankee Hill Road to Del Mar Avenue, including a grade separation over UPRR tracks. | 2015 | \$5,000,000 | \$6,083,265 |
| City of Roseville Department of Public Works | PLA25438 | '07-00 | 11-00 | Industrial Avenue Bridge Replacement | In Roseville, on Industrial Avenue replace existing 2-lane Bridge No. 19C-0046 over Pleasant Grove Creek with a new 4-lane bridge. | 2015 | \$5,000,000 | \$6,083,265 |
| City of Roseville Dept of Public Works | PLA19910 | '07-00 | 11-00 | Dry Creek Greenway Trail | In Roseville, along Dry Creek, Cirby Creek & Linda Creek, construct Class 1 Bike Trail. | 2015 | \$2,265,875 | \$2,756,783 |
| City of Roseville Dept of Public Works | PLA25209 | '07-00 | 11-00 | Galleria Boulevard/SR 65 Interchange Phase II Improvements | In Roseville, at existing interchange on SR 65/Galleria Boulevard/Stanford Ranch Road.: modify all on & off ramps to provide improved operations. | 2015 | \$5,000,000 | \$6,083,265 |
| City of Roseville Dept of Public Works | PLA25376 | '07-00 | 11-00 | Fiddymont Road | City of Roseville: Widen four lanes from Blue Oaks Boulevard to Baseline Road. | 2015 | \$3,000,000 | \$3,649,959 |
| City of Roseville Dept of Public Works | PLA25343 | '07-00 | 11-00 | Blue Oaks Extension & Widening | Blue Oaks, Widen: 4 lanes from Hayden Pkwy. to Westside; Extend: 4 lanes from Westside to Watt Avenue | 2015 | \$12,500,000 | \$15,208,161 |
| City of Roseville Dept of Public Works | PLA25378 | '07-00 | 11-00 | Santucci Boulevard | City of Roseville: Extend four lanes from Baseline Road to Blue Oaks Avenue. | 2015 | \$6,500,000 | \$7,908,244 |
| City of Roseville Dept of Public Works | PLA25379 | '07-00 | 11-00 | Pleasant Grove Boulevard | City of Roseville: Widen from Fiddymont Road to Watt Avenue | 2015 | \$10,450,000 | \$12,714,023 |
| City of Roseville Dept of Public Works | PLA19810 | '07-00 | 11-00 | Atkinson Street/PFE Road Widening | In Roseville, Atkinson Street/PFE Road: widen from two to four lanes from Foothills Boulevard to just south of Dry Creek. | 2015 | \$7,000,000 | \$8,516,570 |
| City of Roseville Dept of Public Works | PLA17950 | '07-00 | 11-00 | Cirby Way Widening | In Roseville, Cirby Way from Riverside Avenue to Regency Way: Widen from 4 to 5 lanes. | 2015 | \$500,000 | \$608,326 |

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|---|------------------|-----------|------------|--|---|---------------|------------------------|---------------------|
| City of Roseville Dept of Public Works | PLA15600 | '07-00 | 11-00 | Sierra College Boulevard Widening | Sierra College Boulevard from Sacramento County line to Olympus Drive: widen to 6 lanes | 2015 | \$1,661,100 | \$2,020,982 |
| City of Roseville Dept of Public Works | PLA15660 | '07-00 | 11-00 | Baseline Road | In Roseville, from City Limits to West of Foothills Boulevard, widen Baseline Road, from 3 to 4 lanes. | 2015 | \$5,000,000 | \$6,083,265 |
| City of Roseville Dept of Public Works | PLA15760 | '07-00 | 11-00 | Pleasant Grove Boulevard Widening | In Roseville, from Foothills Boulevard to Wood Creek Oaks, widen Pleasant Grove Boulevard from 4 to 6 lanes. | 2015 | \$600,000 | \$729,992 |
| Placer County Dept of Public Works | PLA25445 | 07-00 | 11-00 | Hampshire Rocks Road Bridge | Bridge No. 19C0042, Hampshire Rocks, over & just south of Dry Creek Road. Preliminary Engineering, right-of-way & replace the existing functionally obsolete bridge with a new 2 lane bridge. | 2015 | \$4,900,000 | \$5,961,599 |
| Placer County Dept of Public Works | PLA25449 | 07-00 | 11-00 | Down Road Bridge Replacement | Bridge No. 19C0095, Dowd Road, over Coon Creek, 0.4 mile North Wise Road. Right-of-way & replace a structurally deficient bridge with a new 2 lane bridge. | 2015 | \$5,675,000 | \$6,904,505 |
| Placer County Dept of Public Works | PLA25450 | 07-00 | 11-00 | Brewer Road Bridge Replacement | Bridge No. 19C0104, Brewer Road, over branch of Curry Creek, 2.2 mile north of Base Lane Road. Right-of-way & replace structurally deficient 2 lane structure with a new 2 lane structure. | 2015 | \$1,760,000 | \$2,141,309 |
| Placer County Dept of Public Works | PLA25476 | 07-00 | 11-00 | Brewers Road Bridge Replacement | Bridge No. 19C0112, Brewers Road, over Kings Slough, 6.0 mile north of Base Lane Road. Right-of-way & replace structurally deficient 2 lane bridge with a new 2 lane bridge. | 2015 | \$2,126,000 | \$2,586,604 |
| Placer County Dept of Public Works | PLA25454 | 07-00 | 11-00 | Brewer Road Bridge Replacement | Bridge No. 19C0138, Brewer Road, over Markham Ravine, 0.5 mile south of Nicolaus Road. Right-of-way & replace structurally deficient bridge with new 2 lane bridge. | 2015 | \$1,568,000 | \$1,907,712 |
| Placer County Dept of Public Works | PLA25475 | 07-00 | 11-00 | Haines Road Bridge Replacement | Bridge No. 19C0145, Haines Road, over Wise Canal, 0.45 mile north of Bell Road. Right-of-way & replace the existing functionally obsolete 2 lane bridge with a new 2 lane bridge. | 2015 | \$4,900,000 | \$5,961,599 |
| Placer County Dept of Public Works | PLA25477 | 07-00 | 11-00 | Alpine Meadows Road Bridge Replacement | Bridge No. 19C0151, Alpine Meadows Road, over Truckee River, 0.1 mile west of SR 89. Right-of-way & rehabilitation & shoulder widening of existing structurally deficient 2 lane bridge. | 2015 | \$9,980,000 | \$12,142,196 |
| Placer County Dept of Public Works | PLA25458 | 07-00 | 11-00 | Bridge Preventive Maintenance | PM00013, Bridge Preventive Maintenance Program, various locations in Placer County. Refer to Caltrans District 03 Local Assistance HBP web site for list of bridges. | 2015 | \$893,000 | \$1,086,471 |
| Placer County Dept of Public Works | PLA15105 | '07-00 | 11-00 | Baseline Road Widening (West Portion) | Baseline Road, from Watt Avenue to Sutter County line: Widen from 2 to 4 lanes. | 2015 | \$19,200,000 | \$23,359,736 |
| Placer County Transportation Planning Agency | PLA25413 | '07-00 | 11-00 | Plan, Program & Monitor (PPM) | PCTPA plan, program, monitor (PPM) for RTPA related activities. | 2015 | \$807,000 | \$981,839 |
| Town of Loomis Dept of Public Works | PLA20890 | '07-00 | 11-00 | Sierra College Boulevard Widening | In Loomis, Sierra College Boulevard from railroad tracks (Taylor Road) to the north town limits, widen from 2 to 4 lanes & construct turn lanes, bike lanes, & landscaped median. | 2015 | \$5,899,180 | \$7,177,254 |
| Town of Loomis Dept of Public Works | PLA20960 | '07-00 | 11-00 | Sierra College Boulevard Widening | In Loomis, Sierra College Boulevard from Granite Drive to Bankhead Road: widen from 4 to 6 lanes. | 2015 | \$3,600,000 | \$4,379,950 |
| Town of Loomis Dept of Public Works | PLA15940 | '07-00 | 11-00 | Taylor Road Widening | Widen Taylor Road, from 2 to 4 lanes from Horseshoe Bar Road to King Road. | 2015 | \$425,000 | \$517,077 |
| Town of Loomis Dept of Public Works | PLA15250 | '07-00 | 11-00 | King Road | In Loomis, King Road: add turn lane from Sierra College Boulevard to Boyington Road. | 2015 | \$809,000 | \$984,272 |
| Town of Loomis Dept of Public Works | PLA15350 | '07-00 | 11-00 | Rocklin Road Widening | In Loomis, Rocklin Road from Barton Road to west town limits: widen from 2 to 4 lanes. | 2015 | \$1,200,000 | \$1,459,983 |
| Town of Loomis Dept of Public Works | PLA25290 | '07-00 | 11-00 | Orchard Place Subdivision Local Road Network | In Loomis, construct new Local road network as part of developing Orchard Place subdivision. Federal permitting may be required as part of this project. | 2015 | \$191,400 | \$232,867 |
| Town of Loomis Dept of Public Works | PLA25289 | '07-00 | 11-00 | Grove Subdivision Local Road Network | In Loomis, construct new Local road network as part of Grove subdivision off of Humphrey Road. Federal permitting may be required as part of this project. | 2015 | \$261,000 | \$317,546 |
| Caltrans District 3 | CAL20420 | 07-00 | 11-00 | SR89 - Squaw Valley to Nevada County Line Rehabilitation | Pla-89, near Truckee, from 0.2 mile of Squaw Valley Road to the Nevada County line: rehabilitate roadway (PM 13.5/21.7) - SHOPP Roadway Preservation CTIPS ID 120-0000-0066. | 2016 | \$8,870,000 | \$11,223,380 |

| Lead Agency | SACOG Project ID | SACOG MTP | SACOG MTIP | Project Title | Project Description | Year Complete | Current Year (2010) \$ | Expenditure Year \$ |
|--|------------------|-----------|------------|---|--|---------------|------------------------|---------------------|
| City of Lincoln Dept of Public Works | PLA25022 | '07-00 | 11-00 | Auburn Ravine Bike/Ped Bridge Phase 1 | In Lincoln: Construction of multi-use bridge across Auburn Ravine: Preliminary Engineering, Environmental Documentation, Permitting, & Construction of Neighborhood Electric Vehicle (NEV) & pedestrian bridge crossing Auburn Ravine. Preliminary Engineering, Environmental Documentation, & Permitting for future vehicle bridge at same Location. | 2016 | \$987,193 | \$1,249,114 |
| City of Rocklin Division of Engineering | PLA25273 | '07-00 | 11-00 | Rocklin Road Widening | Widen Rocklin Road from 2 to 4 lanes from Loomis town limits to east of Sierra College Boulevard. | 2016 | \$126,000 | \$159,430 |
| City of Rocklin Division of Engineering | PLA19290 | '07-00 | 11-00 | Whitney Ranch Parkway | Whitney Ranch Parkway, construct new 4-lane facility from east of Old Ranch House Road to Whitney Oaks Drive | 2016 | \$12,428,000 | \$15,725,385 |
| City of Rocklin Division of Engineering | PLA19250 | '07-00 | 11-00 | Valley View Parkway | Valley View Parkway: Construct 2 lanes from Park Drive to Sierra College Boulevard | 2016 | \$9,575,000 | \$12,115,430 |
| City of Rocklin Division of Engineering | PLA19400 | '07-00 | 36831 | Rocklin Road | In Rocklin, Rocklin Road: widen to 6 lanes from Granite Drive to westbound I-80 ramps. | 2016 | \$880,000 | \$1,113,481 |
| City of Rocklin Division of Engineering | PLA19330 | '07-00 | 11-00 | Sierra College Boulevard | In Rocklin, Sierra College Boulevard: widen to 4 lanes from intersection with Valley View Parkway to Loomis Town limits (SPRTA Segment #2a). | 2016 | \$8,650,000 | \$10,945,010 |
| City of Rocklin Division of Engineering | PLA19360 | '07-00 | 11-00 | Sunset Boulevard | Widen Sunset Boulevard from 4 to 6 lanes from Stanford Ranch Road. to Topaz. | 2016 | \$2,600,000 | \$3,289,829 |
| City of Rocklin Division of Engineering | PLA15620 | '07-00 | 11-00 | Sunset Boulevard | Widen Sunset Boulevard from 4 to 6 lanes, from Topaz to S. Whitney Boulevard | 2016 | \$2,700,000 | \$3,416,361 |
| Placer County Dept of Public Works | PLA25463 | '07-00 | 11-00 | Baseline Road Widening Phase 2 (West Portion) | Baseline Road. from Sutter County line to future 16th Street: Widen from 2 to 4 lanes. | 2016 | \$29,000,000 | \$36,694,252 |
| Placer County Dept of Public Works | PLA15270 | '07-00 | 11-00 | North Antelope Road | North Antelope Road: Widen from 2 to 4 lanes from Sacramento County line to PFE Road. | 2017 | \$2,026,600 | \$2,666,867 |
| Placer County Dept of Public Works | PLA25130 | '07-00 | 11-00 | Fiddymont Road Widening | Widen Fiddymont Road from 2 lanes to 4 lanes from Roseville City Limits to Athens Road. | 2017 | \$11,550,000 | \$15,199,012 |
| Placer County Dept of Public Works | PLA20700 | '07-00 | 11-00 | Watt Avenue | Watt Avenue, from Baseline Road. to Sacramento County Line: Widen from 2 to 4 lanes. | 2017 | \$27,487,500 | \$36,171,675 |
| Caltrans District 3 | CAL20424 | '07-00 | 11-00 | I-80 3-Mile Truck Climbing Lane | Near Colfax on I-80, from the Long ravine UP to east of Magra Road overcrossing: widen eastbound roadway for truck climbing lane, replace two structures, rehabilitate drainage & extend culverts, eliminate or construct westbound standard off/on ramps at Magra Road overcrossing (PM 35.1/38.0). (Project will use tapered match, matching FHWA discretionary IMD funds with State matching funds during later phases). | 2018 | \$31,600,000 | \$43,246,782 |
| Placer County Dept of Public Works | PLA15390 | '07-00 | 11-00 | Sierra College Boulevard | Widen Sierra College Boulevard from 2 to 4 lanes from SR193 to Loomis Town Limits. | 2018 | \$13,000,000 | \$17,791,398 |
| Placer County Dept of Public Works | PLA18490 | '07-00 | 11-00 | PFE Road Widening | PFE Road, from Watt Avenue to Walega Road: Widen from 2 to 4 lanes & realign. | 2018 | \$13,085,000 | \$17,907,726 |
| Placer County Dept of Public Works | PLA25299 | '07-00 | 11-00 | Placer Parkway - Phase 1 | Phase 1 of the Placer Parkway project, including Tier 2 environmental work, preliminary engineering, & construction to Located a roadway within the selected 500' wide approved Alternative 5 alignment corridor connecting SR. 65 (Whitney Ranch Pkwy) to Foothills Boulevard (replaces PLA25337 - Placer Ranch Parkway - \$145 million). Additional Tier 2 work may be completed in increments by Local jurisdictions for subsequent phases of the Placer Parkway project. | 2018 | \$70,000,000 | \$95,799,834 |
| Placer County Dept of Public Works | PLA15220 | '07-00 | 11-00 | Foothills Boulevard | Foothills Boulevard: Construct as a 2 lane road from the City of Roseville to Sunset Boulevard | 2019 | \$4,062,300 | \$5,781,920 |
| City of Lincoln Dept of Public Works | PLA15970 | '07-00 | 11-00 | Nicolaus Road | Widen Nicolaus Road. from 2 to 4 lanes from Airport Road. to Aviation Boulevard | 2020 | \$2,250,600 | \$3,331,438 |
| City of Rocklin Division of Engineering | PLA25373 | '07-00 | 11-00 | Midas Avenue Grade Separation | Midas Avenue, from Pacific Street to Third Street, construct 2 lane grade separation of UP tracks including right of way. | 2020 | \$8,750,000 | \$12,952,137 |
| City of Rocklin Division of Engineering | PLA25345 | '07-00 | 11-00 | I-80 / Rocklin Road Interchange | In Rocklin: from Rocklin Road onto both westbound & eastbound I-80; construct a combination of loop/flyover ramps to eliminate left-turn movements. | 2020 | \$29,850,000 | \$44,185,292 |

| Lead Agency | SACOG Project ID | SACOG MTP | SACOG MTIP | Project Title | Project Description | Year Complete | Current Year (2010) \$ | Expenditure Year \$ | |
|--|------------------|-----------|------------|---|--|---------------|------------------------|---------------------|-----------------|
| City of Rocklin Division of Engineering | PLA17820 | '07-00 | 11-00 | Pacific Street | On Pacific Street: Construct downtown improvements. | 2020 | \$8,000,000 | \$11,841,954 | |
| City of Rocklin Division of Engineering | PLA17910 | '07-00 | 11-00 | Sunset Boulevard | Widen Sunset Boulevard bridge at UPRR from 4 to 6 lanes from South Whitney Boulevard to Pacific Street | 2020 | \$2,600,000 | \$3,848,635 | |
| Placer County Dept of Public Works | PLA15300 | '07-00 | 11-00 | Parallel Road | In Placer County, east of Route 49, from Dry Creek Road to Quartz Road, construct a 2 lane road. Name of road shall be determined in the future. | 2020 | \$6,025,000 | \$8,918,472 | |
| Placer County Transportation Planning Agency | PLA25440 | 07-00 | 09-37 | SR65/I-80 Interchange Improvements (Phase 1) | Rebuild SR65/I-80 to improve movement from eastbound I-80 to northbound SR65 (Phase 1). (PA&ED of \$3,899,700 to be matched at 10 percent with Toll Credits). | 2020 | \$30,000,000 | \$44,407,329 | |
| Town of Loomis Dept of Public Works | PLA16350 | '07-00 | 11-00 | Horseshoe Bar Road @ I-80 Overcrossing Widening | Widen Horseshoe Bar Road. @ I-80 overcrossing 2 to 4 lanes & improve ramps. | 2020 | \$15,000,000 | \$22,203,664 | |
| Placer County Dept of Public Works | PLA15070 | '07-00 | 11-00 | Auburn Ravine Road at I-80 Overcrossing | Auburn Ravine Road overcrossing over I-80 between Bowman Road to Lincoln Way: widen overcrossing from 2 to 4 lanes. | 2033 | \$29,000,000 | \$71,476,751 | |
| South Placer Regional Transportation Authority / Placer County | PLA20721 | '07-00 | 11-00 | Placer Parkway Project | New 4 lane connector (ultimate 6 lanes freeway) in 500'- to 1,000'-wide corridor connecting SR 70/99 (between Riego Road & Sankey Road) to SR 65 (Whitney Ranch Parkway). (Note: as the project proceeds, Parkway segments will be administered by different lead agencies depending upon Location of the segment. In Placer County, it will be SPRTA or Roseville &/or Placer County; in Sutter County it will be Sutter County.) | 2035 | \$660,000,000 | \$1,759,451,979 | |
| | | | | | | | 2010-2015 | \$1,110,537,337 | \$1,264,888,537 |
| | | | | | | | 2016-2024 | \$351,103,193 | \$482,185,805 |
| | | | | | | | 2025-2035 | \$689,000,000 | \$1,830,928,730 |
| | | | | | | | Total | \$2,150,640,530 | \$1,030,928,730 |

Source:

- 2009/12 MTIP through Amendment #39, SACOG, August 2010; MTIP Amendment #23 also constitutes Amendment #2 to MTP 2035.
- 2011/14 MTIP, SACOG, July 2010; the 2011/14 MTIP also constitutes Amendment #3 to MTP 2035.
- Appendix A1 - Draft Final MTP 2035 Public Transit Including Rail Projects & Appendix A2 - Draft Final MTP 2035 Bicycle, Pedestrian, Roads, & Other Projects, excel project list dated 9/24/09.
- Capitol Corridor Business Plan Update Final FY 2010/11 - FY 2011/12, CCJPA, March 2010; and Capitol Corridor Service Expansion Program Environmental Assessment, CCJPA, August 2010.
- Updated 2008 SHOPP Long Lead Projects List, Caltrans, January 2010.
- 2008/09 - 2013/14 Caltrans Highway Bridge Program (VAR10050), 2009/12 MTIP Amendment #34, SACOG, April 6, 2010.
- Call to Update Projects 2011/2014 MTIP, SACOG, April 20, 2010.

Notes:

- Programmed funds mean that funds are budgeted / committed for projects & included in SACOG MTIP, STIP, and SHOPP.
- Updates to the project list provided by PCTPA TAC, February 2010; subsequent updates by TAC members through June 2010.

APPENDIX G

2035 REGIONAL TRANSPORTATION PLAN PLANNED MASTER PROJECTS LIST

| Lead Agency | SACOG Project ID | SACOG MTP | Project Title | Project Description | Year Complete | Current Cost (2010) \$ | Expenditure Year \$ |
|---|------------------|-----------|---|--|---------------|------------------------|---------------------|
| City of Roseville Dept of Public Works | PLA25319 | '07-00 | Roseville Transit Buses | Replace 4 fixed route buses. | 2011 | \$1,543,000 | \$1,604,720 |
| Placer County Dept of Public Works | | 07-00 | | Bridge No. 19C0060, Auburn-Forest Hill Road, over North Fork American River, east of I-80. Paint existing steel structure. | 2011 | \$8,100,000 | \$8,424,000 |
| South Placer Regional Transportation Authority | | | SR 65 HOV Lanes - PID / EA | Prepare PIS / EA evaluating the addition of High Occupancy Vehicle (HOV) lanes from I-80 to City of Lincoln. | 2011 | \$234,000 | \$243,360 |
| City of Auburn Dept. of Public Works | PLA25141 | '07-00 | Auburn Transit - Bus Replacement | Replacement of 2 30' passenger buses for Auburn Transit. | 2012 | \$404,000 | \$436,966 |
| City of Auburn Dept. of Public Works | PLA25143 | '07-00 | Auburn Transit - Bus Shelters | In Auburn, install bus shelters, signage & related amenities. | 2012 | \$146,000 | \$157,914 |
| City of Auburn Dept. of Public Works | PLA25144 | '07-00 | Auburn Transit - On-Board Surveillance | Install on-board surveillance systems on all Auburn Transit buses. | 2012 | \$12,000 | \$12,979 |
| City of Lincoln Dept of Public Works | PLA20210 | '07-00 | Lincoln Transit Buses | In Lincoln, purchase 8 replacement transit buses. | 2012 | \$2,224,000 | \$2,405,478 |
| City of Roseville Dept of Public Works | PLA25325 | '07-00 | Park & Ride | To develop & construct a new transfer point that will also include a 75-space park & ride facility. | 2012 | \$8,300,000 | \$8,977,280 |
| City of Roseville Dept of Public Works | PLA25320 | '07-00 | Roseville Transit Buses | Replace six (6) cutaway buses. | 2012 | \$527,000 | \$570,003 |
| City of Roseville Dept of Public Works | PLA25321 | '07-00 | Roseville Transit Buses | Replace five (5) 40 foot buses for commuter services. | 2012 | \$2,224,000 | \$2,405,478 |
| City of Lincoln Dept of Public Works | PLA18770 | '07-00 | Lincoln Pkwy. | Widen: 4 lanes from Sterling Pkwy. to Del Webb Boulevard | 2013 | \$175,000 | \$196,851 |
| Caltrans District 3 | CAL18809 | 07-00 | Roseville Third Main Track/Sacramento Layover Facility | Dedicated third mainline track and Sacramento area satellite maintenance facility and other associated improvements, which will permit service capacity increases for Capitol Corridor in Placer County, including possible relocation of the Roseville rail station. | 2014 | \$250,800,000 | \$293,400,527 |
| Caltrans District 3 | | 07-00 | SR65 Lincoln Bypass Phase 2 | In Placer County, SR65: Right-of-way acquisition & construct a 4-lane expressway from North Ingram Slough to Sheridan. | 2014 | \$55,000,000 | \$64,342,221 |
| Caltrans District 3 | | 07-00 | SR193 Pavement Rehabilitation | Rehabilitate roadway from Sierra College to Newcastle. | 2014 | \$5,000,000 | \$5,849,293 |
| City of Colfax Dept of Public Works | | 07-00 | S Auburn Street Pedestrian / Bicycle Improvements | Add bike lanes on both sides of South Auburn Street from Mink Creek to Colfax / Grass Valley overcrossing. | 2014 | \$360,000 | \$421,149 |
| City of Lincoln Dept of Public Works | | 07-00 | SR193 Bridge Replacement at Auburn Ravine | Reconstruct SR193 Bridge over Auburn Ravine to provide 100 year flood capacity. Increase width to provide for combined bike lanes, NEV lanes and sidewalks. Bridge will include 2-12' northbound lanes, 1-12' southbound lane. Bridge will be approximately 280' in length. Eligible for HBP funding, however application has not been submitted | 2014 | \$4,610,000 | \$5,393,048 |
| City of Lincoln Dept of Public Works | PLA25168 | '07-00 | Ferrari Ranch Road | Widen: 4 lanes from E. Caledon Circle to Lincoln City limit. | 2014 | \$1,000,000 | \$1,169,859 |
| City of Lincoln Dept of Public Works | PLA25169 | '07-00 | Ferrari Ranch Road | Widen: 4 lanes from SR65 to SR193. | 2014 | \$2,252,000 | \$2,634,521 |
| Caltrans District 3 | CAL18798 | 07-00 | 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 | 2015 | \$86,000,000 | \$104,632,150 |
| Capitol Corridor Joint Powers Authority | | 07-00 | Positive Train Control | Installation of positive train control (CCJPA's share to UPRR of the trackside infrastructure) along the Capitol Corridor route. | 2015 | \$30,000,000 | \$36,499,587 |
| City of Auburn Dept. of Public Works | PLA25228 | '07-00 | Bike Facilities | Construct: various bike lane facilities throughout the City of Auburn. | 2015 | \$125,000 | \$152,082 |
| City of Auburn Dept. of Public Works | PLA25234 | '07-00 | Baltimore Ravine Development | Local Road. Network: widening & construction of new Local roadways in the Baltimore Ravine area of Auburn as a result of new development. | 2015 | \$2,000,000 | \$2,433,306 |
| City of Colfax Department of Public Works | | 07-00 | Colfax Gateway Project | Construct pedestrian and bicycle paths, sidewalks, park-and-ride lots, an "open air" museum, and landscaping near the Historic Freight Depot building. | 2015 | \$500,000 | \$608,326 |

| Lead Agency | SACOG Project ID | SACOG MTP | Project Title | Project Description | Year Complete | Current Cost (2010) \$ | Expenditure Year \$ |
|---|------------------|-----------|--|--|---------------|------------------------|---------------------|
| City of Colfax Dept of Public Works | PLA25235 | '07-00 | SR174 | Intersection improvements: South Auburn Street & Central Avenue Includes signalization. | 2015 | \$600,000 | \$729,992 |
| City of Colfax Dept of Public Works | PLA25236 | '07-00 | SR174 | Intersection improvements: South Auburn Street Includes signalization. | 2015 | \$400,502 | \$487,272 |
| City of Colfax Dept of Public Works | PLA25237 | '07-00 | SR174 | Intersection improvements: South Auburn Street & WB I-80. Includes signalization. | 2015 | \$420,000 | \$510,994 |
| City of Colfax Dept of Public Works | | '07-00 | Canyon Way | Intersection improvements at Canyon Way / I-80 overpass | 2015 | \$400,500 | \$487,269 |
| City of Colfax Dept of Public Works | PLA25245 | '07-00 | Illinois Town-Plutes-Canyon Creek Loop Local Road | Construct: subdivision access road from Canyon Way. to east City limits, including construction of culvert at Bunch Creek. Federal permitting may be required as part of this project. | 2015 | \$2,400,000 | \$2,919,967 |
| City of Colfax Dept of Public Works | PLA20430 | '07-00 | Rising Sun Road | Reconstruct & improve intersection at Ben Taylor Road., Church Street, & reconstruct Auburn Street from Grass Valley Street to SR. 174. | 2015 | \$1,453,500 | \$1,768,405 |
| City of Lincoln Dept of Public Works | | '07-00 | Old Highway SR65 Bridge Replacement at Auburn Ravine | Reconstruct old SR65 Bridge over Auburn Ravine to provide 100 year flood capacity. Increase width to provide for combined bike lanes, NEV lanes and sidewalks. Bridge will include 2-12' northbound lanes, 1-12' southbound lane. Bridge will be approximately 280' in length. Eligible for HBP funding, however application has not been submitted. | 2015 | \$5,000,000 | \$6,083,265 |
| City of Lincoln Dept of Public Works | PLA18810 | '07-00 | E. Joiner Pkwy. | Widen: 4 lanes from Twelve Bridges Drive to Rocklin city limits. | 2015 | \$450,000 | \$547,494 |
| City of Lincoln Dept of Public Works | PLA25161 | '07-00 | 12th Street | Widen: 4 lanes from East Avenue to Harrison Avenue | 2015 | \$487,000 | \$592,510 |
| City of Lincoln Dept of Public Works | PLA25162 | '07-00 | McCourtney Road | Widen: 4 lanes from 12th Street to north Lincoln city limits. | 2015 | \$488,000 | \$593,727 |
| City of Roseville Dept of Public Works | | '07-00 | UP Railyard Bicycle/Pedestrian Bridge | Construct a bicycle/pedestrian bridge to span the UP Railyard. | 2015 | \$4,000,000 | \$4,866,612 |
| City of Roseville Dept of Public Works | PLA19470 | '07-00 | Woodcreek Oaks | Widen: 4 lanes from Canevari Drive to North Branch of Pleasant Grove Ck. | 2015 | \$5,750,000 | \$6,995,754 |
| City of Roseville Dept of Public Works | PLA15690 | '07-00 | Cirby Way | Widen: 6 lanes (from 4) from Regency Street to Oak Ridge Drive | 2015 | \$2,000,000 | \$2,433,306 |
| City of Roseville Dept of Public Works | PLA25211 | '07-00 | Galleria Boulevard | SR. 65 / Galleria Boulevard Interchange: re-stripe Galleria/ Stanford Ranch to 6 lanes; modify 3 NB & SB off ramps & SB Stanford Ranch Road. to NB 65 on ramp; add 2nd N/B Galleria to NB SR. 65 left-turn lane (Phase II) | 2015 | \$4,000,000 | \$4,866,612 |
| Placer County Dept of Public Works | PLA18390 | '07-00 | Dyer Pkwy. | Extend: 4 lanes west/north to Baseline Road. at Brewer Road. & east/north to Baseline Road. west of Fiddymont Road. | 2015 | \$16,000,000 | \$19,466,446 |
| Placer County Transit | PCT10492 | '07-00 | PCT Operations & Maintenance Facility | New office & maintenance building for PCT operations. | 2015 | \$5,000,000 | \$6,083,265 |
| Town of Loomis Dept of Public Works | PLA25279 | '07-00 | King Road | Exp & Culvert: Sucker Ravine & King Road. Ancillary Road. work may be included. Federal permitting may also be required as part of this project. | 2015 | \$100,000 | \$121,665 |
| City of Rocklin Division of Engineering | PLA25272 | '07-00 | Pacific Street | Widen: 6 lanes from SW of Sunset Boulevard to NE of Sunset Boulevard | 2016 | \$300,000 | \$379,596 |
| City of Lincoln Dept of Public Works | PLA18760 | '07-00 | E. Joiner Pkwy. | Widen: 6 lanes from Ferrari Ranch Road. to Sterling Pkwy. (Includes SR. 65 / UPRR overcrossing) | 2017 | \$7,000,000 | \$9,211,522 |
| Town of Loomis Dept of Public Works | PLA15290 | '07-00 | Boyington Road | Extend: 3 lanes from Horseshoe Bar Road. to King Road. | 2017 | \$2,000,000 | \$2,631,864 |
| Placer County Dept of Public Works | PLA20680 | '07-00 | Baseline Road | Widen: 6 lanes (from 2) from Watt Avenue to Fiddymont Road. | 2018 | \$8,870,000 | \$12,139,207 |
| Placer County Dept of Public Works | PLA20690 | '07-00 | PFE Road | Widen: 4 lanes from North Antelope Road. to Roseville City Limits. | 2018 | \$1,514,700 | \$2,072,972 |
| City of Lincoln Dept of Public Works | PLA18950 | '07-00 | SR193 Widening | Widen: 4 lanes from Ferrari Ranch Road to Sierra College Boulevard. | 2019 | \$6,000,000 | \$8,539,871 |
| City of Lincoln Dept of Public Works | PLA20740 | '07-00 | Airport Road | New road: 2 lanes from Weco Access Road. to Wise Road. | 2019 | \$5,500,000 | \$7,828,215 |
| City of Lincoln Dept of Public Works | PLA18630 | '07-00 | Aviation Boulevard | New Road.: 4 lanes from terminus 0.5 miles north of Venture Drive to Wise Road. | 2019 | \$4,000,000 | \$5,693,247 |
| City of Lincoln Dept of Public Works | PLA25304 | '07-00 | Aviation Boulevard | Extend: 4 lanes from Venture Drive & Wise Road. | 2019 | \$15,000,000 | \$21,349,677 |

| Lead Agency | SACOG Project ID | SACOG MTP | Project Title | Project Description | Year Complete | Current Cost (2010) \$ | Expenditure Year \$ |
|---|------------------|-----------|---------------------------------------|--|---------------|------------------------|---------------------|
| City of Lincoln Dept of Public Works | PLA18910 | '07-00 | Nicolaus Road | Widen: 4 lanes from Joiner Pkwy. to Joiner Park | 2019 | \$600,000 | \$853,987 |
| City of Lincoln Dept of Public Works | PLA25305 | '07-00 | Oak Tree Extension | New road: 4 lane between Sierra College Boulevard & Wise Road. / SR. 65 | 2019 | \$35,000,000 | \$49,815,913 |
| City of Lincoln Dept of Public Works | PLA25163 | '07-00 | Virginiatown Road | Widen: 4 lanes from McCourtney Road. to east Lincoln city limits | 2019 | \$502,000 | \$714,503 |
| City of Roseville Dept of Public Works | PLA15740 | '07-00 | Galleria Boulevard | Widen: 6 lanes from Berry to Roseville Pkwy. | 2019 | \$1,500,000 | \$2,134,968 |
| City of Roseville Dept of Public Works | PLA15810 | '07-00 | Roseville Pkwy. | Extend: 4 lanes from Washington Boulevard to Foothills Boulevard | 2019 | \$6,000,000 | \$8,539,871 |
| Caltrans District 3 | CAL18799 | 07-00 | UP Over/Under Crossing | Build over/undercrossing at Union Pacific crossing of Sierra College Boulevard | 2020 | \$30,000,000 | \$44,407,329 |
| City of Lincoln Dept of Public Works | PLA25166 | '07-00 | Twelve Bridges Drive | Widen: 6 lanes from SR. 65 Interchange to Lincoln Pkwy. (Includes interchange improvements) | 2020 | \$2,252,000 | \$3,333,510 |
| City of Rocklin Division of Engineering | PLA25154 | '07-00 | Rocklin Road | Extend: 2 lanes from current west terminus to South Whitney Boulevard | 2020 | \$1,641,600 | \$2,429,969 |
| City of Rocklin Division of Engineering | PLA19401 | '07-00 | Rocklin Road | Widen: 6 lanes from Aguilar Road / eastbound I-80 on-ramps to west of Sierra College Boulevard | 2020 | \$1,600,000 | \$2,368,391 |
| City of Rocklin Division of Engineering | PLA25275 | '07-00 | Rocklin Road | Extend: 2 lanes from current western terminus to Whitney Boulevard (Phase II) | 2020 | \$1,400,000 | \$2,072,342 |
| City of Roseville Dept of Public Works | PLA25318 | '07-00 | Dry Creek | Bikeway Trail: from Darling Way. to western Roseville City limits along Dry Creek. | 2020 | \$5,500,000 | \$8,141,344 |
| City of Roseville Dept of Public Works | PLA15890 | '07-00 | Sunrise Avenue | Widen: 6 lanes from Sacramento County line to Madden Lane. | 2020 | \$5,000,000 | \$7,401,221 |
| City of Roseville Dept of Public Works | PLA15910 | '07-00 | Taylor Road | Widen: 4 lanes from Roseville Pkwy. to I-80. | 2020 | \$521,157 | \$771,440 |
| City of Roseville Dept of Public Works | PLA15911 | '07-00 | Taylor Road | Widen: 4 lanes from I-80 to City Limits. | 2020 | \$4,000,000 | \$5,920,977 |
| City of Roseville Dept of Public Works | PLA25344 | '07-00 | Blue Oaks | Widen: 6 lanes (from 4) from Foothill to Crocker Ranch Road. & from 1300' W/O Fiddymt to Westside | 2020 | \$11,000,000 | \$16,282,687 |
| City of Roseville Dept of Public Works | | '07-00 | Foothills Boulevard | Widen: 6 lanes from Cirby to Misty Wood (just N/O Pleasant Grove Boulevard). | 2020 | \$23,900,000 | \$35,377,838 |
| Placer County Dept of Public Works | PLA25127 | '07-00 | Baseline Road | Widen from 4 to 6 lanes from Watt Avenue to Sutter County Line (Western Portion). | 2020 | \$12,000,000 | \$17,762,931 |
| Placer County Dept of Public Works | PLA20350 | '07-00 | Auburn Connector Roads | Adjacent to SR. 49 between I-80 & Dry Creek Road. - three new Local connector roads; 1) Quartz Drive Connector from SR. 49 to Locksley Lane, 2) Willow Creek Drive Connector from SR. 49 to 1st Street in Dewitt Center, & 3) Edgewood Road. Connector from SR. 49 to Alta Mesa Drive (City of Auburn) - state & Local funding only. | 2020 | \$3,671,000 | \$5,433,977 |
| Placer County Dept of Public Works | PLA25134 | '07-00 | Bell Avenue | I-80 / Bell Road. interchange: Capacity & operational improvements | 2020 | \$3,000,000 | \$4,440,733 |
| Placer County Dept of Public Works | | 07-00 | Lincoln Way | Widen from 2 to 4 lanes from Russell Rd. to Ferguson Rd.. | 2020 | \$484,000 | \$716,438 |
| Placer County Transportation Planning Agency | PLA19090 | 07-00 | Placer County - Regional Rail Capital | Commuter rail station improvements & parking, right-of-way acquisition, trackwork & signals, grade crossing improvements, Placer County pro-rata share of maintenance facilities, rolling stock, other systemwide elements. Potential new stations: Bowman & Loomis. | 2020 | \$45,510,000 | \$67,365,917 |
| Town of Loomis Dept of Public Works | PLA25278 | '07-00 | Antelope Creek | Exp&/ Replace Culvert: along Antelope Creek at King Road., from Sierra College Boulevard to Vet Clinic. Ancillary Road. work may be included. | 2020 | \$600,000 | \$888,147 |
| Town of Loomis Dept of Public Works | PLA25260 | '07-00 | Barton Road | Widen to standard lane widths with the inclusion of bike lanes. | 2020 | \$2,100,000 | \$3,108,513 |
| Town of Loomis Dept of Public Works | PLA25277 | '07-00 | Brace Road | Bridge Replacement: at Secret Ravine & Brace Road. Ancillary Road. work may be included. | 2020 | \$500,000 | \$740,122 |
| Town of Loomis Dept of Public Works | PLA25258 | '07-00 | Brace Road. / Horseshoe Bar Road | Signalize intersection. Realign two existing intersections at the Location into one intersection, including related signalization improvements. | 2020 | \$600,000 | \$888,147 |

| Lead Agency | SACOG Project ID | SACOG MTP | Project Title | Project Description | Year Complete | Current Cost (2010) \$ | Expenditure Year \$ |
|---|------------------|-----------|----------------------------|---|---------------|------------------------|---------------------|
| Town of Loomis Dept of Public Works | PLA25274 | '07-00 | S. Holly Area | Local Road. Storm drainage Extension: In Loomis, extend Local Road. storm Drainage facility in the South Holly area. Ancillary Road. work may be included. Federal permitting may also be required as part of this project. | 2020 | \$400,000 | \$592,098 |
| Town of Loomis Dept of Public Works | PLA25280 | '07-00 | Sierra College Boulevard | Culvert Expansion: In Loomis, at Loomis Tributary & Sierra College Boulevard Ancillary Road. work may be included. | 2020 | \$400,000 | \$592,098 |
| Town of Loomis Dept of Public Works | PLA25276 | '07-00 | Sunrise-Loomis Subdivision | Local Road. Storm Drainage Upgrade: In Loomis, upgrade the Local Road. network storm Drainage facilities in the Sunrise-Loomis subdivision. Ancillary Road. work may be included. Federal permitting may also be required as part of this project. | 2020 | \$500,000 | \$740,122 |
| City of Lincoln Dept of Public Works | | 07-00 | Nelson Lane Widening | Widen to four lanes from Lincoln Bypass to Nicolas Road. | 2021 | \$6,000,000 | \$9,236,724 |
| City of Lincoln Dept of Public Works | PLA25303 | '07-00 | Fiddymont Road | Widen: 4 lanes from East Catlett to Nicolaus Road. | 2022 | \$20,000,000 | \$32,020,644 |
| City of Roseville Dept of Public Works | PLA15830 | '07-00 | Roseville Pkwy. | Widen: 4 lanes from City Limits to Sierra College Boulevard | 2022 | \$850,000 | \$1,360,877 |
| Placer County Dept of Public Works | | 07-00 | New Road | Construct a new 2-lane road between Kemper Rd. and Mt. Vernon Rd. | 2022 | \$1,300,000 | \$2,081,342 |
| City of Lincoln Dept of Public Works | PLA20780 | '07-00 | Gladding Pkwy. | New road: 2 lanes from Nicolaus Road. to East Avenue Includes overpass over UPRR & SR. 65 & connection to 12th Street | 2024 | \$23,000,000 | \$39,828,558 |
| City of Lincoln Dept of Public Works | PLA25164 | '07-00 | Joiner Pkwy. | Widen: 6 lanes from Nicolaus Road. to Ferrari Ranch Road. | 2024 | \$3,440,000 | \$5,956,967 |
| City of Lincoln Dept of Public Works | PLA20760 | '07-00 | Venture Drive | Widen: 4 lanes from Aviation Boulevard to Lakeside Drive | 2024 | \$900,000 | \$1,558,509 |
| Caltrans District 3 | | 07-00 | SR267 Widening | In eastern Placer County, widen SR267 from 2 lanes to 4 lanes from Nevada County line to Northstar Drive. | 2025 | \$10,000,000 | \$18,009,435 |
| City of Colfax Dept of Public Works | PLA20450 | '07-00 | Bicycle Improvements | Bicycle Path Network: Develop throughout Colfax, connecting to major transportation centers. | 2025 | \$1,000,000 | \$1,800,944 |
| Placer County Dept of Public Works | PLA25136 | '07-00 | Northstar Drive | Widen: 4 lanes from SR267 to Sawmill Flat Road (near Truckee) | 2025 | \$3,234,300 | \$5,824,792 |
| Town of Loomis Dept of Public Works | PLA25259 | '07-00 | Brace Road | Widen to standard lane widths with the inclusion of bike lanes. | 2025 | \$1,000,000 | \$1,800,944 |
| Town of Loomis Dept of Public Works | PLA25261 | '07-00 | I-80 | Brace Road. Bridge Modification (To Caldrons standards). | 2025 | \$10,000,000 | \$18,009,435 |
| Town of Loomis Dept of Public Works | PLA25262 | '07-00 | King Road | Modify the existing King Road. overcrossing to accommodate freeway access for traffic from King Road. onto WB I-80. Provide a transition auxiliary lane on I-80 from King Road. to Horseshoe Bar interchange. | 2025 | \$5,000,000 | \$9,004,718 |
| Town of Loomis Dept of Public Works | PLA20510 | '07-00 | Sierra College Boulevard | New: 4 lane undercrossing at UPRR Crossing & Sierra College Boulevard | 2025 | \$30,000,000 | \$54,028,305 |
| Town of Loomis Dept of Public Works | PLA25269 | '07-00 | Taylor Road | Construct storm Drainage facility on Taylor Road. from King Road. to Sierra College Boulevard Ancillary Road. work may be included. Federal permitting may also be required as part of this project. Phase 1 is King Road. to Walnut Street, \$800,000. | 2025 | \$2,300,000 | \$4,142,170 |
| City of Lincoln Dept of Public Works | PLA25310 | '07-00 | Wise Road | Realignment & overcrossing between SR65 Lincoln Bypass & existing SR65. | 2026 | \$60,000,000 | \$112,378,875 |
| City of Colfax Dept of Public Works | PLA25146 | '07-00 | S. Auburn Street | Grade Crossing between Tokeyana & South Auburn Street | 2027 | \$3,000,000 | \$5,843,701 |
| Placer County Dept of Public Works | | 07-00 | Indian Hill Road | Widen from 2 to 4 lanes from Auburn City Limits to Newcastle. | 2027 | \$8,000,000 | \$15,583,204 |
| Placer County Dept of Public Works | | 07-00 | SR49 Widening | Widen from 4 lanes to 6 lanes from Luther Road to Nevada Street. | 2027 | \$10,000,000 | \$19,479,005 |
| Placer County Dept of Public Works | | 07-00 | SR49 Widening | Widen from 4 lanes to 6 lanes from Bell Road to Dry Creek Road. | 2027 | \$10,000,000 | \$19,479,005 |
| Tahoe Area Regional Transit | PCT10490 | '07-00 | TART Operations | TART operations (lump sum) on SR89 & SR267 corridors within Placer County/SACOG region. | 2030 | \$22,000,000 | \$48,204,709 |

| Lead Agency | SACOG Project ID | SACOG MTP | Project Title | Project Description | Year Complete | Current Cost (2010) \$ | Expenditure Year \$ |
|--|------------------|-----------|--|---|---------------|------------------------|---------------------|
| Town of Loomis Dept of Public Works | PLA25263 | '07-00 | Secret Ravine | Bike/Pedestrian Pathway: In Loomis, construct Class I bike & pedestrian facility along Secret Ravine creek system from north Town limits of Loomis to south Town limits of Loomis. | 2030 | \$600,000 | \$1,314,674 |
| Town of Loomis Dept of Public Works | PLA25264 | '07-00 | Antelope Creek | Bike/Pedestrian Pathway: In Loomis, construct Class I bike & pedestrian facility along Antelope Creek. Federal permitting may be required as part of this project. | 2030 | \$500,000 | \$1,095,562 |
| South Placer Regional Transportation Authority | CAL18796 | 07-00 | SR65 HOV Lanes Project | SR65 HOV Lanes Project area: 6.5 miles of SR 65 from the Galleria Boulevard interchange to the Industrial Avenue interchange. The proposed project improvements include: preconstruction activities (PA&ED, PS&E, R/W support and construction support) for all phases of project; and construction of HOV lanes on SR65 from the end of the proposed lanes of the I-80/SR 65 Interchange Modification Project to the Industrial Avenue interchange, which is currently under construction. | 2033 | \$109,270,000 | \$269,319,467 |
| Caltrans District 3 | | 07-00 | I-80 HOV Lanes East of SR65 | New HOV lanes - one each direction - on I-80 from SR65 east to SR49. | 2035 | \$200,000,000 | \$533,167,266 |
| City of Colfax Dept of Public Works | | '07-00 | SR174 | Unspecified operational improvements at SR. 174 & I-80 | 2035 | \$3,000,000 | \$7,997,509 |
| City of Lincoln Dept of Public Works | PLA25315 | '07-00 | Village 1-7, SUD A-C Local streets | Local roads for various villages & SUD including enhancements | 2035 | \$118,000,000 | \$314,568,687 |
| Placer County Dept of Public Works | | '07-00 | 16th Street | New: 4 lanes from Sacramento/Placer County Line to Baseline Road. | 2035 | \$7,500,000 | \$19,993,772 |
| Placer County Transportation Planning Agency | PLA25292 | '07-00 | 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 Campus 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. | 2035 | \$82,526,000 | \$220,000,809 |
| South Placer Regional Transportation Authority | | | SR65/I-80 Interchange Modification | Project area: 3.3 mile of I/80 between Miners Ravine Bridge and approximately 0.2 mile west of Rocklin Road and 2.1 miles of SR65 between I-80 junction and approximately 1 mile to the north of Galleria Boulevard. The proposed project improvements include: (1) construction of a 2-lane bi-directional HOV direct connector on eastbound I-80 to northbound SR65 and southbound SR65 to westbound I-80; (2) replacement of the eastbound I-80 to northbound SR65 loop connector with a 3-lane flyover ramp; (3) ramp widening and additional lane at the southbound SR65 on-ramp from Galleria Boulevard; (4) connector widening with associated auxiliary lane at the westbound I-80 to northbound SR65 connector; (5) reconstruction and widening of the southbound SR65 to eastbound I-80 connector flyover; (6) widening of I-80 and SR65 and associated ramp realignments at Eureka Road, Taylor Road and Galleria Boulevard; (7) widening the East Roseville Viaduct; (8) replacement of the Taylor Road Overcrossing to accommodate widening I-80; (9) construction of HOV lanes on SR65 from the I-80/SR 65 interchange past the Galleria Boulevard interchange. | 2035 | \$250,000,000 | \$666,459,083 |
| Capitol Corridor Joint Powers Authority | | 07-00 | Capitol Corridor Rail Replacement & Expansion | Lump-sum of capital improvements between Colfax & Davis | 2010-2035 | \$120,720,000 | \$321,819,762 |
| Capitol Corridor Joint Powers Authority | | 07-00 | Capitol Corridor Operations & Maintenance | Capitol Corridor operations & equipment maintenance, funded by the State of California/ Caltrans Division of Rail. | 2010-2035 | \$728,000,000 | \$1,940,728,849 |
| Placer County Transportation Planning Agency | | '07-00 | Demand Response Bus Operations & Maintenance | Lump-sum for DAR operations & maintenance between 2010-2035. | 2010-2035 | \$200,381,363 | \$534,183,918 |
| Placer County Transportation Planning Agency | | '07-00 | Demand Response Bus Replacement & Expansion Vehicles | Lump-sum for DAR vehicles between 2010-2035. | 2010-2035 | \$40,203,000 | \$107,174,618 |

| Lead Agency | SACOG Project ID | SACOG MTP | Project Title | Project Description | Year Complete | Current Cost (2010) \$ | Expenditure Year \$ | |
|--|------------------|-----------|--|--|---------------|------------------------|------------------------|-------------------------|
| Placer County Transportation Planning Agency | PLA25314 | '07-00 | Fixed Route Bus Capital, Operations & Maintenance | Lump-sum for fixed-route bus capital, operations & maintenance between 2010-2035. | 2010-2035 | \$777,652,584 | \$2,073,094,512 | |
| Placer County Transportation Planning Agency | | '07-00 | Fixed Route Bus Replacement & Expansion Vehicles | Lump-sum for bus vehicles between 2010-2035. | 2010-2035 | \$151,703,900 | \$404,417,768 | |
| Placer County Transportation Planning Agency | PLA25294 | '07-00 | Placer County - Bus Rapid Transit O&M | Annual operating & maintenance (O&M) cost (\$5,704,000) specifically for a three route BRT system for fiscal years 2010 - 2035 for a TBD transit operator. | 2010-2035 | \$142,600,000 | \$380,148,261 | |
| Placer County Transportation Planning Agency | PLA25302 | 07-00 | OWP Administration (2011-2035) | PCTPA portion of Overall Work Program (OWP) administrative costs. Annual administrative cost approximately \$34,133. | 2011-2035 | \$817,770 | \$2,096,193 | |
| City of Lincoln Dept of Public Works | | 07-00 | Lincoln Transit Operating Assistance | In Lincoln: operating funds for Lincoln Transit. | 2013-2035 | \$20,265,000 | \$48,026,404 | |
| Placer County Transportation Planning Agency | PLA19760 | '07-00 | Placer County - CTSA Capital (2013-2035) | Capital costs for CTSA Article 4.5 & complementary ADA dial-a-ride services for TBD designated CTSA operating in Placer County; including vehicles, miscellaneous capital items & facilities expansion. | 2013-2035 | \$71,811,000 | \$170,186,238 | |
| Placer County Transportation Planning Agency | PLA25300 | '07-00 | Placer County - Local Bus Service O&M (2013-2035) | Annual operation & maintenance (O&M) costs of Local fixed route bus, commuter / express bus, general public dial-a-ride services for a TBD transit operator serving Placer County & cities for fiscal years 2013-2035. Estimated annual O&M cost = \$18,832,545. | 2013-2035 | \$414,316,000 | \$981,895,274 | |
| Western Placer CTSA | PLA25250 | '07-00 | Placer County - CTSA O&M (2013-2035) | Annual operation & maintenance (O&M) costs for Article 4.5 Community Transit Services & complementary ADA dial-a-ride services for a TBD designated CTSA of Placer County serving Placer County & cities for fiscal years 2013-2035. Estimated annual O&M cost | 2013-2035 | \$36,538,000 | \$86,592,093 | |
| Placer County Transportation Planning Agency | PLA25140 | 07-00 | Congestion Management Program (CMP) activities (2014-2035) | Congestion Management Program activities for educational & outreach to reduce traffic congestion & drive alone auto trip making in Placer County. Both City of Roseville & PCTPA are implementing agencies. | 2014-2035 | \$2,500,000 | \$5,696,920 | |
| Placer County Transportation Planning Agency | PLA25139 | 07-00 | Plan, Program & Monitor (PPM) | PCTPA PPM related activities. | 2015-2035 | \$2,505,682 | \$5,490,258 | |
| | | | | | | 2010-2015 | \$991,581,756 | \$1,870,581,333 |
| | | | | | | 2016-2024 | \$1,308,869,577 | \$3,062,798,250 |
| | | | | | | 2025-2035 | \$2,172,835,225 | \$5,553,928,534 |
| | | | | | | Total | \$4,473,286,558 | \$10,487,308,116 |

Source:

1. Appendix A1 - Draft Final MTP 2035 Public Transit Including Rail Projects & Appendix A2 - Draft Final MTP 2035 Bicycle, Pedestrian, Roads, & Other Projects, excel project list dated 9/24/09.
2. Capitol Corridor Proposition 1A Improvement Program Preliminary Draft, CCJPA, February 2010.
3. 2027 RTP, PCTPA, September 2005.
4. Memorandum: Adoption of the Proposition 1A High Speed Passenger Train Program of Projects, CTC, May 2010.

Notes:

1. Planned projects are included in PCTPA's 2027 RTP and / or SACOG's MTP 2035 and are unfunded at the present time.
2. Updates to the project list provided by PCTPA TAC, February 2010; subsequent updates by TAC members through June 2010.

APPENDIX H

RTP OBJECTIVES & RELATED SHORT-RANGE & LONG-RANGE ACTIONS

The following table shows the links between the RTP goals and Objectives outlined in Chapter 5 - Policy Element and the short-range and long-range actions listed in the Action Element, as well as the Air Quality and Financial Elements.

| Short-Range & Long-Range Actions | RTP Objective |
|---|---|
| GOAL 1: HIGHWAYS/STREETS/ ROADWAYS | |
| <p>Short Range Action #1. Continually develop and implement innovative approaches to delivering projects (as shown in Table 6.1-3) as quickly and cost effectively as possible. <i>(PCTPA, project sponsors)</i></p> | <p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #2. Identify and pursue additional funding sources, as appropriate. <i>(PCTPA, Caltrans, jurisdictions)</i></p> | <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #3. Obtain funding for and construct high priority regional road network projects shown in Figure 6.1c through 6.1e. <i>(PCTPA, SPRTA, Caltrans, jurisdictions)</i></p> | <p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #4. Identify deficiencies and/or future congestion impacts on the regional road network. <i>(PCTPA, Caltrans, jurisdictions)</i></p> | <p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p> |
| <p>Short Range Action #5. Maintain street and highway system, including vegetation management. <i>(Caltrans, jurisdictions)</i></p> | <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> <p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p> |
| <p>Short Range Action #6. Identify and implement operational improvements on local streets and roads. <i>(Jurisdictions)</i></p> | <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
|--|---|
| <p>Short Range Action #7. Implement capacity increasing strategies that encourage the use of alternative modes, such as High Occupancy Vehicle (HOV) lanes. <i>(PCTPA, Caltrans, jurisdictions)</i></p> | <p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #8. Develop parallel capacity to I-80 and SR65 to reduce congestion and reliance on I-80 and SR65 for local trip purposes. <i>(PCTPA, SPRTA, jurisdictions)</i></p> | <p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #9. Consider the concept of complete streets when developing and implementing local roadway improvement projects. <i>(Jurisdictions)</i></p> | <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #10. Improve select rural roads to an urban standard that serve new Blueprint development on the urban edge. <i>(Jurisdictions)</i></p> | <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #11. Continue to participate in the Caltrans systems planning and corridor planning processes. <i>(PCTPA, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Short Range Action #12. Consider access management strategies along older retail corridors to improve economic performance. <i>(Jurisdictions, transit operators, Caltrans)</i></p> | <p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County</p> |
| <p>Short Range Action #13. Maintain pavement conditions at a good or better Pavement Condition Index. <i>(Jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Identify and prioritize improvements to the roadway system.</p> <p>OBJECTIVE B: Construct, maintain, and upgrade roadways to meet current safety standards.</p> |
| <p>Long Range Action #1. Construct the Placer Parkway connecting from SR 65 to SR 70/99. <i>(PCTPA, Caltrans, jurisdictions, other state/federal agencies)</i></p> | <p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p> |
| <p>Long Range Action #2. Continue to implement the actions called for in the short range action plan. <i>(PCTPA, Caltrans, jurisdictions, other state/federal agencies)</i></p> | <p>OBJECTIVE C: To promote economic development, prioritize roadway maintenance and improvement projects on principal freight and tourist travel routes in Placer County.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
|---|---|
| GOAL 2: PUBLIC TRANSIT | |
| <p>Short Range Action #1. Continue to maximize the available Federal Transit Administration (FTA) funds through the Section 5311 (rural transit) and Section 5307 (urban transit) programs, and other FTA discretionary programs. <i>(PCTPA, transit operators)</i></p> | <p>FUNDING OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Short Range Action #2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs. <i>(PCTPA, transit operators, CTSA)</i></p> | <p>FUNDING OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Short Range Action #3. Update the short range transit plans for Auburn, Lincoln, Roseville, Placer County, and the Western Placer CTSA. <i>(PCTPA, jurisdictions, transit operators, CTSA)</i></p> | <p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> |
| <p>Short Range Action #4. Monitor transit services regularly and make adjustments to routes and schedules to improve operational efficiency and on-time performance, and maintain a discipline of cost recovery, including meeting fare box recovery ratios as outlined in the Transportation Development Act and productivity standards established in the adopted Short Range Transit Plans. <i>(PCTPA, transit operators, CTSA)</i></p> | <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> |
| <p>Short Range Action #5. Conduct an independent performance audit every three years of the activities of each of the five transit operators under PCTPA jurisdiction that it allocates LTF (funds). <i>(PCTPA, transit operators, CTSA)</i></p> | <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> |
| <p>Short Range Action #6. Conduct an independent financial audit annually of the TDA funds allocated to each jurisdiction to determine compliance with statutes, rules and regulations of TDA and the allocation instructions of PCTPA. <i>(PCTPA, jurisdictions, transit operators, CTSA)</i></p> | <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> |
| <p>Short Range Action #7. Continue to obtain public input on public transportation systems by holding annual unmet transit needs workshops and hearings. Implement expanded services to respond to needs that are reasonable to meet. <i>(PCTPA, transit operators, jurisdictions, CTSA)</i></p> | <p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
|---|--|
| <p>Short Range Action #8. Continue active participation in local and regional coordinating groups (e.g., SACOG Transit Coordinating Committee, Transit Operators Working Group, Best Step Transportation Collaborative). <i>(PCTPA, transit operators, CTSA)</i></p> | <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p> |
| <p>Short Range Action Plan #9. Work with public transit operators and social service transportation providers to improve or increase transit services to rural areas of Placer County. <i>(PCTPA, transit operators, CTSA)</i></p> | <p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> |
| <p>Short Range Action #10. Implement and/or modify paratransit services to continually meet the requirements of the Americans with Disabilities Act. <i>(PCTPA, transit operators)</i></p> | <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> |
| <p>Short Range Action #11. Continue to coordinate and consolidate social service transportation whenever possible. <i>(PCTPA, CTSA, social service agencies)</i></p> | <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p> |
| <p>Short Range Action #12. Implement the recommendations outlined in the South Placer Regional Dial-a-Ride Study to avoid duplication and coordinate respective Dial-a-Ride services <i>(PCTPA, transit operators, CTSA)</i></p> | <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p> |
| <p>Short Range Action #13. Encourage the transit operators to work cooperatively to optimize service delivery, offer complementary services and fare media to improve ease of connectivity among transit systems. <i>(PCTPA, transit operators, CTSA)</i></p> | <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p> |
| <p>Short Range Action #14. Implement a discounted College Transit Pass Program in partnership with local colleges, universities, trade and technical schools to increase student awareness and use of Placer County public transit services. <i>(PCTPA, transit operators, Sierra Community College District, California State University Sacramento, other local colleges, universities, trade and technical schools)</i></p> | <p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> <p>OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Long Range Action #1. Continue to update the short range transit plans for the transit operators with continued emphasis on meeting the transit needs of the growing and changing population, public education, enhancing the convenience of regional travel, offering alternatives to the automobile, and improving connections between various modes of travel. <i>(PCTPA, transit operators, CTSA, jurisdictions)</i></p> | <p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> <p>OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p> |
| <p>Long Range Action #2. Pursue the recommendations outlined for Scenario 2 in the Transit Master Plan in the development of future transit services in Placer County through the year 2035, with a focus on coordination and integration opportunities. <i>(PCTPA, transit operators, CTSA, jurisdictions)</i></p> | <p>OBJECTIVE A: Provide transit services that fulfill all “unmet transit needs that are reasonable to meet.”</p> <p>OBJECTIVE B: Tailor transit service provision to the area’s population characteristics and special needs.</p> <p>OBJECTIVE C: Provide a transit system that is responsive to the needs of persons who rely on public transportation.</p> <p>OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> <p>OBJECTIVE E: Coordinate various transportation services to maximize efficiency and convenience and minimize duplication of services.</p> |
| <p><i>GOAL 3: PASSENGER RAIL TRANSPORTATION</i></p> | |
| <p>Short and Long Range Action #1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. <i>(PCTPA, CCJPA, Caltrans, jurisdictions)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p> |
| <p>Short and Long Range Action #2. Continue to partner with CCJPA to bring additional Capitol Corridor passenger rail service to western Placer County. <i>(PCTPA, CCJPA, Caltrans, jurisdictions, UPRR)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County</p> |
| <p>Short and Long Range Action #3. Continue to partner with CCJPA to promote destination and rail travel to / from Placer County <i>(PCTPA and CCJPA)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short and Long Range Action #4. Encourage expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. <i>(PCTPA, CCJPA, Nevada County Transportation Commission, Caltrans, Washoe County Regional Transportation Commission, jurisdictions, UPRR)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p> |
| <p>Short and Long Range Action #5. Support Capitol Corridor program / project applications for high-speed rail funding from the Federal Railroad Administration (FRA). <i>(PCTPA, CCJPA, Nevada County Transportation Commission, Regional Transportation Commission, jurisdictions, federal representatives)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p> |
| <p>Short and Long Range Action #6. Support the allocation of Proposition 1A high speed rail bond funding to the Capitol Corridor from the California Transportation Commission. <i>(PCTPA and jurisdictions)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p> |
| <p>Short and Long Range Action #7. Pursue implementation of regional rail service between Auburn and Oakland. <i>(PCTPA, Regional Transit, Yolo County Transportation District, CCJPA, Solano Transportation Authority, Contra Costa Transportation Authority, Caltrans)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p> |
| <p>Short and Long Range Action #8. Continue to explore the feasibility of rail service between Marysville and Sacramento with stops in Lincoln and Roseville. <i>(PCTPA, Caltrans, Yuba County, jurisdictions)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County.</p> |
| <p>Short and Long Range Action #9. Consider implementing new safety / quiet zones at at-grade rail crossings to eliminate train horn noise provided that the crossing accident rate meets Federal Railroad Administration (FRA) standards and supplemental or alternative safety measures are in place in accordance with the FRA Final Train Horn and Quiet Zone Rule (effective June 2005). <i>((PCTPA, jurisdictions, CCJPA, CPUC, Caltrans, FRA, UPRR)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County</p> |
| <p>Short and Long Range Action #10. Continue to evaluate capital improvement requirements and amenities at passenger stations. <i>(PCTPA, jurisdictions, CCJPA, CPUC, Caltrans, FRA, UPRR)</i></p> | <p>OBJECTIVE A: Provide more frequent, convenient, and reliable passenger rail service to and through Placer County</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| GOAL 4: AVIATION | |
| <p>Short Range Action #1. Continue efforts to avoid conflicts over noise issues. <i>(PCTPA, jurisdictions, airport operators, vicinity property owners)</i></p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary.</p> <p>OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |
| <p>Short Range Action #2. Continue to protect airspace and runway approaches. <i>(PCTPA, FAA, jurisdictions, airport operators, vicinity property owners)</i></p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |
| <p>Short Range Action #3. Promote compatible land uses that are consistent with the Placer County Airport Land Use Compatibility Plan. <i>(PCTPA, airport operators, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |
| <p>Short Range Action #4. Continue to upgrade navigational equipment as needed. <i>(Jurisdictions, airport operators)</i></p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> |
| <p>Short Range Action #5. Promote public awareness of airport services and benefits for business, recreation and goods movement use. <i>(PCTPA, jurisdictions, airport operators)</i></p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> |
| <p>Short Range Action #6. Maintain and improve existing airport facilities in accordance with adopted airport master plans, as updated. <i>(Jurisdictions, airport operators)</i></p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary.</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #7. Assist operators of public use airports in pursuing funding sources. (<i>PCTPA, airport operators</i>)</p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> |
| <p>Short Range Action #8. Explore opportunities to improve passenger and cargo airport ground access to relieve potential bottlenecks around airports through local road and intersection improvements (<i>PCTPA, jurisdictions</i>)</p> | <p>OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> |
| <p>Short Range Action #9. Promote the development of general aviation airport security for functional areas such as personnel, aircraft, airports/facilities, surveillance, security plans and communications, and specialty operations. (<i>Caltrans Division of Aeronautics, jurisdictions</i>)</p> | <p>OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> |
| <p>Short Range Action #10. Participate in SACOG’s development of the McClellan Field ALUCP update to ensure that any potential impacts from ongoing operations at McClellan Field to Placer jurisdictions are minimized, and update the Placer County ALUCP, as necessary. (<i>PCTPA, jurisdictions, SACOG, Sacramento County</i>)</p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |
| <p>Short Range Action #11. Participate in Caltrans Division of Aeronautics regional and statewide aviation planning efforts. (<i>PCTPA, airport operators</i>)</p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> |
| <p>Short Range Action #12. Work cooperatively with NCTC to address Truckee-Tahoe Airport ALUCP coordination issues. (<i>PCTPA, NCTC</i>)</p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |
| <p>Short Range Action #13. Encourage Placer County to initiate the State-mandated requirement to update its General Plan and supporting planning documents to be consistent with the Placer County ALUCP. (<i>PCTPA, Placer County</i>)</p> | <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #14. Prepare a comprehensive update of the Placer County ALUCP, once the Caltrans Division of Aeronautics State Handbook update is completed. (PCTPA, jurisdictions, airport operators, Caltrans Division of Aeronautics, Sacramento County, SACOG))</p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |
| <p>Long Range Action #1. Continue to implement the actions outlined in the short range action plan. (PCTPA, jurisdictions, airport operators)</p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE B: Update and revise Airport Master Plans as necessary.</p> <p>OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> |
| <p>Long Range Action #2. Encourage more flexible use of airport revenues for off-airport ground access projects (PCTPA, jurisdictions, Caltrans, FAA)</p> | <p>OBJECTIVE A: Promote the development, operation, and maintenance of a regional system of airports.</p> <p>OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> |
| <p>GOAL 5: GOODS MOVEMENT</p> | |
| <p>Short Range Action #1. Identify obstacles that prevent or impede goods movement. (PCTPA, jurisdictions, industry).</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> |
| <p>Short Range Action #2. Encourage industry to maximize use of rail and air for the transportation of goods. (PCTPA, jurisdictions)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> |
| <p>Short Range Action #3. Support the development of grade separation projects where necessary. (PCTPA, jurisdictions, Caltrans)</p> | <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> |
| <p>Short Range Action #4. Support the designation of hazardous waste routes by federal and state regulators. (PCTPA, jurisdictions)</p> | <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #5. Designate a subregional or countywide backbone truck route <i>system</i> (PCTPA, jurisdictions, Caltrans)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> |
| <p>Short Range Action #6. Maintain a balanced freight transportation system to provide for the safe and efficient movement of goods. (PCTPA, jurisdictions, Caltrans)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> |
| <p>Short Range Action #7. Support local development of truck parking <i>strategies</i> (PCTPA, jurisdiction and industry)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> |
| <p>Short Range Action #8. Specially designate roads that connect key agricultural producers with processing facilities and the regional road network. (PCTPA, jurisdictions, agricultural industry, Caltrans)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> <p>OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> |
| <p>Short Range Action #9. Act as a resource to local jurisdictions for interrelationship of industrial and wholesale land use and transportation planning. (PCTPA)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> |
| <p>Long Range Action #1. Continue to implement the actions outlined in the short-range action plan. (PCTPA, Caltrans, jurisdictions, industry)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> |
| <p>Long Range Action #2. Continue to support accelerating truck and rail modernization, with cleaner technologies, in order to reduce current and long-term impacts of the goods movement system on public health and air quality. (PCTPA, SACOG, APCDs, jurisdiction and industry)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> |
| <p>Long Range Action #3. Coordinate goods movement plans and projects. (PCTPA, Caltrans, jurisdictions, SACOG)</p> | <p>OBJECTIVE A: Promote a balance of roads, rail, airports, and pipelines for the improvement of goods transport.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| GOAL 6: NON-MOTORIZED TRANSPORTATION AND LOW-SPEED VEHICLES | |
| <p>Short Range Action #1. Identify issues and problems pertaining to non-motorized and low-speed transportation. <i>(PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> <p>OBJECTIVE E: Provide an informational/ educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.</p> |
| <p>Short Range Action #2. Develop policies for the allocation of funds and processing of claims for non-motorized and low-speed projects. <i>(PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> |
| <p>Short Range Action #3. Promote non-motorized and low-speed transportation as a viable transportation control measure for the mitigation of air quality and congestion problems. <i>(PCTPA, jurisdictions, PCAPCD, SACOG)</i></p> | <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> |
| <p>Short Range Action #4. Ensure that jurisdictions have current Bikeway Master Plans that comply with State requirements. <i>(PCTPA, jurisdictions, Caltrans)</i></p> | |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #5. Work with jurisdictions and Caltrans to connect the urbanized centers of the region through non-motorized and low-speed transportation facilities, with an emphasis on closing gaps. <i>(PCTPA, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> |
| <p>Short Range Action #6. Work with PCTPA member jurisdictions to encourage the development of support facilities, such as secure bicycle parking or storage lockers, shower and changing space, appropriate signage, and adequate lighting, at new commercial and industrial sites, transit centers, park-and-ride lots, and all transit buses. <i>(PCTPA, jurisdictions, Caltrans, transit operators)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> |
| <p>Short Range Action #7. Encourage PCTPA jurisdictions to evaluate the feasibility of installing Class II bike lanes as part of street overlay and maintenance projects. <i>(PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> |
| <p>Short Range Action #8. Pursue new revenue sources for non-motorized and low-speed transportation development. <i>(PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> |
| <p>Short Range Action #9. Review existing abandoned railroad corridors for possible conversion to non-motorized and low-speed vehicle transportation facilities. <i>(PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #10. Promote the beneficial aspects of non-motorized and low-speed transportation through Spare the Air, Bike-to-Work Month, and other similar programs. <i>(PCTPA, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE E: Provide an informational/ educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.</p> |
| <p>Short Range Action #11. Expand the use of the Safe Routes to Schools program, conducting bicycling and walking audits, in an effort to make bicycling, walking and crossing the street safer enroute to and from school. <i>(Jurisdictions, school districts, Caltrans, local law enforcement, CHP, PCTPA)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> |
| <p>Short Range Action #12. Encourage jurisdictions to identify and upgrade intersections that have sub-standard or are missing pedestrian crosswalks and curb cuts. <i>(Jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.</p> |
| <p>Long Range Action #1. Continue to implement the actions outlined in the short range action plan. <i>(PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Plan and develop a continuous and easily-accessible non-motorized and low-speed vehicle system within the region.</p> <p>OBJECTIVE B: Provide a non-motorized and low-speed vehicle system that emphasizes the safety of people and property.</p> <p>OBJECTIVE C: Integrate non-motorized and low-speed vehicle facilities into a multi-modal transportation system that encourages alternatives to driving alone.</p> <p>OBJECTIVE D: Promote the development of multi-use trails in rural and other areas.</p> <p>OBJECTIVE E: Provide an informational/ educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.</p> |
| <p>GOAL 7: TRANSPORTATION SYSTEMS MANAGEMENT (TSM)</p> | |
| <p>Short and Long Range Action #1. Work cooperatively with neighboring jurisdictions to implement ITS improvements that would support TSM efforts in the region. <i>(PCTPA, SACOG, TRPA, NCTC, EDCTC, Sierra County, Caltrans)</i></p> | <p>OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short and Long Range Action #2. Continue to work cooperatively with SACOG, SMAQMD, and the City of Roseville on implementation and enhancement of regional rideshare programs that encourage the use of alternative modes of transportation. <i>(SACOG, SMAQMD, PCTPA, City of Roseville, local employers)</i></p> | <p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> |
| <p>Short and Long Range Action #3. Continue to work cooperatively with area school districts on outreach to children in educating them about the benefits realized through the use of alternative transportation. <i>(PCTPA, school districts, transit operators)</i></p> | <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> <p>OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Short Range and Long Range Action #4. Promote alternative modes of transportation to help meet the transportation needs of rural agricultural workers in Placer County. <i>(PCTPA, transit operators, agricultural industry, Placer County Farm Bureau, Placer County Agricultural Commissioner, Placer County Agriculture Department, Caltrans, SACOG)</i></p> | <p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> |
| <p>Short and Long Range Action #5. Implement traffic flow improvements on regionally significant roadways. <i>(PCTPA, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> |
| <p>Short and Long Range Action #6. Improve and expand public transportation systems (bus and rail) as feasible, to maintain existing and increase new ridership. <i>(PCTPA, CCJPA, transit operators)</i></p> | <p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> |
| <p>Short and Long Range Action #7. Develop and expand facilities to support the use of alternative transportation such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations. <i>(PCTPA, CCJPA, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> |
| <p>Short and Long Range Action #8. Increase the awareness to media, employers and the general public of alternative transportation options in Placer County through outreach, educational and incentive programs. <i>(PCTPA, jurisdictions, transit operators)</i></p> | <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short and Long Range Action #9. Encourage SACOG to develop a periodic regional survey of traveler choices, which would monitor trends in traveler choices related to external influences and the impact of public policy programs. <i>(SACOG, jurisdictions, transit operators, PCTPA, Caltrans)</i></p> | <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> |
| <p>Short and Long Range Action #10. Promote a transportation system which minimizes the dependency of long-distance, single-occupant vehicle trips and vehicle miles traveled in Placer County toward achieving SACOG’s 10 percent trip reduction goal. <i>(SACOG, jurisdictions, transit operators, PCTPA, Caltrans)</i></p> | <p>OBJECTIVE A: Create a multi-modal transportation network between major residential areas, educational and recreational facilities, and employment centers.</p> <p>OBJECTIVE B: Advance the use of Transportation Demand Management (TDM) in a thorough, cost-effective manner.</p> <p>OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Short Range Action #1. Maximize the operating efficiency of the existing surface transportation system by incorporating ITS strategies where feasible <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Short Range Action 2. Improve the safety of travel into, through, and out of the Tahoe Gateway Region. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> <p>RECREATIONAL TRAVEL OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Intelligent Transportation Systems Short Range Action 3. Ensure that accurate and reliable traveler information regarding traffic and weather conditions is available to those entering the region as well as those traveling within the region. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Short Range Action #4. Provide more effective and convenient transit services. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, transit operators, SACOG)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Intelligent Transportation Systems Short Range Action #5. Ensure efficient commercial vehicle operations into, through and out of the Tahoe Gateway Region. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Short Range Action #6. Ensure the long-term viability of ITS in the Tahoe Gateway Region. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, FHWA)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Short Range Action #7. Maintain an ITS program that is compatible and supported by National ITS efforts. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, SACOG, Caltrans, FHWA)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Short Range Action #8. Coordinate with communication utilities to include rural broadband, where possible, as part of the implementation of jurisdiction ITS projects. <i>(PCTPA, jurisdictions, communication utilities)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Long Range Action #1. Continue implementation (deployment, operations, and maintenance) of the Tahoe Gateway Counties ITS. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Long Range Action #2. Continue implementation (deployment, operations, and maintenance) of the Sacramento Region ITS. <i>(PCTPA, El Dorado County, Sacramento County, Sutter County, Yolo County, Yuba County, jurisdictions, Caltrans, SACOG, FHWA)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Long Range Action #3. Continue regional ITS management via each member County, neighboring regions, and other agencies, organizations, and individuals. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Intelligent Transportation Systems Long Range Action #4. Mainstream or incorporate ITS technologies into the planning process as stand-alone projects and/or as part of larger transportation projects. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Intelligent Transportation Systems Long Range Action #5. Ensure that the Regional ITS Architecture Maintenance Plan continues to be implemented. <i>(PCTPA, El Dorado County, Nevada County, Sierra County, jurisdictions, Caltrans, SACOG, FHWA)</i></p> | <p>TSM OBJECTIVE C: Promote the use of electronic information transfer systems to reduce work-related, education-related, and personal trips.</p> |
| <p>Transportation Safety & Security Action Plan Short and Long Range Action #1. Reduce accident rates to below the statewide average or better through implementation of safety improvements and measures. <i>(PCTPA, jurisdictions, transit operators, Caltrans)</i></p> | <p>AVIATION OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Transportation Safety & Security Action Plan Short and Long Range Action #2. Encourage jurisdictions to develop a systematic approach to identify and review existing or potential high incident accident locations, including rural areas to prevent animal-vehicle collisions. <i>(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)</i></p> | <p>AVIATION OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| <p>Transportation Safety & Security Action Plan Short and Long Range Action #3. Prioritize projects that implement preventative and routine maintenance and address safety standards. <i>(Local jurisdictions, transit operators, CCJPA, Caltrans, PCTPA and SACOG)</i></p> | <p>AVIATION OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| <p>Transportation Safety & Security Action Plan Short and Long Range Action #4. Prioritize infrastructure in need of replacement, relocation or upgrade to meet current safety and design standards, including implementation of safety measures, enforcement, and educational activities. <i>(Local jurisdictions ,transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)</i></p> | <p>AVIATION OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Transportation Safety & Security Action Plan Short and Long Range Action #5. Continue to participate in the SHSP planning process and various interagency coordination efforts to exchange information on ongoing safety activities and best practices, as well as identify training opportunities, and exercise capabilities. <i>(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)</i></p> | <p>AVIATION OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Transportation Safety & Security Action Plan Short and Long Range Action #6. Encourage a regional approach to maximize public outreach and education and related enforcement initiatives that target high risk behavior issues and that improve safe driving practices. <i>(Local jurisdictions, CCJPA, Caltrans, CHP, PCTPA and SACOG)</i></p> | <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE E: Provide an informational/ educational program for motorists, bicyclists, and NEV users that identify the proper role and responsibilities of each in the transportation environment.</p> |
| <p>Transportation Safety & Security Action Plan Short and Long Range Action #7. Encourage jurisdictions and transportation agencies to continue to coordinate with the Placer County OES and CAL FIRE on emergency preparedness activities. <i>(Local jurisdictions, transit operators, Caltrans, CHP, Placer County OES, CAL FIRE, PCTPA)</i></p> | <p>AVIATION OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>AVIATION OBJECTIVE D: Promote the safe, orderly, and efficient use of airports and ensure compatible development around them via the Placer County Airport Land Use Compatibility Plan (PCALUCP).</p> <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| <p>Transportation Safety & Security Action Plan Short and Long Range Action #8. Encourage the preparation of transportation security assessments, and emergency preparedness plans, including continuity of operations, business resumption and recovery. <i>(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)</i></p> | <p>AVIATION OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Transportation Safety & Security Action Plan Short and Long Range Action #9. Improve the security preparedness of transportation facilities. <i>(Local jurisdictions, transit operators, CCJPA, Caltrans, CHP, PCTPA and SACOG)</i></p> | <p>AVIATION OBJECTIVE C: Promote and secure adequate air passenger, goods movement, and other aviation and air transportation services as part of a multi-modal transportation system.</p> <p>GOODS MOVEMENT OBJECTIVE B: Mitigate conditions that transporters of goods deem dangerous or unacceptable.</p> <p>NON-MOTORIZED OBJECTIVE B: Provide a non-motorized and low-speed vehicle and low-speed vehicle system that emphasizes the safety of people and property</p> <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| GOAL 8: RECREATIONAL TRAVEL | |
| <p>Short and Long Action #1. Promote and use intelligent transportation systems (ITS) to improve recreational travel. <i>(PCTPA, Caltrans, SACOG, TRPA, FHWA)</i></p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Short and Long Range Action #2. Work with SACOG and other regional partners to implement and expand the 511 traveler information system (electronic information system) so it can be used to provide accurate and timely information on roads, traffic, transit, and alternative routes. <i>(SACOG, Caltrans, PCTPA, transit operators)</i></p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Short and Long Range Action #3. Provide education and marketing of alternatives to the personal automobile. <i>(PCTPA, employers, resorts, TNT TMA, transit operators, United Auburn Indian Community of the Auburn Rancheria)</i></p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Short and Long Range Action #4. Identify public infrastructure in need of expansion, as well as maintenance and repair to support tourism and recreation. <i>(PCTPA, jurisdictions, Caltrans, transit operators)</i></p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Short and Long Range Action #5. Expand the availability of alternative transportation options (transit, rail, bike, pedestrian, airport shuttles) to driving the personal (private or rental) automobile. <i>(transit operators, PCTPA, jurisdictions, Capitol Corridor, employers, resorts, United Auburn Indian Community of the Auburn Rancheria)</i></p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Short and Long Range Action #6. Provide coordinated feeder transit services to parks and attractions. <i>(transit operators, resorts, employers, Caltrans, United Auburn Indian Community of the Auburn Rancheria)</i></p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short and Long Range Action #7. Coordinate transportation planning with the tourism and resort industry to cooperatively develop, recommend, and implement transportation-related programs for improving recreational travel. (<i>resorts, employers, Caltrans, TNT TMA, transit operators United Auburn Indian Community of the Auburn Rancheria</i>)</p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Short and Long Range Action #8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. (<i>PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers, United Auburn Indian Community of the Auburn Rancheria</i>)</p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>Short and Long Range Action #9. Work with primary marketing organizations to develop travel guides, way finding signage and to designate tourism routes. (<i>PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resort, business and merchant associations, visitors bureau, chambers of commerce’s, recreation providers, United Auburn Indian Community of the Auburn Rancheria</i>)</p> | <p>OBJECTIVE A: Incorporate access to recreational centers in the transportation infrastructure.</p> |
| <p>GOAL 9: INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING</p> | |
| <p>Short Range Action #1. Continue to coordinate with jurisdictions and agencies inside and outside of Placer County to help establish county-wide transportation priorities, implement studies and projects in cooperation with other counties, facilitate joint transportation projects, and anticipate impacts on Placer County from governmental decisions. (<i>PCTPA, jurisdictions, SACOG, Caltrans, PCAPCD, CCJPA, Nevada County, Sacramento County, El Dorado County, Yuba County, Sutter County</i>)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE D: Work with local jurisdictions, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that Placer County jurisdictions have maximum participation and control in the transportation decision-making process.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |
| <p>Short Range Action #2. Review local general and specific plans, and land use entitlement applications for consistency with airport land use plans. (<i>PCTPA, jurisdictions</i>)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> |
| <p>Short Range Action #3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. (<i>PCTPA, jurisdictions, PCAPCD, Caltrans</i>)</p> | <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #4. Continue to participate in the SACOG regional Blueprint planning efforts. (PCTPA, jurisdictions, SACOG)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE D: Work with local jurisdictions, the Sacramento Area Council of Governments, Caltrans, the California Transportation Commission, and other transportation agencies to develop a regional planning and programming process to ensure that Placer County jurisdictions have maximum participation and control in the transportation decision-making process.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |
| <p>Short Range Action #5. Develop guidelines and/or policies to prioritize transportation projects that have air quality benefits while providing cost effective movement of people and goods. (PCTPA, PCAPCD)</p> | <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Short Range Action #6. Provide support for projects consistent with Placer County’s Ozone Reduction Ordinance, and also lead to reduced Greenhouse Gas emissions. (PCTPA, PCAPCD)</p> | <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Short Range Action #7. Encourage jurisdictions to develop roadways that complement Blueprint planned growth patterns, infill development, economic development programs , and requirements of infrastructure to support planned land uses. (PCTPA, jurisdictions)</p> | <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |
| <p>Short Range Action #8. Encourage jurisdictions to review and assess the impact of new development proposals consistency with Blueprint principles, and the impact on local circulation plans and transit system demand and supply. (PCTPA, jurisdictions, transit operators)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Short Range Action #9. Continue active participation in local and regional coordinating groups as well as statewide forums to maximize opportunities for transportation improvements in Placer County. (PCTPA)</p> | <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #10. Provide written support for development projects which may increase residential and employment densities near existing transit and rail stations, as well as future rail stations that may emerge as a result of expansion of the Capitol Corridor service to Colfax, Soda Springs, Truckee, and Reno/Sparks. (PCTPA)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> |
| <p>Short Range Action #11. Plan for new/expanded facilities such as pedestrian and bicycle facilities, park-and-ride lots, and intermodal transfer stations where development projects will provide increased residential and/or employment densities. (PCTPA, jurisdictions, Caltrans, CCJPA)</p> | <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| <p>Short Range Action #12. Encourage thorough examination, context sensitive design, and mitigation of transportation impacts when planning and constructing transportation improvements through or near residential communities. (PCTPA, jurisdictions)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Short Range Action #13. Encourage jurisdictions to avoid or minimize impacts of transportation projects and programs on special-status plant populations, special-status fish and wildlife species and habitat, riparian and woodland communities, and waters of the United States. (PCTPA, jurisdictions, Caltrans)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |
| <p>Short Range Action #14. Work with jurisdictions to include the needs of all transportation users in the planning, design, construction and maintenance of roadway (complete streets) and transit facilities where feasible. (PCTPA, jurisdictions, transit operators, Caltrans)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| <p>Short Range Action #15. Encourage jurisdictions to consider multi-modal transportation facility proximity when siting educational, social service, and major employment and commercial facilities. (PCTPA, jurisdictions, transit operators)</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Short Range Action #16. Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions. (PCTPA, jurisdictions, transit operators, Caltrans))</p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Short Range Action #17. Where possible, support jurisdictions’ efforts to maintain their adopted Level of Service (LOS) on local streets and roads in accordance with the applicable General Plan Circulation Element. <i>(PCTPA, jurisdictions) (PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| <p>Short Range Action #18. Encourage jurisdictions to require land uses which produce significant trip generation to be served by roadways with adequate capacity and design standards to provide safe usage for all modes of travel. <i>(PCTPA, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> |
| <p>Short Range Action #19. Encourage jurisdictions to include transit-oriented development Blueprint principles in designing neighborhoods and communities to reduce vehicle miles traveled (VMT) and to deal with more short trips.<i>(PCTPA, jurisdictions, transit operators, Caltrans)</i></p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Long Range Action #1. Integrate land, air, and transportation planning, build and maintain the most efficient and effective transportation system possible while achieving the highest possible environmental standards. <i>(PCTPA, jurisdictions, SACOG, PCAPCD, SMAQMD)</i></p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |
| <p>Long Range Action #2. Continue to coordinate with SACOG, the Placer County Air Pollution Control District, and the Sacramento Metropolitan Air Quality Management District to ensure transportation projects meet all applicable budgets for air quality conformity standards. <i>(PCTPA, jurisdictions, SACOG, PCAPCD, SMAQMD)</i></p> | <p>OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
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| <p>Long Range Action #3. Encourage the use of general plan designations, zoning controls, access management, acquisition, development easements, and development agreements to help secure future right of way for essential transportation corridors. <i>(PCTPA, jurisdictions)</i></p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE B: Provide transportation infrastructure that meets existing and future needs.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |
| <p>Long Range Action #4. Coordinate and arrange for regional workshops focused on the incorporation of “smart growth” and transportation project planning. <i>SACOG, PCTPA, jurisdictions, Caltrans)</i></p> | <p>OBJECTIVE A: Provide information and support services to jurisdictions regarding the countywide transportation impacts of local land use decisions.</p> <p>OBJECTIVE E: Participate in state, multi-county, and local transportation efforts to ensure coordination of transportation system expansion and improvements.</p> |
| <p>Air Quality Element Short and Long Range Action #1. Solicit the input of the Placer County Air Pollution Control District on all transportation plans, programs and projects. <i>(PCTPA, jurisdictions, PCAPCD)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Air Quality Element Short and Long Range Action #2. Prioritize and recommend transportation projects that minimize vehicle emissions while providing cost effective movement of people and goods. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership.</p> |
| <p>Air Quality Element Short and Long Range Action #3. Continue to promote projects that can be demonstrated to reduce air pollution and greenhouse gases, maintain clean air and better public health, through programs and strategies, to green the transportation system. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership</p> |
| <p>Air Quality Element Short and Long Range Action #4. Work with the Placer County Air Pollution Control District in developing plans that meet the standards of the California Clean Air Act and the Federal Clean Air Act Amendments, and also lead to reduced greenhouse gas emissions. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> <p>PUBLIC TRANSIT OBJECTIVE D: Develop and encourage the use of public transit as a viable alternative to the automobile in order to maximize transit ridership</p> |

| Short-Range & Long-Range Actions | RTP Objective |
|---|--|
| <p>Air Quality Element Short and Long Range Action #5. Work with the Sacramento Area Council of Governments to evaluate the impacts of each transportation plan and program on the timely attainment of ambient air quality standards, and regional greenhouse gas emission reduction targets; and health risks of sensitive receptors from exposure to mobile source air toxics. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Air Quality Element Short and Long Range Action #6. Ensure transportation planning efforts comply with SB375 and AB32. <i>(PCTPA, jurisdictions, transit operators, PCAPCD, Caltrans, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Air Quality Element Short and Long Range Action. Participate in SACOG efforts to develop a Regional Climate Action Plan. <i>(PCTPA, jurisdictions, PCAPCD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Air Quality Element Short and Long Range Action #8. Expand the use of alternative fuels to reduce impacts on air quality and GHG emissions. <i>(PCTPA, jurisdictions, PCAPCD, SMAQMD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Air Quality Element Short and Long Range Action #9. Encourage jurisdictions and Caltrans to develop a green construction policy, the recycling of construction debris to the maximum extent feasible, and to use the minimum feasible amount of GHG emitting materials in the construction of transportation projects. <i>(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Air Quality Element Short and Long Range Action #10. Encourage jurisdictions and Caltrans to mainstream energy efficiency in transportation projects, using energy efficient lighting technology in traffic signals, crosswalk lights, street lighting, railroad crossing lights, and parking lot lights. <i>(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| <p>Air Quality Element Short and Long Range Action #11. Encourage jurisdictions and Caltrans to use lighter colored pavement with increased reflectivity in pavement rehabilitation projects, to reduce the urban heat island effect. <i>(PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)</i></p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
|--|--|
| <p>Air Quality Element Short and Long Range Action #12. Encourage jurisdictions and Caltrans to protect, preserve, and incorporate trees and natural landscaping into transportation projects to provide shade, buffer winds, encourage people to walk, and to sequester CO2. (PCTPA, jurisdictions, Caltrans, PCAPCD, SACOG)</p> | <p>INTEGRATED LAND USE, AIR QUALITY, AND TRANSPORTATION PLANNING OBJECTIVE C: Ensure that transportation projects do not contribute to increased vehicle emissions.</p> |
| GOAL 10: FUNDING | |
| <p>Regional Roadway Short Range Action #2. Identify and pursue additional funding sources, as appropriate. (PCTPA, Caltrans, jurisdictions)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Regional Roadway Short Range Action #3. Obtain funding for and construct high priority regional road network projects shown in Figure 3-1. (PCTPA, SPRTA, Caltrans, jurisdictions)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Public Transit Short Range Action #1. Continue to maximize the available Federal Transit Administration (FTA) funds through the Section 5311 (rural transit) and Section 5307 (urban transit) programs, and other FTA discretionary programs. (PCTPA, transit operators)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Public Transit Short Range Action #2. Continue to maximize available State funds through the State Transit Assistance, bond programs, and other related funding programs. (PCTPA, transit operators, CTSA)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Public Transit Short Range Action #6. Conduct an independent financial audit annually of the TDA funds allocated to each jurisdiction to determine compliance with statutes, rules and regulations of TDA and the allocation instructions of PCTPA. (PCTPA, jurisdictions, transit operators, CTSA)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Passenger Rail Short and Long Range Action #1. Seek funding through Caltrans to implement the CCJPA Business Plan and Capital Improvement Program, as continuously updated. (PCTPA, CCJPA, Caltrans, jurisdictions)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
|--|--|
| <p>Passenger Rail Short and Long Range Action #5. Support Capitol Corridor program / project applications for high-speed rail funding from the Federal Railroad Administration (FRA). (<i>PCTPA, CCJPA, , jurisdictions, federal representatives</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Passenger Rail Short and Long Range Action #6. Support the allocation of Proposition 1A high speed rail bond funding to the Capitol Corridor from the California Transportation Commission (<i>PCTPA and jurisdictions</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Aviation Short Range Action #7. Assist operators of public use airports in pursuing funding sources. (<i>PCTPA, airport operators</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Aviation Long Range Action #2. Encourage more flexible use of airport revenues for off-airport ground access projects (<i>PCTPA, jurisdictions, Caltrans, FAA</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Non-Motorized Transportation and Low-Speed Vehicles Short Range Action #2. Develop policies for the allocation of funds and processing of claims for non-motorized and low-speed projects. (<i>PCTPA, jurisdictions</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Non-Motorized Transportation and Low-Speed Vehicles Short Range Action #8. Pursue new revenue sources for low speed and non-motorized transportation development. (<i>PCTPA, jurisdictions</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Recreational Travel Short and Long Range Action #8. Identify opportunities for joint projects and activities to maximize the effectiveness of limited funding opportunities. (<i>PCTPA, jurisdictions, Caltrans, SACOG, TNT TMA, resorts, employers, United Auburn Indian Community of the Auburn Rancheria</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Integrated Land Use, Air Quality, and Transportation Planning Short Range Action #3. Seek grant funding to support transportation projects that benefit the environment, housing, sustainable communities, air quality, or reduced traffic congestion. (<i>PCTPA, jurisdictions, PCAPCD, Caltrans</i>)</p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |

| Short-Range & Long-Range Actions | RTP Objective |
|---|--|
| <p>Financial Element Short and Long Range Action #1. Promote funding of transportation projects identified in the RTP’s Action Element consistent with the provisions included in the Plan’s Policy Element. <i>(PCTPA, jurisdictions, transit operators, Caltrans)</i></p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Financial Element Short and Long Range Action #2. Maximize the use of federal and state transportation funding sources. <i>(PCTPA, jurisdictions, transit operators, Caltrans)</i></p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Financial Element Short and Long Range Action #3. Make the most efficient use of federal, state, regional and local transportation revenues and allocations in the programming and delivering projects. <i>(PCTPA, jurisdictions, Caltrans, SACOG)</i></p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Financial Element Short and Long Range Action #4. Encourage multi-agency packaging of projects for federal and State funding programs, where a regional strategy may improve chances of funding success. <i>(PCTPA, jurisdictions, Caltrans, SACOG)</i></p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> |
| <p>Financial Element Short and Long Range Action #5. Assist local jurisdictions to identify and obtain federal and state grant funding. <i>(PCTPA)</i></p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |
| <p>Financial Element Short and Long Range Action #6. Develop and update the Regional Transportation Improvement Program, the Metropolitan Improvement Program, and the Project Delivery Plan <i>(PCTPA, jurisdictions, Caltrans, SACOG)</i></p> | <p>OBJECTIVE A: Obtain funding of vital transportation needs through all conventional sources.</p> <p>OBJECTIVE B: Develop innovative funding sources for vital transportation needs where conventional funding sources are insufficient to do so.</p> |

APPENDIX I

SACOG SACSIM Travel Model Summary

SACOG uses a regional travel demand model, known as the Sacramento Regional Travel Simulation Model (SACSIM). The 2035 RTP uses transportation data produced by SACOG's SACSIM travel demand model for the 2035 MTP.

The 2035 MTP uses estimates of population, employment and travel patterns for 2005, as the "base year," and future estimates of these same parameters, including transportation system improvements contained in the 2035 MTP, to forecast average weekday travel patterns for a series of future years.

The SACSIM travel demand model produces estimates of daily vehicle miles traveled (VMT), total number of vehicle trips, and total person trips, including public transit ridership.

SACSIM uses land use inputs (socioeconomic data) by parcel for trip generation. These socioeconomic data are expressed in terms of households, employment, and a representative population file, which is consistent with the land use data, and reflects the demographic forecasts adopted by the SACOG Board for use in development of the 2035 MTP.

The SACSIM model consists of four sub-models to account for different types of travel occurring in the Sacramento region:

1. An activity-based tour sub-model, which accounts for all household-generated travel within the region (except airport passenger trips) by creating a one-day activity and trip travel schedule for each person;
2. A commercial vehicle sub-model which accounts for all travel by commercial vehicles, including trips by large trucks;
3. An airport passenger ground-access model, which accounts for travel by air passengers to the Sacramento International Airport; and
4. An external travel sub-model, which accounts for all travel within the region by travelers with origins or destinations outside the region, or travelers through the region.

The travel demand estimates from the four submodels are combined to represent total weekday travel demand in the Sacramento region.

SACSIM also incorporates a mode choice model, which determines how travel destinations are reached by the region's residents and employees.

Existing highway, transit, bike, and walk systems in the Sacramento region are represented in detailed link and node computer networks. Link types include freeway, freeway ramp, expressway, arterial and collector. Future year road and transit networks were developed for the 2035 MTP. The model uses equilibrium, a capacity sensitive assignment methodology. Data

from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices.

The travel demand model produces estimates of travel demand, traffic volumes, speeds, and transit ridership for the A.M. three-hour peak period, P.M. three-hour peak period, a five hour midday period, and a thirteen-hour late evening / early morning. Daily forecasts are calculated by summing the four time periods.

The SACSIM model was validated in 2007 for the 2005 base year. The model was validated by comparing its estimates of peak, off-peak and daily traffic levels to available peak and off peak traffic counts. The results from model validation / calibration are analyzed for reasonableness and compared to historical trends. Information on the characteristics and constraints of the transportation system and resident's travel survey data were also collected.

The 2007 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The validation also meets standard criteria for percent error relative to traffic counts. The EPA air quality conformity regulation (93.122 b 3) states that Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within a non-attainment area for the classes of roadways included in HPMS. The regulation also allows locally developed count-based programs.

SACOG uses both HPMS estimates and a database of local traffic counts. HPMS is based on average annual daily traffic. SACOG's models are validated for typical weekday conditions, and many counts exist on non-HPMS segments, which are extremely useful for model validation. HPMS-based estimates of VMT by county are also used as a secondary source in validation of the travel demand model.

The SACSIM model has been extensively tested and validated by SACOG staff. In 2008, the model was the subject of a peer review of independent experts, conducted as part of the Transportation Model Improvement Program. Documentation of the model's function, validation and sensitivity test results, and results of the independent peer review are available from SACOG upon request.

APPENDIX J

Current Road Miles & Daily Vehicle Miles of Travel (VMT) for Placer County

| | Rural Maintained Miles | Rural Daily VMT (1000) | Urban Maintained Miles | Urban Daily VMT (1000) | Total Maintained Road Miles | Total Daily VMT (1000) |
|---|------------------------|------------------------|------------------------|------------------------|--|------------------------|
| Placer County* | 922.07 | 797.58 | 133.83 | 601.00 | 1,055.90 | 1,398.58 |
| Auburn | 1.59 | 1.36 | 60.02 | 144.19 | 61.61 | 145.55 |
| Colfax | 11.74 | 9.15 | 0.00 | 0.00 | 11.74 | 9.15 |
| Lincoln | 157.17 | 55.18 | 12.30 | 12.48 | 169.47 | 67.67 |
| Loomis | 0.00 | 0.00 | 33.67 | 98.72 | 33.67 | 98.72 |
| Rocklin | 11.06 | 16.35 | 132.83 | 409.71 | 143.90 | 426.06 |
| Roseville | 5.53 | 15.54 | 422.07 | 2,184.42 | 427.61 | 2,199.96 |
| State Highway | 112.48 | 2,450.42 | 41.85 | 2,639.90 | 154.33 | 5,090.32 |
| State Park | 9.10 | 0.82 | 0.00 | 0.00 | 9.10 | 0.82 |
| Other Federal** | 316.78 | 9.76 | 0.00 | 0.00 | 316.78 | 9.76 |
| Total | 1,547.52 | 3,356.16 | 836.57 | 6,090.42 | 2,384.11 | 9,446.59 |
| Road Miles by Functional Classification | | | | | | |
| Interstate | 47.01 | | 18.68 | | Highway Congestion Summary | |
| Other FWY & EXP | 0.00 | | 5.98 | | Daily Vehicle Hours of Delay | 502 |
| Other Principal Arterial | 8.32 | | 45.27 | | Congested Directional Miles | 8.3 |
| Minor Arterial | 61.41 | | 84.74 | | Note: | |
| Major Collector | 101.22 | | 135.57 | | Placer County ranks 19 out of 27 counties statewide. | |
| Minor Collector | 200.04 | | 546.33 | | | |
| Local | 1,129.53 | | 836.57 | | | |
| Total | 1,547.53 | | 836.57 | | | |

Notes:

*943.75 road miles for unincorporated Placer County excludes Tahoe area, based on County GIS data.

**US Army COE, US Bureau of Reclamation, and US Forest Service roads.

Maintained road miles data is derived from the Highway Performance Monitoring System (HPMS).

Source: 2008 California Public Road Data, Caltrans, 2009.

APPENDIX K

Current Traffic Data & Performance Measures

| Location | Percent Trucks | Peak Directional Split | Peak Hour Traffic | Average Annual Daily Traffic | Volume Over Capacity | Level of Service | Hours of | | | Minutes of Delay | | | Minutes of Delay per Person Peak Hour | Vehicle Travel Time (minutes) Peak Hour | Distressed Pavement (Lane Miles) | Reported Collision Rate Percent |
|--|----------------|------------------------|-------------------|------------------------------|----------------------|------------------|----------|-----------|-----------|------------------|-----------|-----------|---------------------------------------|---|----------------------------------|---------------------------------|
| | | | | | | | Daily | Peak Hour | Peak Hour | Daily | Peak Hour | Peak Hour | | | | |
| Sacramento/Placer County Line to SR65 | 6% | 56% | 13,700 | 170,000 | 1.22 | F | 4,849 | 727 | 395,652 | 48,002 | 3.19 | 2.90 | 7.35 | 11.00 | -24% | |
| SR65 Junction to Sierra College Blvd Interchange | 6% | 60% | 10,800 | 122,000 | 1.06 | F | 393 | 79 | 32,046 | 5,184 | 0.44 | 0.40 | 3.70 | 4.00 | -57% | |
| I-80 to Washington Blvd to Washington Blvd to Industrial Ave | 4% | 56% | 8,200 | 108,000 | 0.9 | F | 909 | 182 | 74,155 | 11,996 | 1.33 | 1.21 | 4.73 | 8.26 | -56% | |
| Industrial Ave to Ferrari Ranch Road | 5% | 58% | 5,500 | 69,000 | 0.88 | D | 452 | 90 | 36,921 | 5,973 | 0.99 | 0.90 | 4.64 | 12.90 | -34% | |
| Ferrari Ranch Road to Gladding Road | 7% | 61% | 4,450 | 55,000 | NA | D | 236 | 47 | 19,252 | 3,114 | 0.64 | 0.58 | 1.90 | 12.96 | 108% | |
| Gladding Road to Riosa Road | 10% | 61% | 2,650 | 22,800 | NA | F | 364 | 73 | 29,728 | 4,809 | 1.65 | 1.50 | 4.17 | 14.43 | 23% | |
| I-80/SR49 Interchange to Bell Road | 12% | 61% | 1,900 | 18,700 | 0.65 | E | 88 | 35 | 7,180 | 2,323 | 1.11 | 1.01 | 9.90 | 21.75 | -49% | |
| Bell Road to Placer/Nevada County Line | 3% | 68% | 5,900 | 51,000 | NA | D | 985 | 325 | 80,386 | 21,456 | 3.31 | 3.01 | 8.06 | 9.00 | 25% | |
| SR174 Junction at I-80 in Colfax to Main Street | 3% | 66% | 2,750 | 29,000 | 0.46 | C | 92 | 30 | 7,480 | 1,997 | 0.66 | 0.60 | 5.38 | 20.00 | 25% | |
| Main Street in Colfax to Placer/Nevada County Line | 4% | 60% | 1,500 | 14,000 | 0.56 | D | - | - | - | - | - | - | - | - | -27% | |
| | 4% | 60% | 600 | 5,300 | 0.24 | D | - | - | - | - | - | - | - | - | 12% | |

Notes:

1. Peak Direction Split: the percentage of total traffic in the heaviest traveled direction during the peak hour.
2. Average Annual Daily Traffic (AADT): the average number of vehicles per day in both directions.
3. Volume over Capacity (V/C): the volume of traffic compared to the capacity of the roadway.
4. Reported Level of Service (LOS) is for the typical most congested daily peak travel period.
5. Delay is the average additional travel time by vehicles or persons traveling under 60 mph.
6. Peak Hour is during PM.
7. Distressed pavement is categorized as major (severe cracking and likely poor ride) or minor (moderate cracking and have poor ride) structural distress.
8. Reported Collision Rate: percentage above or below the statewide average for fatal, injury and property damage only collisions on comparable facilities.

Sources:

1. Interstate 80 and Capital City Freeway Corridor System Management Plan, Caltrans District 3, May 2009.
2. State Route 65 Corridor System Management Plan, Caltrans District 3, May 2009.
3. State Route 49 Corridor System Management Plan, Caltrans District 3, May 2009.
4. Draft Transportation Corridor Concept Report State Route 174, Caltrans District 3, February 2010.

| Travel Mode Shares by Placer County Community Area - 2005 | | | | | | |
|--|----------------------------|----------------------|--------------------------|--------------------------------|----------------------|--------------------------|
| Community Area | Work Mode Share (%) | | | Non-Work Mode Share (%) | | |
| | Auto Share | Transit Share | Bike / Walk Share | Auto Share | Transit Share | Bike / Walk Share |
| Auburn | 95.4 | 0.9 | 3.8 | 92.8 | 0.1 | 7.1 |
| Colfax | 97.1 | 0.6 | 2.3 | 97.4 | 0.0 | 2.6 |
| Foresthill | 98.2 | 0.5 | 1.3 | 99.0 | 0.0 | 1.0 |
| Granite Bay | 97.7 | 1.0 | 1.3 | 96.8 | 0.0 | 3.2 |
| Lincoln | 97.5 | 0.7 | 1.8 | 94.0 | 0.0 | 5.9 |
| Loomis | 97.6 | 0.9 | 1.5 | 96.6 | 0.0 | 3.3 |
| North Auburn | 96.2 | 0.7 | 3.1 | 95.3 | 0.0 | 4.6 |
| Placer County - High Country | 31.7 | 0.1 | 68.2 | 80.7 | 0.0 | 19.3 |
| Rocklin | 96.9 | 1.0 | 2.1 | 94.5 | 0.1 | 5.5 |
| Roseville East | 94.1 | 1.9 | 4.0 | 92.0 | 0.6 | 7.4 |
| Roseville West | 96.5 | 1.3 | 2.2 | 94.2 | 0.2 | 5.6 |
| Sheridan | 98.5 | 0.9 | 0.6 | 98.3 | 0.0 | 1.7 |
| West Placer | 97.1 | 2.1 | 0.8 | 98.3 | 0.0 | 1.7 |

Source: SACSIM07 regional Travel Demand Simulation Model, SACOG, 2009.

Note: Community Area refers to SACOG's 2007 Regional Analysis District.

APPENDIX L

| 2027 Forecasted Traffic Data & Performance Measures | | | | | | |
|---|-------------------|------------------------------|---------------------------------|-----------------------------|------------------------------|--------------------------|
| Location | Peak Hour Traffic | Average Annual Daily Traffic | Volume Over Capacity - No Build | Level of Service - No Build | Volume Over Capacity - Build | Level of Service - Build |
| Sacramento/Placer County Line to SR65 | 20,890 | 259,300 | 1.86 | F | 1.2 | F |
| SR65 Junction to Sierra College Blvd Interchange | 16,470 | 186,100 | 1.59 | | 1.21 | F |
| I-80 to Washington Blvd | 15,580 | 205,200 | 1.37 | F | 1.14 | F |
| Washington Blvd to Industrial Ave | 11000 | 138,000 | 1.41 | F | 0.98 | E |
| Industrial Ave to Ferrari Ranch Road | 7,500 | 94,095 | NA | F | 0.99 | E |
| Ferrari Ranch Road to Gladding Road | 5,080 | 63,695 | NA | F | 0.97 | E |
| Gladding Road to Riosa Road | 4,510 | 56,580 | 0.84 | E | 0.86 | D |
| I-80/SR49 Interchange to Bell Road | 8,555 | 73,950 | NA | E | NA | E |
| Bell Road to Placer/Nevada County Line | 4,125 | 42,750 | 0.73 | D | 0.71 | D |
| SR174 Junction at I-80 in Colfax to Main Street | 2,250 | 21,000 | 0.84 | E | 0.84 | D |
| Main Street in Colfax to Placer/Nevada County Line | 900 | 7,950 | 0.37 | E | 0.37 | D |

Notes:

1. Peak Hour is during PM.
2. Average Annual Daily Traffic (AADT): the average number of vehicles per day in both directions.
3. Volume over Capacity (V/C): the volume of traffic compared to the capacity of the roadway.
4. Reported Level of Service (LOS) is for the typical most congested daily peak travel period.
5. Build forecast traffic data for State Route 65 assumes the Lincoln Bypass.

Sources:

1. Interstate 80 and Capital City Freeway Corridor System Management Plan, Caltrans District 3, May 2009.
2. State Route 65 Corridor System Management Plan, Caltrans District 3, May 2009.
3. State Route 49 Corridor System Management Plan, Caltrans District 3, May 2009.
4. Draft Transportation Corridor Concept Report State Route 174, Caltrans District 3, February 2010.

| Travel Mode Shares by Placer County Community Area - 2035 | | | | | | |
|--|----------------------------|----------------|--------------------|--------------------------------|----------------|--------------------|
| Community Area | Work Mode Share (%) | | | Non-Work Mode Share (%) | | |
| | Auto | Transit | Bike / Walk | Auto | Transit | Bike / Walk |
| | Share | Share | Share | Share | Share | Share |
| Auburn | 94.3 | 1.4 | 4.3 | 92.8 | 0.1 | 7.1 |
| Colfax | 96.1 | 1.2 | 2.7 | 97.4 | 0.0 | 2.6 |
| Foresthill | 95.4 | 1.6 | 3.0 | 98.8 | 0.0 | 1.2 |
| Granite Bay | 96.4 | 1.9 | 1.7 | 96.6 | 0.1 | 3.3 |
| Lincoln | 95.5 | 1.8 | 2.7 | 93.9 | 0.4 | 5.7 |
| Loomis | 96.5 | 1.9 | 1.7 | 96.2 | 0.2 | 3.7 |
| North Auburn | 94.9 | 1.1 | 4.0 | 95.1 | 0.0 | 4.9 |
| Placer County - High Country | 28.2 | 0.3 | 71.6 | 80.1 | 0.0 | 19.9 |
| Rocklin | 95.1 | 2.2 | 2.6 | 94.0 | 0.4 | 5.6 |
| Roseville East | 90.0 | 4.5 | 5.4 | 90.3 | 1.3 | 8.4 |
| Roseville West | 93.6 | 3.5 | 2.9 | 93.7 | 0.8 | 5.5 |
| Sheridan | 97.3 | 1.1 | 1.6 | 98.2 | 0.0 | 1.8 |
| West Placer | 94.0 | 3.2 | 2.7 | 93.7 | 0.7 | 5.6 |

Source: SACSIM07 regional Travel Demand Simulation Model, SACOG, 2009.

Note: Community Area refers to SACOG's 2007 Regional Analysis District.

APPENDIX M

STATUS OF CURRENT PLANNING EFFORTS IN PLACER COUNTY

| PLAN | STATUS |
|---|--|
| Auburn General Plan | Housing Element update adopted in October 2004; no other updates planned. |
| Colfax General Plan | Update in progress, anticipated to be completed in 2010. |
| Lincoln General Plan | General Plan update adopted March 2008. |
| Loomis General Plan | Last updated in 2003. No updates planned. Public Review Draft Housing Plan released February 2010. |
| Placer County General Plan | Last comprehensive update in 1994. Community plans are being updated, but no comprehensive update planned. Housing Element update adopted in May 2009. |
| Rocklin General Plan | Draft General Plan completed in 2005; environmental review is underway. Housing Element update adopted December 2009. |
| Roseville General Plan | Technical update completed in 2003. Plan amendment initiated in 2004. |
| Short Range Transit Plans for Auburn Transit, Lincoln Transit, Placer County Transit, Roseville Transit, and CTSA | Plans completed December 2004. SRTP updates scheduled for 2010 Lincoln Transit SRTP update completed in April 2009. |
| TART Systems Plan | Plan completed in 2005. |
| Transit Master Plan for South Placer County | Adopted June 2007. |
| South Placer Regional Dial-A-Ride Study: Final Report | Adopted August 2007. |
| South Placer County Bus Rapid Transit Service Plan: Final Report | Adopted November 2008. |
| Placer County Airport Land Use Compatibility Plan | Adopted October 2000. |
| Lincoln Regional Airport Master Plan | Completed in 2008. |
| Auburn Airport Master Plan | Completed in 2007. |
| Tahoe Gateway Counties ITS Strategic Plan | Completed in 2002. |
| Sacramento ITS Strategic Deployment Plan | Completed in 2005. |

| | |
|---|--|
| Auburn-Oakland Regional Rail Service Implementation Plan Final Report | Completed October 2005. |
| Reno Rail Extension Concept | Completed March 2005. |
| Reno-Truckee-North Tahoe Commuter Service Implementation Plan | Completed in 2004. |
| Placer Parkway Final Tier 1 EIS / Program EIR | EIR certification and Preferred Alternative selected in December 2009; FHWA issued Record of Decision in May 2010. |
| Western Placer County Coordinated Transit Marketing Plan | Completed in 2003. |
| North Tahoe Coordinated Transit Marketing Plan | Completed June 2004. |
| Southwest Placer County Transportation Study | Completed in 2004. |
| City of Auburn Bikeway Master Plan | Completed April 2002. |
| City of Colfax Bikeway Master Plan | Update completed October 2008. |
| City of Lincoln Bikeway Master Plan | Update completed April 2005. |
| Town of Loomis Bikeway Master Plan | Update scheduled for completion in 2010. |
| City of Roseville Bikeway Master Plan | Update completed in 2008. |
| Dry Creek Greenway Regional Vision | Completed 2004. |
| Dry Creek Greenway Trail Feasibility Study | Completed March 2009. |
| Placer County Regional Bikeway Plan | Completed September 2002. |
| Pedestrian Master Plan, Pedestrian Design Guidelines, and ADA Transition Plan | Plans are scheduled for completion in 2010. |
| SACOG Metropolitan Transportation Plan 2035 | Adopted March 2008. |
| SACOG Regional Goods Movement Study Phase Three Report Revised Draft Goods Movement Action Plan | Completed July 2008. |
| Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan | March 2009. |
| TRPA Lake Tahoe Regional Transportation Plan, Mobility 2030 | Adopted July 2008. |
| Capitol Corridor Intercity Passenger Rail Service Business Plan Update FY 2010-11 – FY 2011-12 | Adopted February 2010. |

Major Residential Development Projects

SACOG has been working with local jurisdictions to identify major development projects that would need to be considered in the development of growth allocations for the 2011 MTP update. The attached table summarizes major residential development projects and their status for each Placer County jurisdiction.

| MAJOR RESIDENTIAL DEVELOPMENT PROJECTS | STATUS |
|---|------------------------------------|
| Rocklin – Clover Valley Specific Plan | Adopted |
| Placer County – Placer Vineyards Specific Plan | Adopted |
| Placer County – Regional University Specific Plan | Adopted |
| Placer County – Riolo Vineyards Specific Plan | Adopted |
| Auburn – Baltimore Ravine | Application submitted (In-Process) |
| Lincoln – Village 7 Specific Plan | Application submitted (In-Process) |
| Roseville – Creekview Specific Plan | Application submitted (In-Process) |
| Roseville – Sierra Vista Specific Plan | Application submitted (In-Process) |
| Roseville – Fiddymont Ranch Specific Plan Amendment | Application submitted (In-Process) |
| Lincoln – Village 1 | Pre-Application Phase |
| Lincoln – Village 2 | Pre-Application Phase |
| Loomis – Village at Loomis | Pre-Application Phase |
| Placer County – Curry Creek | Pre-Application Phase |
| Placer County – Forest Ranch | Pre-Application Phase |

Source: Addendum to Land Use Framework for Alternative Scenarios for the 2011 MTP Update – Working Draft, SACOG, June 2010.

APPENDIX N

Conformity Determination for Amendment #2 to SACOG's 2035 Metropolitan Transportation Plan and Amendment #23 to the 2009/12 Metropolitan Transportation Improvement Program

Summary

The results of the emissions analysis show that Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP meet the emissions conformity tests based on the Transportation Conformity requirements found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations (CFR), Part 93, Subpart A for the federally-designated nonattainment areas as noted in the following section.

Introduction

The following is the air quality conformity determination on Amendment #2 to the 2035 Metropolitan Transportation Plan (MTP) and Amendment #23 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP) (Attachment E) for the following stated designation areas:

- 8-Hour Ozone (including the ROG and NO_x precursors) Severe Nonattainment Area, including
 - The Sacramento Metropolitan Area (Sacramento, Yolo and portions of El Dorado, Placer, Sutter and Solano Counties), and
 - The Sutter Buttes Area (Sutter County)
- Carbon Monoxide (CO) Maintenance Area (Sacramento, Yolo and a portion of Placer Counties),
- Particulate Matter (PM₁₀) Moderate Nonattainment Area (Sacramento County), and the
- Fine Particulate Matter (PM_{2.5}) Nonattainment Areas, which includes the
 - Sacramento Area (Sacramento and portions of Yolo, Sutter, Placer and El Dorado Counties)
 - Yuba City-Marysville Area (portions of Sutter and Yuba Counties)

The SACOG Board of Directors is scheduled to act on this conformity determination at its January 21, 2010 meeting. For this conformity determination, the conformity analysis performed for the MTIP is consistent with the analysis performed for the MTP. The attached air quality conformity determination has been prepared in accordance with the conformity requirements as found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, CFR, Part 93, Subpart A (93.109).

Background:

Federal regulations require that the Sacramento Area Council of Governments (SACOG) prepare air quality conformity determinations for its transportation plans and programs. The purpose of the conformity determination is to ensure that SACOG's plans and programs "conform" to all applicable federal air quality requirements. Based on guidance found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A, conformity determinations must be based upon the most recent estimates of on-road vehicle-based emissions. The emissions estimates must also be based upon the most recent population, employment, travel and congestion forecasts from SACOG, acting as the federally designated metropolitan planning organization (MPO) for the Sacramento region.

SACOG has developed an emissions conformity procedure based on the modeling requirements contained in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, CFR, Part 93, Subpart A. These regulations require us to develop a series of forecasting model runs for the Sacramento air quality planning areas, using our SACSIM travel demand model, whenever we prepare a conformity determination. This model uses estimates of population, employment and travel patterns for 2005, as the "Base Year," and future estimates of these same parameters for a series of future years. The future years are designated as "milestone" or "horizon" years for certain types of pollutant emissions, under U.S. Environmental Protection Agency (EPA) regulations. The travel demand models are used to estimate daily vehicle miles traveled (VMT) in five-mile-per-hour increments for each model run. The total number of trips for each model run is

also generated. Daily VMT and total trips from each model run are then used as inputs to our vehicle-emissions forecasting model, EMFAC2007. The EMFAC2007 model forecasts emissions based on the travel-related forecasts from both models.

Conformity Approach

The last conformity determination for the Sacramento ozone nonattainment area, CO attainment area and PM₁₀ moderate nonattainment area was adopted by the SACOG Board of Directors on March 20, 2008 and approved by FHWA/FTA on May 16, 2008. (93.114).

The conformity tests for the Sacramento ozone nonattainment, CO attainment and PM₁₀ and PM_{2.5} nonattainment areas consist of a quantitative emissions analysis (budget test for ozone and CO and a build vs no-build test for PM₁₀ and PM_{2.5}), as shown in Tables 2 & 3.

The conformity determination for the Sutter Buttes ozone nonattainment area does not require a quantitative regional emissions analysis because the transportation projects and planning assumptions for both the "Build" and "No-build" scenarios for all potential analysis years are exactly the same [93.119 (g) (2)].

Financial Constraint

SACOG is required to demonstrate financial constraint for Amendment #2 to the 2035 Metropolitan Transportation Plan (MTP) and Amendment #23 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP)—in other words, show that it is reasonable to assume that funds will be available to pay for the projects included in Amendment #2 to the 2035 Metropolitan Transportation Plan (MTP) and Amendment #23 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP). Approximately \$41.7 billion has been identified that will come to the region to pay for transportation investments between 2008-2035. A summary of how these funds will be spent is shown in chapter 2 of the MTP. Chapter 3 of the MTP includes a discussion (starting on page 3-2) of how the MTP 2035 meets the test of financial constraint: for each year of the MTP, the expected revenue available is equal to or greater than the level of expenditures. Detailed revenue estimates by year are shown in the table in Appendix C of the MTP. Appendix D lists the assumptions behind the revenue estimates that have been developed for the MTP 2035 (93.108).

Inclusion of all Federal and Regionally Significant Projects

Amendment #2 to the 2035 Metropolitan Transportation Plan (MTP) and Amendment #23 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP) includes all federal and regionally significant projects expected to occur in the nonattainment and maintenance areas as noted in the introduction above (93.106).

Design, Content, and Scope of Projects

The design, content, and scope of projects included in Amendment #2 to the 2035 Metropolitan Transportation Plan (MTP) and Amendment #23 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP) are included in the attached list showing modeled projects. Information provided on project design and scope allow adequate representation in the travel model to determine the intersections between regionally significant facilities, route options, travel times, transit ridership and land use.

Latest Planning Assumptions

The emission estimates developed for this conformity determination were based on the latest revised population and employment projections for the Sacramento and Yuba/Sutter areas that were adopted by the SACOG Board of Directors on September 20, 2007. A list of the assumptions used in developing this conformity determination can be found in Table 4. (93.110 a, b).

Land Use Assumptions

The land use development scenarios produced for Amendment #2 to the 2035 Metropolitan Transportation Plan (MTP) and Amendment #23 to the 2009/12 Metropolitan Transportation Improvement Program (MTIP) and this conformity determination are consistent with the future transportation system alternatives developed. The 2035 land use allocation was developed over two years (2005-2007) in cooperation with local jurisdictions. In 2005, a regional growth forecast of employment, population and households was developed for the SACOG region by Stephen Levy of the Center for the Continuing Study of the California Economy (CCSCE). The SACOG Board of Directors adopted this regional forecast for use in developing the land use allocation of the MTP 2035. This forecast consisted of a projected economic growth rate that was tied to a demographic forecast, which was then tied to a forecast of the number of new housing units that will be needed throughout the region through 2035. The adopted forecast closely matches the 2035 projections released by the California Department of Finance in mid 2007.

Growth rates and patterns with an area are influenced by various local, regional and national forces that reflect ongoing social, economic and technological changes. Ultimately, the amount and location of population growth and economic development that occurs with a specific area is determined by market forces, and regulated by city and county governments through zoning, land use plans and policies and decisions regarding development applications. Local government and other regional, state and federal agencies also make decisions regarding the provision of infrastructure (e.g. transportation facilities, water facilities, sewage facilities) and protection of natural resources that may influence growth rates and the location of future development.

The 28 jurisdictions in the Sacramento Region are at various stages of updating or augmenting their local land use plans. Since the adoption of the Blueprint Vision by the SACOG Board of Directors in December 2004, a number of jurisdictions in the region have begun implementing the Blueprint smart growth principles into their planning processes. The general plan and specific plan development activities occurring in the region by the local jurisdictions, plus anticipated changes to general plans which are currently under consideration and likely to be adopted in the foreseeable future, are reflected in the 2035 land use assumptions that accompany the population, housing and employment forecasts for the MTP 2035.

In developing the MTP 2035 land use allocation, SACOG worked with each of the local jurisdictions to develop a growth forecast and accompanying land use allocation that reflects each of their Blueprint implementation efforts. At the same time, the MTP 2035 land use assumptions must reflect the growth pattern that is most likely to occur, based on the best information available (93.122). The resulting growth patterns are a combination of local policies, many of which reflect or are influenced by Blueprint principles, and leavened by market forces and issues such as flooding and habitat conservation.

In contrast to the growth projections used for the 2006 MTP, the adopted land use and accompanying housing and employment projections for the MTP 2035 show considerable changes from the traditional approach to development. With many smart growth principles now incorporated, the focus of regional and local land use

planning has shifted to more compact development with higher employment and housing densities. However, while more of the project growth occurs in the central core and inner suburbs, a growth pattern which is generally consistent with the Blueprint principles, some outlying communities will experience faster growth than previously projected.

A discussion of the land use allocation at the jurisdictional level is included in Appendix K of the MTP 2035 (93.122 b 1 iii²).

Latest Emissions Model

One of the critical inputs into determining emissions associated with the 2035 MTP is the selection of which emissions factors to use. For purposes of this conformity determination, EMFAC 2007 was used, as provided to SACOG by the California Air Resources Board (CARB) along with revised emission factors dated January 24, 2002, which were also provided to SACOG by CARB (93.111). Quantitative emissions analyses have been prepared for the Sacramento nonattainment, maintenance, and moderate areas, as shown in Tables 2 & 3.

On January 31, 2006, CARB submitted a letter to EPA and to the California Division of the FHWA indicating the State's intention to update future revisions to EMFAC. These EMFAC updates would reflect, among other new information, updated vehicle fleet data every three years. In California, Metropolitan Planning Organizations and Air Districts have not been able to update vehicle fleet data embedded into EMFAC. The EPA/USDOT January 18, 2001, guidance on latest planning assumptions and EPA's July 2004 final rule, indicate that new vehicle registration data must be used when it is available prior to the start of new conformity analyses and that states should update the data at least every five years. The State reaffirmed their commitment to keeping the latest planning assumptions included in EMFAC updated on a three year cycle in the April 18, 2007 EMFAC submittal letter. The next update to the planning assumptions in EMFAC is expected in 2010, which would most likely also include updates to the emissions factors of the model as well. As noted above (under "Latest Planning Assumptions"), EMFAC 2007 was used in this conformity analysis, which was begun on June 4, 2009.

Modeling Documentation

SACOG uses the SACSIM travel demand model. The model was validated in 2007 for the 2005 base year. The latest planning assumptions used in the transportation model validation and conformity analysis is summarized in Table 4.

SACOG's traffic model uses land use inputs (socioeconomic data) by parcel for trip generation. These socioeconomic data are expressed in terms of households and employment, and a representative population file which is consistent with the land use data and reflects the demographic forecasts adopted by the SACOG Board for use in development of the long range transportation plan.

SACOG's SACSIM model consists of four sub-models to account for different types of travel in the region: an activity-based tour sub-model which accounts for all household-generated within the region, except airport passenger trips; a commercial vehicle sub-model which accounts for all travel by commercial vehicles, including trips by large trucks; an airport passenger ground-access model, which accounts for travel by air passengers to the Sacramento International Airport; and an external travel sub-model, which accounts for all travel within the region by travelers with origins or destinations outside the region, or travelers through the region. The travel demand estimates from the four submodels are combined to represent total weekday travel demand in the SACOG region.

The highway, transit and bike and walk systems in the SACOG region are represented in detailed link-and-node computer networks. Link types include freeway, freeway ramp, expressway, arterial and collector. Current and future-year road networks were developed from the MTP. The model uses equilibrium, a capacity sensitive assignment methodology, and the data from the model for the emission estimates differentiates between peak and off-peak volumes and speeds. In addition, the model is reasonably sensitive to changes in time and other factors affecting travel choices. The results from model validation/calibration were analyzed for reasonableness and compared to historical trends.

The travel demand model estimates travel demand and traffic volumes for the A.M. three-hour peak period, P.M. three-hour peak period, a five-hour midday period, and a thirteen-hour late evening/early morning. Daily forecasts are calculated by summing the four time periods.

SACOG completed the development of the SACSIM travel demand model and its validation to a new base year of 2005 in 2007. The model was validated by comparing its estimates of peak, off-peak and daily traffic levels to available peak and off peak traffic counts. The 2007 validation meets standard criteria for replicating total traffic volumes on various road types and for percent error on links. The validation also meets standard criteria for percent error relative to traffic counts.

The conformity regulation (93.122 b 3) states that Highway Performance Monitoring System (HPMS) estimates of vehicle miles traveled (VMT) shall be considered the primary measure of VMT within a non-attainment area for the classes of roadways included in HPMS. The regulation also allows locally-developed count-based programs. SACOG uses both HPMS estimates and a database of local traffic counts. Some of the reasons for this are: HPMS is based on average annual daily traffic, while SACOG's models are validated for typical weekday conditions, and many counts exist on non-HPMS segments, and are extremely useful for model validation. HPMS-based estimates of VMT by county are used as a secondary source in validation of SACOG travel demand models.

The model has been extensively tested and validated by SACOG staff. In 2008, the model was the subject of a peer review of independent experts, conducted as part of FHWA's Transportation Model Improvement Program. Documentation of the model's function, validation and sensitivity test results, and results of the independent peer review are available from SACOG. (93.111).

Estimates of regional transportation-related emissions, for serious, severe, or extreme ozone nonattainment areas, that are used to support conformity determinations, must be made in accordance with the procedures laid out in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A. The Sacramento ozone nonattainment area is currently classified as a serious ozone nonattainment area. SACOG's SACSIM Travel Demand model, which was used to develop transportation-related emissions for the Sacramento nonattainment areas, currently meets all the modeling requirements, as set forth in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A. The SACSIM model was used to develop ROG, NOx and CO emissions for the Sacramento ozone nonattainment and carbon monoxide maintenance areas, respectively. The EPA's AP-42 emissions model was used to develop PM₁₀ emissions for the PM₁₀ nonattainment area (Sacramento County only).

Consultation

Review of this document is part of the conformity consultation process as required under section 93.105 (a) (2), 93.105 (c) (1), and 93.105 (e) and is consistent with the public involvement procedures under 23 CFR 450 (93.112). This draft air quality conformity analysis is being circulated for thirty days to give all affected

parties an opportunity to comment. The SACOG Board of Directors is scheduled to act on these conformity determinations at its January 21, 2010 meeting. Any comments received by SACOG during the comment period will be included, along with staff's responses, with the final conformity submittal package.

The Regional Planning Partnership (Partnership), a committee established by the SACOG Board of Directors to review all conformity determinations and assumptions, was asked to review and approve a set of assumptions for use in future conformity determinations. Those assumptions have been incorporated into this conformity determination. The Partnership approved the use of assumptions associated with this conformity determination at its May 27, 2009 meeting (See Table 4).

Implementation of Transportation Control Measures

Appendix D of the 2009 Sacramento Regional 8-Hour Ozone Attainment and Reasonable Further Progress Plan includes 43 transportation control measures for the SACOG Region. At this time, since the SIP was just adopted within the last eight months, all projects are either on track to be completed according to the schedule shown in the SIP, are scheduled to be completed at a later date or are ongoing projects. A more detailed status report of the transportation control measures will accompany all future conformity determinations (§93.113).

Air Quality Emissions Analysis

In order for SACOG to make a conformity determination on Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP, a quantitative emissions analysis must be performed for the Sacramento air quality planning areas. SACOG has completed a quantitative emissions analysis for Reactive Organic Gases (ROG) and Oxides of Nitrogen (NO_x) for the Sacramento ozone nonattainment areas, CO maintenance area, PM₁₀ moderate area, and Sutter Buttes ozone nonattainment area as shown below and in Tables 2 & 3.

Years of Analysis - SACOG prepares estimates of emissions for the Sacramento air quality planning areas for the analysis years described below. Estimates of emissions are prepared in accordance with the conformity regulations found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A.

The analysis years of 2010, 2011, 2014, 2017, 2018, 2025, and 2035 were chosen for the Sacramento air quality planning areas because 2010 is the first milestone year for PM₁₀ and also represents one of the two milestone years for CO, 2011 is the first analysis year for ozone, 2014 and 2017 represent two milestone years for ozone and 2018 is the new attainment date for ozone and is also a milestone year for CO and PM₁₀. The year 2025 was chosen because it represents a horizon year as specified under section 93.106 (a)(1). The year 2035 is used because it represents the last year of the transportation plan's forecast period and, therefore, is required to be an emission analysis year, as specified under section 93.106 (a)(iv) of the conformity regulation.

Analysis Techniques - The analysis techniques that were used for generating Reactive Organic Gases (ROG), Nitrogen Oxides (NO_x), and Carbon Monoxide (CO) emissions for this conformity submittal are documented below. Specifically, SACOG employed its "SACSIM" travel demand model for the Sacramento ozone nonattainment area to generate trips and daily vehicle miles traveled (VMT) for each alternative scenario. The outputs from the SACMET model were then inputted into a PC-based version of EMFAC2007, which is used to generate emissions.

PM₁₀ Analysis - In addition to the above pollutants analyzed, SACOG also performed a PM₁₀ analysis for the Sacramento PM₁₀ nonattainment area. The methodology employed (AP-42) was provided to SACOG by the EPA. Emission projections of PM₁₀ were made for the years 2010, 2018, 2025 and 2035, as shown in Table 3.

SACRAMENTO EMISSIONS CALCULATIONS

In order to prepare an emissions conformity analysis on Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP, SACOG prepares estimates of emissions for the Sacramento and Yuba/Sutter air quality planning areas for the following analysis years: 2010, 2011, 2014, 2017, 2018, 2025, and 2035, depending on the pollutant in question. Estimates of emissions are prepared in accordance with the conformity regulations found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A.

Once the analysis years have been selected, SACOG uses its SACSIM travel demand model to generate daily vehicle miles traveled (VMT) and total trips for each analysis year in question using population and employment assumptions, as shown in Table 1. The outputs from the transportation models are then inputted into a PC-based version of EMFAC2007, which is used to generate emissions.

EMISSION FORECASTS FOR AMENDMENT #2 TO THE 2035 MTP AND AMENDMENT #23 TO THE 2009/12 MTIP FOR THE SACRAMENTO OZONE, CO AND PM-10 AIR QUALITY PLANNING AREAS

1. Emissions Budget Test For Ozone (ROG and NO_x) and Carbon Monoxide (CO)

Under the emissions budget test, all future year ROG and NO_x, emissions associated with Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP must be equal to or less than the budgets established in the Sacramento Regional Nonattainment Area 8-Hour Ozone State Implementation Plan (SIP) for the Sacramento ozone nonattainment area and for CO emissions less than the CO maintenance budgets established in the 2004 Revision to the California State Implementation Plan for Carbon Monoxide, January 30, 2006. The emissions budgets in the 8-Hour Ozone SIP for 2011, 2014 and 2017 were found adequate by EPA effective August 12, 2009.

As can be seen from Table 2, ROG, NO_x and CO emissions associated with Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP are indeed less than the budgets contained in the SIPs for the Sacramento nonattainment areas for all future years.

2. Build vs. No-Build Test for PM-10

Under the Build vs. No-Build test for PM-10, PM-10 emissions must either be less in the future when compared against the Base Year or less in "Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP" (Amendment) vs. "No Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP" (No Amendment). Table 3 shows that PM-10 emissions are projected to increase significantly in future years. The reason for the increase in PM-10 emissions in the future is because of the methodology used to project PM-10 emissions. We are required to use EPA's PM-10 forecasting methodology (AP-42), which relies solely on daily VMT. With daily VMT projected to increase significantly in the future, so will PM-10 emissions. However, the conformity test for PM-10 requires that either of two tests be met: either the "Amendment" results in less emissions than the "No

Amendment” scenario in future years, or the future year emissions are less than the 2005 Base Year levels. In our case, the “MTP” yields less PM-10 emissions in the future than the “No Amendment” scenario, so one of the tests is met and, therefore, we have met the conformity test for PM-10 for Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP.

EMISSION FORECASTS FOR THE SUTTER BUTTES OZONE NONATTAINMENT AREA

The Sutter Buttes area is an unusual case. A regional emission analysis under Section 93.122 of the Conformity Regulations is not required for the Sutter Buttes ozone nonattainment area because the transportation projects and planning assumptions for the area would be the same for all analysis years. This is because there are no existing or planned transportation facilities within the Sutter Buttes ozone nonattainment area. The Sutter Buttes ozone nonattainment area is comprised solely of the top of a mountain in Sutter County, and is located entirely on private property with no public access. The air quality monitor placed atop the Buttes registers the area as exceeding Federal ozone standards even though there are no sources of pollutant emissions within the nonattainment area itself.

The conformity determination requirement for the Sutter Buttes has been met without any further emissions analysis because the planning assumptions in both the “Build” and “No-Build” scenarios would be exactly the same for all potential analysis years [93.122(g)(2)], and consequently the emissions predicted in the “Build” scenario are not greater than the emissions predicted in the “No-Build” scenario for all analysis years [93.119 (a)].

Transit Operating Policies and Ridership

Prior to any transportation conformity modeling, SACOG incorporates any changes to fares or levels of service to the transit operating systems within the Sacramento and Yuba/Sutter planning areas for conformity [93.110 (c)]. There have been regionwide changes to transit fares due to both the economic downturn and the state funding situation (see below) since the last conformity submittal. The last conformity determination for the Sacramento ozone nonattainment area, CO attainment area, PM₁₀ moderate and Yuba/Sutter ozone nonattainment areas was adopted by the SACOG Board of Directors on March 20, 2008. (93.114).

Since April 2009, most of the transit operators throughout the region have raised fares. In April, YoloBus and E-Tran raised their fixed route bus fares from \$1.50 to \$2.00 and \$1.50 to \$2.25 respectively. In September, Folsom raised its fares from \$2.25 to \$2.50. In July, Placer County Transit and El Dorado County Transit raised their fares from \$1.00 to \$1.25 and from \$1.25 to \$1.50 respectively. Placer Commuter Express approved a 5% increase to commuter fares effective July 1, 2009. RT raised basic fares from \$2.25 to \$2.50 effective September 1, 2009 and eliminated transfers (both within RT system and from external systems).

Transit ridership within the SACOG conformity areas has modestly increased overall from about 38.8 million in FY 2006/07 to approximately 40.1 million passenger trips in FY 2007/08. This represents an increase in ridership of approximately 3.3%. The following chart shows the changes in ridership from FY 2006/07 to FY 2007/08 for the major transit systems within the SACOG conformity planning areas.

| <u>Sacramento</u> | 06/07 Actual Ridership | 07/08 Actual Ridership |
|-----------------------|---------------------------------------|---------------------------------------|
| Placer County Transit | 381,757 | 437,987 |
| Folsom | 71,802 | 79,028 |
| Paratransit | 776,524 | 792,521 |

| | | |
|---|--------------------------|--------------------------|
| Regional Transit Bus System | 17,461,487 | 17,465,817 |
| Regional Transit Light Rail | 14,489,691 | 15,484,670 |
| Roseville Transit | 373,425 | 371,142 |
| Unitrans | 3,173,916 | 3,136,916 |
| Yolobus | 1,362,732 | 1,485,322 |
| <u>Yuba/Sutter</u> | | |
| Yuba/Sutter Transit Authority | 757,136 | 876,176 |
| <u>Total Ridership (passenger trips)</u> | <u>38,848,470</u> | <u>40,129,579</u> |

The 2035 MTP is guided by six principles –all of which support transit- listed below:

1. Smart Land Use: Design a transportation system to support good growth patterns, including increased housing and transportation options, focusing more growth inward and improving the economic viability of rural areas.
2. Environmental Quality and Sustainability: Minimize direct and indirect transportation impacts on the environment for cleaner air and natural resource protection.
3. Financial Stewardship: A transportation system that delivers cost-effective results that are feasible to construct and maintain.
4. Economic Vitality: Efficiently connect people to jobs and get goods to market.
5. Access and Mobility: Improve opportunities for businesses and citizens to easily access goods, jobs, services and housing.
6. Equity and Choice: Provide real, viable travel choices for all people throughout our diverse region.

Public Participation Process

SACOG follows the procedures outlined in the Public Participation Plan for amendments requiring a conformity analysis. Please refer to the public involvement section of the amendment for more details. SACOG’s Public Participation Plan (PPP), adopted July 19, 2007 and updated January 2009, outlines the techniques employed by SACOG to help facilitate public participation during the development of the 2035 MTP, and any amendments, and solicitation of projects for the Metropolitan Transportation Improvement Program. SACOG’s Public Participation Plan provides for early and continuing participation in our long-range transportation plans, our project-selection or "programming" process (i.e., Federal TIP), and the air-quality "conformity" determination and environmental reviews associated with these plans and programs.

Resolution of Approval for Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP

A copy of the resolution of adoption finding that Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP meet federal conformity requirements, is included as Attachment D, for your review and comment. The SACOG Board is scheduled to act on this conformity submittal at its January 21, 2010, meeting.

Conclusions

The results of the emissions analysis show that Amendment #2 to the 2035 MTP and Amendment #23 to the 2009/12 MTIP meet the emissions conformity tests based on the Transportation Conformity requirements found in the Federal Clean Air Act, Section 176(c) (42 U.S.C. 7506(c)), and Title 40, Code of Federal Regulations, Part 93, Subpart A for both the Sacramento ozone, carbon monoxide and PM-10 air quality planning areas and the Sutter Buttes ozone nonattainment area.

TABLE 1
Population and Employment Assumptions and VMT Estimates

| | 2011 | 2014 | 2017 | 2018 | 2025 | 2035 |
|-------------------------|------------|------------|------------|------------|------------|------------|
| ¹ VMT | 63,367,000 | 66,319,000 | 69,760,000 | 70,666,000 | 77,702,000 | 85,891,000 |
| ¹ Trips | 13,680,566 | 14,349,828 | 15,214,118 | 15,442,235 | 17,086,271 | 19,134,752 |
| ¹ Vehicles | 1,951,922 | 2,051,942 | 2,180,431 | 2,214,676 | 2,462,209 | 2,768,455 |
| | | | | | | |
| ² Population | 2,486,316 | 2,602,935 | 2,726,481 | 2,769,200 | 3,052,136 | 3,350,091 |
| ² Employment | 1,165,323 | 1,220,809 | 1,266,829 | 1,282,426 | 1,378,700 | 1,536,097 |

Source:

1 - VMT/Trips/Vehicles were taken from 2009/2012 MTIP EMFAC runs in August 2009.

2 - Population and Employment for year 2011 were taken from 2004 SACOG Projections. All years following were interpolated to scale up to the year 2035 projection data from the SACOG 2035 Metropolitan Transportation Plan.

TABLE 1
Population and Employment Assumptions and VMT Estimates

| | 2011 | 2014 | 2017 | 2018 | 2025 | 2035 |
|-------------------------|------------|------------|------------|------------|------------|------------|
| ¹ VMT | 63,367,000 | 66,319,000 | 69,760,000 | 70,666,000 | 77,702,000 | 85,891,000 |
| ¹ Trips | 13,680,566 | 14,349,828 | 15,214,118 | 15,442,235 | 17,086,271 | 19,134,752 |
| ¹ Vehicles | 1,951,922 | 2,051,942 | 2,180,431 | 2,214,676 | 2,462,209 | 2,768,455 |
| | | | | | | |
| ² Population | 2,486,316 | 2,602,935 | 2,726,481 | 2,769,200 | 3,052,136 | 3,350,091 |
| ² Employment | 1,165,323 | 1,220,809 | 1,266,829 | 1,282,426 | 1,378,700 | 1,536,097 |

Source:

1 - VMT/Trips/Vehicles were taken from 2009/2012 MTIP EMFAC runs in August 2009.

2 - Population and Employment for year 2011 were taken from 2004 SACOG Projections. All years following were interpolated to scale up to the year 2035 projection data from the SACOG 2035 Metropolitan Transportation Plan.

| TABLE 3 | | | | | | | | |
|---|--------------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|
| PM-10 BUILD VS NO-BUILD CONFORMITY TEST FOR | | | | | | | | |
| AMENDMENT #2 TO THE 2035 METROPOLITAN TRANSPORTATION PLAN (MTP) AND AMENDMENT #23 TO THE 2009/12 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM (MTIP) | | | | | | | | |
| EMISSION CATEGORY | 2010 | | 2018 | | 2025 | | 2035 | |
| | NO AMENDMENT | AMENDMENT | NO AMENDMENT | AMENDMENT | NO AMENDMENT | AMENDMENT | NO AMENDMENT | AMENDMENT |
| PM-10 | 8.01 | 7.98 | 9.23 | 9.08 | 10.29 | 10.02 | 11.10 | 10.66 |

Nonattainment area for PM-10 is Sacramento County only. The Build vs No-Build Test is used for PM-10 conformity findings because ARB has not established any PM-10 budgets for Sacramento County.

TABLE 4

**Summary of Latest Planning Assumptions
that were used to develop MTP 2035
and 2009/12 MTIP
Conformity Determinations**

| | |
|---|---|
| <p>On May 27, 2009, SACOG's RPP approved a list of assumptions to use in developing the air quality conformity determinations associated with future amendments to the MTP 2035 and the 2009/12 MTIP.</p> | |
| Assumption 1 | <p>The SACOG Board of Directors adopted a new set of population, housing, and employment projections for the years 2013, 2018 and 2035 at its March 17, 2007 meeting to be used for all future conformity determinations. The SACOG Board previously adopted population and employment numbers for the year 2035 at its December 14, 2006 meeting, replacing earlier projections dating from December 16, 2004. Projections for all other milestone years will be interpolated using the 2013, 2018 and 2035 numbers, plus the base year (2005) datasets.</p> |
| Assumption 2 | <p>EMFAC 2007 will be used to develop emission estimates for the conformity determinations associated with upcoming amendments of the MTP 2035 and the 2009/12 MTIP. The emission budgets used in the conformity determinations are from the new 8-Hour Ozone SIP adopted by the California Air Resources Board (CARB) on March 26, 2009. Official use of these budgets became final upon the U.S. Environmental Protection Agency's (EPA) making an adequacy finding on the budgets effective August 12, 2009.</p> |
| Assumption 3 | <p>SACOG will use the most recent emission control factors supplied by the California Air Resources Board (CARB) for use in any future conformity determinations.</p> |
| Assumption 4 | <p>SACOG will claim emission reduction credits from the implementation of Congestion Mitigation and Air Quality (CMAQ) projects upon proper documentation.</p> |
| Assumption 5 | <p>SACOG will continue to incorporate emissions estimates for that part of Solano County within the Sacramento federal ozone nonattainment area in all future conformity determinations as agreed to under SACOG's existing Memorandum of Understanding (MOU) with the Metropolitan Transportation Commission (MTC).</p> |
| Assumption 6 | <p>SACOG will claim emission reduction credits from the implementation of the Sacramento Emergency Clean Air and Transportation (SECAT) program upon proper documentation.</p> |

APPENDIX O

SACOG SB375 PRELIMINARY ESTIMATES OF BENEFITS FOR 2035 MTP

| Name | Land Use Measures | Transportation Projects | TSM / TDM Strategies | Pricing Policies | Pass Veh GHG Per Capita | Pass Veh VMT Per Capita | Transportation Indicators | | | Congested VMT Per Capita |
|-------------------|-------------------------------------|-------------------------|----------------------|------------------|-------------------------|-------------------------|---------------------------|------------------------------|--------------------------|--------------------------|
| | | | | | | | Transit Trips Per Capita | Bike / Walk Trips Per Capita | Transit Trips Per Capita | |
| Base Year: 2005 | None | None | None | None | 24.9 | 24.2 | 0.049 | 0.804 | 1.38 | |
| Adopted MTP: 2020 | Primarily Consistent with Blueprint | Per Adopted RTP | Per Adopted RTP | None | -4.0% | -2.0% | 31.0% | 6.0% | 11.0% | |
| Adopted MTP: 2035 | Blueprint | Per Adopted RTP | Per Adopted RTP | None | -12.6% | -10.0% | 77.0% | 14.0% | 19.0% | |

Notes:

- The results for the Transportation Indicators are based on SACOG's travel demand forecasting model (SACSIM) or were manually calculated.
- Effects of TSM / TDM Strategies and Pricing Policies were not modeled. Effectiveness of these strategies and policies in reducing GHG emissions was based on information provided in the "Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emissions," Cambridge Systematics, 2009; as well as the MTC RTP.
- Passenger vehicle GHG emissions were estimated using EMFAC2007 and Sacramento vehicle activity forecasts without accounting for the State's non-SB375 GHG policy initiatives (i.e., low carbon fuels and Pavley vehicle fleet initiatives).
- The percentage reduction in passenger vehicle GHG as shown should not be taken as the recommended SB375 GHG reduction target.

Sources:

- SACOG MPO Planning Scenarios: Preliminary Calculation of Benefits for Conceptual Policy Options - Preliminary Draft - For Discussion Only, SACOG, January 2010 (assess only for 2005 base year).
- Summary SACOG SB375 GHG Reduction Planning Scenarios, SACOG, May 2010.

APPENDIX P

FINANCIAL ELEMENT - DETAILED DESCRIPTIONS OF FUNDING PROGRAMS & REVENUE & PROJECT COST ESCALATION

FEDERAL

Regional Surface Transportation Program (RSTP)

RSTP was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and continued with the passage of TEA 21 in 1997 and SAFEATEA-LU in 2005. RSTP is the most flexible of the Federal transportation funding programs. A broad variety of transportation projects and modes, are eligible on federal-aid roads and all bridges.

Examples of projects eligible for RSTP include highway projects; bridges (including construction, reconstruction, seismic retrofit and painting); transit capital improvements; carpool, parking, bicycle, and pedestrian facilities; safety improvements and hazard elimination; research; traffic management systems; surface transportation planning; transportation enhancement activities and control measures; and wetland and other environmental mitigation.

80% of the STP apportionment is distributed among the urbanized and non-urbanized areas of the State through Metropolitan Planning Organizations and Regional Transportation Planning Agencies. The remainder goes directly to counties in a formula equal to 110% of the Federal Aid Urban/Federal Aid Secondary (FAU/FAS) funding in place prior to 1991. The maximum federal reimbursement rate is 88.53 percent.

Congestion Mitigation and Air Quality Program (CMAQ)

The Congestion Mitigation and Air Quality (CMAQ) Improvement Program was established by the 1991 Federal Intermodal Surface Transportation Efficiency Act (ISTEA) and was re-authorized with the passage of TEA-21 in 1997 and SAFETEA-LU in 2005. Funds are directed to transportation projects and programs which contribute to the attainment of maintenance of National Ambient Air Quality Standards in non-attainment or air quality maintenance areas for ozone, carbon monoxide, or particulate matter under provisions in the federal Clean Air Act. As part of the Sacramento Valley air basin, which is in non-attainment for ozone, Placer County is eligible for CMAQ funds.

Eligible federal-aid projects include public transit improvements; high occupancy vehicles (HOV) lanes; Intelligent Transportation Infrastructure (ITI); traffic management and traveler information systems (i.e., electric toll collection systems; employer-based transportation management plans and incentives; traffic flow improvement programs (signal coordination);

fringe parking facilities serving multiple occupancy vehicles; shared ride services; bicycle and pedestrian facilities; flexible work-hour programs; outreach activities establishing Transportation Management Associations (TMAs); fare/fee subsidy programs; and under certain conditions, PM-10 projects. The maximum federal reimbursement rate is 88.53 percent.

Transportation Enhancement Activities Program (TE)

Federal Transportation Enhancement Activity funds are to be used for transportation-related community-based capital improvement projects that expand travel choices and enhance the transportation experience by improving quality-of-life (cultural, historic, aesthetic and environmental) aspects in or around transportation facilities. Projects must be over and above required mitigation and normal transportation projects, and the project must be directly related to the surface transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people.

Under TE funding is divided into the following four shares:

- Regional
- Conservation Lands
- Caltrans
- Statewide Transportation Enhancement

Regional Transportation Planning Agencies receive 75% of the TEA dollars in California, which are distributed to regions as part of the County Shares in the State Transportation Improvement Program (STIP) funds. The remaining 25% goes to the State. The maximum federal reimbursement rate is 88.53 percent.

National Highway System (NHS)

The National Highway System program provides funding for the 163,000 mile of the National Highway System. The NHS system consists of interstate highways and major primary roads. NHS funds are distributed based on a formula including each state's lane-miles of principal arterials, vehicle miles, and diesel fuel use. States may transfer up to 50 percent of NHS funds to other road programs or transit, and up to 100 percent of these funds in states with Clean Air Act non-attainment areas with approval of the U.S. Secretary of Transportation.

Highway Bridge Replacement and Rehabilitation Program (HBRR)

The intent of the Highway Bridge Replacement and Rehabilitation program is to rehabilitate or replace bridges that are unsafe because of structural deficiencies, physical deterioration, or functional obsolescence.

Deficient highway bridges eligible for replacement or rehabilitation must be over waterways, other topographical barriers, other highways, or railroads. HBRR funds may be used for:

- The total replacement of a structurally deficient or functionally obsolete highway bridge on any public road with a new facility constructed in the same general traffic corridor;
- The rehabilitation that is required to restore the structural integrity of a bridge on any public road, as well as the rehabilitation work necessary to correct major safety (functional) defects;
- The replacement of low-water crossings;
- Bridge painting and bridge railing replacement;
- Seismic retrofit;
- Engineered scour countermeasures, and
- Bridge approach barrier and railing replacement.

Funding is distributed by continuous competitive project selection through Caltrans and requires non-federal matching funds. The maximum federal reimbursement rate is 88.53 percent.

Highway Safety Improvement Program (HSIP)

SAFETEA-LU established the Highway Safety Improvement Program (HSIP) as a core federal-aid program. The HSIP purpose is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads through implementation of infrastructure-related highway safety improvements. The HSIP has several program features, including the Railroad/Highway At-Grade Crossings and High-Risk Rural Roads programs. The federal reimbursement rate is 90 percent.

Railroad/Highway At-Grade Crossing Program (Section 130)

The purpose of this program, which is also known as Section 130, is to reduce the number and severity of highway accidents by eliminating hazards to vehicles and pedestrians at existing railroad crossings. To be eligible the project location must be a public road on both sides of the intersection and must be included on California's Section 130 Priority List. Railroad/highway at-grade crossing improvement projects include, but are not limited to, installation and upgrade of

railroad protection systems to a state-of-the-art condition at grade crossings and grade crossing eliminations. Projects are evaluated under existing conditions and any roadway widening projects to improve roadway capacity will not be considered. The project must be delivered in the year programmed. Additionally, locations that are funded will not be eligible for a subsequent project for ten years. The program is competitive and the federal reimbursement rate is 100 percent.

High-Risk Rural Roads Program (HR3)

The purpose of the High-Risk Rural Roads Program is to correct or improve hazardous roadway locations or features to reduce the frequency and severity of accidents on rural roads. The project must be located on a rural major collector, a rural minor collector, or a rural local road. The program is competitive and the federal reimbursement rate is 90 percent.

Hazard Elimination Safety Program (HES)

The purpose of this program is to eliminate or reduce the number and severity of traffic accidents at hazardous locations. To be eligible for federal HES funds, the project must be located on any local road. Projects must correct an identified safety hazard or problem.

Safe Routes to School Program (SR2S)

Caltrans has established a “Safe Routes to School” construction program utilizing federal transportation funds for construction of bicycle and pedestrian safety and traffic calming projects, or outreach programs that promote walking and bicycling through education, encouragement and enforcement. The intent of the program is to increase the number of children in grades K-8 to walk or bicycle to school by removing barriers that currently prevent them from doing so. To be eligible for SR2S funds, the project must be located on either a state highway or local road. Projects must correct an identified safety hazard or problem on a route that students use for trips to, and from, school. The SR2S program was created as a subset of the Hazard Elimination Safety (HES) program. The program is competitive and the federal reimbursement rate is 100 percent.

Emergency Relief Program (ER)

The ER Program is intended to assist local agencies when local resources are inadequate to cope with disasters or catastrophic failures. For a declared disaster, ER funds are intended to aid state and local highway agencies in paying unusually heavy expenses or repairing serious damage to Federal-aid highways resulting from natural disasters or catastrophic failure. Only work that exceeds heavy maintenance, is extraordinary, and restores the facility to its previous level of service is eligible.

The annual amount available to an individual state varies each year depending on disasters experienced by the states.

Highways for LIFE Pilot Program (HFL)

FHWA's new Highways for LIFE program is a competitive discretionary program, that provides funding for projects with the purpose of advancing longer-lasting highway infrastructure using innovations to accomplish fast construction of efficient and safe highways and bridges. An eligible project include construction, reconstruction or rehabilitates a federal-aid highway, and employs innovative technologies, manufacturing processes, financing, or construction methods that improve safety, decrease construction congestion, and improve overall highway quality. Agencies that have not received HFL grants in the past are given preference. Funding projects in as many states is an important factor in the selection process

Federal Discretionary Programs

There are a number of highway, transit, and rail discretionary programs available to California applicants authorized by various sections of SAFETEA-LU. Funding for these programs vary—some are formula driven and others are nationally competitive. Funds are distributed over the six-year life of SAFETEA-LU.

The following are some of the programs with a brief description:

Corridors and Borders: Provides funds to states for coordinated planning, design and construction of transportation corridors of national significance, economic growth or interregional or international trade.

Transportation and Community and System Preservation Pilot Program: Researches relationships between transportation, community preservation and the environment and funds projects to address transportation efficiency and community system preservation.

National Scenic Byways: Provides funding for eligible scenic byway projects along All-American Roads or designated scenic byways and for the planning, design and development of State scenic byway programs.

Public Lands Highways: Provides funding for eligible transportation projects within, adjacent to, or providing access to the areas served by federal public lands highways.

Interstate Maintenance Discretionary: Provides funding for resurfacing, restoring, rehabilitating and reconstructing, including adding travel lanes, of the interstate system, including interchanges and overcrossings along the system.

Intelligent Transportation System Deployment: Provides funds for ITS integration and deployment projects—funding and projects are congressionally designated.

Federal Demonstration Program (High Priority Projects)

A demonstration project is specifically established and funded by Congress through federal law. Demonstration projects are generally provided as part of the periodic transportation authorization acts or the annual transportation appropriation acts. The federal reimbursement rate is typically 80 percent; however, demonstration funds provided by legislation may not be enough to fully fund a project. Demonstration projects are initiated by Congress, usually at the request of constituents within a given congressional district. The Federal Demonstration Program has provided funding toward the Interstate 80 operation improvement projects and the Lincoln Bypass (CHECK?).

FTA Job Access Reverse Commute Section 5316

The federal Job Access Reverse Commute program was authorized under TEA 21 and continued under SAFETEA-LU, awarding competitive grants to local agencies to improve access to employment areas, particularly for those transitioning from welfare programs and eligible low-income individuals. Examples of funded programs include extended hours and routes on transit systems to serve employment areas.

FTA New Freedom Section 5317

The New Freedom program was authorized under SAFETEA-LU and provides funding to assist transit operators to provide new and continuing transportation services for individuals with disabilities above and beyond the minimum currently required by the Americans with Disabilities Act of 1990.

FTA Section 5307

Formerly known as the Section 9 program, Section 5307 provides capital assistance funds, including preventative maintenance, for transit services in urbanized areas by formula. In Placer County, the 2000 Federal census expanded the urbanized area from Roseville/Rocklin to add Loomis and Auburn and unincorporated urban Placer County for eligibility for these funds. Because the FTA sees the overall Sacramento urbanized area as a single unit, Section 5307 funds are funneled to these areas via the Sacramento Regional Transit District.

FTA Section 5308

Known as the Clean Fuels program, Section 5308 provides capital grants to purchase clean fuel vehicles and related facilities. In the past, Congress transferred program funding to the Section 5309 Bus Discretionary program.

FTA Section 5309

Capital investment grants for bus and rail modernization, fixed guideway facilities, and New Start projects.

FTA Section 5311

Formerly known as the Section 18 program, Section 5311 provides operating and capital assistance funds for transit services in non-urbanized/rural areas by formula. Colfax, Lincoln, and rural Placer County are eligible for these funds. Caltrans administers this program, with the assistance of regional transportation planning agencies, which develop the annual Program of Projects.

FTA Section 5310

Section 5310 provides competitive grants on a statewide basis for capital improvements to transit services specifically targeted to the elderly and disabled. Examples of successful applications are typically new accessible transit vehicles, particularly vans and small busses. Caltrans administers this program in California, with the assistance of regional transportation planning agencies. The maximum federal reimbursement rate is 88.53 percent.

High Speed / Intercity Passenger Rail (HSIPR) Program

As State intercity passenger rail funds have become ever more uncertain, new federal funding sources administered through the Federal Railroad Administration (FRA) have been launched by Congress. The High Speed / Intercity Passenger Rail (HSIPR) Program is funded with \$8 billion from the American Reinvestment and Recovery Act (ARRA). HSIPR is a two phased program. The first phase focuses on job creation, while the second phase focuses on corridor development. HSIPR allows for prior non-federal fund expenditures since 2004 to be included as match, although matching funds are not required. Prior Capitol Corridor Joint Powers Authority (CCJPA) funds and that of its project partners can be used to match future HSIPR grants. Over the next five years, HSIPR will be supplemented through the Passenger Rail Investment and Improvement Act (PRIIA). Successfully pursuing these federal funds will be contingent on stable and reliable State funding sources.

Federal Airport Improvement Program (AIP)

The Federal AIP provides funding directly to federally designated airports for the planning and development of public-use airports that are in the National Plan of Integrated Airport Systems (NPIAS). The federal share of eligible project costs is up to 95 percent. California typically matches approximately 2.5 percent, with local agencies funding the remaining 2.5 percent match. Eligible projects include improvements related to enhancing airport safety, capacity, security, and environmental concerns. In general, sponsors can use AIP funds on most airfield capital improvements or repairs, except for terminal hangers, and non-aviation development.

Innovative Management of Federal Funds

There are several federal fund management strategies that are designed to provide states with greater flexibility in managing Federal-aid highway funds. The principal objective of these fund management strategies is to ease restrictions on the timing of obligations and reimbursements and to create a broader range of options for meeting federal participating cost match requirements. These strategies are commonly referred to as “cash flow” tools.

There are four strategies for managing federal funds, which are summarized below:

Advance Construction: Advance Construction (AC) allows a sponsor to begin a project even if the sponsor does not currently have sufficient Federal-aid obligational authority to cover the federal share of the project’s costs. A sponsor may also elect to obligate funds for an AC project in stages. This is called Partial Conversion of Advance Construction (PCAC).

Tapered Match: With tapered match, the non-federal matching requirement applies to the aggregate cost of a project rather than on a payment-by-payment basis.

Flexible Match: Flexible match allows a sponsor to substitute private and other donation of funds, materials, land, and services for the non-federal share of funding highway projects.

Toll Credits: States may use revenue from toll credits toward the non-federal matching share. FHWA recently approved \$5.7 billion in toll credits to California from \$7.1 billion in toll revenue expenditures the state made between 1992 and 2006. As a result, Caltrans has developed a two-year (FY 2011 to FY2012) demonstration program and implementation policies on the use of toll credits. Further discussion in this Appendix can be found under State funding.

STATE

State funding also comes largely from the fuel tax, augmented by contribution from the state sales tax on motor fuel via Proposition 42. State funds are combined with funding from various federal programs through the biennial State Transportation Improvement Program (STIP) programming process and apportioned to the state highway system, rail projects, and other projects throughout the state on the basis of a geographically based formula. State programs of interest to Placer County include:

State Transportation Improvement Program (STIP)

The STIP is a multi-year capital improvement program that assists state and local entities to plan and implement transportation improvements and to utilize resources in a cost effective manner. All STIP projects must be capital projects (including project development costs) needed to improve transportation. These projects generally may include, but are not limited to, improving state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, safety, and environmental enhancement and mitigation, including TEA projects.

STIP funding is split 25% to the Interregional Transportation Improvement Program (ITIP) for projects nominated by Caltrans, and 75% to County Shares for the state's 58 counties for projects nominated in each county's Regional Transportation Improvement Program (RTIP), as decided by regional agencies. The overall STIP is adopted by the California Transportation Commission (CTC), which can accept or reject each RTIP and ITIP in its entirety.

State Highway Operations and Protection Program (SHOPP)

The SHOPP is a ten year program developed by Caltrans for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system. Projects included in the SHOPP are limited to capital improvements relative to maintenance, safety and operations, and rehabilitation of state highways and bridges which do not add capacity to the system. Caltrans updates the SHOPP periodically. The RTP includes the programmed portion of the SHOPP as well as planned investments over a ten year horizon.

Local Transportation Fund (LTF)

The Transportation Development Act (TDA) of 1971 added ¼% to the statewide sales tax to fund transit services throughout the state. These monies, known as the Local Transportation Fund, are returned to the county of origin for use to operate the transit systems in that area. The funds are administered by the regional transportation planning agency in accordance with TDA regulations. While the primary focus of the LTF is transit service, there are provisions for use of

the funds for other transportation modes. For example, under Section 3 of the TDA statute, regions may elect to set aside up to two percent of the LTF for pedestrian and bicycle projects, and under Article 4.5, regions may elect to set aside up to five percent of the LTF for Consolidated Transportation Service Agency (CTSA). In regions with less than 500,000 population, some funds may also be used for street and road purposes upon completion of an annual unmet transit needs process.

Funding levels vary both annually and by locale, depending on the sales tax generated.

State Transit Assistance (STA) Fund

In addition to the LTF, the Transportation Development Act (TDA) of 1971 also established a program of direct subvention for transit services through state generated funding, known as the Public Transportation Account (PTA). Funds are allocated through the annual state budget. Distribution is calculated by the State Controller and administered by the regional transportation planning agency. Funds are distributed under Section 99313 of the Public Utilities Code based on population, and under Section 99314 based on the fares generated by the various transit operators. Due to State budgetary issues the STA program has been deferred to FY 2013/14.

Highway-Railroad Grade Separation Program

The purpose of this program is to improve safety and to expedite the movement of vehicles by eliminating highway-rail crossings at grade. Agencies with jurisdiction over public roadways that cross railroad tracks are eligible to receive funds under this program. Three types of projects are considered: 1) the alteration or reconstruction of existing grade separations; 2) the construction of new grade separations to eliminate existing or proposed grade crossings; 3) the removal or relocation of roads or tracks to eliminate existing grade crossings. Projects must be included on the Public Utilities Commission list for eligibility, and are selected for funding on a competitive basis by Caltrans.

Current statutes require that \$15 million be included in each annual state budget for grade separation projects under this program. In general, State participation per project is limited to \$5 million or 80 percent of the project cost, whichever is less.

Environmental Enhancement and Mitigation Program (EEM)

The purpose of the EEM Program is to mitigate environmental impacts or new or modified public transportation facilities beyond the mitigation level required by the project's environmental document. Projects must provide mitigation or enhancement in addition to the mitigation required as part of the transportation projects to which they are related. Funding is distributed on a competitive basis and is administered jointly by the Resource Agency and

Caltrans. There are three categories of EEM funding: Highway Landscape and Urban Forestry, Resource Lands, and Roadside Recreational.

Bicycle Transportation Account Program (BTA)

The BTA is intended to provide funds for bicycle transportation, which is recognized as an important and low cost mode of public transportation. The BTA provides funds to local agencies for projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funding, cities and counties must have an adopted Bicycle Transportation Plan that has been approved by the appropriate regional transportation planning agency and Caltrans. Funding is awarded by competitive grant and administered by Caltrans. Applicants provide a match of at least 10 percent of the total project cost.

Traffic Congestion Relief Program (TCRP)

The TCRP was a one-time direction of surplus state funds to transportation purposes. At an overall total of more than \$5.3 billion, funding was been provided for selected projects that will relieve traffic congestion, improve goods movement, and provide connectivity between systems. However, none of the named projects were in Placer County.

The TCRP program does, however, include approximately \$1.5 billion generated through the dedication of the sales tax on motor fuel over five years (2001/02 through 2005/06), distributed 40% to augment the STIP, 40% to cities and counties for continued local street and road maintenance, and 20% to augment the Public Transportation Account.

State budget problems, starting in FY 2002/03, have necessitated the suspension of the TCRP program, and borrowing from the State Highway Account to cover previously approved expenditures. The long-term fate of the TCRP program remains unclear, but the overall direction appears to be to repay loans and replace funds to the State Highway Account over the long term.

Proposition 1B Bonds (Prop 1)

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes \$19.9 billion in general obligation bonds to fund projects to relieve congestion, facilitate goods movement, improve air quality, and enhance the safety and security of the transportation system. The following summarizes several of the key Prop 1 bond programs of interest to Placer jurisdictions:

Corridor Mobility Improvement Account (CMIA) - \$4.5 billion: This fund is for traffic congestion on the state highway system, or major access routes to the state highway system on the local road system that relieves congestion. Key requirements include:

- Projects must be nominated jointly by Caltrans and the regional transportation planning agency
- Projects should be on or of benefit to specified corridors of statewide interest. In Placer, those corridors include I-80 and SR 65.
- Projects must be under construction by December 31, 2011. Therefore, as a practical matter, projects should have at least a completed Project Study Report (PSR) or, preferably, a completed environmental document.
- A north/south split, wherein 60% of the funds go to Southern California and 40% to Northern California, is applied.
- Criteria focus on projects that will make the most positive improvements to corridor congestion soonest and most cost-effectively.

Public Transit and Intercity Rail Account - \$4 billion: Of the \$4 billion, \$400 million is directed to intercity rail, of which \$125 million will be for intercity rail cars and locomotives. The remaining \$3.6 billion will be allocated to jurisdictions by the regional transportation planning agencies via the existing State Transit Assistance formulas. Because these funds are distributed by formula, Placer is guaranteed its fair share.

California Ports and Trade Infrastructure - \$2 billion: These funds are allocated by the CTC for improvements along federally designated trade corridors and require a 50 percent match, which can come from any other funding source, such as federal earmarks, STIP, and local impact fees.

State Transportation Improvement Program (STIP) Augmentation - \$2 billion: These funds would re-infuse the STIP with some of the funding that had been borrowed away over the past five years. With a formula distribution to all regional transportation planning agencies around the state, it ensures equitable distribution. 25 percent of the funds for the STIP are provided to Caltrans for use in the Interregional Transportation Improvement Program (ITIP). 75 percent of the funds are divided up amongst regional agencies, such as PCTPA, to program in our county's Regional Transportation Improvement Program (RTIP). Placer's county share will be counted against the large advance for the programming of the Lincoln Bypass, which reduces the debt to just under \$53 million.

Local Streets and Roads - \$2 billion: These are one-time discretionary funds, which are split equally between cities and counties, with funds allocated according to long-established formulas developed by the California Association of Counties and the League of California Cities. There is a minimum guarantee of \$400,000. Eligible projects include road maintenance and rehabilitation, and also allow money to be used for transit, congestion, and safety projects.

Highway-Rail Grade Crossing Safety - \$250 million: These funds are allocated to Caltrans to administer a competitive program for high-priority grade separation projects pursuant to current statute. A dollar-for-dollar match is required. \$100 million of these funds will be allocated by the CTC outside of the current process, but are directed to focus on crossing in ozone non-attainment areas and crossings that delay access to emergency services.

Local Bridge Seismic Retrofit Account - \$125 million: Funds are allocated to provide the 11.5 percent match for the Federal Highway Bridge Replacement and Repair program for the seismic work on local bridges, ramps, and overpasses as determined by Caltrans.

State Highway Operation Preservation Program (SHOPP) - \$750 million: These funds are allocated by the CTC for maintenance and safety projects on the state highway system. \$250 million of these funds must be used for Intelligent Transportation Systems and Traffic Light Synchronization on the state highway system. These funds will be provided to Caltrans.

Transit Safety and Disaster Preparedness: \$1 billion: These funds are allocated to capital projects that increase protection against security and safety threats to public transportation systems.

Toll Credit in Lieu of Non-Federal Share Match

The Transportation Equity Act for the 21st Century (TEA-21) allowed states to use certain toll revenue expenditures as a credit toward the non-federal matching share of some highway and transit programs. FHWA recently approved \$5.7 billion in toll credits to California from \$7.1 billion in toll revenue expenditures the state made between 1992 and 2006. As a result, Caltrans has developed a two-year (FY 2011 to FY2012) demonstration program and implementation policies on the use of toll credits. Caltrans will develop permanent policies after the demonstration period concludes. Caltrans policy limits toll credits use to local projects funded with RSTP, CMAQ and off-federal aid system bridge projects funded by HBP. Caltrans policy requires each region to identify and present projects needing toll credits before October 1 each year.

Toll credits do not generate any new federal funding. Use of toll credits is limited to meet the non-federal match requirement of federal participating cost for apportionments and obligational authority (OA) available in any given year. Toll credits can be used on any phase that has not received authorization (E-76) by FHWA. It use will help those projects that would otherwise be delayed for lack of matching funds. Use of toll credits should not result in the redirection of non-federal funds away from transportation.

Fuel Taxes

The State of California imposes an excise tax of 18 cents per gallon on motor fuel. These funds are then distributed by formula directly to cities and counties for street and road maintenance.

Motor Vehicle Fees

Vehicle registration and drivers license fees are deposited into the State's Motor Vehicle Account and are used to fund California Air Resource Board (CARB), California Highway Patrol (CHP) and Department of Motor Vehicle (DMV) programs and activities. Any balance from this account is deposited into the State Highway Account. Vehicle license fees are deposited into the State's Motor Vehicle License Fee Account and are used to fund Department of Motor Vehicle (DMV) programs and activities, and are also distributed based on population to cities and counties as local general funds.

California Aid to Airports Program (CAAP)

The CAAP encompasses several programs administered by Caltrans Division of Aeronautics. These include: discretionary grants for capital improvements supporting land acquisition, airport development for non-NPIAS airports, and preparation of an ALUCP; annual grants of \$10,000 each to general aviation airports; an airport loan program consisting of low-interest simple loans for revenue generating projects such as hanger construction; and matching funds at 2.5 percent for Federal Aviation Administration (FAA) AIP grants at NPIAS airports.

REGIONAL

South Placer Regional Transportation Authority Regional Transportation and Air Quality Mitigation Fee

In 2002, four Placer jurisdictions – Lincoln, Roseville, Rocklin, and Placer County – formed the South Placer Regional Transportation Authority (SPRTA) and established a Regional Transportation and Air Quality Mitigation Fee. The Regional Transportation and Air Quality Mitigation Fee will generate \$191 million by 2022 for specified key projects, including Sierra College Boulevard improvements, I-80/Douglas Boulevard Interchange improvements, and the Lincoln Bypass, Placer Parkway, and rail and transit programs.

Highway 65 Joint Powers Authority Fee Program

The cities of Rocklin and Roseville along with Placer County formed the Highway 65 Joint Powers Authority Fee Program to fund interchange improvements along SR65 in the area of Rocklin, Roseville, and unincorporated Placer County. The interchanges include: Stanford Ranch / Galleria Boulevard, Pleasant Grove Boulevard, Blue Oaks Boulevard, and Sunset Boulevard. The fee program assesses fair share costs to each jurisdiction on their impact on the individual improvements from new development. The fee program is managed by the City of Roseville.

Placer County / City of Roseville Joint Fee Program

The Placer County / City of Roseville Joint Fee Program was implemented in 2004 to fund future traffic improvements along Baseline Road, Fiddymont Road, and Walerga Road. The fee program assesses fair share costs to each jurisdiction on their impact on the individual improvements from new development. The development fees collected are used to fund only those capital improvements that require agency cooperation and joint funding.

LOCAL

Transit Fares

Funds generated by passenger fares on transit are used to help fund that transit system. Under the requirements of the TDA, fares must generate at least 10% of the operating revenue for rural transit systems and for CTSA services, and 15% for others.

General Funds

At the discretion of the City Council or Board of Supervisors, city and county general funds generated primarily from property and local sales taxes may be used to augment transportation funding. With high demand on such funds, and generally low availability, general funds are not considered a strong source of transportation funding.

Traffic Impact Fees

Under state law, jurisdictions may impose fees on new development to mitigate their impacts on local services. One common impact fee is for traffic generated by the new development on the road system. The fees collected through these programs, in addition to other funding sources, make it possible for jurisdictions to construct roads and other transportation facilities and improvements needed to accommodate the new development. Each jurisdiction in Placer County has in place a traffic impact fee program.

Fees must be backed by a traffic study that provides a nexus of the improvements to the traffic generated by the development, as required by AB 1600. Fees are imposed on a new development based on its Dwelling Unit Equivalent (DUE), which is a factor for a particular land use category that takes into account the number of trips made within the afternoon peak hour, the average trip length in miles, and the percentage of new trips resulting from that land use. Trip generation rates for various land use categories are provided by the Institute of Transportation Engineers (ITE) "Trip Generation Manual, 7th Edition."

Traffic Mitigation Measures

Traffic mitigation decisions are, by necessity, made on a case-by case basis. Each development project is unique, and the extent and types of traffic mitigation measures selected for a project will be determined by the projected traffic characteristics of the project as well as the site in which it is located. Additionally, some development projects offer special traffic mitigation challenges and some measures will be better able than others to accomplish mitigation needs. Traffic mitigation is typically imposed through the environmental review process or as conditions of development approval.

Community Facilities Districts

In 1982, the Mello-Roos Community Facilities Act of 1982 was created to provide an alternate method of financing needed improvements and services. The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district or joint powers authority to establish a Community Facilities District (CFD), which allows for financing of public improvements or services when no other source of funding is available. CFDs are normally formed in undeveloped areas and are used to build streets, install water and sewer system, and other basic infrastructure so that new homes or commercial space can be built. CFDs are also used in older areas to finance new schools or other additions to the community. A CFD is created by a sponsoring local government agency. The proposed district would include all properties that benefit from the improvements to be constructed or the services to be provided. A CFD cannot be formed without a two-thirds majority vote of residents living within the proposed boundaries. Or, if there are fewer than 12 residents, the vote is instead conducted of current landowners.

Special Benefit Assessment Districts

The passage of Proposition 218 on November 6, 1996, established a strict definition of "special benefit," which applies to any new or increased assessments proposed after that date. In a reversal of previous law, a local agency is now prohibited by Proposition 218 from including the cost of any general benefit in an assessment apportioned to individual properties. Assessments are limited to those necessary to recover the cost of the special benefit provided the property. A special benefit means "a particular and distinct benefit over and above general benefits conferred on real property located in the district or the public at large. General enhancement of property value does not constitute special benefit. An example of a special benefit could include a transportation improvement meeting the specific traffic needs within a geographic area. A special benefit assessment district cannot be formed without a two-thirds majority vote of residents living within the proposed assessment district boundaries

Exactions

An exaction may include a variety of development fees, construction of a public improvement or amenity as well as dedications, easements or a conveyance of land; for example, rights-of-way for a new road or widening of an existing road. Exactions are often demanded as permit conditions of development.

OTHER POTENTIAL FUNDING MECHANISMS

Tier 2 Fee Program

The new growth from major development anticipated in southwestern Placer County will require additional transportation infrastructure, particularly the Placer Parkway. The Tier 2 Fee Program would apply to development within the following areas proposed for new development: Placer Vineyards, Curry Creek, Regional University, Placer Ranch, Sierra Vista, Brookfields, Creek View, the area covered under the Roseville Memorandum of Understanding (MOU), and the Lincoln General Plan expansion areas. The Fee Program is intended to accommodate the roadway capacity needs of new growth in southern Placer County. The Fee Program would be imposed through development agreements. Projects without development agreements that proceed under adopted General Plans are proposed to not be subject to the Tier 2 Fee. A Capital Improvement Program (CIP) is currently under development that would be implemented prior to construction of these new developments. The Tier 2 Fee is estimated to generate about \$480 million.

Local Transportation Sales Tax

Since 1984, state law has permitted counties to impose a sales tax dedicated to transportation purposes with the approval of a majority of the county voters.

In 1995, however, it was determined by the State Supreme Court that transportation sales taxes were special taxes and under Proposition 62, would require a 2/3 majority vote. This has made subsequent transportation sales tax approvals significantly more difficult. Nine counties - Santa Clara, Alameda, Riverside, San Diego, San Francisco, San Mateo, San Bernadino, Contra Costa, and Sacramento - have passed sales tax extensions since 1995. Only Marin and Sonoma Counties have been able to pass new sales tax measures in the last decade.

As of 2004, 18 counties have passed transportation sales taxes, representing 85 percent of the State's population, generating billions of dollars for transportation purposes in those counties. Should Placer pursue and pass a transportation sales tax, it is estimated it could generate \$930 million to \$1.25 billion over 30 years.

Local Option Motor Vehicle Fuel Tax

The State has raised the gas tax through the passage of Proposition 111 in 1990, rising to 18 cents per gallon. Senate Bill 215 authorizes counties to hold an election to tax local sales of gasoline. An increase in fuel tax requires a 2/3 approval of the general electorate. The statutes do not limit the amount of tax increase that may be voted upon. One advantage to a motor vehicle fuel tax is that it is user oriented. Fuel consumption is related to roadway use, thus users bear the burden of costs commensurate with their use.

User Fees

Some transportation providers and facilities may impose fees for the use of those facilities. Such user fees may include parking fees, airport landing fees, airplane hangar rental fees, and so on.

The recent state budget crisis has given rise to the concept of toll roads and high occupancy toll (HOT) lanes, which are both forms of user fees. In these scenarios, drivers would pay to use either totally separate facilities (toll roads) or to access high occupancy vehicle lanes in a single occupant vehicle (HOT lanes). Placer facilities that could lend themselves to this type of approach would be Placer Parkway (toll road or HOT lanes) and I-80 (HOT lanes only).

Public/Private Partnerships

Public/private partnerships involve cooperative development of projects involving the efforts of a private company and a public agency. Examples of joint development include the private development of a public facility, cooperative financing of public facilities, transfer of development rights, and density bonuses. The legal basis for joint development depends on the circumstances of the agreement; however, generally the authority to require dedication of land or exactions as a condition of development derives from the agency's police power to protect public interests.

Peak Hour Congestion Pricing

This is a fee charged to those using transportation facilities during the peak period. As a user charge, it is neither a tax nor a toll and, therefore, not subject to state or federal tax restrictions. Congestion pricing, while raising additional funds, has secondary benefits for transportation systems. The imposition of user charges creates a disincentive to the use of transportation systems during peak periods. This provides motivation for transportation system users to spread their use to non-peak periods. As a result, the system demand is more evenly distributed, thus creating greater efficiency of use.

Bond Measures

Cities and counties may issue general obligation bonds payable through increased property taxes by a 2/3 majority vote of the general electorate. These bonds may be used to fund government services, including transportation improvements.

REVENUE ESCALATION

Estimated transportation revenues used in the 2035 RTP are based on preliminary forecasts prepared by SACOG for the 2011 MTP update and for the 2011/2014 MTIP. The table below identifies the average nominal growth rates for the 2010 – 2035 planning period developed by SACOG to escalate the revenues in the Placer County financial forecast.

| Revenue Escalation | | | |
|--|---------------------|-------------------------|---|
| Revenue Source | 2035 MTP | | 2011 MTP Update |
| | Previous MTP | Adjustment Basis | Average Nominal Growth Rates (%) for 2010-2035 |
| Federal | | | |
| Federal Highway & Other | | | 5.02% |
| -Congestion Mitigation and Air Quality (CMAQ) | 3.20% | Avg. CCI+CPI | 5.38% |
| -Regional Surface Transportation Program (RSTP) | 3.40% | CCI | 5.33% |
| -Federal Discretionary Programs | 3.2% and 3.4% | Avg. CCI+CPI and CCI | 4.00% |
| Federal Transit (Formula to Region) | | | 8.00% |
| -FTA 5307 - Urbanized Area Formula Program | 2.9% and 3.5% | CPI and wages | 5.77% |
| -FTA 5309 (a) - Rail and Fixed Guideway Modernization | 3.40% | CCI | 6.00% |
| -FTA 5309 (b) - New Rail Starts | 3.20% | Avg. CCI+CPI | 7.00% |
| -FTA 5311 (b) - Rural Transit Assistance Program | 2.90% | CPI | 6.00% |
| -FTA 5316 - Job Access and Reverse Commute Program | 3.20% | Avg. CCI+CPI | 6.00% |
| -FTA 5317 - New Freedom | 3.20% | Avg. CCI+CPI | 4.00% |
| Federal Transit (Non-Formula to Region) | | | |
| -FTA 5310 - Elderly and Disabled Specialized Transit Program | 2.90% | CPI | 6.00% |
| -FTA 5309 (c) - Bus Allocations | 3.40% | CCI | 6.00% |
| State | | | |
| State Highway Operations and Protection Program (SHOPP) | 3.40% | CCI | 3.02% |
| State Transportation Improvement Program - (STIP) | | | 6.07% |

| | | | |
|---|-------|--------------|--------|
| -Interregional - ITIP | 3.40% | CCI | 6.07% |
| -Regional - RTIP | 3.40% | CCI | 6.07% |
| Traffic Congestion Relief Program - (TCRP) | 3.20% | Avg. CCI+CPI | 7.57% |
| State Transit Assistance (STA) | 3.50% | Wages | 3.55% |
| State Highway Account | NA | NA | NA |
| Intercity Rail | 3.20% | Avg. CCI+CPI | 4.87% |
| State Highway Maintenance | 3.50% | Wages | 2.84% |
| PTMISEA | NA | NA | -0.24% |
| Local | | | |
| Sales Tax | | | 5.68% |
| -Local Transportation Fund (LTF) | 3.20% | Avg. CCI+CPI | 4.33% |
| Gas Tax Subventions | 3.20% | Avg. CCI+CPI | 2.04% |
| Developer Fees | | | NA |
| -Impact Fees | 3.20% | Avg. CCI+CPI | NA |
| -In-Kind Projects | 3.20% | Avg. CCI+CPI | 3.16% |
| General Funds and Special Fees | | | NA |
| -Special District Funds | 3.20% | Avg. CCI+CPI | NA |
| -General Funds - Roads | 3.20% | Avg. CCI+CPI | NA |
| -General Funds - Transit | 3.20% | Avg. CCI+CPI | NA |
| Caltrans Discretionary Grants | 3.40% | CCI | 2.52% |
| Transit Fares | 3.40% | NA | 6.76% |
| Federal, State, and Local Funds | | | 4.05% |
| Source: Working Draft 2011 MTP Update - Placer County Financial Forecast, SACOG, May 2010. | | | |

PROJECT COST ESCALATION

ESTIMATE YEAR OF EXPENDITURE DOLLARS

The Financial Element uses an inflation rate of 4.0 percent compounded annually to forecast highway and transit improvement costs in Year of Expenditure (YOE) dollars. The inflation rate is based on an average of the Construction Cost Index (CCI) over an eight year period. The table below shows the CCI from 2002 to 2010.

To calculate the project costs in year of expenditure dollars at this inflation rate, the cost for each project shown in current year (2010) dollars was inflated by 4.0 percent compounded annually from the base year (2010) to the anticipated year of project implementation using the following formula:

$$YOES = ACYD * (1.0 + 0.04)^n$$

Where:

YOES = year of expenditure dollars

ACYD = annualized current year dollars

N = number of years from base year (2010)

| Construction Cost Index (CCI) for Inflation | | | | |
|--|---|----------------------|----------------|---------------------------|
| Date | 20 Cities | San Francisco | Average | Percent (%) Change |
| May-02 | 6512.21 | 7660.08 | 7086.15 | 0.00000% |
| May-03 | 6641.98 | 7822.94 | 7232.46 | 2.06480% |
| May-04 | 7064.14 | 8106.55 | 7585.35 | 4.87918% |
| May-05 | 7398.03 | 8260.41 | 7829.22 | 3.21508% |
| May-06 | 7690.72 | 8445.69 | 8068.21 | 3.05254% |
| May-07 | 7942.00 | 9116.72 | 8529.36 | 5.71564% |
| May-08 | 8140.61 | 9174.42 | 8657.52 | 1.50257% |
| May-09 | 8573.87 | 9748.42 | 9161.15 | 5.81725% |
| May-10 | 8761.47 | 9885.92 | 9323.70 | 1.77434% |
| Average | 8590.63 | 9777.64 | 9184.14 | |
| 34.54% | 8 yr % change for 20 cities average | | | 3.63% Annual |
| 29.06% | 8 yr % change for San Francisco average | | | 4.32% Annual |
| 31.58% | 8 yr % change for average | | | 3.95% Annual |
| Source: | | | | |
| 1. CCI is based on May 12, 2002; May 12, 2003; May 10, 2004; May 2, 2005; May 8, 2006; May 14, 2007; May 12, 2008; May 4, 2009; and May 10, 2010 McGraw Hill Construction ENR. | | | | |

APPENDIX Q

MTIP Submittal Assurance

PLACER COUNTY TRANSPORTATION PLANNING AGENCY (PCTPA)

As the Lead Agency for the projects proposed for inclusion in the 2011/14 Metropolitan Transportation Improvement Program (MTIP), PCTPA possesses the legal authority to finance, acquire and construct the proposed projects.

PCTPA will cause work on the projects proposed for inclusion in the MTIP to be commenced on the schedule identified by this agency, and to be completed with reasonable diligence. PCTPA will also notify SACOG when changes in the description, costs or funding sources for projects proposed for inclusion in the MTIP are made by this agency.

PCTPA certifies that the funding sources identified to carry out the proposed program of projects are committed by the appropriate funding agency(ies). PCTPA understands that, if SACOG staff cannot verify that the funds identified have been committed, that SACOG staff will request that PCTPA provide evidence of funding commitment before the proposed projects are included in the MTIP.

I certify that the information contained in the attached program of projects is accurate and that I am authorized on behalf of this lead agency to file this program of projects and make these assurances.

Signed: 

Date: May 18, 2010

Printed (Name and Title): Celia McAdam, AICP, Executive Director

APPENDIX R

Summary of Impacts and Mitigation Measures 2035 MTP and 2027 RTP and Relationship to 2035 RTP

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|---|---|---|--------------------------|---|-----------------------------------|---|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| 3.1 POPULATION AND HOUSING | | | | | | | | | |
| Impact POP – 1: Inducement of substantial population growth. | Less than significant. | No mitigation is required. | N/A | 3.1-1 Overall population, housing and employment growth, and dispersion in Placer County. | Potentially significant. | 3.11(a) Jurisdictions shall monitor transportation impacts of local land use decisions. The RTP is intended to mitigate the impact of planned growth consistent with local general plans and EIRs. Should the local general plans be amended, local jurisdictions are required to evaluate proposed amendments to determine whether additional action needs to be taken. | Reduced to less than significant. | The applicable Placer County agencies shall be responsible for population and housing mitigation adherence as part of plan amendments. | Goal 1, Objective A; & Goal 9, Objective A, B & D |
| Impact POP – 1: Inducement of substantial population growth. | Less than significant. | No mitigation is required. | N/A | 3.1-2 Changes in the distribution of the population within Placer County. | Less than significant. | None required. | Less than significant. | | Goal 9, Objective A |
| Impact POP – 2: Displacement of substantial numbers of existing housing or people, necessitating the construction of replacement housing elsewhere. | Potentially significant at the project level. | Mitigation Measure POP – 1: Develop and Implement a Relocation Plan. | Potentially significant at the project level. | 3.1-3 Existing housing within Placer County in the immediate vicinity of planned improvements. | Less than significant. | None required. | Less than significant. | | Goal 9, Objectives A & B |
| 3.2 LAND USE PLANNING | | | | | | | | | |
| Impact LU - 4: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. | Less than significant. | No mitigation is required. | N/A | 3.2-1 Conflict with adopted environmental and planning documents within and affecting Placer County. | Less-than-significant. | 3.2-1(a) Individual projects included within the 2027 RTP shall be reviewed for consistency by local jurisdictions and, as appropriate, transportation agencies, with applicable local and state plans, programs and policies at the time the individual projects are implemented. | Less-than-significant. | The applicable Placer County agencies shall be responsible for land use planning mitigation adherence through land use planning project review. | Goal 1, Objective A; & Goal 9, Objectives A & B |
| Impact LU - 5: Conflict with an Applicable Habitat Conservation Plan or Natural Community Conservation Plan. | Potentially significant at the project level. | Mitigation Measure LU - 3: Conduct Site-Specific Review of Project Design Improvements to Determine Conflict with NCHCP. Mitigation Measure LU - 4: Amend NCHCP before Building conflicting transportation projects. | Potentially significant at the project level. | | | | | | Goal 9, Objectives A & B Goal 9, Objectives A & B |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|---|---|---|---|------------------------------|--|-------------------------------|--|---|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact LU - 1: Physical Division of an Established Community by Highway and Road Projects. | Potentially significant at the project level. | Mitigation Measure LU – 1a: Conduct Site-Specific Review of Project Design Improvements to Determine Effects on Established Communities. | Potentially significant at the project level. | | | | | | Goal 9, Objectives A & B |
| | | Mitigation Measure LU – 1b: Conduct Site-Specific Review of Project Design Improvements to Determine Effects on Established Communities and Design Project Improvements to Avoid or Minimize Physical Division of an Existing Community. | | | | | | | Goal 9, Objectives A & B |
| | | Mitigation Measure LU - 2: Initiate a “Complete Streets” Technical Assistance Program. | | | | | | | Goal 6, Objective C; & Goal 9, Objectives A & B |
| Impact LU - 2: Physical Division of an Established Community by Transit Projects. | Less than significant. | No mitigation is required. | N/A | 3.2-2 Disruption of the natural ecology and community development patterns along various roadways. | Significant and unavoidable. | 3.2-2(a) Where vegetation removal occurs, areas outside the travel way should be revegetated with comparable size and species of trees and shrubs to the extent feasible. | Significant and unavoidable. | The project proponent or local jurisdiction shall be responsible for revegetation, alignment review, safety measure implementation, and access maintenance mitigation adherence. | Goal 1, Objectives A & B; Goal 2, Objective B; & Goal 9, Objectives A & B |
| Impact LU - 3: Physical Division of an Established Community by Bicycle and Pedestrian Projects. | Less than significant. | No mitigation is required. | N/A | | | 3.2-2(b) Whenever feasible, specific roadway alignments shall be designed to avoid existing structures. | | | Goal 6, Objectives A - D; & Goal 9, Objectives A & B |
| | | | | | | 3.2-2(c) Implement safety procedures including warning signs, traffic cones, flaggers, traffic regulating devices, as necessary. | | | Goal 1, Objective B |
| Impact LU-6: Concurrent implementation of the proposed plan and forecast development of residential and employment land uses would result in expansion of urban areas and changes in land use and the character of neighborhoods and districts in the Sacramento Region. | Significant and unavoidable. | Mitigation Measure LU-6: Continue to Implement the Sacramento Region’s Blueprint growth strategy through the Community Design Grant Program and other Implementation Programs. | Significant and unavoidable. | | | | | | Goal 9, Objectives A & B |
| | | Mitigation Measure AG – 3: Identify Open Spaces Areas to be Preserved through Dedication or Fee Payment. | | | | 3.2-2(d) Individual projects should be designed to minimize long-term community disruption by maintaining access between residential and community services. | | | Goal 2, Objective B; & Goal 9, Objectives A & B |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | | |
|--|---|---|---|--|--|---|-------------------------------|---|---|---------------------|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives | |
| Impact AG-2: Conflict with existing zoning for agricultural use, or a Williamson Act contract. | Potentially significant at the project level. | Mitigation Measure AG - 4: Obtain Appropriate Permits, and Minimize Impacts of Agricultural Zoning Conflicts. | Potentially significant at the project level. | 3.2-3: Disturbance or loss of significant agricultural resources in the county. | Potentially significant. | 3.2-3(a) Individual projects shall be consistent with federal, state, and local policies that preserve agricultural lands and support the economic viability of agricultural activities, as well as policies that provide compensation for property owners if preservation is not feasible. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for project review and other specified measures for agricultural lands preservation. | Goal 1, Objective C; & Goal 9, Objectives A & B | |
| Impact AG-3: Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. | Potentially significant at the project level. | Mitigation Measure AG - 2: Evaluate the Potential for Direct Farmland Conversion at the Project Level and Avoid, Minimize, and Compensate for Loss of Farmland. | Potentially significant at the project level. | | | 3.2-3(b) For projects in agricultural areas, project implementing agencies shall contact the California Department of Conservation and each county's Agricultural Commissioner's office to identify the location of prime farmlands and lands that support crops considered valuable to the local or regional economy. Individual projects shall be consistent with federal, state, and local policies that preserve agricultural. | | | Goal 9, Objectives A & B | |
| | | Mitigation Measure AG - 5: Design Project Improvements to Minimize Impacts on Open Space and Agriculture. | | | | 3.2-3(c) Prior to final approval of each project, the implementing agency shall establish conservation easement programs to mitigate impacts to prime farmland. | | | Goal 9, Objectives A & B | |
| | | 3.2-3(d) Prior to final approval of each project, the implementing agency shall avoid impacts to prime farmlands or farmlands that support crops considered valuable to the local or regional economy. | | | | Goal 9, Objectives A & B | | | | |
| | | | | | | 3.2-3(e) Prior to final approval of each project, the implementing agency shall encourage enrollments of agricultural lands into the Williamson Act program. | | | Goal 9, Objectives A & B | |
| 3.3 TRANSPORTATION | | | | | | | | | | |
| Impact TRN-2: Substantial Decrease in Transit or Non-Motorized Trips. | Less than significant. | No mitigation is required. | N/A | 3.3-1 Effects on traffic conditions and transit use. | Less than significant. | None required. | Less than significant. | | Goal 2, Objectives A - E; & Goal 6, Objectives A - C | |
| Impact TRN-1: Substantial Increase in Vehicle Miles Traveled Per Household. | Less than significant. | No mitigation is required. | N/A | | | 3.3-2 Effects on improving transportation system performance. | Considered beneficial. | None required. | Considered beneficial. | Goal 7, Objective B |
| | | | | | | | | | | NA |
| Impact TRN-3: Substantial Increase in Congested Vehicle Miles Traveled per Household. | Significant and unavoidable. | Mitigation Measure ENE – 8: Adopt Transportation Pricing Policy. | Significant and unavoidable. | 3.3-3 Resolve LOS deficiencies on several roadways. | Potentially significant and unavoidable. | 3.3-3 (a) The jurisdictions shall continuously monitor and model the transportation network in order to evaluate LOS deficiencies. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for transportation mitigation through specified LOS monitoring measures. | Goal 1, Objective A; Goal 7, Objective B; & Goal 9, Objective A | |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|-----------------------|--|-------------------------------|---|--|--|-------------------------------|---|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | <p>Mitigation Measure ENE - 9: Create Public Education Program on Individual Transportation Behavior and Climate Change.</p> <p>Mitigation Measure ENE – 11: Adopt Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes.</p> <p>Mitigation Measure ENE – 12: Adopt Safe Routes to School Policy and Implement Pilot Program and Conduct Workshop with Cities, Counties and School Districts to Identify other Opportunities for Collaboration that may reduce Greenhouse Emissions.</p> <p>Mitigation Measure ENE – 15: Adopt a “Complete Streets” Policy.</p> <p>Mitigation Measure LU - 2: Initiate a “Complete Streets” Technical Assistance Program.</p> | | | | | | | <p>Goal 7, Objectives A - C; & Goal 9, Objective C</p> <p>Goal 7, Objective B; & Goal 9, Objective C</p> <p>Goal 6, Objectives A - C</p> <p>Goal 6, Objective C; & Goal 9, Objectives A & B</p> <p>Goal 6, Objective C; & Goal 9, Objectives A & B</p> |
| | | | | <p>3.3-4 Resolve Identified Deficiencies in the Areas of Public Transportation, Non-Motorized Transportation, Aviation, and Transportation Systems Management.</p> | Potentially significant and unavoidable. | <p>3.3-4(a) The ongoing update of the jurisdictions’ general plans and community plans, in addition to future plan revisions, shall fully integrate the adopted programs, policies, and improvements of the RTP, as appropriate.</p> <p>3.3-4(b) In conjunction with updating local general plans, the jurisdictions should consider the development of programs and design standards to facilitate viable pedestrian and non-motorized travel.</p> | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for transportation mitigation measure adherence as part of plan amendments and updates. | <p>Goal 2, Objectives A - E; Goal 4, Objectives A - D; Goal 6, Objectives A - D; Goal 7, Objectives A - C; & Goal 9, Objectives B & D</p> <p>Goal 6, Objectives A - D; & Goal 9, Objectives A, B & D</p> |
| 3.4 AIR QUALITY | | | | | | | | | |
| | | | | <p>3.4-1 Motor vehicle emissions increases on various roadways which would impede the attainment of air quality standards.</p> | Significant and unavoidable. | <p>3.4-1(a) Implement development of planned railway projects.</p> <p>3.4-1(b) The jurisdictions shall fully implement the policies that set trip reduction goals for facilities and operations, develop a model program to attain the goals, and monitor the results. The program may include flexible and compressed work schedules, commuter matching services for van share and rideshare programs, telecommuting, preferential carpool/vanpool parking, parking pricing, and transit subsidies.</p> | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring air quality mitigation measure adherence as part of railway project implementation. | <p>Goal 3, Objective A; & Goal 9, Objectives C & D</p> <p>Goal 2, Objective D; Goal 7, Objective B; & Goal 9, Objective C</p> |

SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP

| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
|---|---|---|---|---|---|---|---|--|--|
| | | | | | | <p>3.3-1(c) The jurisdictions should consider conversion of their vehicles to use Clean Alternative Fuels/Low Emissions Vehicles (CAF/LEV), such as those utilizing methanol, ethanol, natural gas, electric power, propane, and reformulated gasoline, in accordance with the Placer County Air Quality Attainment Plan.</p> <p>3.3-1(d) The jurisdictions should cooperate with the business and commercial community to plan and implement the infrastructure needed for CAF/LEV use, and that is designed to accelerate the introduction of CAF/LEV technologies. The jurisdictions should also encourage responsible agencies to streamline procedures for reviewing and permitting such facilities.</p> <p>3.3-1(e) The jurisdictions should pursue adequate funding through all available funding sources for transit so that transit is a viable transportation alternative.</p> | | | <p>Goal 9, Objectives C & D</p> <p>Goal 7, Objective A; & Goal 9, Objective C</p> <p>Goal 2, Objectives A & C; & Goal 10, Objectives A & B</p> |
| Impact AIR - 1: Construction and operation of MTP 2035 projects could result in increases in criteria pollutants due to vehicle emissions. | Less than significant. | No mitigation is required. | N/A | 3.4-2 Construction of the proposed highway improvements would result in additional short-term emissions of CO, PM ₁₀ , ROG, and NO _x . | Short-term significant and unavoidable. | 3.4-2(a) Caltrans, jurisdictions, and other agencies with responsibility for implementing projects included in the RTP and RTIP should ensure that all construction contracts include the following or substantially similar or improved requirements of contractors: | Short-term significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring air quality mitigation adherence by implementing construction dust and emissions reduction measures. | Goal 9, Objectives C - E |
| Impact AIR-5: Construction of MTP 2035 projects would increase short-term air emissions. | Potentially significant at the project level. | Mitigation Measure AIR-4: Implement construction activity mitigations and provide documentation of compliance. | Potentially significant at the project level. | | | <ol style="list-style-type: none"> The contractor shall water in late morning and at the end of the day all earth surfaces during clearing, grading, earthmoving, and other site preparation activities. The contractor shall use tarpaulins or other effective covers for haul trucks which travel on public streets. The contractor shall sweep streets adjacent to the project at the end of the day. The contractor shall schedule clearing, grading, and earthmoving activities during periods of low wind speeds and restrict those construction activities during high wind conditions with wind speeds greater than 20 mph average during an hour. | | | <p>Goal 9, Objectives A & C</p> <p>Goal 9, Objectives A & C</p> <p>Goal 9, Objectives A & C</p> <p>Goal 9, Objectives A & C</p> |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|-----------------------|-------------------------|-------------------------------|-----------------|-----------------------|--|-------------------------------|----------------------------------|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | 5. The contractor shall control construction and site vehicle speed to 15 mph on unpaved roads. | | | Goal 9, Objectives A & C |
| | | | | | | 6. Construction equipment operators shall shut off equipment when not in use to avoid unnecessary idling. As a general rule, vehicle idling should be kept below 10 minutes. | | | Goal 9, Objectives A & C |
| | | | | | | 7. The contractor's construction equipment shall be properly maintained and in good operating condition. | | | Goal 9, Objectives A & C |
| | | | | | | 8. During smog season (May through October), the construction period shall be lengthened so as to minimize the number of vehicles and equipment operating at the same time. | | | Goal 9, Objectives A & C |
| | | | | | | 9. The contractors should utilize new technologies to control ozone precursor emissions as they become available and feasible. | | | Goal 9, Objectives A & C |
| | | | | | | 10. Construction equipment shall utilize low sulfur fuels. | | | Goal 9, Objectives A & C |
| | | | | | | 11. Contractors shall discontinue operations during second stage smog alerts. | | | Goal 9, Objectives A & C |
| | | | | | | 12. Truck wheel washers shall be installed before the roadway entrance at construction sites. | | | Goal 9, Objectives A & C |
| | | | | | | 13. Paving, curbing, or vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles would potentially drive shall be required. | | | Goal 9, Objectives A & C |
| | | | | | | 3.4-2(b) The jurisdictions shall adopt and implement a policy to require as part of the review and approval process for land use entitlements, that construction or demolition projects and operations that disturb earth materials or transport them have a dust control and mitigation plan to control and monitor dust emissions. The jurisdictions shall further require that the plan be approved by the Placer County APCD. The plan is to include the use of such measures as watering or dust suppressant use, covering or protection of storage piles, provisions for stopping operations on windy days, covering of open haul trucks, and sweeping and cleaning operations. | | | Goal 9, Objectives A & C |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|--|---|--|--------------------------|---|-------------------------------|---|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | 3.4-2(c) The jurisdictions shall adopt a policy to review street and road cleaning operations to minimize dust generation, especially during summer and autumn dry seasons. | | | Goal 9, Objectives A & C |
| | | | | 3.4-3 Development of the proposed highway improvements could result in additional short-term emissions of asbestos. | Significant. | 3.4-3(a) The jurisdictions shall adopt a policy to require, as a part of the review and permit processes, that demolition of structures be performed in accordance with state regulations pertaining to asbestos removal and release of asbestos fibers to the ambient air. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring air quality mitigation adherence by implementing asbestos emissions reduction measures. | Goal 9, Objectives A, C & D |
| Impact AIR-2: Implementation of the MTP 2035 could result in the exposure of sensitive receptors to potentially substantial pollutant concentrations of carbon monoxide and particulate matter. | Potentially significant at the project level. | Mitigation Measure AIR-2: Conduct CO and PM ₁₀ Hotspot Analyses. | Potentially significant at the project level. | | | | | | Goal 9, Objective C |
| Impact AIR-3: Implementation of MTP 2035 projects could result in exposure of sensitive receptors to health risks from mobile source air toxics. | Potentially significant at the project level. | Mitigation Measure AIR-3: Conduct MSAT Analyses. | Potentially significant at the project level. | | | | | | Goal 9, Objective C |
| Impact AIR-4: Implementation of MTP 2035 projects could create objectionable odors affecting a substantial number of people. | Potentially significant at the project level. | None proposed. | Potentially significant at the project level. | | | | | | Goal 9, Objective C |
| 3.5 NOISE | | | | | | | | | |
| Impact NOI-1: Exposure of Noise Sensitive Land Use to Noise and Vibration From Construction Activities. | Potentially significant at the project level. | Mitigation Measure NOI-1: Employ Noise-Reducing Construction Practices. | Potentially significant at the project level. | 3.5-1 Grading and construction activities associated with the proposed projects identified in the 2027 RTP would intermittently and temporarily generate noise. | Potentially significant. | 3.5-1(a) Project-implementing agencies shall comply with all local sound control and noise level rules, regulations, and ordinances. 3.5-1(b) Project implementing agencies shall limit the hours of construction to between 6:00 a.m. and 8:00 p.m. on Monday through Friday and between 7:00 a.m. and 8:00 p.m. on weekends. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring noise mitigation adherence by implementing sound control and noise level rules, regulations, and ordinances measures. | Goal 9, Objective A Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|-----------------------|-------------------------|-------------------------------|-----------------|-----------------------|--|-------------------------------|----------------------------------|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | 3.5-1(c) Equipment and trucks used for project construction shall utilize the best available noise control techniques (including mufflers, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts. | | | Goal 9, Objective A |
| | | | | | | 3.5-1(d) Impact equipment (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered wherever feasible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about ten dBA. External jackets on the tools themselves shall be used where feasible, and this could achieve a reduction of five dBA. Quieter procedures will be used such as drilling rather than impact equipment whenever feasible. | | | Goal 9, Objective A |
| | | | | | | 3.5-1(e) Project-implementing agencies shall ensure that stationary noise sources will be located as far from sensitive receptors as possible. If they must be located near existing receptors, they shall be adequately muffled. | | | Goal 9, Objective A |
| | | | | | | 3.5-1(f) The project implementing agencies shall designate a complaint coordinator responsible for responding to noise complaints received during the construction phase. The name and phone number of the complaint coordinator will be conspicuously posted at construction areas and on all advanced notifications. This person will be responsible for taking steps required to resolve complaints, including periodic noise monitoring, if necessary. | | | Goal 9, Objective A |
| | | | | | | 3.5-1(g) Noise generated from any rock-crushing or screening operations performed within 3,000 feet of any occupied residence shall be mitigated by the project proponent by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the local jurisdiction. | | | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|-----------------------|-------------------------|-------------------------------|-----------------|-----------------------|--|-------------------------------|----------------------------------|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | <p>3.5-1(h) Project implementing agencies shall direct contractors to implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources to comply with local noise control requirements.</p> | | | Goal 9, Objective A |
| | | | | | | <p>3.5-1(i) Project implementing agencies shall implement use of portable barriers during construction of subsurface barriers, debris basins, and storm water drainage facilities.</p> | | | Goal 9, Objective A |
| | | | | | | <p>3.5-1(j) No pile-driving or blasting operations shall be performed within 3,000 feet of an occupied residence on Sundays, legal holidays, or between the hours of 8:00 p.m. and 8:00 a.m. on other days. Any variance from this condition shall be obtained from the project proponent and must be approved by the local jurisdiction.</p> | | | Goal 9, Objective A |
| | | | | | | <p>3.5-1(k) Wherever possible, sonic or vibratory pile drivers shall be used instead of impact pile drivers (sonic pile drivers are only effective in some soils). If sonic or vibratory pile drivers are not feasible, acoustical enclosures shall be provided as necessary to ensure that pile driving noise does not exceed speech interference criterion at the closest sensitive receptor.</p> | | | Goal 9, Objective A |
| | | | | | | <p>3.5-1(l) In residential areas, pile driving shall be limited to daytime working hours.</p> | | | Goal 9, Objective A |
| | | | | | | <p>3.5-1(m) Engine and pneumatic exhaust controls on pile drivers shall be required as necessary to ensure that exhaust noise from pile driver engines are minimized to the extent feasible.</p> | | | Goal 9, Objective A |
| | | | | | | <p>3.5-1 (n) Where feasible, pile holes shall be pre-drilled to reduce potential noise and vibration impacts.</p> | | | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|------------------------------|---|-------------------------------|---|--------------------------|--|-------------------------------|--|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact NOI-2: Exposure of Noise Sensitive Land Use to Increased Noise from the Operation of Expanded Roadway and Highway Facilities. | Less than significant. | No mitigation is required. | N/A | 3.5-2 Noise-sensitive land uses could be exposed to noise in excess of normally acceptable noise levels. | Potentially significant. | 3.5-2(a) As part of the appropriate environmental review of each project, a project specific noise evaluation shall be conducted and appropriate mitigation identified and implemented. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring noise mitigation adherence by implementing sound control and noise evaluation, attenuation, disturbance and separation measures. | Goal 9, Objective A |
| Impact NOI-3: Exposure of Noise Sensitive Land Use to Increased Noise from the Operation of New Roadway and Highway Facilities. | Significant and unavoidable. | Mitigation Measure NOI-2: Employ Measures to Reduce Noise from Transportation Systems. | Significant and unavoidable. | | | 3.5-2(b) Project implementation agency shall construct vegetative earth berms or add vegetation to attenuate roadway noise from residences. | | | Goal 9, Objectives A & B |
| Impact NOI-4: Exposure of Noise Sensitive Land Use to Increased Noise from the Operation of Expanded or Transit Operations. | Significant and unavoidable. | Mitigation Measure NOI-2: Employ Measures to Reduce Noise from Transportation Systems. | Significant and unavoidable. | | | 3.5-2(c) Project implementation agencies shall employ land use planning measures, such as zoning, restrictions on development, site design, and use of buffers to ensure that future development is compatible with adjacent transportation facilities. 3.5-2(d) Project implementation agencies shall maximize the distance between noise-sensitive land uses and new roadway lanes, roadways, rail lines, transit centers, park-n-ride lots, and other new noise generating facilities. 3.5-2(e) Project implementation agencies shall construct sound-reducing barriers between noise sources and noise-sensitive land uses. Sound barriers can be in the form of earth-berms or soundwalls. Constructing roadways below-grade of the existing sensitive land uses also creates an effective barrier between the roadway and sensitive receptors. A sound wall shall be constructed, if the following criteria are met: 1. Residential property built prior to the freeway or prior to a major widening, and; 2. The freeway segment identified shall have an hourly noise level that exceeds the 67-decibel (Leg) threshold, and the soundwall must be able to achieve at least a five-decibel reduction, and in accordance with Caltrans requirements, the costs to implement a soundwall are limited to \$35,000 per residential unit (1987 dollars). | | | Goal 2, Objective B; & Goal 9, Objectives A - D Goal 2, Objective B; & Goal 9, Objectives A & B Goal 9, Objectives A & B Goal 9, Objective A Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
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| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | 3.5-2(f) Project implementation agencies shall improve the acoustical insulation of dwelling units where setbacks and sound barriers do not sufficiently reduce noise. | | | Goal 9, Objective A |
| 3.6 WATER RESOURCES | | | | | | | | | |
| Impact HYD-4: Substantial Increased Runoff Resulting in Flooding. | Potentially significant at the project level. | Mitigation Measure HYD-3: Implement Measures to Maintain Water Quality after Construction. | Potentially significant at the project level. | 3.6-1 Increased Flooding Hazards. | Potentially significant. | 3.6-1(a) Transportation network improvements shall comply with local, state, and federal floodplain regulations. Projects requiring federal approval or funding shall comply with Executive Order 11988 on Floodplain Management, which requires avoidance of incompatible floodplain development, restoration and preservation of the natural and beneficial floodplain values, and maintenance of consistency with the standards and criteria of the National Flood Insurance Program. 3.6-1(b) Proposed transportation improvements shall avoid flood hazard areas where possible. | Less than significant. | The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence by implementing water quality, flood reduction, stormwater management and drainage measures. | Goal 9, Objective A |
| | | Mitigation Measure HYD-4: Conduct Project-Level Drainage Studies | | | | | | | Goal 9, Objective A |
| Impact HYD-7: Impact Due to Construction in the Floodplain. | Significant. | Mitigation Measure HYD-6: Avoid Restriction of Flood flows and Obtain Agency Approval of Construction with 100-Year Floodplains. | Less than significant. | | | 3.6-1(c) Projects shall be designed so that they do not increase downstream flooding risks by substantially increasing peak runoff volumes. This could be achieved by increasing the size of local flood control facilities serving the project area(s), or by including detention ponds in designs for roadway medians, parking areas, or other facilities. | | | Goal 9, Objective A |
| Impact HYD-8: Impact Due to Inundation by Dam or Levee Failure. | Potentially significant at the project level. | Mitigation Measure HYD-7: Design Projects to Pass Flows in the Event of Levee or Dam Failure. | Potentially significant at the project level. | | | 3.6-1(d) Projects shall be designed to allow lateral transmission of stormwater flows across transportation corridors with no increased risk of upstream flooding. Culverts and bridges shall be designed to adequately carry drainage waters through project sites. The bottom of overpass structures shall be elevated at least one foot above the 100-year flood elevation at all stream and drainage channel crossings. Transportation infrastructure must be designed to prevent elevating the 100-year flood plain in residential areas. | | | Goal 9, Objective A |
| | | | | | | 3.6-1(e) All roadbeds for new highway and rail transit facilities shall be elevated at least one foot above the 100-year base flood elevation. | | | Goal 1, Objective B; Goal 3, Objective A; & Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|---|---|---|------------------------|--|-------------------------------|--|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | <p>3.6-1(f) Natural riparian conditions near construction sites shall be maintained, wherever possible, to minimize effects at stream crossings. Single-span bridges should be used whenever feasible.</p> <p>3.6-1(g) Improvement projects on existing facilities shall include upgrades to storm water drainage facilities to accommodate increased runoff volumes. These upgrades may include construction of detention basins or structures that will delay peak flows and reduce velocity. System designs shall be designed to eliminate increases in peak flow rates from current levels.</p> <p>3.6-1(h) Prior to construction, a drainage study shall be conducted for each new project. Drainage systems shall be designed to maximize the use of detention basins, vegetated areas, and velocity dissipaters to reduce peak flows where possible.</p> | | | Goal 9, Objective A |
| | | | | | | | | | Goal 9, Objectives A & B |
| | | | | | | | | | Goal 9, Objective A |
| Impact HYD-1: Construction-Related Impacts on Water Quality. | Potentially significant at the project level. | <p>Mitigation Measure GEO-3: Obtain and Implement the Requirements of the NPDES Permit into the Design of Site-Specific Projects that Would Disturb 1 or More Acres.</p> <p>Mitigation Measure HYD-1: Implement a Spill Prevention and Control Program.</p> | Potentially significant at the project level. | 3.6-2 Surface Water Quality Affected by Increased Urban and Construction Runoff. | Less than-significant. | <p>3.6-2(a) Transportation improvements shall comply with federal, state, and local regulations regarding storm water management. State-owned freeways must comply with the Storm Water Discharge NPDES permit for Caltrans facilities.</p> <p>3.6-2(b) Project implementation agencies shall ensure that new facilities include water quality control features such as drainage channels, detention basins, and vegetated buffers, to prevent pollution of adjacent water resources by runoff. Wherever feasible, detention basins shall be equipped with oil and grease traps which will be cleaned regularly.</p> <p>3.6-2(c) Project implementation agencies shall ensure that operational best management practices for street cleaning, litter control, and catch basin cleaning are provided to prevent water quality degradation.</p> | Less than-significant. | The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence through compliance with federal, state, and local regulations and Storm Water Discharge NPDES permits. | Goal 9, Objective A |
| Impact HYD-3: Water Quality Degradation Due to Urban Runoff as a Result of Increased Impervious Surfaces. | Potentially significant at the project level. | Mitigation Measure HYD-3: Implement Measures to Maintain Water Quality after Construction. | Potentially significant at the project level. | | | | | | Goal 9, Objectives A & B |
| | | | | | | | | | Goal 9, Objective A |

SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP

| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
|--|---|---|---|---|--------------------------|--|-------------------------------|--|--|
| Impact HYD - 6: Water Quality Impacts from Discharges to 303(d) Listed Water Bodies. | Potentially significant at the project level. | Mitigation Measure HYD-3: Implement Measures to Maintain Water Quality after Construction. | Potentially significant at the project level. | | | 3.6-2(d) SWPPPs shall be submitted to the SWRCB prior to the commencement of construction activities for proposed transportation improvement projects. Best management practices shall be implemented for construction site erosion and spill control. | | | Goal 9, Objective A |
| | | | | | | 3.6-2(e) Projects requiring the discharge of dredged or fill materials into U.S. waters, including wetlands, shall comply with applicable regulations including the requirement to obtain a permit from the U.S. Army Corps of Engineers and the RWQCB in compliance with Sections 404 and 401 of the federal Clean Water Act. | | | Goal 9, Objective A |
| Impact HYD-5: Reduction in Groundwater Recharge as a Result of Increased Impervious Surfaces. | Potentially significant at the project level. | Mitigation Measure HYD-5: Design and Install Infiltration Systems. | Potentially significant at the project level. | 3.6-3 Increased Impervious Surfaces Reduce Groundwater Infiltration. | Potentially significant. | 3.6-3(a) Drainage of roadway runoff shall be designed to run through grass median strips, contoured to provide adequate storage capacity and to provide overland flow, detention, and infiltration before it reaches culverts. Detention basins and ponds, aside from controlling runoff rates, can also remove particulate pollutants through settling. | Less than significant. | The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence by implementing runoff, erosion control, sediment control, discharge and detention measures. | Goal 9, Objective A |
| | | | | | | 3.6-3(b) Proper erosion control measures shall be implemented during construction, such as jute netting, straw mulches, chemical mulches, temporary retention ponds, or quick revegetation. Other control measures include limiting the amount of exposed area and preventing construction vehicles and equipment from passing through or near natural drainages. | | | Goal 9, Objective A |
| | | | | | | 3.6-3(c) Long-term sediment control shall include an erosion control and revegetation program designed to allow reestablishment of native vegetation on slopes in undeveloped areas. | | | Goal 9, Objective A |
| | | | | | | 3.6-3(d) In areas where habitat for fish and other wildlife would be threatened by transportation facility discharge, alternate drainage ways shall be sought to protect sensitive fish and wildlife populations. Heavy-duty sweepers, with disposal of collected debris in sanitary landfills, should be used to effectively reduce annual pollutant loads. Catch basins and storm drains should be cleaned and maintained on a regular basis. | | | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
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| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | 3.6-3(e) Detention basins, infiltration strips, and other features to facilitate groundwater recharge shall be incorporated into the design of new freeway and roadway facilities whenever feasible. | | | Goal 9, Objectives A & B |
| Impact HYD-2: Water Quality Impacts from Construction below the Water Table. | Potentially significant at the project level. | Mitigation Measure HYD-2: Comply with Provisions for Dewatering. | Potentially significant at the project level. | 3.6-4 Groundwater Impacts Due To Installation of Transportation Infrastructure. | Less than-significant levels. | 3.6-4(a) Project implementation agencies shall avoid designs that require continual dewatering for the life of the project, where possible. For projects requiring continual dewatering facilities, project implementation agencies shall ensure that projects implement monitoring systems, including long-term administrative procedures, to ensure proper operations for the life of the project. Construction designs should comply with appropriate building codes and standard practices including the Uniform Building Code. | Less than-significant levels. | The applicable Placer County agencies shall be responsible for ensuring water resource mitigation adherence by ensuring implementation of monitoring systems and compliance of building codes and standard practices. | Goal 9, Objective A |
| 3.7 BIOLOGICAL RESOURCES | | | | | | | | | |
| Impact BIO-4: Disturbance or Loss of Waters of the United States (Including Wetlands). | Potentially significant at the project level. | Mitigation Measure BIO-8: Identify and Delineate Waters of the United States (Including Jurisdictional and Isolated Wetlands). Mitigation Measure BIO-9: Avoid and Minimize Disturbance of Waters of the United States, Including Wetland Communities. Mitigation Measure BIO-10: Compensate for the Loss of Wetland Habitat. | Potentially significant at the project level. | 3.7-1 Adverse Impacts to Wetlands and Special Status Plant Species, Animal Species, and Habitat. | Significant and unavoidable. | 3.7-1(a) Mitigation for impacts to wetlands and special status species would be determined based on the impact assessments developed for each proposed project prior to implementation. Mitigation would be determined in consultation with the appropriate federal, state, and local agency representatives and would be consistent with all applicable laws and regulations. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring biological resource mitigation adherence based on impact assessments in consultation with appropriate agencies, laws and regulations. | Goal 9, Objective A |
| Impact BIO-1: Potential Disturbance or Loss of Special-Status Plant Populations as a Result of Highway Projects. | Potentially significant at the project level. | Mitigation Measure BIO-1: Document Special-Status Plant Populations. Mitigation Measure BIO-2: Avoid or Minimize Impacts on Special-Status Plant Populations by Redesigning the Project, Protecting Special-Status Plant Populations, and Developing a Transplantation Plan (If Necessary and Approved by Resource Agencies). | Potentially significant at the project level. | | | | | | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|---|---|-----------------|-----------------------|-------------------------|-------------------------------|----------------------------------|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact BIO-2: Potential Introduction or Spread of Noxious Weeds. | Potentially significant at the project level. | Mitigation Measure BIO-3: Conduct a Noxious Weed Survey and Document Noxious Weed Infestation. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| | | Mitigation Measure BIO-4: Avoid the Dispersal of Noxious Weeds into Uninfested Areas. | | | | | | | Goal 9, Objective A |
| Impact BIO-3: Loss or Disturbance of Riparian Communities. | Potentially significant at the project level. | Mitigation Measure BIO-5: Identify and Document Riparian Habitat. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| | | Mitigation Measure BIO-6: Avoid and Minimize Disturbance of Riparian Communities. | | | | | | | Goal 9, Objective A |
| | | Mitigation Measure BIO-7: Compensate for the Loss of Riparian Community. | | | | | | | Goal 9, Objective A |
| Impact BIO-5: Potential Disturbance or Loss of Special-Status Wildlife Species and Their Habitat. | Potentially significant at the project level. | Mitigation Measure BIO-11: Document Special-Status Wildlife Species and Their Habitats. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| | | Mitigation Measure BIO-12: Avoid and Minimize Impacts on Special-Status Wildlife Species by Redesigning the Project, Protecting Special-Status Wildlife Habitat, and Developing a Mitigation Monitoring Plan (If Necessary). | | | | | | | Goal 9, Objective A |
| | | Mitigation Measure BIO-13: Coordinate with Resource Agencies and Develop Appropriate Compensation Plans for State- and Federal-Listed Wildlife Species. | | | | | | | Goal 9, Objective A |
| Impact BIO-6: Potential Disturbance and Loss of Common Wildlife Species. | Less than significant. | No mitigation is required. | N/A | | | | | | Goal 9, Objective A |
| Impact BIO-7: Potential Direct and Indirect Impacts on Special-Status Fish Species. | Potentially significant at the project level. | Mitigation Measure BIO-14: Assess and Document Habitat for Special-Status Fish Species. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| | | Mitigation Measure BIO-15: Avoid and Minimize Impacts on Special-Status Fish and Their Habitat. | | | | | | | Goal 9, Objective A |
| | | Mitigation Measure BIO-16: Consult with NMFS or USFWS when Listed Fish Species May Be Affected, and Initiate Essential Fish Habitat Consultation with NMFS when Chinook Salmon May Be Affected. | | | | | | | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|--|---|--|------------------------|--|-------------------------------|--|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact BIO-8: Conflict with Local Policies or Ordinances Protecting Biological Resources. | Potentially significant at the project level. | Mitigation Measure BIO-17: Review Local City and County Policies, Ordinances, and Conservation Plans and Comply with Requirements. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| Impact BIO-9: Removal or Disturbance of Oak Woodland Communities and Individual Native Oak Trees. | Potentially significant at the project level. | Mitigation Measure BIO-17: Review Local City and County Policies, Ordinances, and Conservation Plans and Comply with Requirements. Mitigation Measure BIO-18: Install Temporary Construction Barrier Fencing to Protect Native Oak Trees Adjacent to the Construction Zone. | Potentially significant at the project level. | | | | | | Goal 9, Objective A Goal 9, Objective A |
| 3.8 CULTURAL AND HISTORIC RESOURCES | | | | | | | | | |
| Impact CR-4: Proposed Projects May Occur Near Some Architectural (Built Environment) Resources. | Potentially significant at the project level. | Mitigation Measure CR-5: Conduct Historic Inventory and Evaluation for Architectural Resources. | Potentially significant at the project level. | 3.8-1 Development of Highway, Arterial, Bridge Crossing and Transit Projects May Impact Historic Resources. | Less than significant. | 3.8-1(a) As part of the appropriate environmental review of an individual project, the project implementation agencies shall identify potential impacts to historic resources. A record search at the appropriate Information Center shall be conducted to determine whether the project area has been previously surveyed and whether resources were identified. As necessary, prior to construction activities, the project implementation agencies shall obtain a qualified architectural historian to conduct historic architectural surveys as recommended by the Archaeological Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center will make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources. | Less than significant. | The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by conducting a record search, or through surveys conducted by a qualified architectural historian to determine and identify resources. Recommendations by the Archaeological Information Center will determine if a survey is needed. | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|---|--|---|--|--------------------------|---|-------------------------------|--|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | <p>3.8-1(b) The project implementation agencies shall comply with Section 106 of the National Historic Preservation Act if federal funding or approval is required. This law requires federal agencies to evaluate the impact of their actions on resources included in or eligible for listing in the National Register of Historic Places. Federal agencies must coordinate with the State Historic Preservation Officer in evaluating impacts and developing mitigation. These mitigation measure may include, but are not limited to the following: the project implementation agencies shall carry out the maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation, relocation, or reconstruction of any impacted historic resource, which shall be conducted in a manner consistent with the Secretary of the Interior's Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. In some instances, the following mitigation measure may be appropriate in lieu of the previous mitigation measure: the project implementation agencies shall secure a qualified environmental agency and/or architectural historian, or other such qualified person to document any significant historical resource(s), by way of historic narrative, photographs, or architectural drawings, as mitigation for the effects of demolition of a resource will not mitigate the effects to a point where clearly no significant effect on the environment would occur.</p> | | | Goal 9, Objective A |
| <p>Impact CR-1: Potential for Damage to or Destruction of Archaeological Resources during Specific Project Construction.</p> | Potentially significant at the project level. | <p>Mitigation Measure CR-1: Conduct Cultural Resource Inventories Concurrently with Environmental Review.</p> | Potentially significant at the project level. | <p>3.8-2 Construction Activities Involving Excavation and Earthmoving May Encounter Archaeological Resources.</p> | Potentially significant. | <p>3.8-2(a) As part of the appropriate environmental review of individual projects, the project implementation agencies shall consult with the Native American Heritage Commission to determine whether known sacred sites are in the project area, and identify the Native American(s) to contact to obtain information about the project site.</p> | Less than significant. | The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by consulting with the Native American Heritage Commission to identify and determine sacred sites. | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|---|---|-----------------|-----------------------|--|-------------------------------|----------------------------------|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact CR-2: Potential for Damage to or Destruction of Previously Undiscovered Buried Archaeological Sites or Unique Paleontological Resources. | Potentially significant at the project level. | Mitigation Measure CR-2: Stop Work If Archaeological Materials Are Discovered during Construction. | Potentially significant at the project level. | | | 3.8-2(b) Prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist to conduct a record search at the appropriate Information Center of the California Archaeological Inventory to determine whether the project area has been previously surveyed and whether resources were identified. | | | Goal 9, Objective A |
| | | | | | | 3.8-2(c) As necessary prior to construction activities, the project implementation agencies shall obtain a qualified archaeologist or architectural historian (depending on applicability) to conduct archaeological and/or historic architectural surveys as recommended by the Information Center. In the event the records indicate that no previous survey has been conducted, the Information Center shall make a recommendation on whether a survey is warranted based on the sensitivity of the project area for cultural resources. | | | Goal 9, Objective A |
| | | | | | | 3.8-2(d) If the record search indicates that the project is located in an area rich with cultural materials, the project proponent shall retain a qualified archaeologist to monitor any subsurface operations, including but not limited to grading, excavation, trenching, or removal of existing features of the subject property. | | | Goal 9, Objective A |
| | | | | | | 3.8-2(e) Construction activities and excavation shall be conducted to avoid cultural resources (if found). If avoidance is not feasible, further work may need to be done to determine the importance of a resource. The project implementation agencies shall obtain a qualified archaeologist familiar with the local archaeology, and/or an architectural historian should make recommendations regarding the work necessary to determine importance. If the cultural resource is determined to be important under state or federal guidelines, impacts on the cultural resource shall be mitigated. | | | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|---|---|--|--------------------------|---|-------------------------------|--|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | | | | Goal 9, Objective A |
| Impact CR-2: Potential for Damage to or Destruction of Previously Undiscovered Buried Archaeological Sites or Unique Paleontological Resources. | Potentially significant at the project level. | Mitigation Measure CR-2: Stop Work If Archaeological Materials Are Discovered during Construction. | Potentially significant at the project level. | 3.8-3 Construction activities involving excavation and earthmoving may encounter paleontological materials. | Potentially significant. | 3.8-2(f) The project implementation agencies shall stop construction activities and excavation in the area where cultural resources are found until a qualified archaeologist can determine the importance of these resources. 3.8-3(a) As part of the appropriate environmental review of individual projects, the project implementation agencies shall obtain a qualified paleontologist to identify and evaluate paleontological resources where potential impacts are considered high; the paleontologist shall also conduct a field survey in these areas. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by obtaining a qualified paleontologist to identify, evaluate and conduct field surveys when necessary to determine potential impacts. | Goal 9, Objective A |
| | | Mitigation Measure CR-3: Conduct Project-Specific Paleontological Resource Assessments Concurrently with Environmental Review. | | | | | | | Goal 9, Objective A |
| | | | | | | 3.8-3 (b) Construction activities shall avoid known paleontological resources, especially if the resources in a particular lithic unit formation have been determined through detailed investigation to be unique. If avoidance is not feasible, paleontological resources shall be excavated by the qualified paleontologist and given to a local agency, State University, or other applicable institution, where they could be displayed. | | | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|--|---|--|------------------------|---|-------------------------------|---|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact CR-3: Potential for Damage to or Destruction of Previously Undiscovered Human Remains. | Potentially significant at the project level. | Mitigation Measure CR-4: Stop Work If Human Remains Are Discovered during Construction. | Potentially significant at the project level. | 3.8-4 Construction activities involving excavation and earthmoving may encounter human remains. | Less than significant. | 3.8-4(a) As part of the appropriate environmental review of individual projects, the project implementation agencies, in the event of discovery or recognition of any human remains (other than in a dedicated cemetery) during construction or excavation activities associated with the project shall cease further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the coroner of the county in which the remains are discovered has been informed and has determined that no investigation of the cause of death is required. | Less than significant. | The applicable Placer County agencies shall be responsible for ensuring cultural and historic resource mitigation adherence by ceasing further excavation or disturbance to the site if any human remains are discovered. If Native American remains are found, the coroner shall contact the Native American Heritage Commission to notify the proper descendants, and make a recommendation of how to dispose of the remains. If a descendant is not identified, the landowner shall obtain a Native American monitor and rebury the remains in a location that is not subject to further subsurface disturbance. | Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
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| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |

If the remains are of Native American origin, the coroner shall contact the Native American Heritage Commission in order to ascertain the proper descendants from the deceased individual. The coroner shall make a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods. The recommendation may include obtaining a qualified archaeologist or team of archaeologists to properly excavate the human remains. If the Native American Heritage Commission is unable to identify a descendant; or the descendant failed to make a recommendation within 24 hours after being notified by the commission; or the landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner, then: the landowner or his authorized representative shall obtain a Native American monitor, and an archaeologist if recommended by the Native American monitor, and rebury the Native American human remains and any associated grave goods, with appropriate dignity, on the property and in a location that is not subject to further subsurface disturbance.

Goal 9, Objective A

3.9 AESTHETICS

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| <p>Impact AES-1: Substantial adverse effect on a scenic vista within the MTP Plan Area.</p> | <p>Potentially significant at the project level.</p> | <p>Mitigation Measure AES – 1a: Reduce Visibility of Construction Staging Areas and Re-vegetate Exposed Earth Surfaces.</p> | <p>Potentially significant at the project level.</p> | <p>3.9-1 Alteration of Placer County Visual Character Due to Plan Implementation.</p> | <p>Less than significant.</p> | <p>3.9-1(a) Prior to implementation of individual roadway improvement projects proposed for state or county scenic routes, further study shall be completed to determine the specific visual effects of these projects, and appropriate project-specific mitigation measures shall be proposed to reduce these impacts.</p> | <p>Less than significant.</p> | <p>The applicable Placer County agencies shall be responsible for ensuring aesthetic resource mitigation adherence by conducting further studies of individual projects proposed for scenic routes, project specific mitigation measures shall be proposed to reduce these impacts.</p> | <p>Goal 9, Objective A</p> |
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| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
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| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | Mitigation Measure AES - 1b: Determine Specific Visual Effects Associated with Proposed Improvement Projects. | | | | 3.9-1(b) Where feasible, native vegetation shall be reintroduced along rural roadways after implementation of proposed roadway improvement projects to integrate the proposed projects with the existing visual character of the surrounding area. | | | Goal 9, Objectives A & B |
| Impact AES-3: Substantial degradation of visual character or quality within the MTP Plan Area. | Potentially significant at the project level. | Mitigation Measure AES - 3: Design Projects to be Visually Compatible with Surrounding Areas. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| | | Mitigation Measure AES - 4: Develop Design Guidelines that Make Project Elements Visually Compatible with Surrounding Areas. | | | | | | | Goal 9, Objective A |
| Impact AES-5: Construction of soundwalls would affect view and change visual character in transportation corridors. | Potentially significant at the project level. | Mitigation Measure AES - 8: Construct Soundwalls to complement the surrounding landscape. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| | | Mitigation Measure AES - 9: Include landscaping for soundwalls to complement the landscape of surrounding areas. | | | | | | | Goal 9, Objective A |
| Impact AES-2: Short- and long-term damage to scenic resources within the MTP Plan Area. | Potentially significant at the project level. | Mitigation Measure AES - 2: Implement Applicable Local Policies and Standard Measures to Protect Scenic Vistas, Scenic Resources and Visual Character. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| Impact AES-4: Creation of a new source of light or glare. | Potentially significant at the project level. | Mitigation Measure AES - 5: Plant Trees along Transportation Corridors to Reduce Sun Glare. | Potentially significant at the project level. | 3.9-2 Increase the amount of light and glare present in some areas of Placer County. | Less than significant. | None required. | Less than significant. | | Goal 9, Objectives A & B |
| | | Mitigation Measure AES - 6: Design Structures to Avoid or Reduce Impacts Resulting from Glare. | | | | | | | Goal 9, Objective A |
| | | Mitigation Measure AES - 7: Design Lighting to Meet Minimum Safety and Security Standards. | | 3.9-3 Reduced amount of open space in Placer County, thereby contributing to the cumulative loss of existing open space views within the region. | Less than significant. | None required. | Less than significant. | | Goal 1, Objective B; & Goal 9, Objective A |

3.10 UTILITIES AND SERVICES

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
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| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact PS - 1: Construction and implementation of the projects included in the MTP for 2035 could affect the level of police, fire, and medical services and could limit access to schools, libraries and parks within the MTP Plan Area. | Potentially significant at the project level. | Mitigation Measure PS-1: Ensure that road and railroad encroachment permits are obtained and that traffic control plans are prepared and implemented. | Potentially significant at the project level. | 3.10-1 Construction and implementation of the projects included in the 2027 RTP could affect the level of police, fire, and emergency medical services in Placer County. | Less than significant. | 3.10-1(a) Identification of all roadway locations where special construction techniques (e.g., directional drilling or night construction) would be used to minimize impacts to traffic flow. | | The applicable Placer County agencies shall be responsible for ensuring utilities and services resource mitigation adherence by identifying roadway locations with special construction techniques will be used to minimize impacts to traffic flow. | Goal 1, Objective B; & Goal 9, Objective A |
| Impact PS - 2: The MTP for 2035 would result in the need for, or the expansion of schools, libraries and parks. | Less than significant. | No mitigation is required. | N/A | | | 3.10-1(b) Development of circulation and detour plans to minimize impacts to local street circulation. This may include the use of signing and flagging to guide vehicles through and/or around the construction zone. | | | Goal 1, Objective B; & Goal 9, Objective A |
| Impact PS -3: Roadway congestion could affect response times and access for emergency fire, police and ambulance services. | Less than significant. | No mitigation is required. | N/A | | | 3.10-1(c) Scheduling of truck trips outside of peak morning and evening commute hours. | | | Goal 1, Objective B; Goal 5, Objective B; & Goal 9, Objective A |
| | | | | | | 3.10-1(d) Limiting of lane closures during peak hours to the extent possible. | | | Goal 1, Objective B; Goal 5, Objective B; & Goal 9, Objective A |
| | | | | | | 3.10-1(e) Usage of haul routes minimizing truck traffic on local roadways to the extent possible. | | | Goal 1, Objective B; Goal 5, Objective B; & Goal 9, Objective A |
| | | | | | | 3.10-1(f) Inclusion of detours for bicycles and pedestrians in all areas potentially affected by project construction. | | | Goal 1, Objective B; & Goal 9, Objective A |
| | | | | | | 3.10-1(g) Installation of traffic control devices as specified in the California Department of Transportation Manual of Traffic Controls for Construction and Maintenance Work Zones. | | | Goal 1, Objective B; & Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
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| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | | | | | <p>3.10-1(h) Development and implementation of access plans for highly sensitive land uses such as police and fire stations, transit stations, hospitals, and schools. The access plans would be developed with the facility owner or administrator. To minimize disruption of emergency vehicle access, affected jurisdictions shall be asked to identify detours for emergency vehicles, which will then be posted by the contractor. Notify in advance the facility owner or operator of the timing, location, and duration of construction activities and the locations of detours and lane closures.</p> <p>3.10-1(i) Storage of construction materials only in designated areas.</p> <p>3.10-1(j) Coordination with local transit agencies for temporary relocation of routes or bus stops in works zones, as necessary.</p> <p>3.10-1(k) Projects identified in the RTP that require police protection, fire service, and emergency medical service shall coordinate with the local fire department and police department to ensure that the existing public services and utilities would be able to handle the increase in demand for their services. If the current level of services at the project site are found to be inadequate, infrastructure improvements and personnel requirements for the appropriate public service shall be identified in each project's CEQA review.</p> <p>3.10-1(l) The growth inducing potential of individual projects shall be carefully evaluated so that the full implications of the project are understood. Individual environmental documents shall quantify indirect impacts (growth that could be facilitated or induced) on public services and utilities. Lead and responsible agencies should then make any necessary adjustments to the applicable general plan.</p> | | | <p>Goal 1, Objective B; & Goal 9, Objective A</p> <p>Goal 1, Objective B; & Goal 9, Objective A</p> <p>Goal 1, Objective B; Goal 2, Objective D; & Goal 9, Objective A</p> <p>Goal 9, Objectives A & B</p> <p>Goal 9, Objectives A & B</p> |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|--|---|---|------------------------|---|-------------------------------|--|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact USS - 1: Exceedances of capacity of regional landfills due to solid waste generated by construction and implementation of MTP projects. | Less than significant. | No mitigation is required. | N/A | 3.10-2 Construction and implementation of the projects included in the 2027RTP could affect the demand for power, solid waste, wastewater, and drinking water services in Placer County. | Less than significant. | 3.10-2(a) Projects identified in the RTP that require wastewater service, solid waste collection, or potable water service shall coordinate with the local public works department to ensure that the existing public services and utilities would be able to handle the increase. If the current infrastructure servicing the project site is found to be inadequate, infrastructure improvements for the appropriate public service or utility shall be identified in each project's CEQA documentation. | Less than significant. | The applicable Placer County agencies shall be responsible for ensuring utilities and services resource mitigation adherence by ensuring that existing public services and utilities will withstand the increase; if inadequate, infrastructure improvements will be identified. | Goal 9, Objectives A & B |
| Impact USS - 2: Disruption of or Interference with the Provision of Utility Services i.e., Electricity, Natural Gas, Telephone Service, and Cable and Satellite Television) due to construction and implementation of MTP projects. | Potentially significant at the project level. | Mitigation Measure USS - 1: Coordinate with utility service providers to locate and avoid impacts to utility lines. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| Impact USS - 3: Incremental increase in demand for potable water due to construction and implementation of MTP projects. | Potentially significant at the project level. | Mitigation Measure USS - 2: Ensure Adequate Water Supply Services Are Provided for MTP Projects. | Potentially significant at the project level. | | | 3.10-2(b) Wherever feasible, reclaimed water instead of potable water shall be used for landscaping purposes. | | | Goal 9, Objectives A |
| | | | | | | 3.10-2(c) Each of the proposed projects identified in the RTP shall comply with applicable regulations related to solid waste disposal. | | | Goal 9, Objectives A |
| | | | | | | 3.10-2(d) The construction contractor shall work with the County Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction. | | | Goal 9, Objectives A |
| | | | | | | 3.10-2(e) The amount of solid waste generated during construction will be estimated prior to construction, and appropriate disposal sites will be identified and utilized. | | | Goal 9, Objectives A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
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| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact USS - 2: Disruption of or Interference with the Provision of Utility Services i.e., Electricity, Natural Gas, Telephone Service, and Cable and Satellite Television) due to construction and implementation of MTP projects. | Potentially significant at the project level. | Mitigation Measure USS - 1: Coordinate with utility service providers to locate and avoid impacts to utility lines. | Potentially significant at the project level. | 3.10-3 Construction of projects included in the RTP may uncover and potentially sever underground utility lines (sewer, gas, electricity, telephone and water). | Less than significant. | 3.10-3(a) Prior to construction, the implementing agency or contractor shall identify the locations of existing utility lines. Avoidance of all known utility lines during construction shall also be implemented. | Less than significant. | | Goal 9, Objectives A & B |
| 3.11 ENERGY CONSUMPTION AND DEPENDENCE | | | | | | | | | |
| Impact ENE - 3: Effects on Electricity Demand. | Less than significant. | No mitigation is required. | N/A | 3.11-1 The implementation of the 2027 RTP will impact electricity demand by creating additional transportation routes and facilities that will require electricity service. | Less than significant. | 3.11.1(a) For any project anticipated to require substantial electrical usage, the project implementation agency shall submit projected electricity demand calculations to the local electricity provider for its analysis. Any infrastructure improvements necessary for project construction shall be completed according to the specifications of the electricity provider. 3.11.1(b) Use of solar powered lighting shall be undertaken as feasible to reduce the electricity demand on the local service provider. | Less-than-significant | The applicable Placer County agencies shall be responsible for ensuring energy consumption and dependence resource mitigation adherence by calculating and analyzing electricity demand for projects requiring substantial electrical usage, based on specifications of the electricity provider. | Goal 9, Objectives A Goal 9, Objectives A |
| Impact ENE - 2: Effects of Operation on Overall Regional Energy Usage. | Less than significant. | No mitigation is required. | N/A | 3.11-2 The implementation of the 2027 RTP will impact natural gas demand by creating additional transportation routes and facilities in the County that may require natural gas service. | Less than significant. | 3.11.2.(a) For any project anticipated to require natural gas, the project implementation agency will submit projected natural gas demand calculations to the local natural gas provider for analysis. Any infrastructure improvements necessary for project construction shall be completed according to the specifications of the natural gas provider. | Less than significant. | The applicable Placer County agencies shall be responsible for ensuring energy consumption and dependence resource mitigation adherence by submitting and analyzing projected natural gas demand calculations according to specifications of the local provider. | Goal 5, Objective A; & Goal 9, Objectives A |
| Impact ENE - 1: Construction Effects on Regional Energy Usage. | Significant and unavoidable at program level and potentially significant at project level. | Mitigation Measure ENE – 1: Incentives for Energy Conservation Practices. | Significant and unavoidable at program level and potentially significant at project level. | 3.11-3 The implementation of the 2027 RTP could impact petroleum and diesel demand by changing travel patterns, characteristics, and behaviors in Placer County which will reduce the amount of petroleum or diesel for operation compared to the No Project Option. | Considered beneficial. | None required. | Considered beneficial. | | Goal 7, Objective B; Goal 9, Objectives A & B |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|---|------------------------|---|-------------------------------|-----------------|-----------------------|-------------------------|-------------------------------|----------------------------------|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| Impact ENE - 4: Effects on Climate Change and Global Warming. | Less than significant. | Mitigation Measure ENE – 6: Develop Regional Climate Change Action Plan. | N/A | | | | | | Goal 9, Objective C |
| | | Mitigation Measure ENE – 7: Create Alternative Fuel Vehicle and Infrastructure Toolkit for Local Governments. | | | | | | | Goal 9, Objectives C & D |
| | | Mitigation Measure ENE – 8: Adopt Transportation Pricing Policy. | | | | | | | Goal 7, Objective B; & Goal 9, Objective C |
| | | Mitigation Measure ENE – 9: Create Public Education Program on Individual Transportation Behavior and Climate Change. | | | | | | | Goal 7, Objectives B & C; Goal 9, Objective C |
| | | Mitigation Measure ENE – 10: Provide Funding for Workshop on Global Climate Change for Local Government Officials and Create GHG Emissions Reduction Strategies Toolkit. | | | | | | | Goal 9, Objectives C & D; Goal 10, Objective A |
| | | Mitigation Measure ENE – 11: Adopt Regional Parking Regulation Policy to Provide Incentives for Use of Alternative Modes. | | | | | | | Goal 7, Objective B; & Goal 9, Objective C |
| | | Mitigation Measure ENE – 12: Adopt Safe Routes to School Policy and Implement Pilot Program and Conduct Workshop with Cities, Counties and School Districts to Identify other Opportunities for Collaboration that may reduce Greenhouse Emissions. | | | | | | | Goal 6, Objective C; Goal 7, Objective B; & Goal 9, Objective C |
| | | Mitigation Measure ENE – 13: Enhance I-PLACE3S Model to Assess Greenhouse Gas Impacts and Opportunities for Small-Scale Power Generation. | | | | | | | Goal 9, Objective C |
| | | Mitigation Measure ENE – 14: Establish a baseline for SACOG’s own GHG Impacts. | | | | | | | Goal 9, Objectives C & D |
| | | Mitigation Measure ENE – 15: Adopt a “Complete Streets” Policy. | | | | | | | Goal 6, Objective C; & Goal 9, Objectives A & B Goal 9, Objective C |
| | | Mitigation Measure ENE – 16: Recommend Draft Transportation Control Measures to Comply with the Federal Clean Act in order to Reduce GHG Emissions. | | | | | | | |
| | | Mitigation Measure AG - 1: Develop Rural-Urban Connections Strategy and Create Best Practices Toolkit. | | | | | | | Goal 9, Objectives B & E |
| | | Mitigation Measure LU - 2: Initiate a “Complete Streets” Technical Assistance Program. | | | | | | | Goal 6, Objective C; & Goal 9, Objectives A & B |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|--|---|--|--------------------------|--|-------------------------------|---|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| 3.12 HAZARDOUS MATERIALS TRANSPORT | | | | | | | | | |
| | | | | 3.12-1 Construction and maintenance activities associated with the implementation of the RTP could potentially result in solvent and architectural coating use that may be considered hazardous if not used, stored, or disposed of properly. | Potentially significant. | 3.12-1(a) Materials that are left over upon the completion of projects included in the 2027 RTP shall be stored properly and used for other transportation projects or purposes. Such use or reuse would reduce the amount of excess materials that would require disposal. | Significant and unavoidable. | The applicable Placer County agencies shall be responsible for ensuring hazardous materials transport resource mitigation adherence by properly storing materials and using them for other transportation projects or purposes. | Goal 1, Objective B; & Goal 9, Objective A |
| | | | | | | 3.12-1(b) Project implementing agencies shall take steps to minimize the risk associated with handling hazardous materials in the process of facility construction. | | | Goal 1, Objective B; & Goal 9, Objective A |
| | | | | 3.12-2 Implementation of the RTP could potentially result in decreased safety risks due to the transport of hazardous materials. | Considered beneficial. | | Considered beneficial. | | Goal 1, Objective B; & Goal 9, Objective A |
| RECREATION | | | | | | | | | |
| Impact REC - 1: Increased Use or Degradation of Recreation Facilities. | Less than significant. | No mitigation is required. | N/A | | | | | | Goal 8, Objective A |
| GEOLOGY, SEISMICITY & SOILS | | | | | | | | | |
| Impact GEO-1: Potential Structural Damage and Injury Caused by Fault Rupture. | Potentially significant at the project level. | Mitigation Measure GEO-1: Implement Seismic Design Standards into Site-Specific Project Design. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| Impact GEO - 2: Potential Structural Damage and Injury from Ground Shaking. | Potentially significant at the project level. | Mitigation Measure GEO-1: Implement Seismic Design Standards into Site-Specific Project Design. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| Impact GEO-3: Potential Structural Damage and Injury from Development on Materials Subject to Liquefaction. | Potentially significant at the project level. | Mitigation Measure GEO-2: Conduct Site-Specific Geotechnical Evaluations for Projects that Require Design of Earthworks and Foundations and Implement the Recommendations. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| Impact GEO-4: Potential Structural Damage as a Result of Development on Expansive Soils. | Potentially significant at the project level. | Mitigation Measure GEO-1: Implement Seismic Design Standards into Site-Specific Project Design. Mitigation Measure GEO-2: Conduct Site-Specific Geotechnical Evaluations for Projects that Require Design of Earthworks and Foundations and Implement the | Potentially significant at the project level. | | | | | | Goal 9, Objective A Goal 9, Objective A |

| SUMMARY OF IMPACTS AND MITIGATION MEASURES 2035 MTP AND 2027 RTP AND RELATIONSHIP TO 2035 RTP | | | | | | | | | |
|--|---|---|---|-----------------|-----------------------|-------------------------|-------------------------------|----------------------------------|--|
| 2035 MTP Impact | 2035 MTP Significance | 2035 Mitigation Measure | Significance After Mitigation | 2027 RTP Impact | 2027 RTP Significance | 2027 Mitigation Measure | Significance After Mitigation | 2027 RTP EIR Monitoring Measure* | Relationship to 2035 RTP Goal & Objectives |
| | | Recommendations. | | | | | | | |
| Impact GEO-5: Potential Accelerated Runoff, Erosion, and Sedimentation from Construction Activities. | Potentially significant at the project level. | Mitigation Measure GEO-3: Obtain and Implement the Requirements of the NPDES Permit into the Design of Site-Specific Projects that Would Disturb 1 or More Acres. Mitigation Measure GEO-4: Comply with County and City Grading Ordinances. Mitigation Measure GEO-5: Implement the Geotechnical Report Recommendations. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| Impact GEO-6: Inconsistency of Project with County and City Policies for Development in Geologically Hazardous Areas. | Potentially significant at the project level. | Mitigation Measure GEO-1: Implement Seismic Design Standards into Site-Specific Project Design. Mitigation Measure GEO-2: Conduct Site-Specific Geotechnical Evaluations for Projects that Require Design of Earthworks and Foundations and Implement the Recommendations. Mitigation Measure GEO-3: Obtain and Implement the Requirements of the NPDES Permit into the Design of Site-Specific Projects that Would Disturb 1 or More Acres. Mitigation Measure GEO-4: Comply with County and City Grading Ordinances. Mitigation Measure GEO-5: Implement the Geotechnical Report Recommendations. | Potentially significant at the project level. | | | | | | Goal 9, Objective A |
| | | | | | | | | | Goal 9, Objective A |
| | | | | | | | | | Goal 9, Objective A |
| | | | | | | | | | Goal 9, Objective A |
| | | | | | | | | | Goal 9, Objective A |

Note:
 * PCTPA shall be provided with mitigation measure compliance documentation where appropriate.

- Sources:**
1. Draft EIR for the MTP 2035, SACOG, October 2007.
 2. Final Supplement Program EIR Placer County 2027 RTP, prepared by PlanWest Partners, Inc. for PCTPA, September 2005.
 3. Draft Supplement Program EIR Placer County 2027 RTP, prepared by PlanWest Partners, Inc. for PCTPA, May 2005.

APPENDIX S

TRAVEL FORECASTS FOR RTP ALTERNATIVES

Travel demand modeling was conducted to evaluate the five 2027 RTP alternatives (each of these alternatives are described in detail in the 2027 RTP Draft Supplemental Environmental Impact Report). The evaluation compared three performance measures for each alternative: transit ridership; peak period vehicle-mile of travel (VMT) by level of service (LOS); and peak period vehicle hours of delay (VHD). The travel demand modeling results for the RTP planning area are as follows:

| Year - RTP Alternative | VMT by LOS ¹ | VHD ² |
|------------------------------|-------------------------|------------------|
| 2001 – No Project (2022 RTP) | 3,310,000 | 2,853 |
| 2027 - Funding Constrained | 6,415,000 | 19,167 |
| 2027 - Funding Unconstrained | 6,601,000 | 15,497 |
| 2027 - Transit Emphasis | 6,410,000 | 18,927 |
| 2027 – Roadway Emphasis | 6,612,000 | 15,722 |

Notes:

¹ Vehicle miles of travel during a.m. and p.m. three-hour commute periods within Placer County, excluding Tahoe basin area.

² Vehicle hours of delay \geq LOS D during a.m. and p.m. three-hour commute periods within traffic analysis study area.

Source: DKS Associates, 2005.

The traffic model results show increases in both VMT and VHD over the No Project alternative, which will result in increased air pollutant emissions over the planning horizon. Higher VMT and VHD will result in higher vehicle emissions. The projected 2027 peak period vehicle miles of travel are comparable among the four alternatives, with the Transit Emphasis alternative and Funding Constrained alternative (6,410,000 and 6,415,000, respectively) being the lowest and the Roadway Emphasis alternative being the highest (6,612,000 miles). The projected 2027 peak period vehicle hours of delay are lowest for the Funding Unconstrained alternative (15,497) and highest for the Funding Constrained alternative (19,167).

The key conclusions of the travel demand analysis are (DKS Associates memorandum dated March 18, 2005):

- **Change between 2001 and 2007 conditions under Funding Constrained Alternative:** Traffic congestion levels would increase substantially by 2027 if only the transportation projects included in the Funding Constrained Alternative are implemented.
- **Comparison between 2027 conditions for Funding Constrained Alternative and Funding Unconstrained Alternative:** The added transportation projects in the Funding Unconstrained Alternative would significantly reduce traffic congestion from the projected levels under the Funding Constrained Alternative. However, congestion levels would still be substantially greater than today.
- **Comparison of 2027 conditions for the Roadway Emphasis Alternative to both the Funding Constrained Alternative and Funding Unconstrained Alternative:** The

added transportation projects in the Roadway Emphasis Alternative would reduce traffic volumes on some roadways but increase traffic volumes on others from those under the Funding Unconstrained Alternative. Thus this alternative would result in about the same overall congestion levels in Placer County as the Funding Unconstrained Alternative.

- **Comparison between 2027 conditions for the Transit Emphasis Alternative and the Funding Constrained Alternative:** The Transit Emphasis Alternative would substantially increase transit ridership in Placer County but would not significantly reduce traffic congestion levels.

Detailed descriptions of each alternative including transportation projects considered for each alternative are described in the 2027 RTP Supplemental Program Draft EIR.

APPENDIX T

Placer County 2035 Regional Transportation Plan Checklist (Revised February 2010)

(To be completed electronically in Microsoft Word format by the MPO/RTPA and submitted along with the draft RTP to Caltrans)

Name of MPO/RTPA: Placer County Transportation Planning Agency (PCTPA)

Date Draft RTP Completed: June 9, 2010

RTP Adoption Date: September 22, 2010

What is the Certification Date of the Environmental Document (ED)? September 22, 2010

Is the ED located in the RTP or is it a separate document? Separate Document

By completing this checklist, the MPO/RTPA verifies the RTP addresses all of the following required information within the RTP.

Regional Transportation Plan Contents

General

1. Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.322(a))
2. Does the RTP include both long-range and short-range strategies/actions? (23 CFR part 450.322(b))
3. Does the RTP address issues specified in the policy, action and financial elements identified in California Government Code Section 65080?
4. Does the RTP address the 10 issues specified in the Sustainable Communities Strategy (SCS) component as identified in Government Code Sections 65080(b)(2)(B) and 65584.04(i)(1)? **(MPOs only) – Applicable to SACOG**
 - a. Identify the general location of uses, residential densities, and building intensities within the region? **(MPOs only)**

| Yes/ No | Page # |
|------------|----------------------|
| Yes | Pages 1-3 & 6-1 |
| Yes | Page 1-1 & Chapter 6 |
| Yes | Chapters 5, 6 & 8 |
| | |
| No | - |
| No | - |

| | | |
|--|------------|--|
| <p>b. Identify areas within the region sufficient to house all the population of the region, including all economic segments of the population over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth? (MPOs only)</p> | <p>No</p> | <p>-</p> |
| | | <p>Yes/ No Page #</p> |
| <p>c. Identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584? (MPOs only)</p> | <p>No</p> | <p>-</p> |
| <p>d. Identify a transportation network to service the transportation needs of the region? (MPOs only)</p> | <p>Yes</p> | <p>Chapter 6</p> |
| <p>e. Gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Government Code Section 65080.01? (MPOs only)</p> | <p>No</p> | <p>-</p> |
| <p>f. Consider the state housing goals specified in Sections 65580 and 65581? (MPOs only)</p> | <p>No</p> | <p>-</p> |
| <p>g. Utilize the most recent planning assumptions, considering local general plans and other factors? (MPOs only)</p> | <p>Yes</p> | <p>Chapter 3 & Appendix M</p> |
| <p>h. Set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the ARB? (MPOs only)</p> | <p>Yes</p> | <p>Chapters 3 & 7 & Appendix O</p> |
| <p>i. Provide consistency between the development pattern and allocation of housing units within the region (Government Code 65584.04(i) (1)? (MPOs only)</p> | <p>Yes</p> | <p>Chapter 3 & Appendix D</p> |
| <p>j. Allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Section 7506)? (MPOs only)</p> | <p>Yes</p> | <p>Chapter & Appendix N</p> |
| <p>5. Does the RTP include Project Intent i.e. Plan Level Purpose and Need Statements?</p> | <p>Yes</p> | <p>Chapter 1</p> |
| <p>6. Does the RTP specify how travel demand modeling methodology, results and key assumptions were developed as part of the RTP process? (Government Code 14522.2) (MPOs only)</p> | <p>Yes</p> | <p>Page 6.1-8 & Appendix I</p> |

Consultation/Cooperation

| | | | |
|-----|--|-----|-----------------------------|
| 1. | Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR part 450.316(a)? | Yes | Pages 1-4, 2-14, Appendix A |
| 2. | Did the MPO/RTPA consult with the appropriate State and local representatives including representatives from environmental and economic communities; airport; transit; freight during the preparation of the RTP? (23CFR450.316(3)(b)) | Yes | Chapter 2 & Appendix B |
| 3. | Did the MPO/RTPA who has federal lands within its jurisdictional boundary involve the federal land management agencies during the preparation of the RTP? | Yes | Chapter 2 & Appendix B |
| 4. | Where does the RTP specify that the appropriate State and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation consulted? (23 CFR part 450.322(g)) | Yes | Chapter 2 & Appendix B |
| 5. | Did the RTP include a comparison with the California State Wildlife Action Plan and (if available) inventories of natural and historic resources? (23 CFR part 450.322(g)) | Yes | Chapters 6.11 & 9 |
| 6. | Did the MPO/RTPA who has a federally recognized Native American Tribal Government(s) and/or historical and sacred sites or subsistence resources of these Tribal Governments within its jurisdictional boundary address tribal concerns in the RTP and develop the RTP in consultation with the Tribal Government(s)? (Title 23 CFR part 450.316(c)) | Yes | Chapter 2, & Appendix B |
| 7. | Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(i)) | Yes | Chapter 2 & Appendix A & B |
| 8. | Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR part 450.316 (a)) | Yes | Chapters 2 & 6 & Appendix B |
| 9. | Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2)) (MPO nonattainment and maintenance areas only) – <u>Applicable to SACOG</u> | Yes | Chapter 7 |
| 10. | Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? | Yes | Chapter 6.2 |
| 11. | Were the draft and adopted RTP posted on the Internet? (23 CFR part 450.322(j)) | Yes | Page ii-4 & Appendix A |
| 12. | Did the RTP explain how consultation occurred with locally elected officials? (Government Code 65080(D)) (MPOs only) – <u>Applicable to SACOG</u> | Yes | Chapter 2 & Appendix B |

13. Did the RTP outline the public participation process for the sustainable communities strategy? (Government Code 65080(E) (MPOs only) – Applicable to SACOG)

| | |
|----|---|
| No | - |
|----|---|

Modal Discussion

- Does the RTP discuss intermodal and connectivity issues?
- Does the RTP include a discussion of highways?
- Does the RTP include a discussion of mass transportation?
- Does the RTP include a discussion of the regional airport system?
- Does the RTP include a discussion of regional pedestrian needs?
- Does the RTP include a discussion of regional bicycle needs?
- Does the RTP address the California Coastal Trail? (Government Code 65080.1) (**For MPOs and RTPAs located along the coast only**) - Not Applicable
- Does the RTP include a discussion of rail transportation?
- Does the RTP include a discussion of maritime transportation (if appropriate)?
- Does the RTP include a discussion of goods movement?

| Yes | Chapter 4 |
|------------|--------------------|
| Yes/ No | Page # |
| Yes | Chapter 6.1 |
| Yes | Chapter 6.2 |
| Yes | Chapter 6.4 |
| Yes | Chapter 6.6 |
| Yes | Chapter 6.6 |
| No | NA |
| Yes | Chapters 6.3 & 6.5 |
| No | NA |
| Yes | Chapter 6.5 |

Programming/Operations

- Is a congestion management process discussed in the RTP? (23 CFR part 450.450.320(b)) (MPOs designated as TMAs only) – Applicable to SACOG
- Is the RTP consistent (to the maximum extent practicable) with the development of the regional ITS architecture?
- Does the RTP identify the objective criteria used for measuring the performance of the transportation system?
- Does the RTP contain a list of un-constrained projects?

| | |
|-----|----------------------------|
| Yes | Page 2-7 |
| Yes | Chapter 6.9 |
| Yes | Page 5-18 & Appendix K & L |
| Yes | Chapter 6 & Appendix G |

Financial

- Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.322(f) (10)?

| | |
|-----|-----------|
| Yes | Chapter 8 |
|-----|-----------|

| | | | |
|----|--|---------------|----------------------------|
| 2. | Does the RTP contain a consistency statement between the first 4 years of the fund estimate and the 4-year STIP fund estimate? (2006 STIP Guidelines, Section 19) | Yes | Chapter 8 |
| 3. | Do the projected revenues in the RTP reflect Fiscal Constraint? (23 CFR part 450.322(f)(10)(ii)) | Yes | Chapter 8 |
| 4. | Does the RTP contain a list of financially constrained projects? Any regionally significant projects should be identified. (Government Code 65808(3)(A)) | Yes | Appendix F & Chapter 6.1 |
| | | Yes/No | Page # |
| 5. | Do the cost estimates for implementing the projects identified in the RTP reflect “year of expenditure dollars” to reflect inflation rates? (23 CFR part 450.322(f)(10)(iv)) | Yes | Chapter 8 |
| 6. | After 12/11/07, does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highway and transit within the region? (23 CFR 450.322(f)(10)(i)) | Yes | Chapter 8 |
| 7. | Does the RTP contain a statement regarding consistency between the projects in the RTP and the ITIP? (2006 STIP Guidelines section 33) | Yes | Chapters 2 & 6 |
| 8. | Does the RTP contain a statement regarding consistency between the projects in the RTP and the FTIP? (2006 STIP Guidelines section 19) | Yes | Chapters 2 & 6, Appendix F |
| 9. | Does the RTP address the specific financial strategies required to ensure the identified TCMs from the SIP can be implemented? (23 CFR part 450.322(f)(10)(vi)) (nonattainment and maintenance MPOs only) | Yes | Chapter 7 |

Environmental

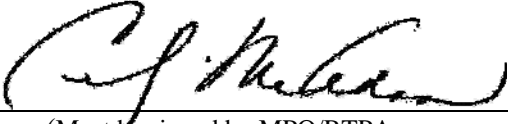
| | | | |
|----|--|-----|---|
| 1. | Did the MPO/RTPA prepare an EIR or a program EIR for the RTP in accordance with CEQA guidelines? - <u>Draft Supplemental Environmental Impact Report SCH #2010052013, June 2010</u> | Yes | Separate Document |
| 2. | Does the RTP contain a list of projects specifically identified as TCMs, if applicable? | Yes | Chapter 7 |
| 3. | Does the RTP contain a discussion of SIP conformity, if applicable? (MPOs only) | Yes | Chapter 7 |
| 4. | Does the RTP specify mitigation activities? (23 CFR part 450.322(f)(7)) | Yes | Chapter 9 & Appendix R |
| 5. | Where does the EIR address mitigation activities? - <u>Draft Supplemental EIR, SCH #2010052013, June 2010</u> | Yes | Chapter 9 & Appendix R & Draft Supplemental EIR |
| 6. | Did the MPO/RTPA prepare a Negative Declaration or a Mitigated Negative Declaration | No | NA |

for the RTP in accordance with CEQA guidelines?

- 7. Does the RTP specify the TCMs to be implemented in the region? (**federal nonattainment and maintenance areas only**) – Applicable to SACOG

| | |
|-----|-----------|
| | |
| Yes | Chapter 7 |

I have reviewed the above information and certify that it is correct and complete.



(Must be signed by MPO/RTPA Executive Director or designated representative)

Celia McAdam, AICP

Print Name

September 3, 2010

Date

Executive Director

Title

APPENDIX U

REFERENCES

1. California Aviation System Plan 2010 General Aviation System Needs Assessment Element, Caltrans Division of Aeronautics, September 2010.
2. I-80 High Occupancy Toll (HOT) Lane Feasibility Study, HNTB in association with Fehr & Peers and MIG prepared for SACOG and PCTPA, July 2010.
3. Forest Management: Current Conditions in the Forested Lands of the SACOG Region, TSS Consultants prepared for SACOG, July 2010.
4. Greenhouse Gas Options, SACOG, May 2010.
5. Placer County Economic Forecast, Caltrans, March 2010.
6. Caltrans District 3 Draft Mobility Action Plan, Caltrans, March 2010.
7. The California Essential Habitat connectivity Project: A Strategy for Conserving a Connected California, California Department of Fish and Game and Caltrans, February 2010.
8. 2009/2010 California County Projections Center for Continuing Study of the California Economy (Steve Levy Group).
9. California Statewide Local Streets and Roads Needs Assessment Final Report, Nichols Consulting Engineers, Chtd. Engineering & Environmental Services, October 2009.
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11. Rural Transportation Funding Handbook, SACOG, September 2009.
12. Climate Change and Rural Communities in the U.S., Draft Briefing Paper, Rural Policy Research Institute, August 2009.
13. 2008 California Motor Vehicle Stock, Travel and Fuel Forecast, Caltrans, June 2009.
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18. Goods Movement Action Plan, Tioga Group prepared for SACOG, September 2008.
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20. Draft Briefing Book Rural-Urban Connections Strategy: Transportation, SACOG, October 2008.
21. 2008 California Strategic Highway Safety Summit, Caltrans, May 2008.
22. 2007 State of the Pavement Condition Survey, Caltrans, March 2008.
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24. Visions for the Future U.S. Intercity Passenger Rail Network through 2050, Passenger Rail Working Group, December 2007.
25. Staff Report: California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, CARB, November 2007.
26. Transit Emergency Planning Guidance, Caltrans Division of Mass Transportation, July 2007.
27. Preferred Blueprint Alternative Special Report, SACOG, Revised June 2007.
28. The Placer County Conservation Plan, Placer County, June 2007.
29. Appendix H – Transportation: SACSIM Overview, 2035 MTP, SACOG, May 2007.
30. Transportation Planner’s Safety Desk Reference – Companion to NCHRP Report 500 Guidance for Implementation of the AASHTO Strategic Highway Safety Plan, FHWA, January 2007.
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